

# **APPENDIX I.1**

## **Traffic Impact Analysis**

*Traffic Impact Analysis*

**Jaeger Ranch  
City of Rancho Cordova, California**

***DRAFT***

August 28, 2018

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## EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for Jaeger Ranch project (the “proposed project” or “project”). The vacant project site is located along Rancho Cordova Parkway/Jaeger Road, south of Douglas Road in Rancho Cordova, California. This study was performed in accordance with the County of Sacramento’s traffic study guidelines and standards established by the Circulation Element of the City of Rancho Cordova’s General Plan.

The proposed project will include 666 single-family detached residential units, 120 multi-family residential units, 637 Active Adult Residential (AAR) units, and approximately 46,000 square-feet of commercial uses. Access to the project site will be provided by Chrysanthy Boulevard, which, as a part of the project, will be extended from Rancho Cordova Parkway/Jaeger Road to the eastern extent of the project. The project is not expected to construct Chrysanthy Boulevard to its eventual connection with Grant Line Road. Chrysanthy Boulevard extends through the project and serves as a primary internal facility. Rancho Cordova Parkway provides additional access to the site, from south of Chrysanthy Boulevard. The project is conditioned to widen Rancho Cordova Parkway along the project extents from two (2) to four (4) lanes. In addition, the project will construct a pedestrian tunnel crossing along Chrysanthy Boulevard within the project site, two (2) pedestrian push button crossing within the project site, and one (1) pedestrian push button crossing along Rancho Cordova Parkway adjacent to the project.

This analysis includes evaluation of the following transportation facilities:

- 40 Intersections (13 for Cumulative Conditions only)
  - 31 within Rancho Cordova (13 for Cumulative Conditions only)
  - 9 within Sacramento County’s jurisdiction
- 46 Roadway Segments (17 for Cumulative Conditions only)
  - 38 within Rancho Cordova (16 for Cumulative Conditions only)
  - 8 within Sacramento County’s jurisdiction (1 for Cumulative Conditions only)

Based on the County’s requirements, this traffic impact analysis was conducted for the study facilities for the following scenarios:

- A. Existing (2017) Conditions
- B. Existing (2017) plus Proposed Project Conditions
- C. Cumulative (2040) Conditions
- D. Cumulative (2040) plus Proposed Project Conditions

Significant findings of this study include:

- The proposed project is estimated to generate 10,266 new daily trips, with 721 new trips occurring during the AM peak-hour, and 934 new trips occurring during the PM peak-hour.
- The addition of the proposed project to the Existing (2017) Conditions results in a significant impact at four (4) study intersections and one (1) roadway segment. With the application of mitigation measures recommended herein, the impacts to intersections can be mitigated to be *less than significant*. The proposed project results in one significant impact to the roadway segments for Existing (2017) Conditions, as defined by the City of Rancho Cordova. This roadway segment is already built to its final extents per the City’s General Plan.
- The addition of the proposed project to Cumulative (2040) Conditions results in a significant impact at three (3) intersections. Two of the impacts to intersections would be mitigated to less than significant. One location does not have a feasible mitigation. The proposed project results in a significant impact at two (2) roadway segments for Cumulative (2040) Conditions.

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## INTRODUCTION

This report documents the results of a traffic impact analysis completed for Jaeger Ranch residential project (the “proposed project” or “project”). The vacant project site is located along Rancho Cordova Parkway/Jaeger Road, south of Douglas Road in Rancho Cordova, California. The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the County of Sacramento’s traffic study guidelines<sup>1</sup> and standards established by the Circulation Element of the City of Rancho Cordova’s General Plan <sup>2</sup>.

## PROJECT DESCRIPTION

The proposed project will include 666 single-family detached residential units, 120 multi-family residential units, 637 Active Adult Residential (AAR) units, and approximately 46,000 square feet of commercial uses. Primary access to the project site will be provided by Chrysanthy Boulevard, which will be extended from Rancho Cordova Parkway/Jaeger Road to the eastern extent of the project. Chrysanthy Boulevard extends through the project and serves as a primary external access roadway. The project is not expected to construct Chrysanthy Boulevard to its eventual connection with Grant Line Road.

Rancho Cordova Parkway provides additional access to the site, from south of Chrysanthy Boulevard. The project is conditioned to widen Rancho Cordova Parkway along the project extents from two (2) to four (4) lanes. Rancho Cordova parkway currently is unpaved north of Chrysanthy Boulevard, but is expected to be constructed to City standards in the future. In addition, the project will construct a pedestrian tunnel crossing along Chrysanthy Boulevard within the project site, two (2) pedestrian push button crossing within the project site, and one (1) pedestrian push button crossing along Rancho Cordova Parkway adjacent to the project. The project location, study intersections and study segments are depicted in **Figure 1**. The proposed project site plan is shown in **Figure 2**. **Figure 3** illustrates the existing study intersections facilities, traffic control, and lane configurations.

Based on the County’s requirements, this traffic impact analysis was conducted for the study facilities for the following scenarios:

- A. Existing (2017) Conditions
- B. Existing (2017) plus Proposed Project Conditions
- C. Cumulative (2040) Conditions
- D. Cumulative (2040) plus Proposed Project Conditions

The following transportation facilities are included in this evaluation, including the additional study facilities for the Cumulative (2040) scenario:

### Existing (2017) Intersections:

- 1. Jackson Rd/SR-16 @ Bradshaw Rd
- 2. Jackson Rd/SR-16 @ Excelsior Rd
- 3. Jackson Rd/SR-16 @ Eagles Nest Rd
- 4. Jackson Rd/SR-16 @ Sunrise Blvd
- 5. Jackson Rd/SR-16 @ Grant Line Rd
- 6. Rancho Cordova Pkwy @ Chrysanthy Blvd
- 7. Florin Rd @ Sunrise Blvd
- 8. Grant Line Rd @ Kiefer Blvd
- 9. Grant Line Rd @ Sunrise Blvd

<sup>1</sup> *Traffic Impact Analysis Guidelines, July 2004, County of Sacramento.*

<sup>2</sup> *City of Rancho Cordova General Plan: Circulation Element, May 2015, City of Rancho Cordova*

10. Douglas Rd @ Zinfandel Dr
11. Douglas Rd @ Sunrise Blvd
12. Douglas Rd @ Grant Line Rd
13. Mather Field Rd @ Folsom Blvd
14. Mather Field Rd @ US-50 Westbound Ramps
15. Mather Field Rd @ US-50 Eastbound Ramps
16. Mather Field Rd @ International Dr
17. Zinfandel Dr @ International Dr
18. Zinfandel Dr @ White Rock Rd
19. Zinfandel Dr @ US-50 Eastbound Ramps
20. Zinfandel Dr @ US-50 Westbound Ramps
21. Sunrise Blvd @ White Rock Rd
22. Sunrise Blvd @ Folsom Blvd
23. Sunrise Blvd @ US-50 Eastbound Ramps
24. Sunrise Blvd @ US-50 Westbound Ramps
25. Sunrise Blvd @ Zinfandel Dr
26. White Rock Rd @ Grant Line Rd
27. White Rock Rd @ Prairie City Rd

#### Additional Cumulative (2040) Intersections

28. Rancho Cordova Pkwy @ Folsom Blvd
29. Rancho Cordova Pkwy @ White Rock Rd
30. Rancho Cordova Pkwy @ Rio Del Oro Pkwy
31. Rancho Cordova Pkwy @ Douglas Rd
32. Rancho Cordova Pkwy @ Kiefer Blvd
33. Rancho Cordova Pkwy @ Grant Line Rd
34. Americanos Blvd @ International Dr
35. Americanos Blvd @ Centennial Dr
36. Americanos Blvd @ Douglas Rd
37. Americanos Blvd @ Chrysanthy Blvd
38. Americanos Blvd @ Kiefer Blvd
39. Chrysanthy Blvd @ Sunrise Blvd
40. Chrysanthy Blvd @ Grant Line Rd

#### Roadway Segments

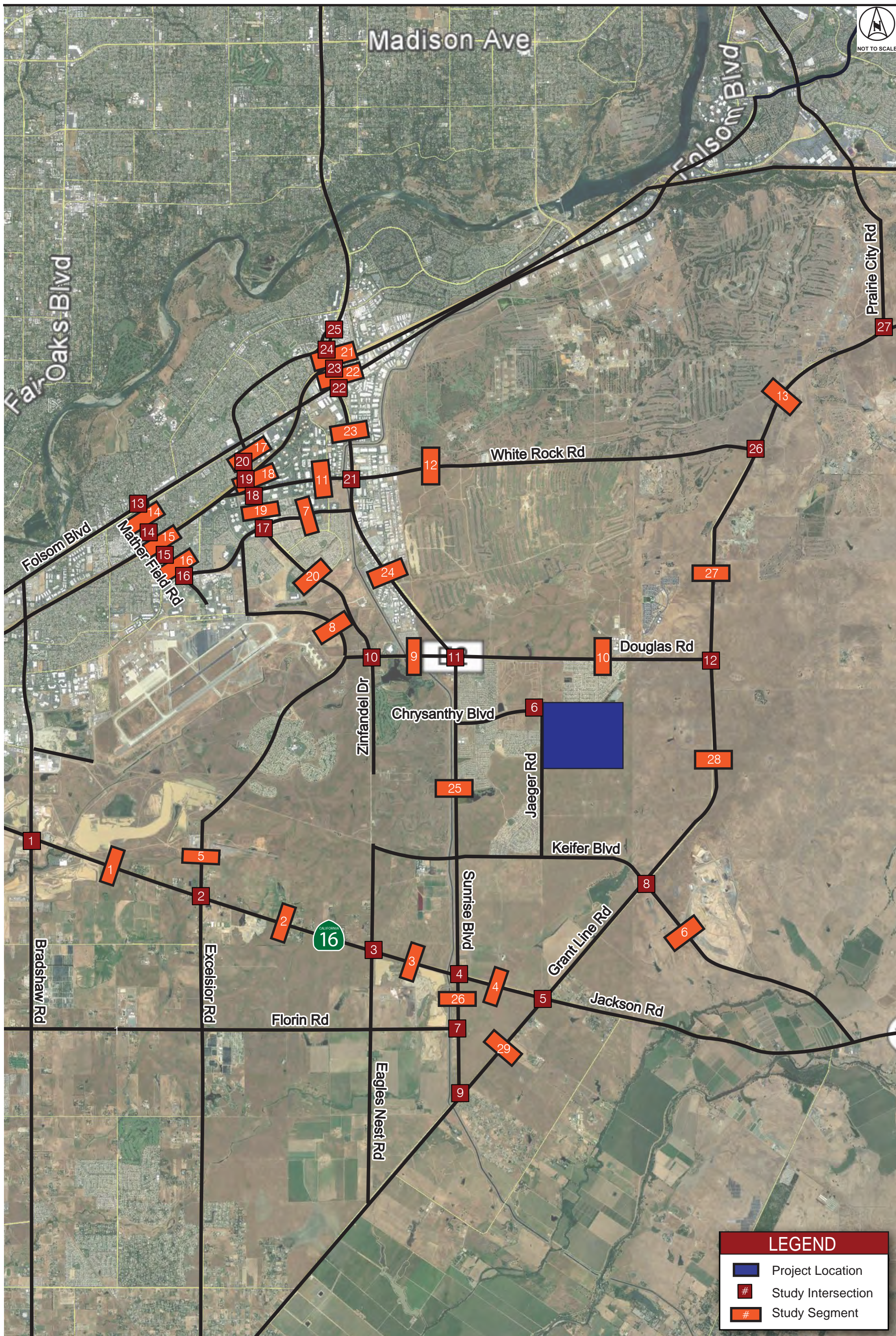
1. Jackson Rd/SR-16 between Bradshaw Rd and Excelsior Rd
2. Jackson Rd/SR-16 between Excelsior Rd and Eagles Nest Rd
3. Jackson Rd/SR-16 between Eagles Net Rd and Sunrise Blvd
4. Jackson Rd/SR-16 between Sunrise Blvd and Grant Line Rd
5. Excelsior Rd between Jackson Rd/SR-16 and Kiefer Blvd
6. Kiefer Blvd between Grant Line Rd and Jackson Rd/SR-16
7. International Dr between Zinfandel Dr and Sunrise Blvd
8. Mather Blvd between Femoyer St and Douglas Rd
9. Douglas Rd between Mather Blvd and Sunrise Blvd
10. Douglas Rd between Sunrise Blvd and Grant Line Rd
11. White Rock Rd between Zinfandel Dr and Sunrise Blvd
12. White Rock Rd between Sunrise Blvd and Grant Line Rd
13. White Rock Rd between Grant Line Rd and Prairie City Rd
14. Mather Field Rd between Folsom Blvd and US-50 Westbound Ramps
15. Mather Field Rd between US-50 Westbound Ramps and US-50 Eastbound Ramps

16. Mather Field Rd between US-50 Eastbound Ramps and International Dr
17. Zinfandel Dr between Folsom Blvd and US-50 Westbound Ramps
18. Zinfandel Dr between US-50 Eastbound Ramps and White Rock Rd
19. Zinfandel Dr between White Rock Rd and International Dr
20. Zinfandel Dr between International Dr and Douglas Rd
21. Sunrise Blvd between US-50 Westbound Ramps and US-50 Eastbound Ramps
22. Sunrise Blvd between US-50 Eastbound Ramps to Folsom Blvd
23. Sunrise Blvd between Folsom Blvd and White Rock Rd
24. Sunrise Blvd between White Rock Rd and Douglas Rd
25. Sunrise Blvd between Douglas Rd and Jackson Rd/SR-16
26. Sunrise Blvd between Jackson Rd/SR-16 and Grant Line Rd
27. Grant Line Rd between White Rock Rd and Douglas Rd
28. Grant Line Rd between Douglas Rd and Jackson Rd/SR-16
29. Grant Line Rd between Jackson Rd/SR-16 and Sunrise Blvd

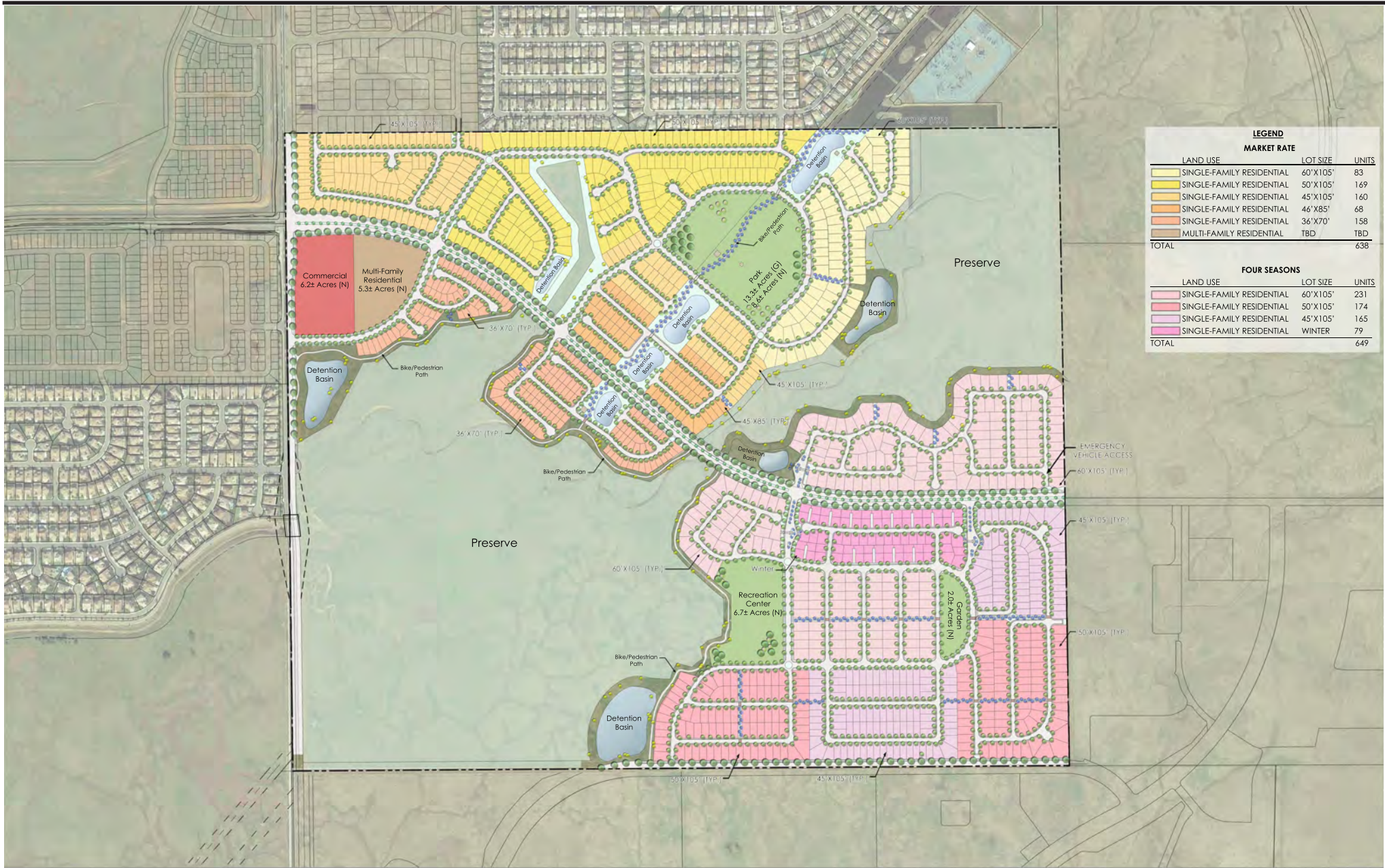
Additional Cumulative (2040) Roadway Segments

30. Kiefer Blvd between Eagles Nest Rd and Sunrise Blvd
31. Kiefer Blvd between Sunrise Blvd and Rancho Cordova Pkwy
32. Kiefer Blvd between Rancho Cordova Blvd and Americanos Blvd
33. Kiefer Blvd between Americanos Blvd and Grant Line Rd
34. Chrysanthy Blvd between Sunrise Blvd and Rancho Cordova Pkwy
35. Chrysanthy Blvd between Rancho Cordova Pkwy and Americanos Blvd (Within Project)
36. Chrysanthy Blvd between Americanos Blvd and Grant Line Rd
37. Rancho Cordova Pkwy between Folsom Blvd and White Rock Rd
38. Rancho Cordova Pkwy between White Rock Rd and Rio Del Oro Pkwy
39. Rancho Cordova Pkwy between Rio Del Oro Pkwy and Douglas Rd
40. Rancho Cordova Pkwy between Douglas Rd and Chrysanthy Blvd
41. Rancho Cordova Pkwy between Chrysanthy Blvd and Kiefer Blvd
42. Rancho Cordova Pkwy between Kiefer Blvd and Grant Line Rd
43. Americanos Blvd between International Dr and Centennial Dr
44. Americanos Blvd between Centennial Dr and Douglas Rd
45. Americanos Blvd between Douglas Rd and Chrysanthy Blvd
46. Americanos Blvd between Chrysanthy Blvd and Kiefer Blvd





# Jaeger Ranch: Traffic Impact Analysis

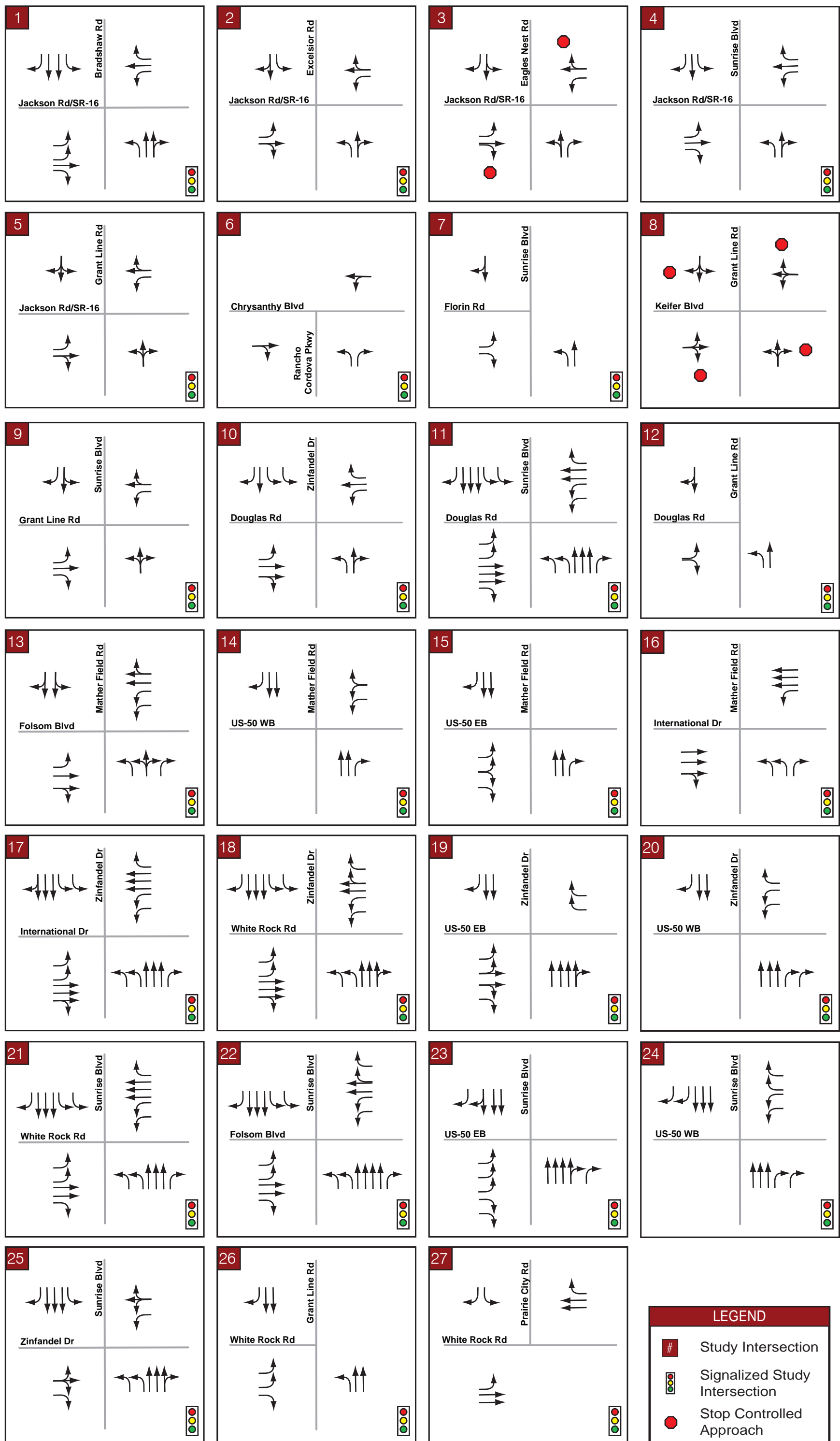


LEGEND		
MARKET RATE		
LAND USE	LOT SIZE	UNITS
[Light Yellow]	SINGLE-FAMILY RESIDENTIAL 60'X105'	83
[Yellow]	SINGLE-FAMILY RESIDENTIAL 50'X105'	169
[Orange]	SINGLE-FAMILY RESIDENTIAL 45'X105'	160
[Light Orange]	SINGLE-FAMILY RESIDENTIAL 46'X85'	68
[Pink]	SINGLE-FAMILY RESIDENTIAL 36'X70'	158
[Brown]	MULTI-FAMILY RESIDENTIAL TBD	TBD
<b>TOTAL</b>		<b>638</b>
FOUR SEASONS		
LAND USE	LOT SIZE	UNITS
[Light Pink]	SINGLE-FAMILY RESIDENTIAL 60'X105'	231
[Pink]	SINGLE-FAMILY RESIDENTIAL 50'X105'	174
[Light Pink]	SINGLE-FAMILY RESIDENTIAL 45'X105'	165
[Light Pink]	SINGLE-FAMILY RESIDENTIAL WINTER	79
<b>TOTAL</b>		<b>649</b>

Jaeger Ranch Illustrative Site Plan  
 City of Rancho Cordova, California  
 August 16, 2017



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## PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the project.

**United States Route 50 (US-50)** is an east-west interstate facility located approximately 5-miles from the proposed project. US-50 connects Rancho Cordova to Sacramento to the west and El Dorado County to the east. Primary access to the project site from US-50 is provided at the Sunrise Boulevard, Zinfandel Drive and Mather Field Road interchanges. Near Zinfandel Drive, US-50 carries approximately 170,000 vehicles per day<sup>3</sup> with five lanes in each direction.

**Jackson Road (SR 16)** is an expressway connecting Amador County and Sacramento County, along the southern edge of Rancho Cordova's city limits. Jackson Road connects with US 50 west of the project site. South of the project site, between Sunrise Boulevard and Grant Line Road, Jackson Road carries approximately 13,000 vehicles per day.

**Sunrise Boulevard** is a north-south arterial, connecting the project site to north Rancho Cordova and Placer County.

**Zinfandel Drive** is a north-south arterial, connecting the project site to US-50, as well as the commercial, industrial and residential areas northwest of the project site.

**Chrysanthy Boulevard** is a local roadway adjacent to, and through the project site. The addition of the proposed project is understood to construct the segment of Chrysanthy Boulevard from Rancho Cordova Parkway/Jaeger Road to the eastern extent of the project site. Traffic lights will be constructed at intersections within the project as deemed necessary. The project is not conditioned to construct Chrysanthy Boulevard to its eventual connection with Grant Line Road.

**Rancho Cordova Parkway/Jaeger Road** is a local roadway adjacent to the western edge of the project site. The project is conditioned to widen Rancho Cordova Parkway along the project extents from two (2) to four (4) lanes.

## TRANSPORTATION IMPACT STUDY METHODOLOGY

This study was performed in accordance with the County of Sacramento's traffic study guidelines<sup>4</sup> and standards established by the Circulation Element of the City of Rancho Cordova's General Plan<sup>5</sup>.

### Level of Service Definitions

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity.

### Intersection Analysis

Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM) 2010* and appropriate traffic analysis software. The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. The AWSC and signalized intersection procedure defines LOS as a function of average control delay for the intersection as a whole. **Table 1** presents intersection LOS definitions as defined in the HCM.

<sup>3</sup> Caltrans Traffic Counts, 2015. <http://www.dot.ca.gov/trafficops/census/>

<sup>4</sup> *Traffic Impact Analysis Guidelines, July 2004*, County of Sacramento.

<sup>5</sup> *City of Rancho Cordova General Plan: Circulation Element, May 2015*, City of Rancho Cordova

**Table 1 – Intersection Level of Service Criteria**

Level of Service (LOS)	Unsignalized	Signalized
	Average Control Delay* (sec/veh)	Average Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: Highway Capacity Manual, 2010

\* Applied to the worst lane/lane group(s) for SSSC

**Roadway Segment Analysis**

The analysis of roadway segments involves the comparison of daily segment volumes to the LOS criteria provided in the County’s traffic impact analysis guidelines<sup>1</sup>. The criteria provide maximum volumes for given service levels for various facility types. **Table 2** replicates the County’s roadway segment LOS criteria.

**Table 2 – Roadway Segment Level of Service Criteria**

Facility Type	# Lanes	Maximum Volume for Given Service Level				
		A	B	C	D	E
Residential	2	600	1,200	2,000	3,000	4,500
Residential Collector w/ Frontage	2	1,600	3,200	4,800	6,400	8,000
Residential Collector w/o Frontage	2	6,000	7,000	8,000	9,000	10,000
Arterial, Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial, Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial, High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Rural, 2-lane highway	2	2,400	4,800	7,900	13,500	22,900
Rural, 2-lane road, 24’-36’ of pavement, paved shoulders	2	2,200	4,300	7,100	12,200	20,000
Rural, 2-lane road, 24’-36’ of pavement, no shoulders	2	1,800	3,600	5,900	10,100	17,000

Source: Traffic Impact Analysis Guidelines, Table 2, County of Sacramento Department of Transportation, July 2004.

Based on the County’s requirements<sup>4</sup>, this LOS analysis was conducted for the study facilities for the following scenarios:

- A. Existing (2017) Conditions
- B. Existing (2017) plus Proposed Project Conditions
- C. Cumulative (2040) Conditions
- D. Cumulative (2040) plus Proposed Project Conditions

The following sections present the technical analysis results for the four primary scenarios.

## EXISTING (2017) CONDITONS

To establish existing conditions, new traffic counts were collected for the study intersections and roadway segments. Twenty-seven (27) new weekday AM (7-9 a.m.) and PM (4-6 p.m.) peak-period intersection turning movement traffic counts were collected on September 28, 2017. Twenty-nine (29) new roadway segment counts were conducted on September 28, 2017.

Existing (2017) peak-hour turn movement volumes are presented in **Figure 4**, and the traffic count data sheets are provided in **Appendix A**. Analysis worksheets for this scenario are provided in **Appendix B**.

### Intersections

**Table 3** presents the **peak-hour** intersection operating conditions for this analysis scenario. As indicated in **Table 3**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours.

**Table 3 – Existing (2017) Intersection Levels of Service**

#	Intersection	Traffic Control	Existing			
			AM Peak Hour		PM Peak Hour	
			Delay (Seconds)	LOS	Delay (Seconds)	LOS
1	Jackson Rd/SR-16 @ Bradshaw Rd	Signal	<b>122.2</b>	F	<b>79.1</b>	F
2	Jackson Rd/SR-16 @ Excelsior Rd	Signal	74.1	E	51.8	D
3	Jackson Rd/SR-16 @ Eagles Nest Rd	SSSC	<b>17.2</b> <b>(89.1 NB)</b>	F	<b>20.1</b> <b>(253.1 NB)</b>	F
4	Jackson Rd/SR-16 @ Sunrise Rd	Signal	66.0	E	44.3	D
5	Jackson Rd/SR-16 @ Grant Line Rd	Signal	<b>113.8</b>	F	<b>136.4</b>	F
6	Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	Does Not Exist			
7	Florin Rd @ Sunrise Blvd	Signal	9.5	A	10.6	B
8	Grant Line Rd @ Kiefer Blvd	AWSC	15.2	C	27.2	D
9	Grant Line Rd @ Sunrise Blvd	Signal	<b>113.1</b>	F	52.1	D
10	Douglas Rd @ Zinfandel Dr	Signal	44.3	D	19.1	B
11	Douglas Rd @ Sunrise Blvd	Signal	28.4	C	41.5	D
12	Douglas Rd @ Grant Line Rd	Signal	12.0	B	15.6	B
13	Mather Field Rd @ Folsom Blvd	Signal	27.5	C	51.7	D
14	Mather Field Rd @ US-50 Westbound Ramps	Signal	<b>142.9</b>	F	22.1	C
15	Mather Field Rd @ US-50 Eastbound Ramps	Signal	53.5	D	24.3	C
16	Mather Field Rd @ International Dr	Signal	10.9	B	23.9	C
17	Zinfandel Dr @ International Dr	Signal	22.4	C	32.9	C
18	Zinfandel Dr @ White Rock Rd	Signal	33.4	C	39.1	D
19	Zinfandel Dr @ US-50 Eastbound Ramps	Signal	<b>85.1</b>	F	23.2	C
20	Zinfandel Dr @ US-50 Westbound Ramps	Signal	29.7	C	18.1	B
21	Sunrise Blvd @ White Rock Rd	Signal	35.7	D	<b>56.5</b>	E
22	Sunrise Blvd @ Folsom Blvd	Signal	36.6	D	41.5	D
23	Sunrise Blvd @ US-50 Eastbound Ramps	Signal	23.9	C	23.0	C
24	Sunrise Blvd @ US-50 Westbound Ramps	Signal	15.3	B	17.8	B
25	Sunrise Blvd @ Zinfandel Dr	Signal	<b>112.8</b>	F	<b>58.6</b>	E
26	White Rock Rd @ Grant Line Rd	Signal	6.1	A	13.4	B
27	White Rock Rd @ Prairie City Rd	Signal	61.5	E	59.4	E

Note: **Bold** represents unacceptable operations.

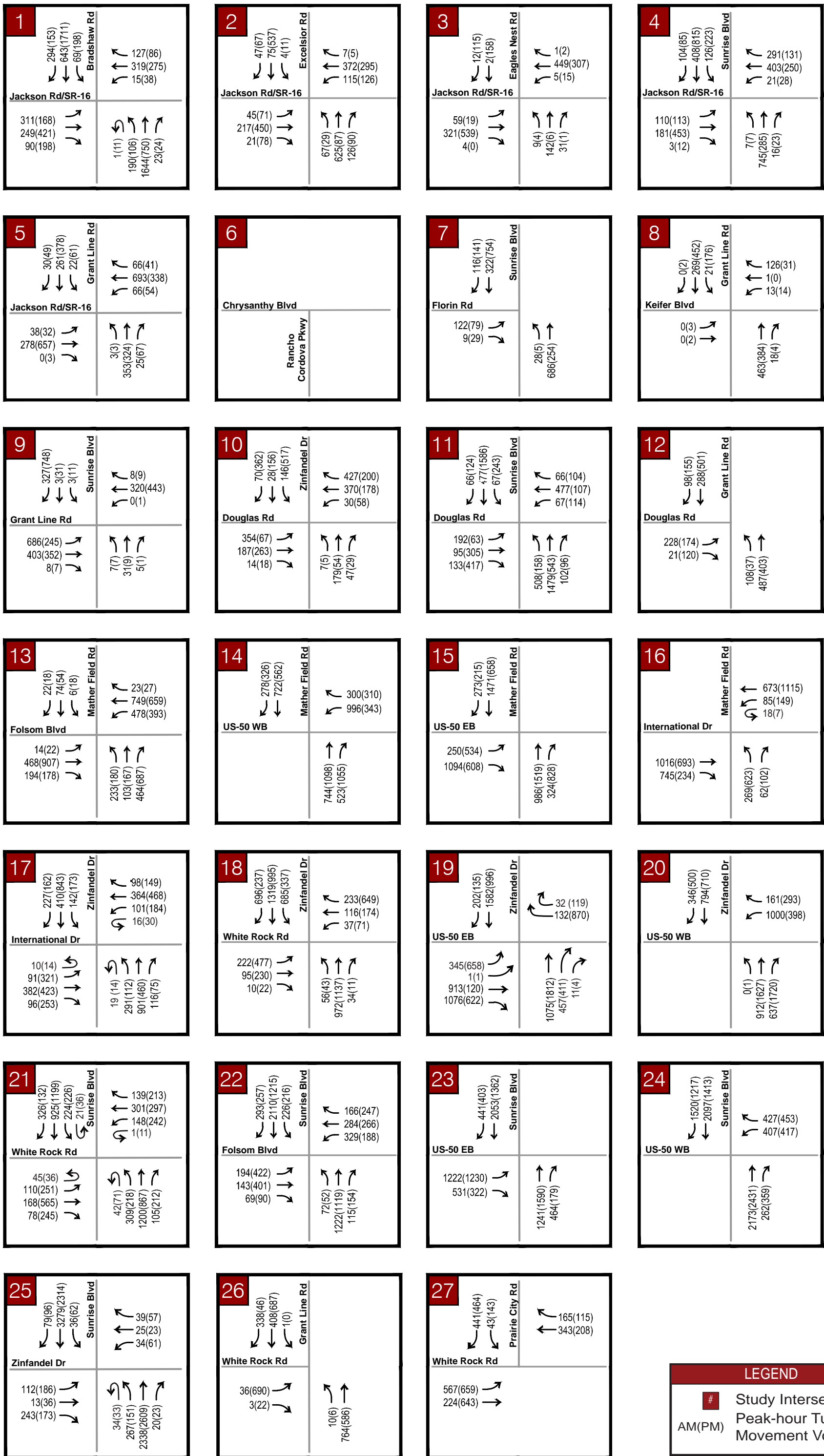
Roadway Segments

Table 4 presents the peak-hour intersection operating conditions for this analysis scenario. As indicated in Table 4, the study roadway segments operate from LOS A to LOS F.

Table 4 – Existing (2017) Roadway Segment Level of Service

ID	Roadway	Segment		Existing				
		From	To	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service
1	Jackson Rd	Bradshaw Rd	Excelsior Rd	2	Arterial M	12,341	0.69	B
2	Jackson Rd	Excelsior Rd	Eagles Nest Rd	2	Rural Hwy	11,760	0.51	D
3	Jackson Rd	Eagles Nest Rd	Sunrise Blvd	2	Rural Hwy	11,806	0.52	D
4	Jackson Rd	Sunrise Blvd	Grant Line Rd	2	Rural Hwy	14,980	<b>0.65</b>	E
5	Excelsior Rd	Kiefer Blvd	Jackson Rd	2	Arterial M	4,552	0.25	A
6	Kiefer Blvd	Grant Line Rd	Jackson Rd/SR-16	2	Rural S	941	0.05	A
7	International Dr	Zinfandel Dr	Sunrise Blvd	6	Arterial M	11,246	0.21	A
8	Mather Blvd	Femoyer St	Douglas Rd	2	Arterial M	5,540	0.31	A
9	Douglas Rd	Mather Blvd	Sunrise Blvd	2	Arterial M	12,404	0.69	B
10	Douglas Rd	Sunrise Blvd	Grant Line Rd	2	Arterial M	7,510	0.42	A
11	White Rock Rd	Zinfandel Dr	Sunrise Blvd	6	Arterial M	15,943	0.30	A
12	White Rock Rd	Sunrise Blvd	Grant Line Rd	2	Rural NS	3,533	0.21	B
13	White Rock Rd	Grant Line Rd	Prairie City Rd	4	Arterial M	15,436	0.43	A
14	Mather Field Rd	Folsom Blvd	US 50 WB Ramp	4	Arterial M	22,543	0.63	B
15	Mather Field Rd	US 50 WB Ramp	US 50 EB Ramp	4	Arterial M	35,028	<b>0.97</b>	E
16	Mather Field Rd	US 50	International Dr	6	Arterial M	42,228	0.78	C
17	Zinfandel Dr	Folsom Blvd	US 50 WB	4	Arterial M	22,380	0.62	B
18	Zinfandel Dr	US 50	White Rock Rd	6	Arterial M	50,515	<b>0.94</b>	E
19	Zinfandel Dr	White Rock Rd	International Rd	6	Arterial M	23,685	0.44	A
20	Zinfandel Dr	International Rd	Douglas Rd	4	Arterial M	13,705	0.38	A
21	Sunrise Blvd	US 50 WB Ramp	US 50 EB Ramp	6	Arterial M	67,276	<b>1.25</b>	F
22	Sunrise Blvd	US 50	Folsom Blvd	6	Arterial M	53,504	<b>0.99</b>	E
23	Sunrise Blvd	Folsom Blvd	White Rock Rd	6	Arterial M	41,238	0.76	C
24	Sunrise Blvd	White Rock Rd	Douglas Rd	6	Arterial M	30,941	0.57	A
25	Sunrise Blvd	Douglas Rd	Jackson Rd	4	Arterial M	22,635	0.63	B
26	Sunrise Blvd	Jackson Rd	Grant Line Rd	2	Rural S	11,748	0.59	D
27	Grant Line Rd	White Rock Rd	Douglas Rd	2	Rural NS	12,804	<b>0.75</b>	E
28	Grant Line Rd	Douglas Rd	Jackson Rd	2	Rural S	8,524	0.43	D
29	Grant Line Rd	Jackson Rd	Sunrise Blvd	2	Rural S	7,745	0.39	D

Note: **Bold** represents unacceptable operations.



**LEGEND**

# Study Intersection

AM(PM) Peak-hour Turning Movement Volumes



## ASSESSMENT OF PROPOSED PROJECT

### Proposed Project Trip Generation and Assignment

The number of trips anticipated to be generated by the proposed project are approximated using data included in *Trip Generation, 9<sup>th</sup> Edition*, published by the Institute of Transportation Engineers (ITE).

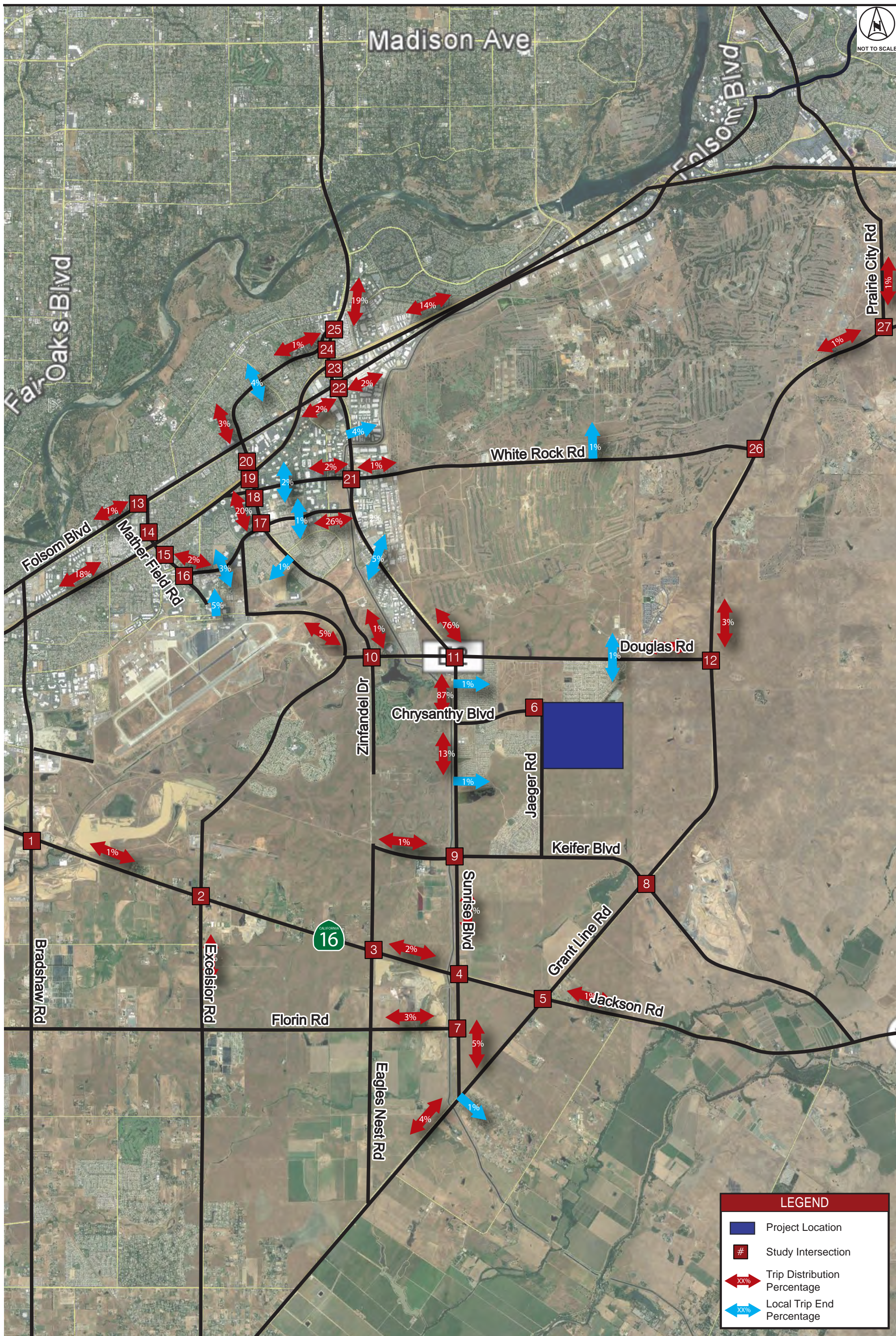
According to the proposed project site plan, 666 market rate single family detached units (SFR), 120 multi-family multifamily housing units and 637 AAR units are proposed for the site. Active Adult Residential (AAR) refers to detached senior housing units. This land use type is understood to have trip characteristics that generate fewer daily trips when compared to non-age restrictive land use types. In fact, as described in *Trip Generation*, the daily trip rate for AAR is 61 percent less than the daily trip rate for SFR. In addition, the AM and PM peak-hour trip rates for AAR are 71 percent and 73 percent less than the AM peak-hour and PM peak-hour trip rates for SFR, respectively.

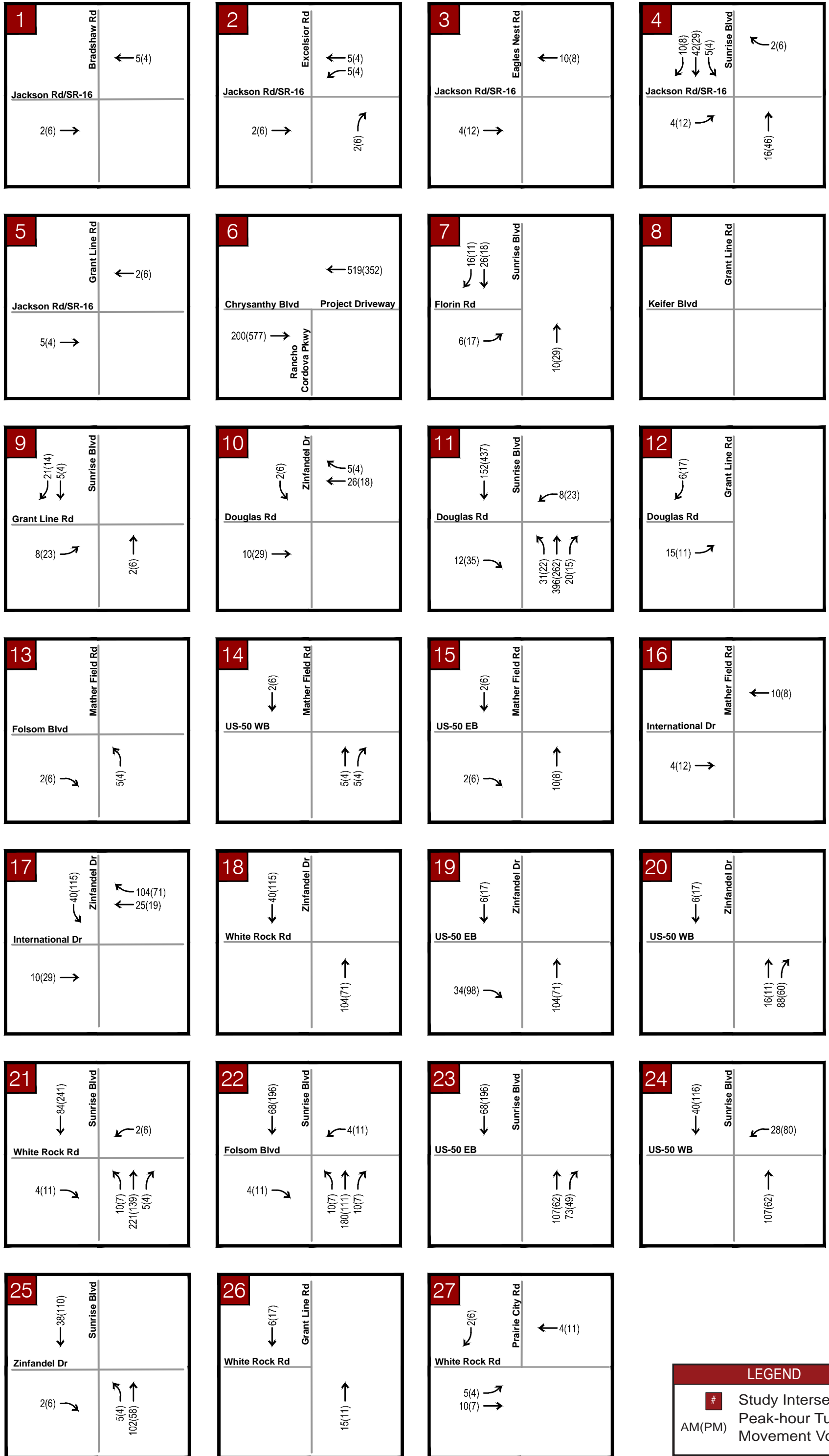
To represent this development, ITE Land Use Codes 210 (Single Family Detached Housing), 220 (Apartment), 251 (Senior Adult Housing - Detached) and 820 (Shopping Center) were applied. As shown in **Table 5**, the proposed project is estimated to generate 10,266 new daily trips, with 721 new trips occurring during the AM peak-hour, and 934 new trips occurring during the PM peak-hour. Internal capture rates of 3.23 percent and 10.04 percent were applied to the AM and PM peak-hours, respectively. For the commercial uses, a pass-by reduction of 34% was applied for the PM peak-hour, in accordance with the ITE Trip Generation Handbook, 9<sup>th</sup> Edition.

**Table 5 – Proposed Project Trip Generation**

Land Use (ITE Code)	Size (DU/KSF)	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Single Family Detached Housing (210)	666	6,146	496	123	373	648	409	239
Apartment (220)	120	602	57	10	47	56	37	19
Senior Adult Housing - Detached (251)	637	2,150	136	47	89	154	94	60
Shopping Center (820)	45.806	1,368	32	21	11	76	40	36
<b>Total</b>		<b>10,266</b>	<b>721</b>	<b>201</b>	<b>520</b>	<b>934</b>	<b>580</b>	<b>354</b>

The project trip distribution percentages are provided in **Figure 5**. The assignments of project trips are depicted in **Figure 6**.





**LEGEND**

# Study Intersection

AM(PM) Peak-hour Turning Movement Volumes

## EXISTING (2017) PLUS PROPOSED PROJECT CONDITIONS

As previously discussed, the number of trips anticipated to be generated by the proposed project was derived using the *Trip Generation Manual, 9<sup>th</sup> Edition*, published by the Institute for Traffic Engineering (ITE). These trips were assigned to the roadway network based on existing traffic volumes, output from the SACSIM travel demand model, and professional judgment. Using these volumes, levels of service were determined at the study facilities. Existing (2017) plus Proposed Project peak-hour turn movement volumes are presented in **Figure 7**. Levels of service were then determined at the study facilities. Analysis worksheets for this scenario are provided in **Appendix C**.

**Table 6** presents the intersection operating conditions for this analysis scenario. As indicated in **Table 6**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours.

**Table 7** presents the roadway segment operating conditions for this analysis scenario. As indicated in **Table 7**, the study roadway segments operate from LOS A to LOS F.

**Table 6** – Existing (2017) plus Proposed Project Intersection Levels of Service

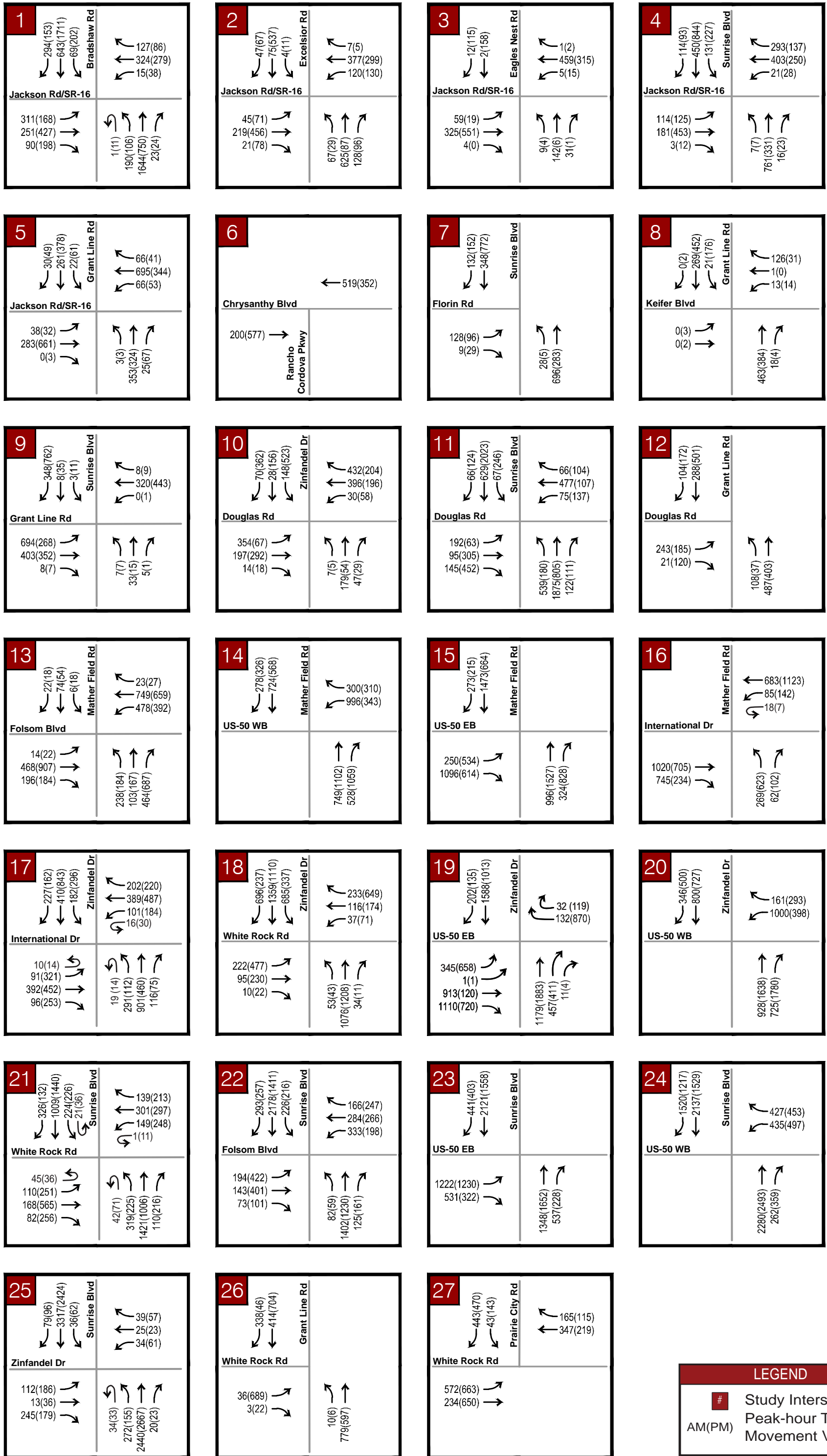
#	Intersection	Traffic Control	Existing				Existing Plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
1	Jackson Rd/SR-16 @ Bradshaw Rd	Signal	<b>122.2</b>	F	<b>79.1</b>	F	123.3	F	80.1	F
2	Jackson Rd/SR-16 @ Excelsior Rd	Signal	74.1	E	51.8	D	76.3	E	53	D
3	Jackson Rd/SR-16 @ Eagles Nest Rd	SSSC	<b>17.2</b> <b>(89.1 NB)</b>	F	<b>20.1</b> <b>(253.1 NB)</b>	F	<b>18.1</b> <b>(95.3 NB)</b>	F	<b>18.9</b> <b>(*ECL NB)</b>	F
4	Jackson Rd/SR-16 @ Sunrise Rd	Signal	66	E	44.3	D	68.9	E	47.2	D
5	Jackson Rd/SR-16 @ Grant Line Rd	Signal	<b>113.8</b>	F	<b>136.4</b>	F	114.1	F	136.9	F
6	Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	Does Not Exist				1.4	A	1.2	A
7	Florin Rd @ Sunrise Blvd	Signal	9.5	A	10.6	B	9.8	A	11.1	B
8	Grant Line Rd @ Kiefer Blvd	AWSC	15.2	C	27.2	D	15.2	C	27.2	D
9	Grant Line Rd @ Sunrise Blvd	Signal	<b>113.1</b>	F	52.1	D	<b>122.2</b>	F	55.0	D
10	Douglas Rd @ Zinfandel Dr	Signal	44.3	D	19.1	B	44.8	D	19.3	B
11	Douglas Rd @ Sunrise Blvd	Signal	28.4	C	41.5	D	34.4	C	<b>59.3</b>	E
12	Douglas Rd @ Grant Line Rd	Signal	12.0	B	15.6	B	12.4	B	16.4	B
13	Mather Field Rd @ Folsom Blvd	Signal	27.5	C	51.7	D	27.6	C	51.8	D
14	Mather Field Rd @ US-50 Westbound Ramps	Signal	<b>142.9</b>	F	22.1	C	<b>142.5</b>	F	22	C
15	Mather Field Rd @ US-50 Eastbound Ramps	Signal	53.5	D	24.3	C	53.6	D	24.4	C
16	Mather Field Rd @ International Dr	Signal	10.9	B	23.9	C	10.8	B	23.9	C
17	Zinfandel Dr @ International Dr	Signal	22.4	C	32.9	C	23.7	C	35.2	D
18	Zinfandel Dr @ White Rock Rd	Signal	33.4	C	39.1	D	33.9	C	40.7	D
19	Zinfandel Dr @ US-50 Eastbound Ramps	Signal	<b>85.1</b>	F	23.2	C	<b>87.0</b>	F	24.7	C
20	Zinfandel Dr @ US-50 Westbound Ramps	Signal	29.7	C	18.1	B	29.6	C	18.0	B
21	Sunrise Blvd @ White Rock Rd	Signal	35.7	D	56.5	E	36.4	D	<b>61.1</b>	E
22	Sunrise Blvd @ Folsom Blvd	Signal	36.6	D	41.5	D	38	D	42.2	D
23	Sunrise Blvd @ US-50 Eastbound Ramps	Signal	23.9	C	23.0	C	23.7	C	22.7	C
24	Sunrise Blvd @ US-50 Westbound Ramps	Signal	15.3	B	17.8	B	15.5	B	18.5	B
25	Sunrise Blvd @ Zinfandel Dr	Signal	<b>112.8</b>	F	<b>58.6</b>	E	<b>117.2</b>	F	<b>68.0</b>	E
26	White Rock Rd @ Grant Line Rd	Signal	6.1	A	13.4	B	6.1	A	13.5	B
27	White Rock Rd @ Prairie City Rd	Signal	<b>61.5</b>	E	<b>59.4</b>	E	63.2	E	61.8	E

Note: **Bold** represents unacceptable operations. Shaded represents a significant impact.\* ECL (Exceeds Calculable Limit)

Table 7- Existing (2017) Plus Project Roadway Segment Levels of Service

ID	Roadway	Segment		Existing					Existing + Jaeger Ranch Project					LOS Threshold
		From	To	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service	
1	Jackson Rd	Bradshaw Rd	Excelsior Rd	2	Arterial M	12,341	0.69	B	2	Arterial M	12,443	0.69	B	E
2	Jackson Rd	Excelsior Rd	Eagles Nest Rd	2	Rural Hwy	11,760	0.51	D	2	Rural Hwy	11,965	0.52	D	E
3	Jackson Rd	Eagles Nest Rd	Sunrise Blvd	2	Rural Hwy	11,806	0.52	D	2	Rural Hwy	12,011	0.52	D	E
4	Jackson Rd	Sunrise Blvd	Grant Line Rd	2	Rural Hwy	14,980	<b>0.65</b>	<b>E</b>	2	Rural Hwy	15,082	<b>0.66</b>	<b>E</b>	D
5	Excelsior Rd	Kiefer Blvd	Jackson Rd	2	Arterial M	4,552	0.25	A	2	Arterial M	4,552	0.25	A	E
6	Kiefer Blvd	Grant Line Rd	Jackson Rd/SR-16	2	Rural S	941	0.05	A	2	Rural S	941	0.05	A	E
7	International Dr	Zinfandel Dr	Sunrise Blvd	6	Arterial M	11,246	0.21	A	6	Arterial M	13,909	0.26	A	D
8	Mather Blvd	Femoyer St	Douglas Rd	2	Arterial M	5,540	0.31	A	2	Arterial M	6,052	0.34	A	D
9	Douglas Rd	Mather Blvd	Sunrise Blvd	2	Arterial M	12,404	0.69	B	2	Arterial M	13,019	0.72	C	D
10	Douglas Rd	Sunrise Blvd	Grant Line Rd	2	Arterial M	7,510	0.42	A	2	Arterial M	7,920	0.44	A	D
11	White Rock Rd	Zinfandel Dr	Sunrise Blvd	6	Arterial M	15,943	0.30	A	6	Arterial M	16,148	0.30	A	D
12	White Rock Rd	Sunrise Blvd	Grant Line Rd	2	Rural NS	3,533	0.21	B	2	Rural NS	3,635	0.21	C	D
13	White Rock Rd	Grant Line Rd	Prairie City Rd	4	Arterial M	15,436	0.43	A	4	Arterial M	15,743	0.44	A	E
14	Mather Field Rd	Folsom Blvd	US 50 WB Ramp	4	Arterial M	22,543	0.63	B	4	Arterial M	22,645	0.63	B	D
15	Mather Field Rd	US 50 WB Ramp	US 50 EB Ramp	4	Arterial M	35,028	<b>0.97</b>	<b>E</b>	4	Arterial M	35,130	<b>0.98</b>	<b>E</b>	D
16	Mather Field Rd	US 50	International Dr	6	Arterial M	42,228	0.78	C	6	Arterial M	42,433	0.79	C	D
17	Zinfandel Dr	Folsom Blvd	US 50 WB	4	Arterial M	22,380	0.62	B	4	Arterial M	22,687	0.63	B	D
18	Zinfandel Dr	US 50	White Rock Rd	6	Arterial M	50,515	<b>0.94</b>	<b>E</b>	6	Arterial M	52,563	<b>0.97</b>	<b>E</b>	D
19	Zinfandel Dr	White Rock Rd	International Rd	6	Arterial M	23,685	0.44	A	6	Arterial M	25,733	0.48	A	D
20	Zinfandel Dr	International Rd	Douglas Rd	4	Arterial M	13,705	0.38	A	4	Arterial M	13,807	0.38	A	D
21	Sunrise Blvd	US 50 WB Ramp	US 50 EB Ramp	6	Arterial M	67,276	<b>1.25</b>	<b>F</b>	6	Arterial M	70,041	<b>1.30</b>	<b>F</b>	D
22	Sunrise Blvd	US 50	Folsom Blvd	6	Arterial M	53,504	<b>0.99</b>	<b>E</b>	<b>6</b>	<b>Arterial M</b>	<b>56,986</b>	<b>1.06</b>	<b>F</b>	<b>D</b>
23	Sunrise Blvd	Folsom Blvd	White Rock Rd	6	Arterial M	41,238	0.76	C	6	Arterial M	45,540	0.84	D	D
24	Sunrise Blvd	White Rock Rd	Douglas Rd	6	Arterial M	30,941	0.57	A	6	Arterial M	38,725	0.72	C	D
25	Sunrise Blvd	Douglas Rd	Jackson Rd	4	Arterial M	22,635	0.63	B	4	Arterial M	31,546	0.88	D	D
26	Sunrise Blvd	Jackson Rd	Grant Line Rd	2	Rural S	11,748	0.59	D	2	Rural S	12,567	0.63	E	E
27	Grant Line Rd	White Rock Rd	Douglas Rd	2	Rural NS	12,804	<b>0.75</b>	<b>E</b>	2	Rural NS	13,111	<b>0.77</b>	<b>E</b>	D
28	Grant Line Rd	Douglas Rd	Jackson Rd	2	Rural S	8,524	0.43	D	2	Rural S	8,524	0.43	D	D
29	Grant Line Rd	Jackson Rd	Sunrise Blvd	2	Rural S	7,745	0.39	D	2	Rural S	7,745	0.39	D	E

Note: **Bold** represents unacceptable operations. Shaded represents a significant impact.



**LEGEND**

# Study Intersection

AM(PM) Peak-hour Turning Movement Volumes

## CUMULATIVE CONDITIONS

Future traffic estimates were prepared using the modified SACSIM travel demand model developed by the City of Rancho Cordova for the 2040 General Plan. The difference between the resulting traffic estimate and the 2012 baseline model results (the growth) was then added to Existing (2017) traffic volumes to establish Cumulative (2040) traffic estimates for this study. Using these volumes and network changes, levels of service were determined at the study facilities. Analysis worksheets for this scenario are provided in **Appendix D**. The future roadway network and additional study facilities for the Cumulative (2040) scenario are shown in **Figure 8**. **Figure 9** depicts the assumed lane geometries for the Cumulative (2040) scenario. Cumulative peak-hour turning movement volumes are presented in **Figure 10**.

**Table 8** presents the peak-hour intersection operating conditions for this analysis scenario. As indicated in **Table 8**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours.

**Table 9** presents the roadway segment operating conditions for this analysis scenario. As indicated in **Table 9**, the study roadway segments operate from LOS A to LOS F.



**Table 8 – Cumulative (2040) Intersection Levels of Service**

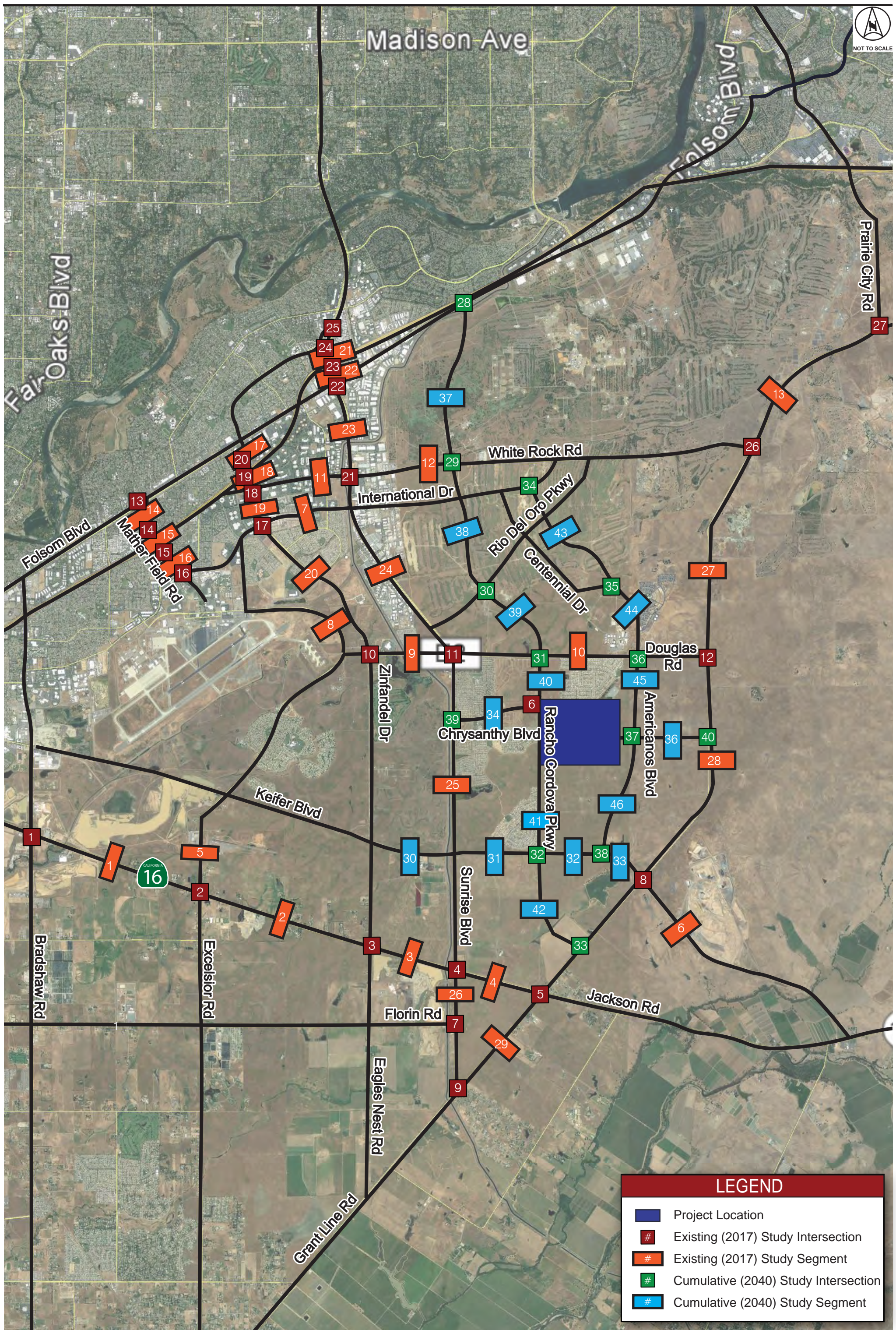
#	Intersection	Traffic Control	Cumulative No Project			
			AM Peak Hour		PM Peak Hour	
			Delay (Seconds)	LOS	Delay (Seconds)	LOS
1	Jackson Rd/SR-16 @ Bradshaw Rd	Signal	<b>146.9</b>	<b>F</b>	<b>194.9</b>	<b>F</b>
2	Jackson Rd/SR-16 @ Excelsior Rd	Signal	66.4	E	53.8	D
3	Jackson Rd/SR-16 @ Eagles Nest Rd	Signal	11.0	B	14.1	B
4	Jackson Rd/SR-16 @ Sunrise Rd	Signal	<b>104.6</b>	<b>F</b>	53.9	D
5	Jackson Rd/SR-16 @ Grant Line Rd	Signal	<b>114.7</b>	<b>F</b>	<b>62.7</b>	<b>E</b>
6	Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	11.8	B	10.6	B
7	Florin Rd @ Sunrise Blvd	Signal	9.8	A	12.6	B
8	Grant Line Rd @ Kiefer Blvd	Signal	20.8	C	18.5	B
9	Grant Line Rd @ Sunrise Blvd	Signal	<b>150.1</b>	<b>F</b>	<b>109.2</b>	<b>F</b>
10	Douglas Rd @ Zinfandel Dr	Signal	<b>145.2</b>	<b>F</b>	35.3	D
11	Douglas Rd @ Sunrise Blvd	Signal	<b>97.1</b>	<b>F</b>	<b>107.6</b>	<b>F</b>
12	Douglas Rd @ Grant Line Rd	Signal	14.3	B	22.1	C
13	Mather Field Rd @ Folsom Blvd	Signal	46.3	D	<b>142.2</b>	<b>F</b>
14	Mather Field Rd @ US-50 Westbound Ramps	Signal	30.1	C	12.4	B
15	Mather Field Rd @ US-50 Eastbound Ramps	Signal	28.5	C	6.1	A
16	Mather Field Rd @ International Dr	Signal	6.8	A	9.6	A
17	Zinfandel Dr @ International Dr	Signal	45.3	D	<b>68.2</b>	<b>E</b>
18	Zinfandel Dr @ White Rock Rd	Signal	41.7	D	<b>71.2</b>	<b>E</b>
19	Zinfandel Dr @ US-50 Eastbound Ramps	Signal	<b>79.4</b>	<b>E</b>	<b>166.4</b>	<b>F</b>
20	Zinfandel Dr @ US-50 Westbound Ramps	Signal	13.2	B	9.8	A
21	Sunrise Blvd @ White Rock Rd	Signal	<b>65.5</b>	<b>E</b>	<b>120.1</b>	<b>F</b>
22	Sunrise Blvd @ Folsom Blvd	Signal	41.2	D	<b>56.5</b>	<b>E</b>
23	Sunrise Blvd @ US-50 Eastbound Ramps	Signal	14.0	B	11.4	B
24	Sunrise Blvd @ US-50 Westbound Ramps	Signal	11.3	B	15.4	B
25	Sunrise Blvd @ Zinfandel	Signal	<b>209.8</b>	<b>F</b>	<b>93.9</b>	<b>F</b>
26	White Rock Rd @ Grant Line Rd	Signal	11.4	B	41.6	D
27	White Rock Rd @ Prairie City Rd	Signal	<b>140.3</b>	<b>F</b>	<b>157.0</b>	<b>F</b>
28	Rancho Cordova Pkwy @ Folsom Blvd	Signal	15.4	B	42.1	D
29	Rancho Cordova Pkwy @ White Rock Rd	Signal	32.6	C	27.0	C
30	Rancho Cordova Pkwy @ Rio Del Oro Pkwy	Signal	22.1	C	20.7	C
31	Rancho Cordova Pkwy @ Douglas Rd	Signal	16.9	B	16.4	B
32	Rancho Cordova Pkwy @ Kiefer Blvd	Signal	21.9	C	19.7	B
33	Rancho Cordova Pkwy @ Grant Line Rd	Signal	8.0	A	8.0	A
34	Americanos Blvd @ International Dr	Signal	6.7	A	5.8	A
35	Americanos Blvd @ Centennial Dr	Signal	18.7	B	16.5	B
36	Americanos Blvd @ Douglas Rd	Signal	22.2	C	19.6	B
37	Americanos Blvd @ Chrysanthy Blvd	Signal	19.2	B	19.3	B
38	Americanos Blvd @ Kiefer Blvd	Signal	8.0	A	8.0	A
39	Chrysanthy Blvd @ Sunrise Blvd	Signal	12.4	B	4.4	A
40	Chrysanthy Blvd @ Grant Line Rd	Signal	7.0	A	3.2	A

Note: **Bold** represents unacceptable operations.

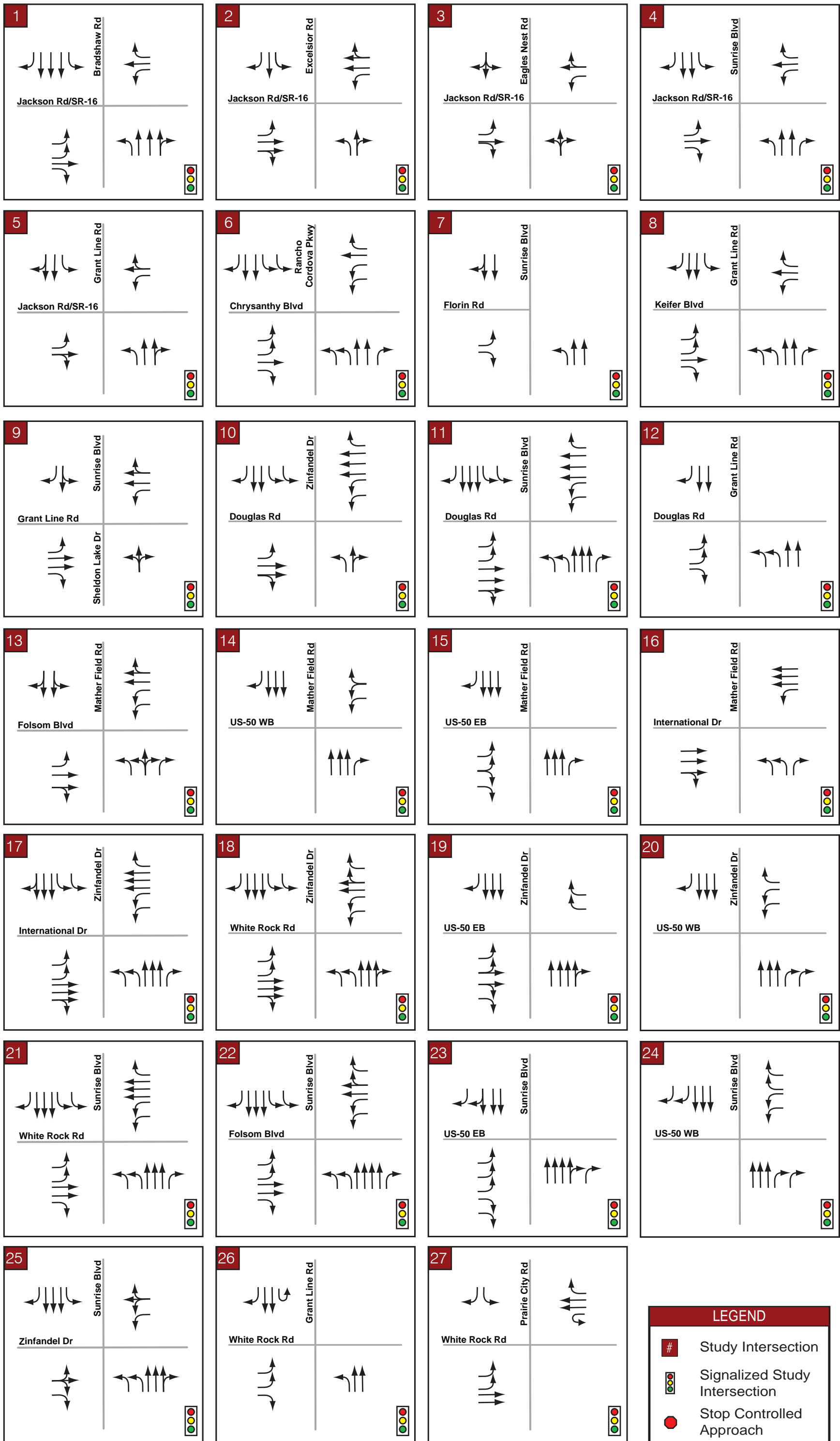
**Table 9 – Cumulative (2040) Roadway Segment Level of Service**

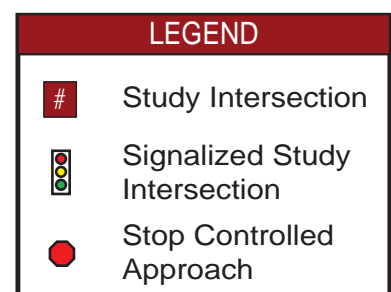
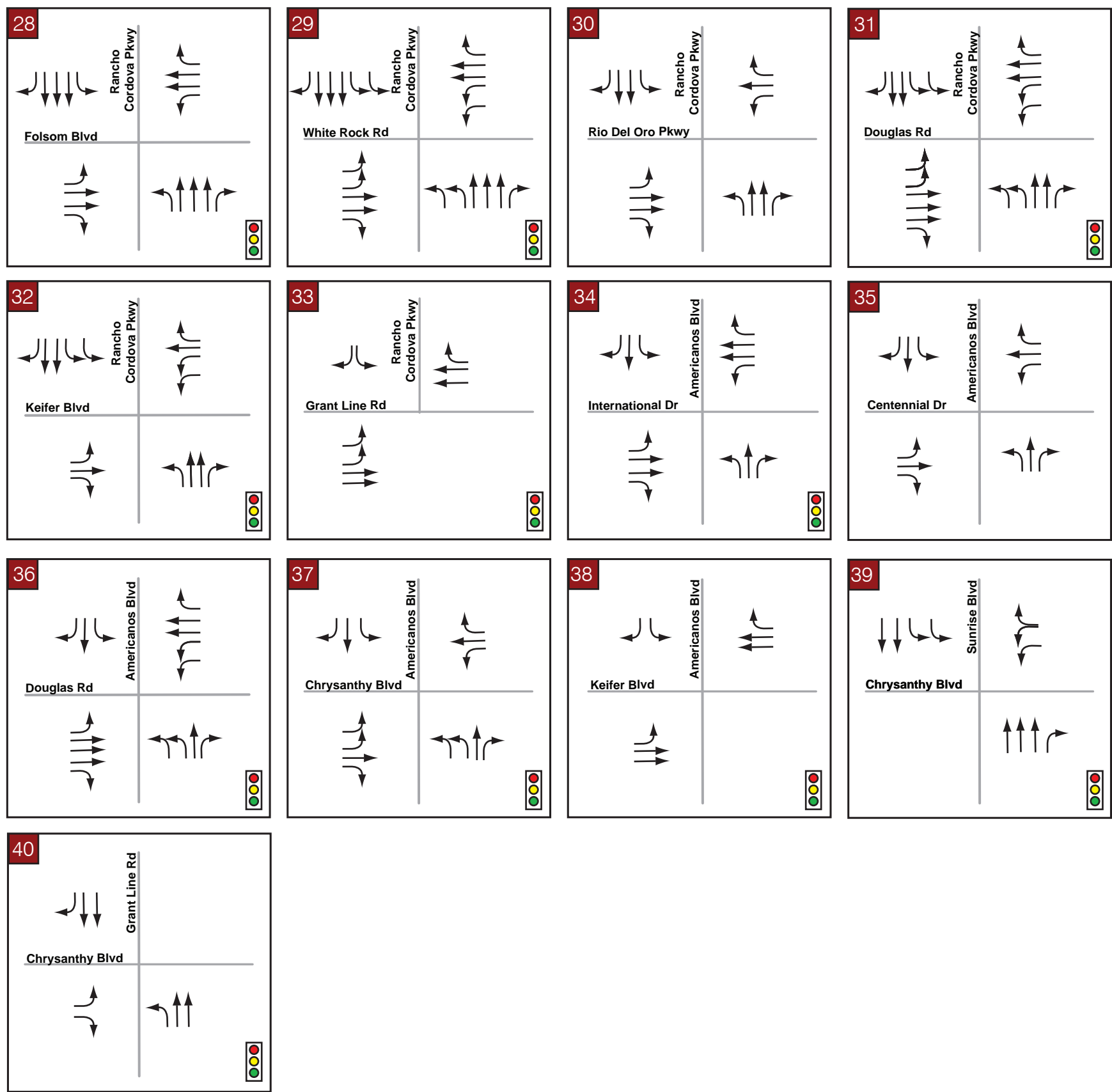
ID	Roadway	Segment		Cumulative No Project				
		From	To	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service
1	Jackson Rd	Bradshaw Rd	Excelsior Rd	4	Arterial M	22,600	0.63	B
2	Jackson Rd	Excelsior Rd	Eagles Nest Rd	4	Arterial M	22,740	0.63	B
3	Jackson Rd	Eagles Nest Rd	Sunrise Blvd	2	Rural Hwy	21,500	0.94	E
4	Jackson Rd	Sunrise Blvd	Grant Line Rd	4	Arterial H	23,690	0.59	A
5	Excelsior Rd	Kiefer Blvd	Jackson Rd	2	Arterial M	8,950	0.50	A
6	Kiefer Blvd	Grant Line Rd	Jackson Rd/SR-16	2	Rural S	2,180	0.11	A
7	International Dr	Zinfandel Dr	Sunrise Blvd	6	Arterial M	25,690	0.48	A
8	Mather Blvd	Femoyer St	Douglas Rd	4	Arterial M	20,870	0.58	A
9	Douglas Rd	Mather Blvd	Sunrise Blvd	4	Arterial M	37,150	<b>1.03</b>	<b>F</b>
10	Douglas Rd	Sunrise Blvd	Grant Line Rd	6	Arterial M	24,290	0.45	A
11	White Rock Rd	Zinfandel Dr	Sunrise Blvd	6	Arterial M	27,540	0.51	A
12	White Rock Rd	Sunrise Blvd	Grant Line Rd	6	Arterial M	16,960	0.31	A
13	White Rock Rd	Grant Line Rd	Prairie City Rd	4	Expressway	41,330	0.57	A
14	Mather Field Rd	Folsom Blvd	US 50 WB Ramp	6	Arterial M	30,420	0.56	A
15	Mather Field Rd	US 50 WB Ramp	US 50 EB Ramp	6	Arterial M	43,380	0.80	D
16	Mather Field Rd	US 50	International Dr	6	Arterial M	56,560	<b>1.05</b>	<b>F</b>
17	Zinfandel Dr	Folsom Blvd	US 50 WB	6	Arterial M	23,730	0.44	A
18	Zinfandel Dr	US 50	White Rock Rd	6	Arterial M	72,230	<b>1.34</b>	<b>F</b>
19	Zinfandel Dr	White Rock Rd	International Rd	6	Arterial M	37,080	0.69	B
20	Zinfandel Dr	International Rd	Douglas Rd	4	Arterial M	21,600	0.60	A
21	Sunrise Blvd	US 50 WB Ramp	US 50 EB Ramp	6	Arterial M	71,160	<b>1.32</b>	<b>F</b>
22	Sunrise Blvd	US 50	Folsom Blvd	6	Arterial M	58,150	<b>1.08</b>	<b>F</b>
23	Sunrise Blvd	Folsom Blvd	White Rock Rd	6	Arterial M	41,350	0.77	C
24	Sunrise Blvd	White Rock Rd	Douglas Rd	6	Arterial M	49,190	<b>0.91</b>	<b>E</b>
25	Sunrise Blvd	Douglas Rd	Jackson Rd	4	Arterial M	45,470	<b>1.26</b>	<b>F</b>
26	Sunrise Blvd	Jackson Rd	Grant Line Rd	4	Arterial H	20,170	0.50	A
27	Grant Line Rd	White Rock Rd	Douglas Rd	4	Expressway	30,330	0.42	A
28	Grant Line Rd	Douglas Rd	Jackson Rd	4	Arterial H	29,380	0.73	C
29	Grant Line Rd	Jackson Rd	Sunrise Blvd	4	Arterial H	13,480	0.34	A
30	Kiefer Blvd	Eagles Nest Rd	Sunrise Blvd	2	Arterial M	2,080	0.12	A
31	Kiefer Blvd	Sunrise Blvd	Rancho Cordova Pkwy	4	Arterial M	15,140	0.42	A
32	Kiefer Blvd	Rancho Cordova Pkwy	Americanos Blvd	2	Arterial M	7,790	0.43	A
33	Kiefer Blvd	Americanos Blvd	Grant Line Rd	2	Arterial M	4,170	0.23	A
34	Chrysanthy Blvd	Sunrise Blvd	Rancho Cordova Pkwy	2	Arterial M	5,740	0.32	A
35	Chrysanthy Blvd	Rancho Cordova Pkwy	Americanos Blvd (within project)	2	Arterial M	6,150	0.34	A
36	Chrysanthy Blvd	Americanos Blvd	Grant Line Rd	2	Arterial M	7,070	0.39	A
37	Rancho Cordova Pkwy	Folsom Blvd	White Rock Rd	6	Arterial M	46,310	0.86	D
38	Rancho Cordova Pkwy	White Rock Rd	Rio Del Oro Pkwy	4	Arterial M	42,680	<b>1.19</b>	<b>F</b>
39	Rancho Cordova Pkwy	Rio Del Oro Pkwy	Douglas Rd	4	Arterial M	17,310	0.48	A
40	Rancho Cordova Pkwy	Douglas Rd	Chrysanthy Blvd	4	Arterial M	15,790	0.44	A
41	Rancho Cordova Pkwy	Chrysanthy Blvd	Keifer Blvd	2	Arterial M	8,350	0.46	A
42	Rancho Cordova Pkwy	Keifer Blvd	Grant Line Rd	2	Arterial M	7,190	0.40	A
43	Americanos Blvd	International Rd	Centennial Rd	2	Arterial M	4,850	0.27	A
44	Americanos Blvd	Centennial Rd	Douglas Rd	2	Arterial M	1,970	0.11	A
45	Americanos Blvd	Douglas Rd	Chrysanthy Blvd	2	Arterial M	4,850	0.27	A
46	Americanos Blvd	Chrysanthy Rd	Keifer Blvd	2	Arterial M	2,800	0.16	A

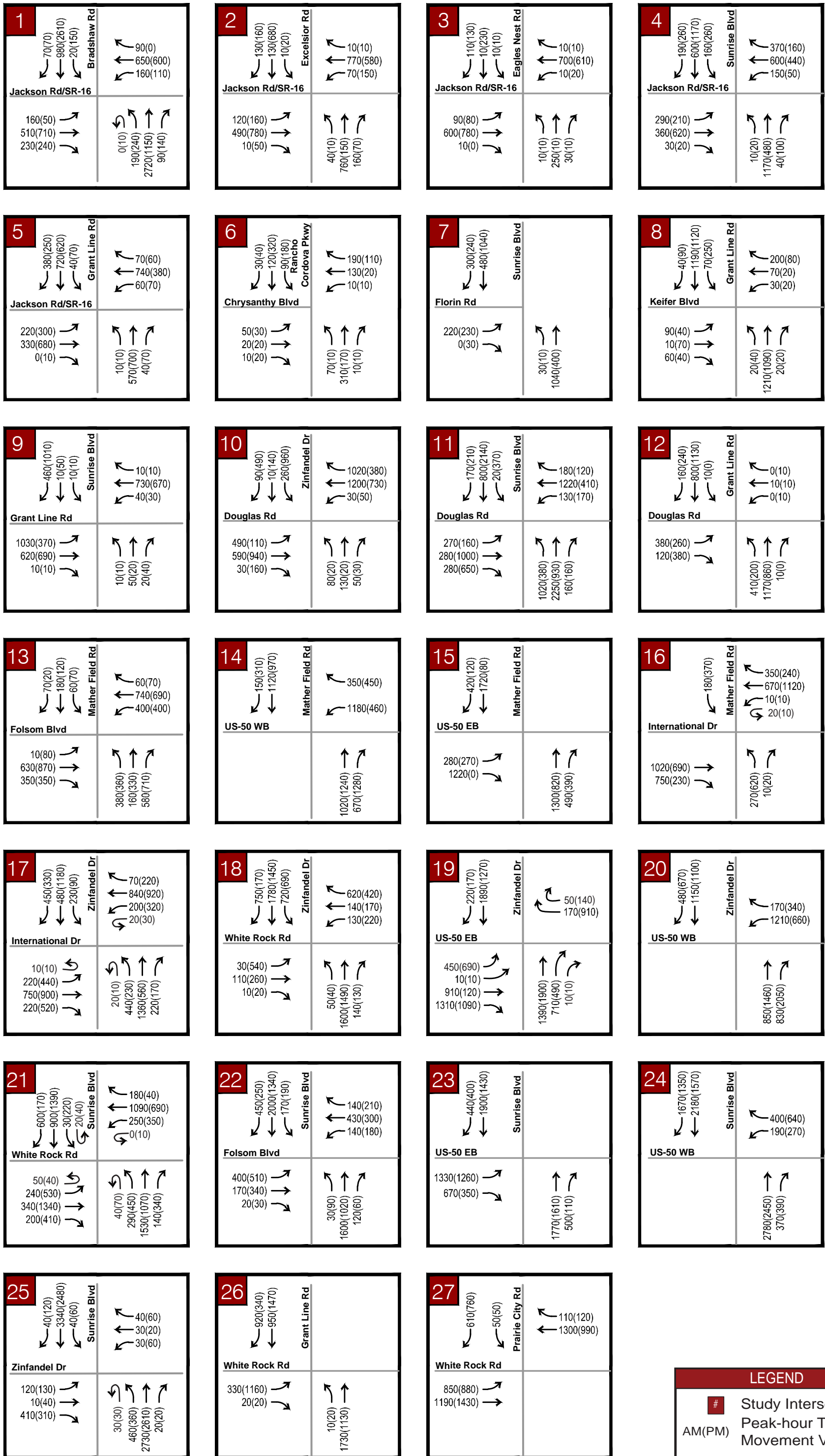
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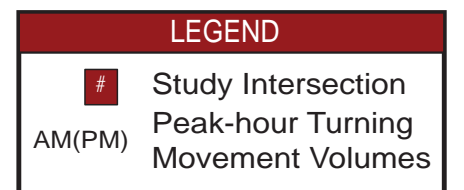
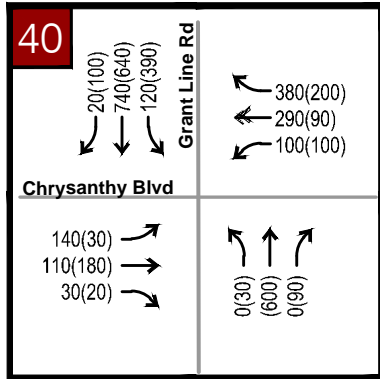
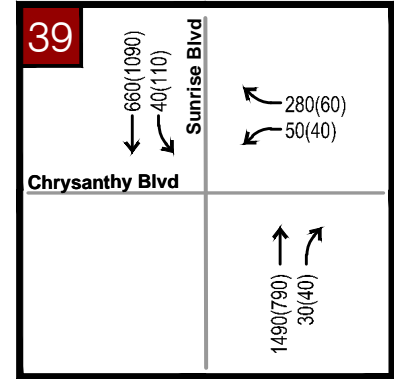
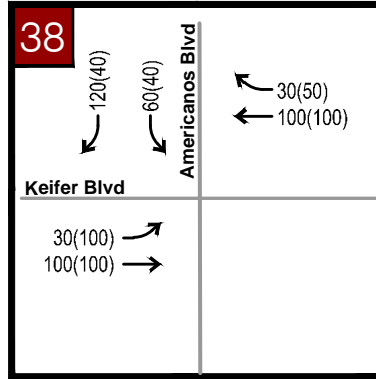
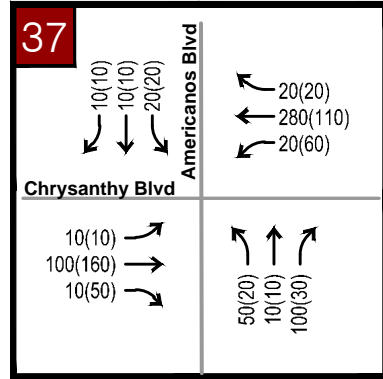
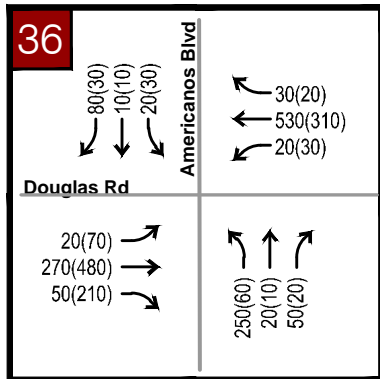
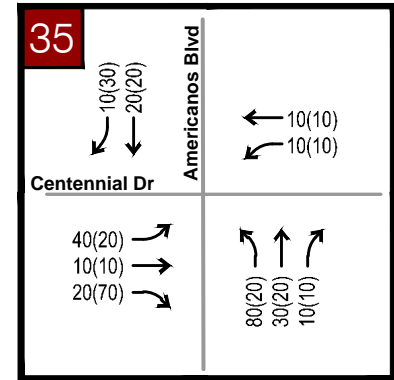
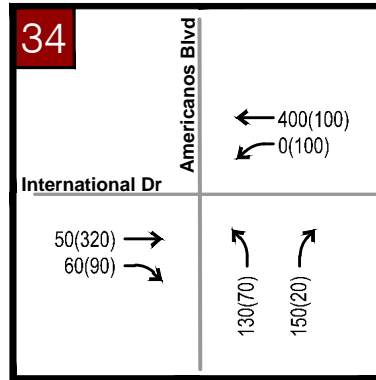
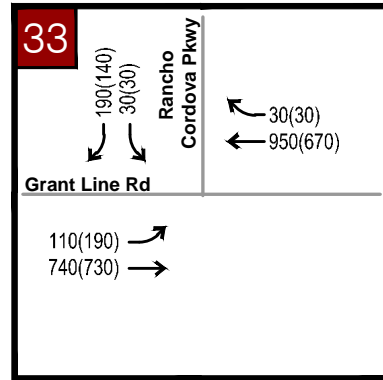
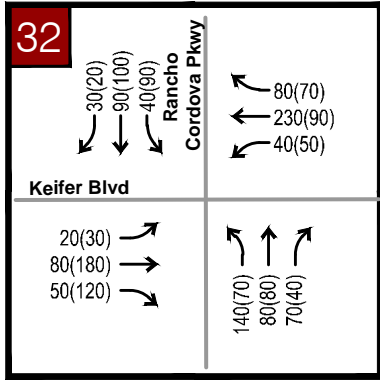
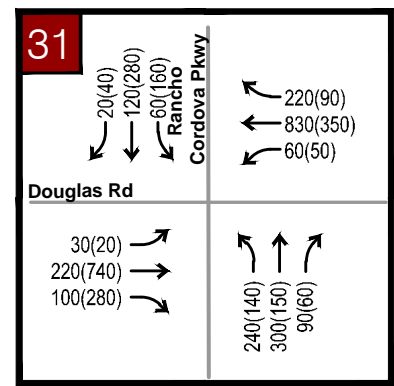
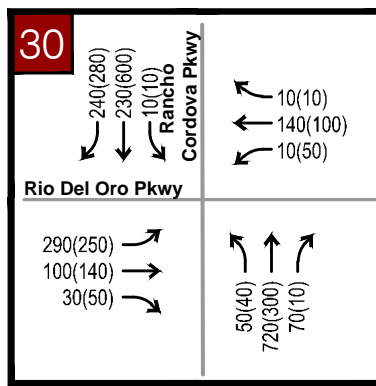
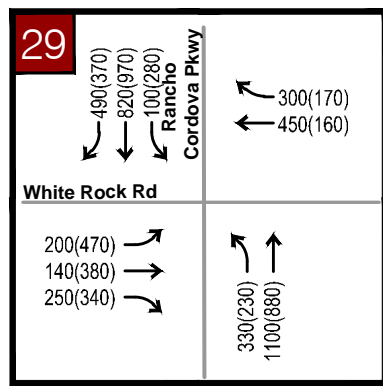
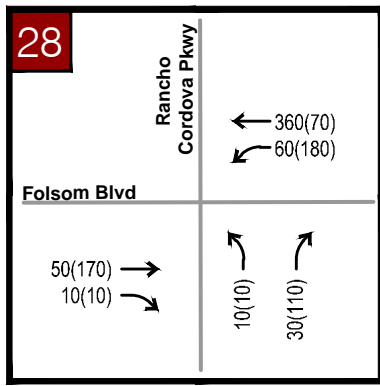


LEGEND	
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<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> #	Existing (2017) Study Segment
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> #	Cumulative (2040) Study Intersection
<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> #	Cumulative (2040) Study Segment









## CUMULATIVE PLUS PROPOSED PROJECT CONDITIONS

As previously discussed, the number of trips anticipated to be generated by the proposed project was derived using the *Trip Generation Manual, 9<sup>th</sup> Edition*, published by the Institute for Traffic Engineering (ITE). The project trips were assigned to the future roadway network based on modified SACSIM travel demand model, as provided by the City of Rancho Cordova. Using these volumes, levels of service were determined at the study facilities.

The Cumulative Scenario Project Trip distribution and trip assignment are shown in **Figure 11** and **Figure 12**, respectively. Cumulative plus Proposed Project peak-hour turning movement volumes are presented in **Figure 13**. Analysis worksheets for this scenario are provided in **Appendix E**.

**Table 10** presents the peak-hour intersection operating conditions for this analysis scenario. As indicated in **Table 10**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours.

**Table 11** presents the roadway segment operating conditions for this analysis scenario. As indicated in **Table 11**, the study roadway segments operate from LOS A to LOS F.



**Table 10** – Cumulative plus Proposed Project Intersection Levels of Service

#	Intersection	Traffic Control	Cumulative No Project				Cumulative Plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
1	Jackson Rd/SR-16 @ Bradshaw Rd	Signal	<b>146.9</b>	F	<b>194.9</b>	F	<b>147.5</b>	F	<b>195.7</b>	F
2	Jackson Rd/SR-16 @ Excelsior Rd	Signal	66.4	E	53.8	D	67.2	E	54.8	D
3	Jackson Rd/SR-16 @ Eagles Nest Rd	Signal	11.0	B	14.1	B	11.2	B	14.4	B
4	Jackson Rd/SR-16 @ Sunrise Rd	Signal	<b>104.6</b>	F	53.9	D	<b>105.4</b>	F	55	E
5	Jackson Rd/SR-16 @ Grant Line Rd	Signal	<b>114.7</b>	F	<b>62.7</b>	E	<b>118.1</b>	F	65.6	E
6	Rancho Cordova Pkwy @ Chrysanthy Blvd	Signal	11.8	B	10.6	B	19.3	B	14.8	B
7	Florin Rd @ Sunrise Blvd	Signal	9.8	A	12.6	B	9.8	A	12.9	B
8	Grant Line Rd @ Kiefer Blvd	Signal	20.8	C	18.5	B	21.2	C	18.9	B
9	Grant Line Rd @ Sunrise Blvd	Signal	<b>150.1</b>	F	<b>109.2</b>	F	<b>151.5</b>	F	<b>110.6</b>	F
10	Douglas Rd @ Zinfandel Dr	Signal	<b>145.2</b>	F	35.3	D	<b>159.4</b>	F	43.8	D
11	Douglas Rd @ Sunrise Blvd	Signal	<b>97.1</b>	F	<b>107.6</b>	F	<b>112.3</b>	F	<b>109.3</b>	F
12	Douglas Rd @ Grant Line Rd	Signal	14.3	B	22.1	C	14.5	B	23.9	C
13	Mather Field Rd @ Folsom Blvd	Signal	46.3	D	<b>142.2</b>	F	46.5	D	143	F
14	Mather Field Rd @ US-50 Westbound Ramps	Signal	30.1	C	12.4	B	30.1	C	12.5	B
15	Mather Field Rd @ US-50 Eastbound Ramps	Signal	28.5	C	6.1	A	29.3	C	6.2	A
16	Mather Field Rd @ International Dr	Signal	6.8	A	9.6	A	6.8	A	9.7	A
17	Zinfandel Dr @ International Dr	Signal	45.3	D	<b>68.2</b>	E	46.1	D	<b>71.9</b>	E
18	Zinfandel Dr @ White Rock Rd	Signal	41.7	D	<b>71.2</b>	E	43.2	D	<b>72.9</b>	E
19	Zinfandel Dr @ US-50 Eastbound Ramps	Signal	<b>79.4</b>	E	<b>166.4</b>	F	<b>83.1</b>	F	<b>170.2</b>	F
20	Zinfandel Dr @ US-50 Westbound Ramps	Signal	13.2	B	9.8	A	13.2	B	9.8	A
21	Sunrise Blvd @ White Rock Rd	Signal	<b>65.5</b>	E	<b>120.1</b>	F	66.6	E	125.2	F
22	Sunrise Blvd @ Folsom Blvd	Signal	41.2	D	<b>56.5</b>	E	41.6	D	56.6	E
23	Sunrise Blvd @ US-50 Eastbound Ramps	Signal	14.0	B	11.4	B	14.0	B	11.5	B
24	Sunrise Blvd @ US-50 Westbound Ramps	Signal	11.3	B	15.4	B	11.5	B	15.6	B
25	Sunrise Blvd @ Zinfandel	Signal	<b>209.8</b>	F	<b>93.9</b>	F	<b>214.3</b>	F	100.6	F
26	White Rock Rd @ Grant Line Rd	Signal	11.4	B	41.6	D	<b>11.7</b>	B	45.8	D
27	White Rock Rd @ Prairie City Rd	Signal	<b>140.3</b>	F	<b>157.0</b>	F	<b>144.1</b>	F	<b>169.7</b>	F
28	Rancho Cordova Pkwy @ Folsom Blvd	Signal	15.4	B	42.1	D	15.4	B	42.1	D
29	Rancho Cordova Pkwy @ White Rock Rd	Signal	32.6	C	27.0	C	32.5	C	27.3	C
30	Rancho Cordova Pkwy @ Rio Del Oro Pkwy	Signal	22.1	C	20.7	C	22.3	C	20.9	C
31	Rancho Cordova Pkwy @ Douglas Rd	Signal	16.9	B	16.4	B	20.3	C	37.5	D
32	Rancho Cordova Pkwy @ Kiefer Blvd	Signal	21.9	C	19.7	B	21.6	C	19.4	B
33	Rancho Cordova Pkwy @ Grant Line Rd	Signal	8.0	A	8.0	A	8.0	A	8.0	A
34	Americanos Blvd @ International Dr	Signal	6.7	A	5.8	A	6.7	A	5.8	A
35	Americanos Blvd @ Centennial Dr	Signal	18.7	B	16.5	B	18.7	B	16.5	B
36	Americanos Blvd @ Douglas Rd	Signal	22.2	C	19.6	B	22.2	C	19.6	B
37	Americanos Blvd @ Chrysanthy Blvd	Signal	19.2	B	19.3	B	19.9	B	19.4	B
38	Americanos Blvd @ Kiefer Blvd	Signal	8.0	A	8.0	A	8	A	8.0	A
39	Chrysanthy Blvd @ Sunrise Blvd	Signal	12.4	B	4.4	A	14	B	5.0	A
40	Chrysanthy Blvd @ Grant Line Rd	Signal	7.0	A	3.2	A	8.7	A	3.9	A

Note: **Bold** represents unacceptable operations. Shaded represents a significant impact.

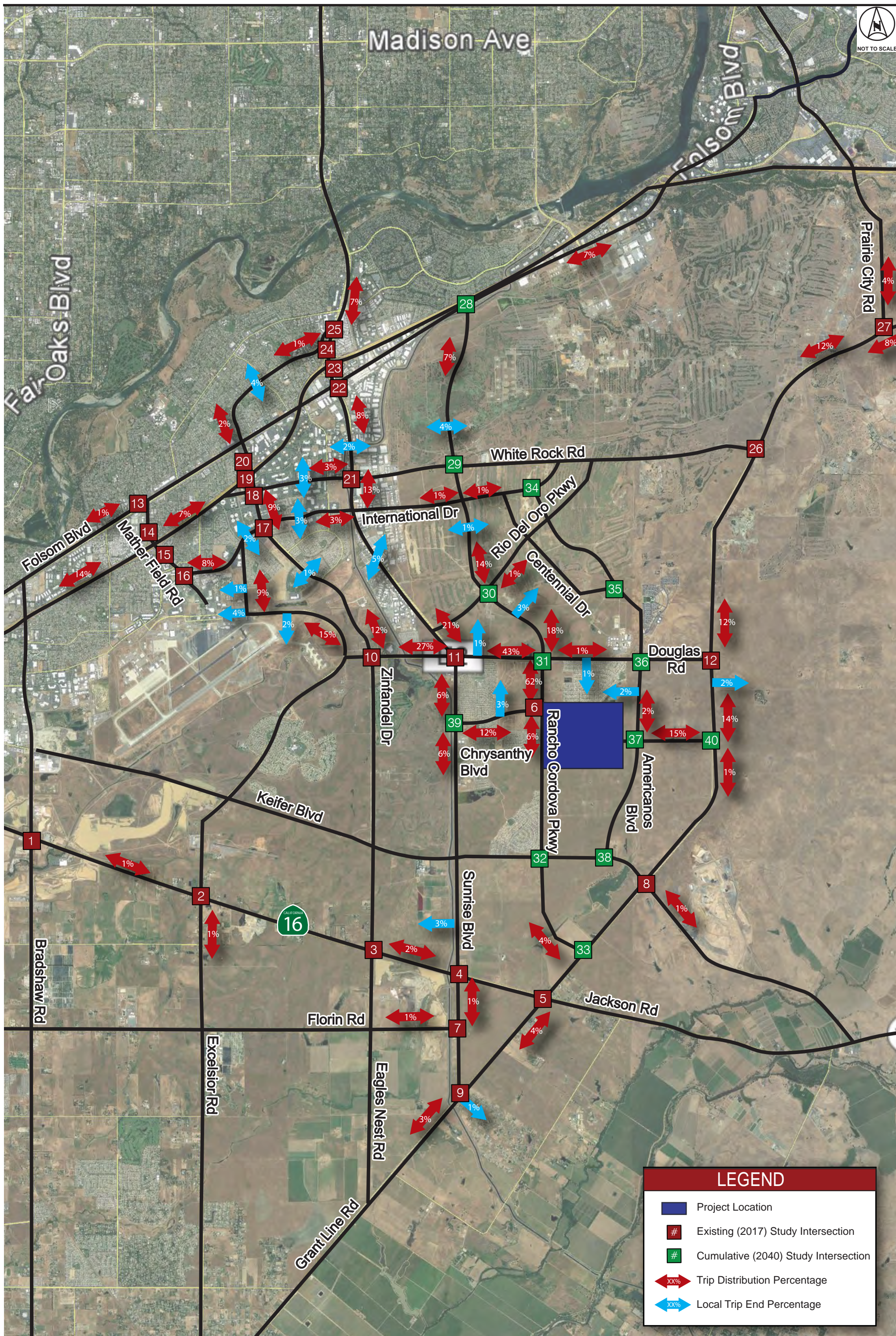
**Table 11** – Cumulative plus Proposed Project Roadway Segment Levels of Service

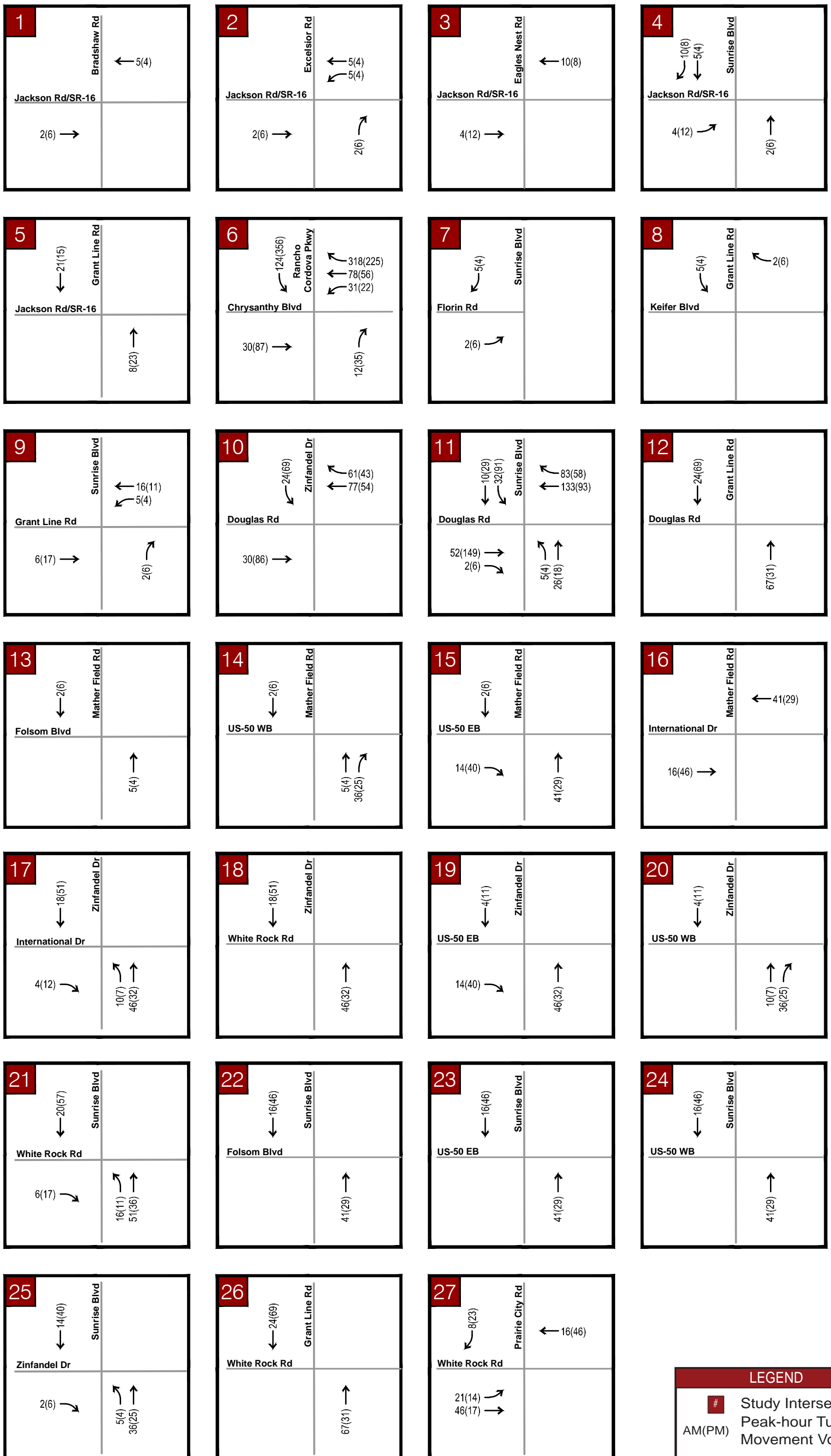
ID	Roadway	Segment		Cumulative No Project					Cumulative + Jaeger Ranch Project					LOS Threshold
		From	To	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service	
1	Jackson Rd	Bradshaw Rd	Excelsior Rd	4	Arterial M	22,600	0.63	B	4	Arterial M	22,702	0.63	B	E
2	Jackson Rd	Excelsior Rd	Eagles Nest Rd	4	Arterial M	22,740	0.63	B	4	Arterial M	22,945	0.64	B	E
3	Jackson Rd	Eagles Nest Rd	Sunrise Blvd	2	Rural Hwy	21,500	0.94	E	2	Rural Hwy	21,705	0.95	E	E
4	Jackson Rd	Sunrise Blvd	Grant Line Rd	4	Arterial H	23,690	0.59	A	4	Arterial H	23,690	0.59	A	D
5	Excelsior Rd	Kiefer Blvd	Jackson Rd	2	Arterial M	8,950	0.50	A	2	Arterial M	8,950	0.50	A	E
6	Kiefer Blvd	Grant Line Rd	Jackson Rd/SR-16	2	Rural S	2,180	0.11	A	2	Rural S	2,282	0.11	B	E
7	International Dr	Zinfandel Dr	Sunrise Blvd	6	Arterial M	25,690	0.48	A	6	Arterial M	25,997	0.48	A	D
8	Mather Blvd	Femoyer St	Douglas Rd	4	Arterial M	20,870	0.58	A	4	Arterial M	22,406	0.62	B	D
9	Douglas Rd	Mather Blvd	Sunrise Blvd	4	Arterial M	37,150	<b>1.03</b>	<b>F</b>	4	Arterial M	39,915	<b>1.11</b>	<b>F</b>	D
10	Douglas Rd	Sunrise Blvd	Grant Line Rd	6	Arterial M	24,290	0.45	A	6	Arterial M	28,694	0.53	A	D
11	White Rock Rd	Zinfandel Dr	Sunrise Blvd	6	Arterial M	27,540	0.51	A	6	Arterial M	27,847	0.52	A	D
12	White Rock Rd	Sunrise Blvd	Grant Line Rd	6	Arterial M	16,960	0.31	A	6	Arterial M	16,960	0.31	A	D
13	White Rock Rd	Grant Line Rd	Prairie City Rd	4	Expressway	41,330	0.57	A	4	Expressway	42,559	0.59	A	E
14	Mather Field Rd	Folsom Blvd	US 50 WB Ramp	6	Arterial M	30,420	0.56	A	6	Arterial M	30,522	0.57	A	D
15	Mather Field Rd	US 50 WB Ramp	US 50 EB Ramp	6	Arterial M	43,380	0.80	D	6	Arterial M	44,199	0.82	D	D
16	Mather Field Rd	US 50	International Dr	6	Arterial M	56,560	<b>1.05</b>	<b>F</b>	6	Arterial M	57,379	<b>1.06</b>	<b>F</b>	D
17	Zinfandel Dr	Folsom Blvd	US 50 WB	6	Arterial M	23,730	0.44	A	6	Arterial M	23,935	0.44	A	D
18	Zinfandel Dr	US 50	White Rock Rd	6	Arterial M	72,230	<b>1.34</b>	<b>F</b>	6	Arterial M	73,152	<b>1.35</b>	<b>F</b>	D
19	Zinfandel Dr	White Rock Rd	International Rd	6	Arterial M	37,080	0.69	B	6	Arterial M	38,002	0.70	C	D
20	Zinfandel Dr	International Rd	Douglas Rd	4	Arterial M	21,600	0.60	A	4	Arterial M	22,829	0.63	B	D
21	Sunrise Blvd	US 50 WB Ramp	US 50 EB Ramp	6	Arterial M	71,160	<b>1.32</b>	<b>F</b>	6	Arterial M	71,979	<b>1.33</b>	<b>F</b>	D
22	Sunrise Blvd	US 50	Folsom Blvd	6	Arterial M	58,150	<b>1.08</b>	<b>F</b>	6	Arterial M	58,969	<b>1.09</b>	<b>F</b>	D
23	Sunrise Blvd	Folsom Blvd	White Rock Rd	6	Arterial M	41,350	0.77	C	6	Arterial M	42,374	0.78	C	D
24	Sunrise Blvd	White Rock Rd	Douglas Rd	6	Arterial M	49,190	<b>0.91</b>	<b>E</b>	6	Arterial M	51,955	<b>0.96</b>	<b>E</b>	D
25	Sunrise Blvd	Douglas Rd	Jackson Rd	4	Arterial M	45,470	<b>1.26</b>	<b>F</b>	4	Arterial M	46,085	<b>1.28</b>	<b>F</b>	D
26	Sunrise Blvd	Jackson Rd	Grant Line Rd	4	Arterial H	20,170	0.50	A	4	Arterial H	20,272	0.51	A	E
27	Grant Line Rd	White Rock Rd	Douglas Rd	4	Expressway	30,330	0.42	A	4	Expressway	31,559	0.44	A	D
28	Grant Line Rd	Douglas Rd	Jackson Rd	4	Arterial H	29,380	0.73	C	4	Arterial H	30,814	0.77	C	D
29	Grant Line Rd	Jackson Rd	Sunrise Blvd	4	Arterial H	13,480	0.34	A	4	Arterial H	13,890	0.35	A	E

**Table 11b** – Cumulative plus Proposed Project Intersection Levels of Service (Continued)

ID	Roadway	Segment		Cumulative No Project					Cumulative + Jaeger Ranch Project					LOS Threshold
		From	To	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service	Travel Lanes	Facility Type	Daily Volume	Volume / Capacity Ratio	Level of Service	
30	Kiefer Blvd	Eagles Nest Rd	Sunrise Blvd	2	Arterial M	2,080	0.12	A	2	Arterial M	2,080	0.12	A	E
31	Kiefer Blvd	Sunrise Blvd	Rancho Cordova Pkwy	4	Arterial M	15,140	0.42	A	4	Arterial M	15,140	0.42	A	D
32	Kiefer Blvd	Rancho Cordova Pkwy	Americanos Blvd	2	Arterial M	7,790	0.43	A	2	Arterial M	7,790	0.43	A	D
33	Kiefer Blvd	Americanos Blvd	Grant Line Rd	2	Arterial M	4,170	0.23	A	2	Arterial M	4,170	0.23	A	D
34	Chrysanthy Blvd	Sunrise Blvd	Rancho Cordova Pkwy	2	Arterial M	5,740	0.32	A	2	Arterial M	7,276	0.40	A	D
35	Chrysanthy Blvd	Rancho Cordova Pkwy	Americanos Blvd (within project)	2	Arterial M	6,150	0.34	A	2	Arterial M	14,651	0.81	D	D
36	Chrysanthy Blvd	Americanos Blvd	Grant Line Rd	2	Arterial M	7,070	0.39	A	2	Arterial M	8,606	0.48	A	D
37	Rancho Cordova Pkwy	Folsom Blvd	White Rock Rd	6	Arterial M	46,310	0.86	D	6	Arterial M	47,437	0.88	D	D
38	Rancho Cordova Pkwy	White Rock Rd	Rio Del Oro Pkwy	4	Arterial M	42,680	<b>1.19</b>	<b>F</b>	4	Arterial M	44,114	<b>1.23</b>	<b>F</b>	D
39	Rancho Cordova Pkwy	Rio Del Oro Pkwy	Douglas Rd	4	Arterial M	17,310	0.48	A	4	Arterial M	19,154	0.53	A	D
40	Rancho Cordova Pkwy	Douglas Rd	Chrysanthy Blvd	4	Arterial M	15,790	0.44	A	4	Arterial M	22,140	0.62	B	D
41	Rancho Cordova Pkwy	Chrysanthy Blvd	Keifer Blvd	2	Arterial M	8,350	0.46	A	4	Arterial M	8,965	0.25	A	D
42	Rancho Cordova Pkwy	Keifer Blvd	Grant Line Rd	2	Arterial M	7,190	0.40	A	2	Arterial M	7,600	0.42	A	D
43	Americanos Blvd	International Rd	Centennial Rd	2	Arterial M	4,850	0.27	A	2	Arterial M	4,850	0.27	A	D
44	Americanos Blvd	Centennial Rd	Douglas Rd	2	Arterial M	1,970	0.11	A	2	Arterial M	1,970	0.11	A	D
45	Americanos Blvd	Douglas Rd	Chrysanthy Blvd	2	Arterial M	4,850	0.27	A	2	Arterial M	5,055	0.28	A	D
46	Americanos Blvd	Chrysanthy Rd	Keifer Blvd	2	Arterial M	2,800	0.16	A	2	Arterial M	2,800	0.16	A	D

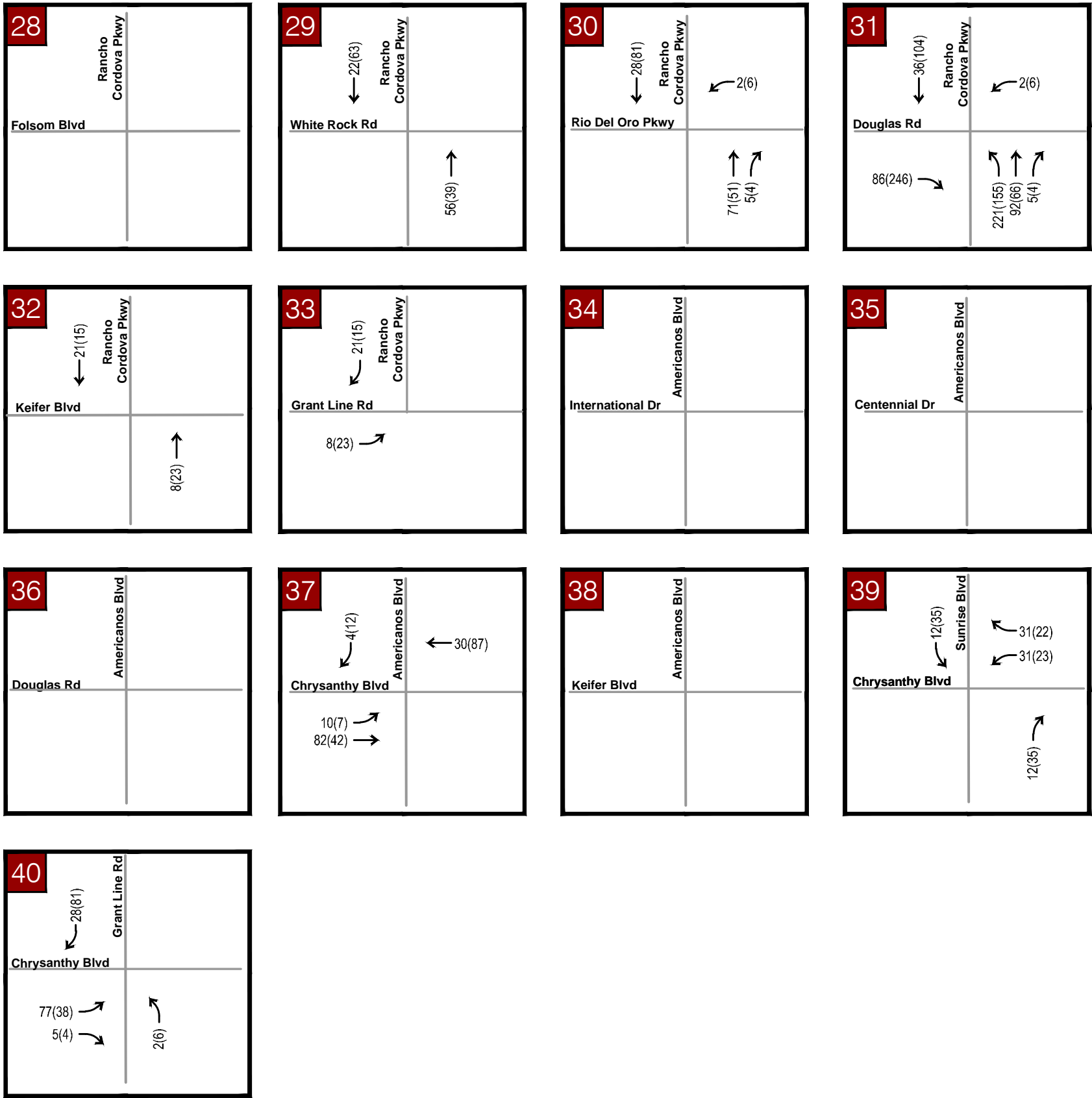
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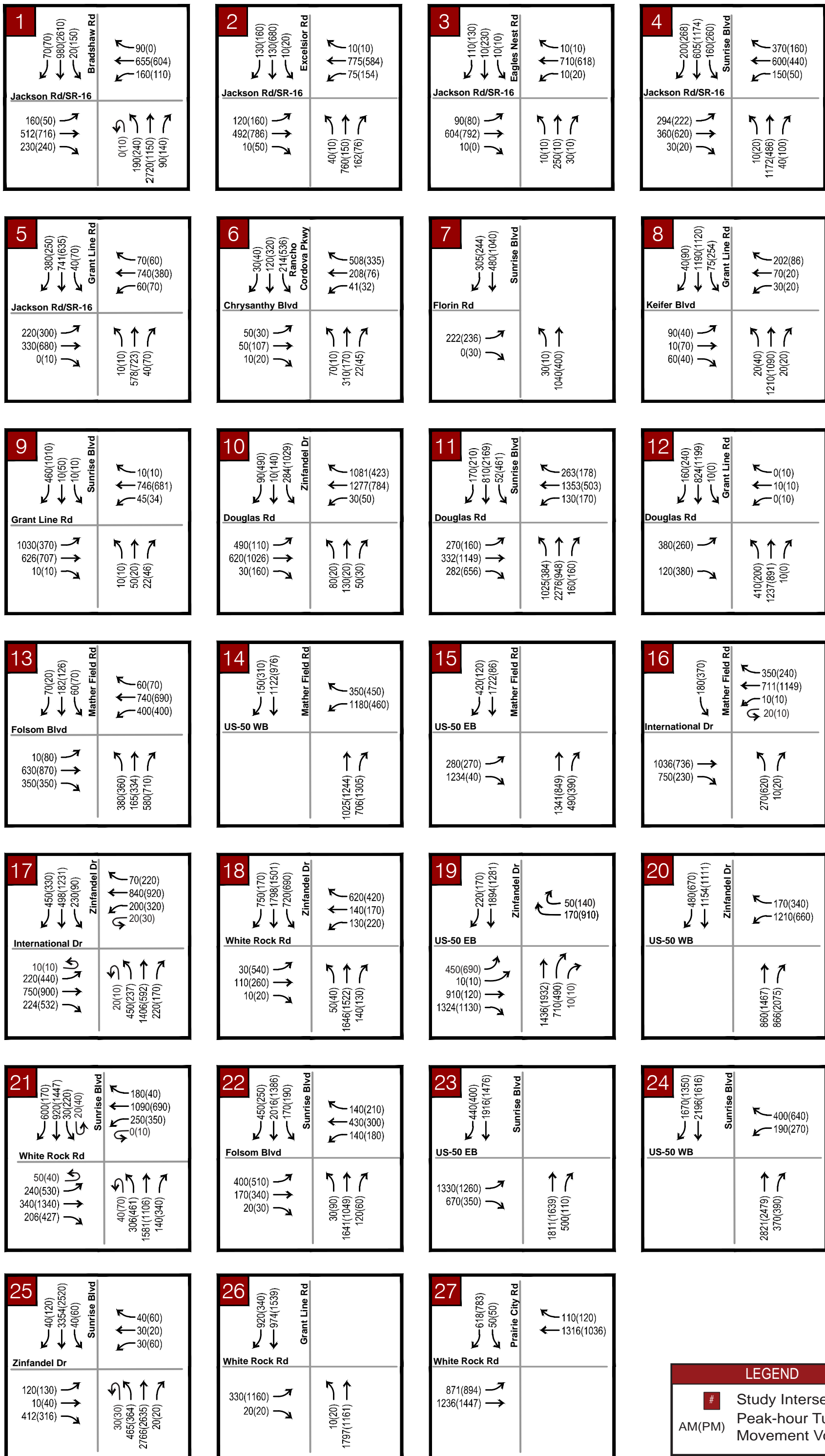


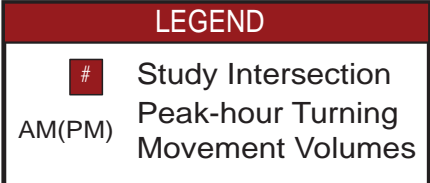
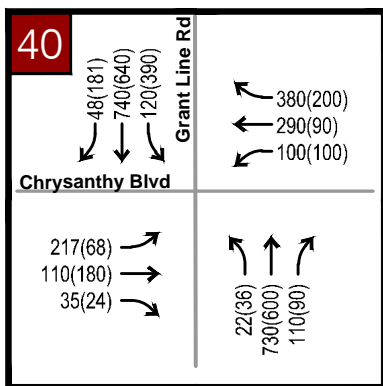
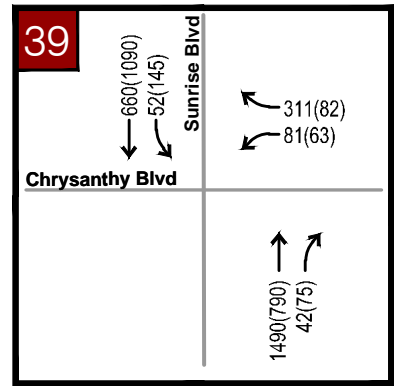
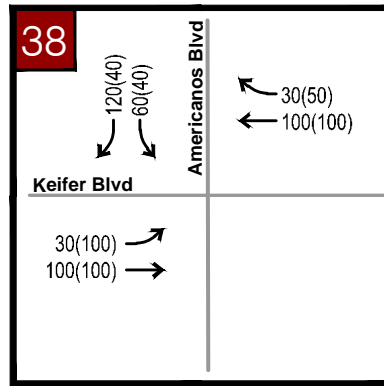
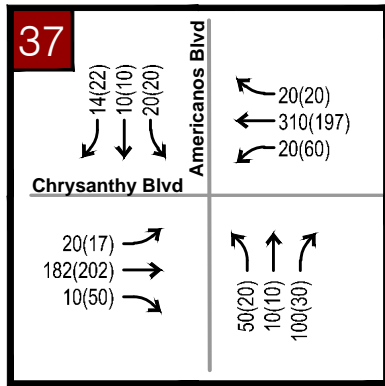
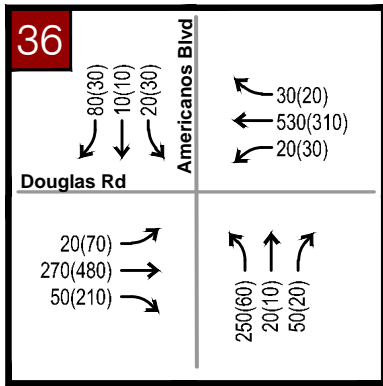
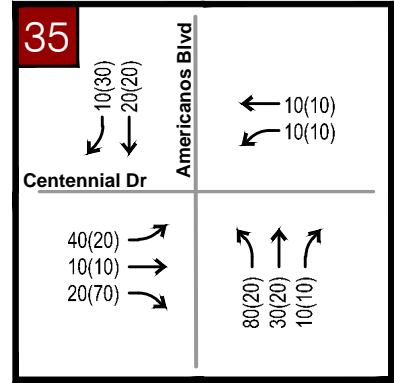
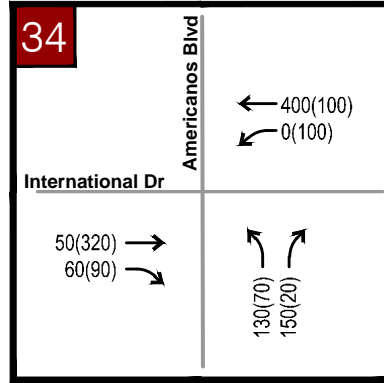
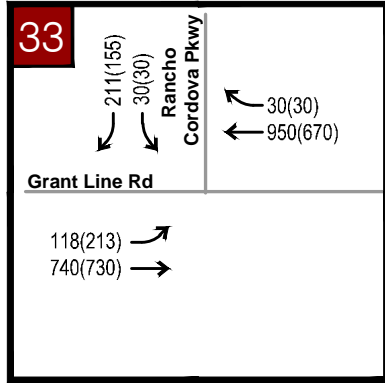
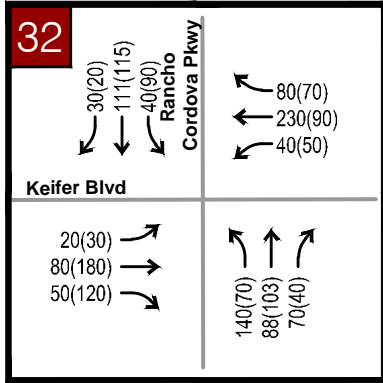
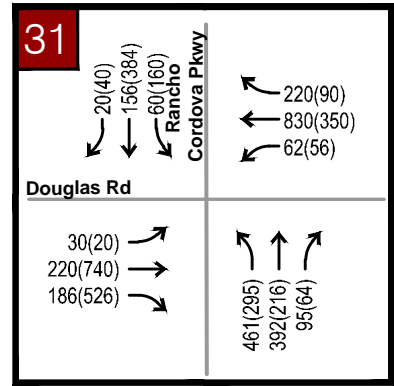
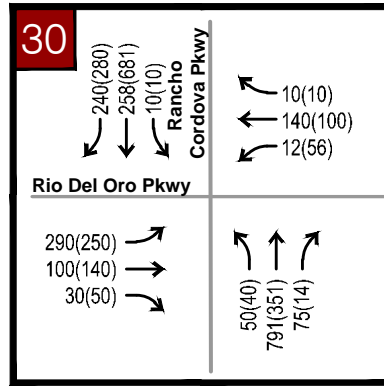
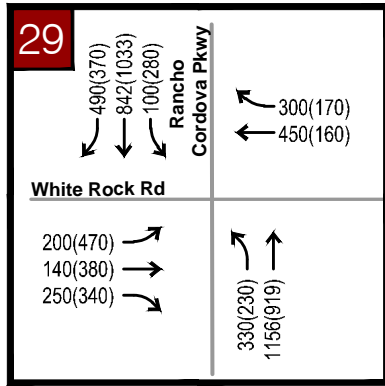
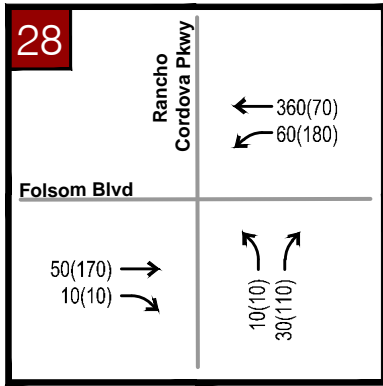
**LEGEND**

# Study Intersection  
 AM(PM) Peak-hour Turning Movement Volumes



LEGEND	
#	Study Intersection
AM(PM)	Peak-hour Turning Movement Volumes







## IMPACTS AND MITIGATION

### Regulatory Setting and Thresholds of Significance

#### **Sacramento County**

The Circulation Element of the latest County of Sacramento General Plan<sup>6</sup> includes the following relevant provisions:

*CI-9. Plan and design the roadway system in a manner that meets Level of Service (LOS) D on rural roadways and LOS E on urban roadways, unless it is infeasible to implement project alternatives or mitigation measures that would achieve LOS D on rural roadways or LOS E on urban roadways. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.*

*CI-35. The applicant/developer of land development projects shall be responsible to install bicycle and pedestrian facilities in accordance with Sacramento County Improvement Standards and may be responsible to participate in the fair share funding of regional multi-use trails identified in the Sacramento County Bicycle Master Plan.*

Sacramento County's traffic study guidelines<sup>1</sup> provide guidelines for the implementation of the General Plan provisions: "The County defines the minimum acceptable operation level for its roadways and intersections to be LOS D for rural areas and LOS E for urban areas. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural."

All of the Sacramento County study facilities are within the Urban Services Boundary. Therefore, **LOS E** is the minimum acceptable LOS for all County facilities.

#### *Thresholds of Significance*

Roadways/Signalized Intersections: A project is considered to have a significant effect if it would:

- result in a roadway or a signalized intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS; or
- increase the V/C ratio by more than 0.05 at a roadway or at a signalized intersection that is operating at an unacceptable LOS without the project.

Unsignalized Intersections: A project is considered to have a significant effect if it would:

- result in an unsignalized intersection movement/approach operating at an acceptable LOS to deteriorate to an unacceptable LOS, and also cause the intersection to meet a traffic signal warrant; or
- for an unsignalized intersection that meets a signal warrant, increase the delay by more than 5 seconds at a movement/approach that is operating at an unacceptable LOS without the project.

<sup>6</sup> Sacramento County General Plan of 2005-2030, Sacramento County Community Planning & Development Department, November 9, 2011.

## **City of Rancho Cordova**

The Circulation Element of the City of Rancho Cordova's General Plan 2030 includes the following relevant provisions:

***Policy C.1.2** - Seek to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project. Please see Policy C.1.3 for additional policy guidance related to this issue.*

*Examples of system improvements which may be accepted when Level of Service D cannot be maintained include the following, where the improvement or funding is in excess of standard City requirements:*

- *Development of on- or off-street bicycle or pedestrian circulation (not including sidewalks that are constructed as part of roadway improvements);*
- *Providing or funding public transportation facilities or services;*
- *Other features as determined appropriate by the City.*

***Policy C.1.3** - Recognize that regional traffic beyond the City's control, as well as circulation system decisions made prior to incorporation or by other agencies, will make it infeasible to achieve the City's desired Level of Service on all roadways. Subject development projects which affect these roadways to the provisions of Policy C.1.2 to provide offsetting improvements to the vehicular and/or non-vehicular transportation system.*

## **Impacts and Mitigation**

### **Existing (2017) plus Proposed Project Conditions**

As reflected in **Table 6** and **Table 7**, the addition of the proposed project results in five (5) significant impacts. Analysis worksheets for the mitigations for this scenario are provided in **Appendix F**. The following is a discussion of each impact and its associated mitigation.

#### **Intersection Impacts:**

- 11. Intersection #3, Jackson Road @Eagles Nest Road*  
As shown in **Table 6**, this intersection operates at unacceptable LOS F during the AM and PM peak-hours without the project, and the project adds more than 5 seconds of delay to the northbound left turn movement during the AM and PM peak-hours. ***This is a significant impact.***
- 12. Intersection #9, Grant Line Road @ Sunrise Boulevard*  
As shown in **Table 6**, this intersection operates at unacceptable LOS F during the AM peak-hour without the project, and the project adds more than 5 seconds of delay to the intersection. ***This is a significant impact.***
- 13. Intersection #11, Douglas Road @ Sunrise Boulevard*  
As shown in **Table 6**, this intersection operates at LOS D during the PM peak-hour without the project, and the project results in LOS E. ***This is a significant impact.***

*14. Intersection #25, Sunrise Boulevard @ Zinfandel Drive*

As shown in **Table 6**, this intersection operates at unacceptable LOS E during the PM peak-hour without the project, and the project adds more than 5 seconds of delay to the intersection.

***This is a significant impact.***

Roadway Segment Impacts:

*15. Roadway Segment #22, Sunrise Boulevard between US-50 and Folsom Boulevard*

As shown in **Table 7**, this roadway segment operates at unacceptable LOS E without the project and the project increases the volume-to-capacity ratio by more than 0.05. ***This is a significant impact.***

Mitigations:

*M1. Intersection #3, Jackson Road and Eagles Nest Road*

The significant impact at this intersection during the AM and PM peak-hours can be mitigated by converting the intersection from side street stop controlled to signalized. As shown in **Table 12**, with this mitigation the intersection operates at LOS B during the AM and PM peak-hours. Therefore, ***this impact is less than significant.*** However, the identified improvement falls under the jurisdiction of the County; therefore, neither the City nor the project applicant would have control over their timing or implementation. Thus, this impact would remain ***significant and unavoidable.*** If the County allows the improvement to move forward, the impact would be classified as significant in the short term but eventually would be reduced to a less-than-significant level in the long term.

*M2. Intersection #9, Grant Line Road @ Sunrise Boulevard*

The significant impact at this intersection during the AM peak-hour can be mitigated by changing the southbound approach to include a right turn lane and an all-purpose lane. This mitigation includes restriping the southbound approach to move the bicycle lane from its existing location between the two travel lanes to the right shoulder and add hatching for the right turns, consistent with the Optional Through Right and Right-Turn-Only lane configuration included in Figure 9C-4a (CA) of the CaMUTCD<sup>7</sup>. As shown in **Table 12**, this mitigation measure results in the intersection operating at LOS D or better during the AM and PM peak-hours. Therefore, ***this impact is less than significant.*** However, the identified improvement falls under the jurisdiction of the County; therefore, neither the City nor the project applicant would have control over their timing or implementation. Thus, this impact would remain ***significant and unavoidable.*** If the County allows the improvement to move forward, the impact would be classified as significant in the short term but eventually would be reduced to a less-than-significant level in the long term.

*M3. Intersection #11, Douglas Road @ Sunrise Boulevard*

The significant impact at this intersection during the PM peak-hour can be mitigated through signal timing optimization and the addition of a right-turn overlap signal phase for the eastbound right-turn, overlapping with the northbound left-turn movement. As shown in **Table 12**, this mitigation measure results in the intersection operating at LOS D or better during the AM and PM peak-hours. Therefore, ***this impact is less than significant.***

<sup>7</sup> California MUTCD 2014 Edition. Chapter 9C-Markings: Part 9 Traffic Control for Bicycle Facilities. November 2014

*M4. Intersection #25, Sunrise Boulevard @ Zinfandel Drive*

The significant impact at this intersection during the PM peak-hour can be mitigated by restriping the eastbound and westbound approaches to include a left turn lane and through-right lane. As shown in **Table 12**, this mitigation measure results in the intersection operating at LOS D or better during the AM and PM peak-hours. Therefore, **this impact is less than significant**

*M5. Roadway Segment #22, Sunrise Boulevard between US-50 and Folsom Boulevard*

This roadway segment is an existing deficiency and is currently has the maximum number of lanes for the General Plan designation. Therefore, there is no feasible construction mitigation and until an alternative mitigation is identified, **this impact is significant and unavoidable**.

**Table 12 – Intersection Levels of Service – Existing (2017) plus Proposed Project Mitigated Conditions**

#	Intersection	Existing Plus Project				Existing Plus Project Mitigated			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
3	Jackson Rd/SR-16 @ Eagles Nest Rd	18.1 (95.3 NB)	F	18.9 (*ECL NB)	F	19.5	B	15.7	B
9	Grant Line Rd @ Sunrise Blvd	122.2	F	55	D	37.6	D	25.4	C
11	Douglas Rd @ Sunrise Blvd	34.4	C	59.3	E	34.0	C	48.9	D
25	Sunrise Blvd @ Zinfandel Dr	117.2	F	68	E	88.7	F	50.9	D

**Cumulative plus Proposed Project Conditions**

As reflected in **Table 10** and **Table 11**, the addition of the proposed project results in five (5) significant impacts. Analysis worksheets for the mitigations for this scenario are provided in **Appendix F**. The following is a discussion of each impact and its associated mitigation.

Intersection Impacts:

*16. Intersection #10, Douglas Road @ Zinfandel Drive*

As shown in **Table 10**, this intersection operates at unacceptable LOS F during the AM peak-hour without the project, and the project adds more than 5 seconds of delay to the intersection during the AM peak-hour. **This is a significant impact.**

*17. Intersection #11, Douglas Road @ Sunrise Boulevard*

As shown in **Table 10**, this intersection operates at unacceptable LOS F during the AM peak-hour without the project, and the project adds more than 5 seconds of delay to the intersection during the AM peak-hour. **This is a significant impact.**

*18. Intersection #27, White Rock Road @Prairie City Road*

As shown in **Table 10**, this intersection operates at unacceptable LOS F during the AM and PM peak-hour without the project, and the project adds more than 5 seconds of delay to the intersection during the PM peak-hour. **This is a significant impact.**

Roadway Segment Impacts:

*19. Roadway Segment #24, Sunrise Boulevard between White Rock Road and Douglas Road*

As shown in **Table 11**, this roadway segment operates at unacceptable LOS E during without the project, and the project increases the volume to capacity ration by more than 0.05. **This is a significant impact.**

Mitigations:

*M6. Intersection #10, Douglas Road @ Zinfandel Drive*

The significant impact at this intersection during the AM peak-hour can be mitigated by the conversion of the westbound right turn from permitted to a free right turn with a receiving lane. As shown in **Table 13**, this mitigation measure results in the intersection operating at LOS D during the AM and PM peak-hours. Therefore, **this impact is less than significant**. However, the identified improvement falls under the jurisdiction of the County; therefore, neither the City nor the project applicant would have control over their timing or implementation. Thus, this impact would remain **significant and unavoidable**. If the County allows the improvement to move forward, the impact would be classified as significant in the short term but eventually would be reduced to a less-than-significant level in the long term.

*M7. Intersection #11, Douglas Road @ Sunrise Boulevard*

The significant impact at this intersection during the AM peak-hour cannot be feasibly mitigated. The intersection of Douglas Road and Sunrise Boulevard is fully built out according to the City’s General Plan. As shown in **Table 13**, signal timing optimization is not enough to mitigate the project impacts to acceptable conditions. Therefore, **this impact is significant and unavoidable**. However, as described in the Rio Del Oro Specific Plan DEIR/DEIS<sup>8</sup>, there is potential to improve conditions through additional connectivity along Sunrise Boulevard and further build out of the City’s General Plan network.

*M8. Intersection #27, White Rock Road @ Prairie City Road*

The significant impact at this intersection during the PM peak-hour can be mitigated with the addition of a second southbound right-turn lane and the addition of a right-turn overlap signal phase for the southbound right-turn. As shown in **Table 13**, this mitigation measure results in the intersection operating at LOS D during the AM and PM peak-hours. Therefore, **this impact is less than significant**.

*M9. Roadway Segment #24, Sunrise Boulevard between White Rock Road and Douglas Road*

This roadway segment operates unacceptably without the project and is currently has the maximum number of lanes for the General Plan designation. Therefore, there is no feasible construction mitigation and the City will need to designate an alternative mitigation. Until that alternative mitigation is identified, **this impact is significant and unavoidable**. However, as described in the Rio Del Oro Specific Plan DEIR/DEIS<sup>8</sup>, there is potential to improve conditions through additional connectivity along Sunrise Boulevard and further build out of the City’s General Plan network.

**Table 13 – Intersection Levels of Service – Cumulative plus Proposed Project Mitigated Conditions**

#	Intersection	Cummulative Plus Project				Cummulative Plus Project Mitigated			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
10	Douglas Rd @ Zinfandel Dr	159.4	F	43.8	D	50.0	D	43.0	D
11	Douglas Rd @ Sunrise Blvd	112.3	F	109.3	F	93.4	F	108.2	F
27	White Rock Rd @ Prairie City Rd	144.1	F	169.7	F	36.3	D	36.2	D

<sup>8</sup> Rio del Oro Specific Plan Project DEIR/DEIS. City of Rancho Cordova and USACE. April, 2008

## CONCLUSIONS

Significant findings of this study include:

- The proposed project is estimated to generate 10,266 new daily trips, with 721 new trips occurring during the AM peak-hour, and 934 new trips occurring during the PM peak-hour.
- The addition of the proposed project to the Existing (2017) Conditions results in a significant impact at four (4) study intersections and one (1) roadway segment. With the application of mitigation measures recommended herein, the impacts to intersections can be mitigated to be *less than significant*. The proposed project results in one significant impact to the roadway segments for Existing (2017) Conditions, as defined by the applicable jurisdictions.
- The addition of the proposed project to Cumulative (2040) Conditions results in a significant impact at three (3) intersections and two (2) roadway segments. Two of the impacts to intersections would be mitigated to less than significant. One location does not have a feasible mitigation. One of the impacts to the roadway segments would be mitigated to less than significant and the proposed project results in one significant impact to the roadway segments for Cumulative (2040) Conditions, as defined by the applicable jurisdictions.

## Appendix A

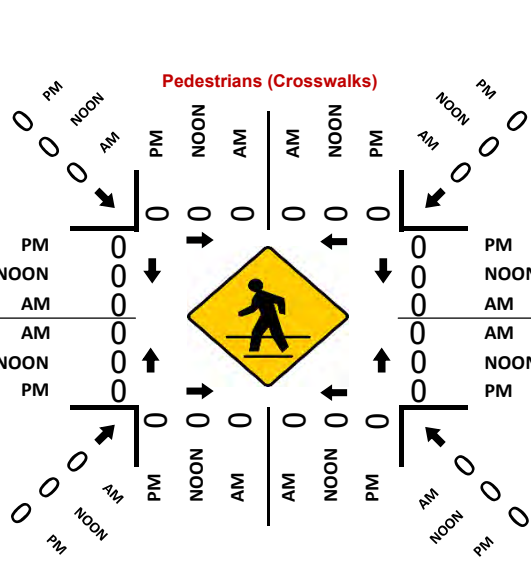
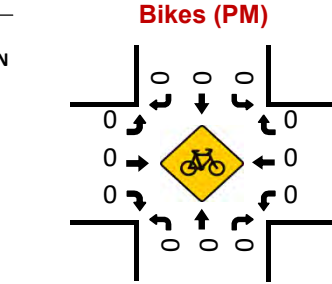
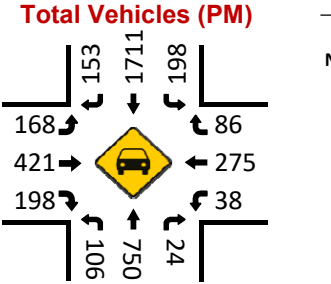
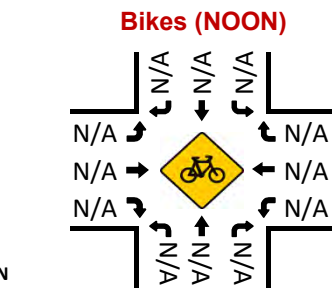
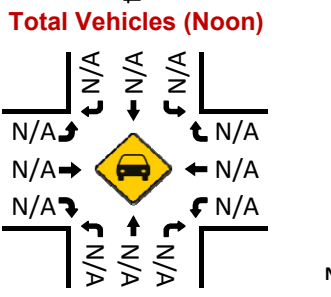
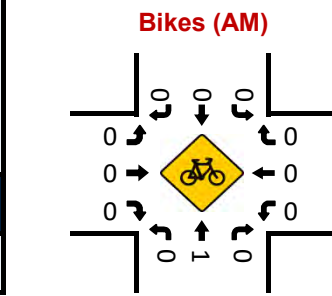
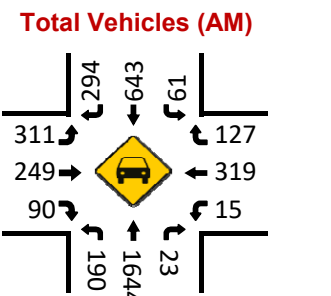
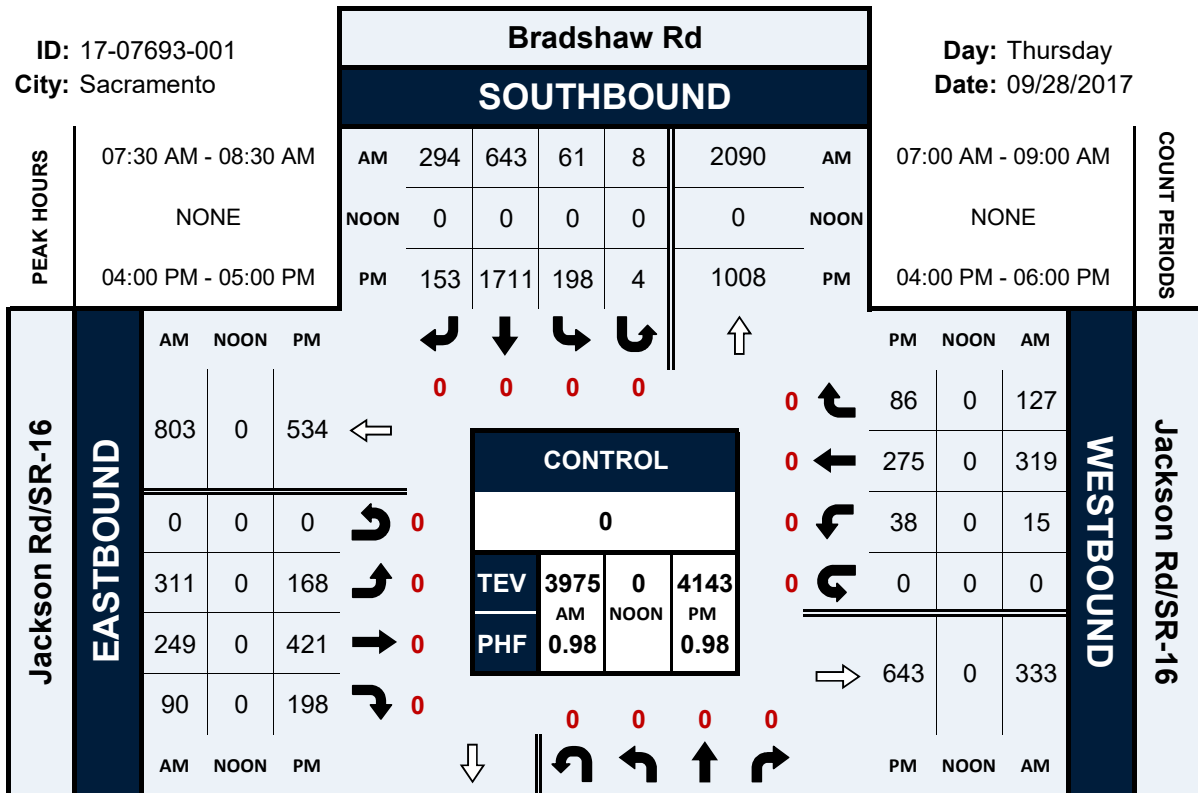
*Traffic Count Data Sheets*

# Bradshaw Rd & Jackson Rd/SR-16

## Peak Hour Turning Movement Count

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City: Sacramento

Day: Thursday  
Date: 09/28/2017



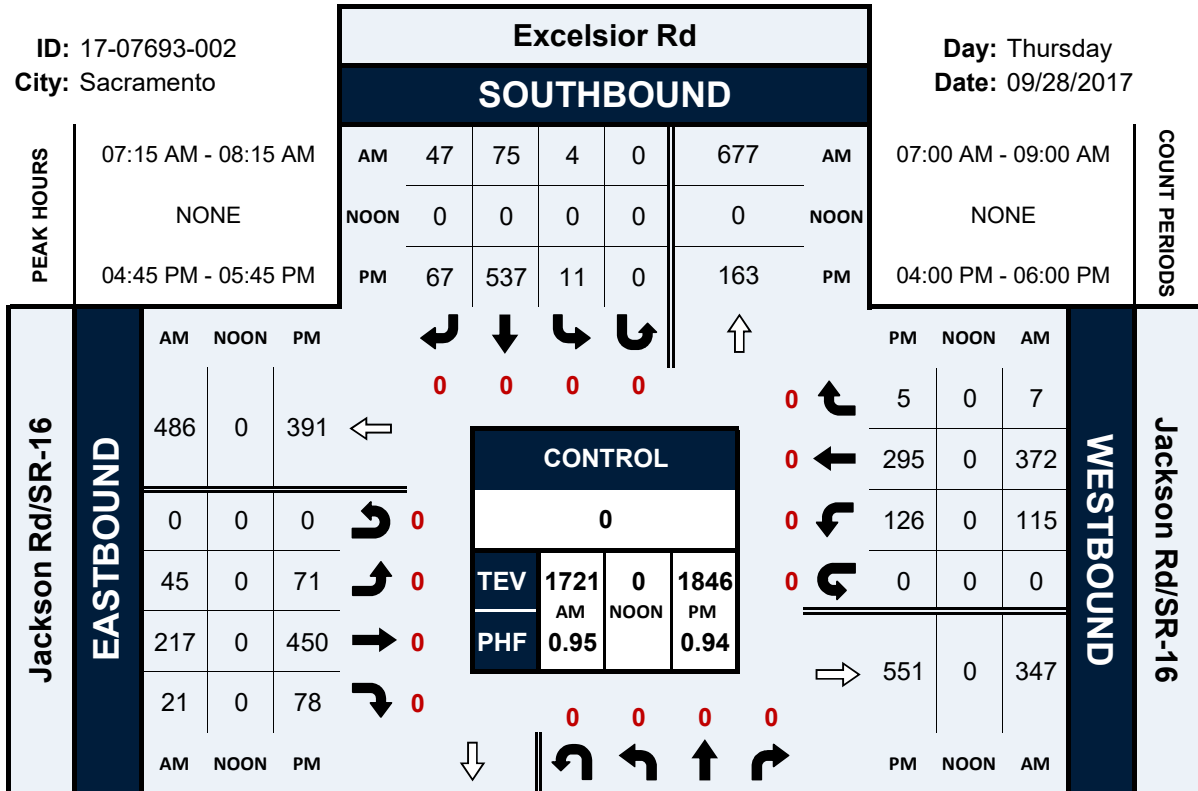


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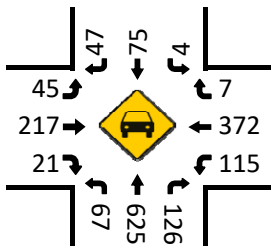
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City: Sacramento

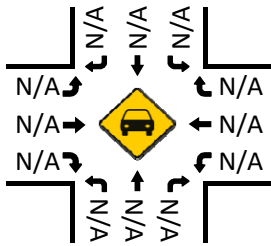
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Date: 09/28/2017



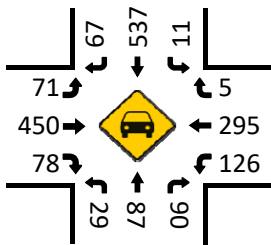
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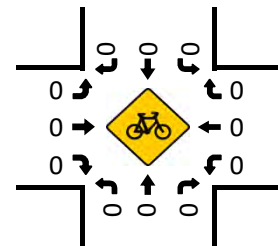
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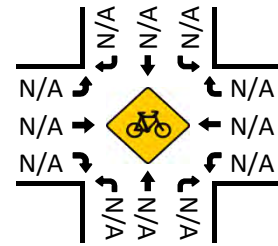
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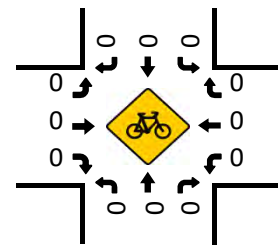
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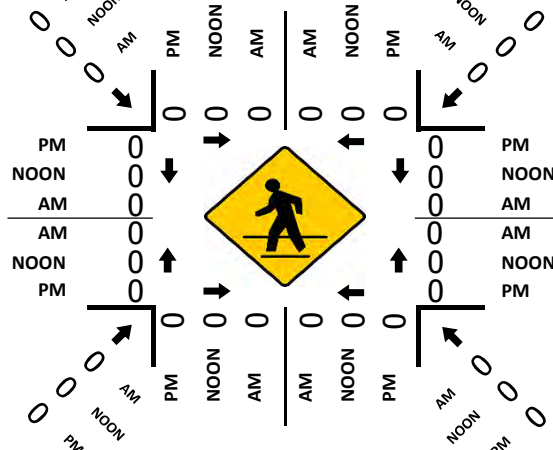
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)

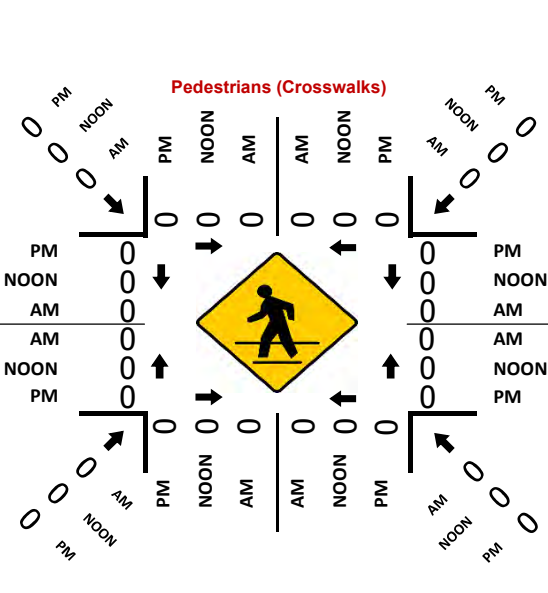
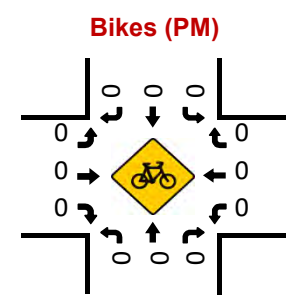
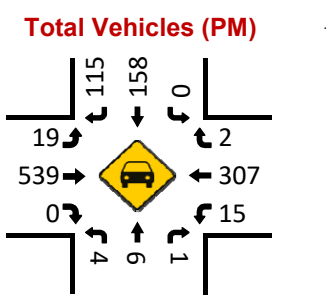
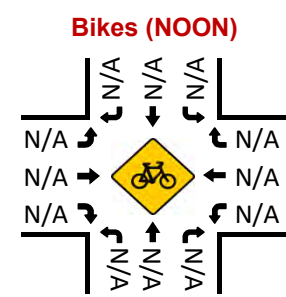
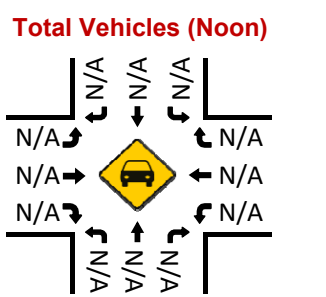
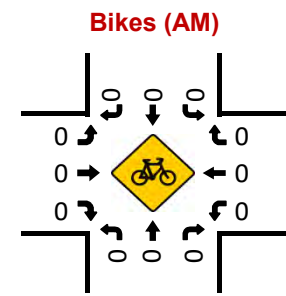
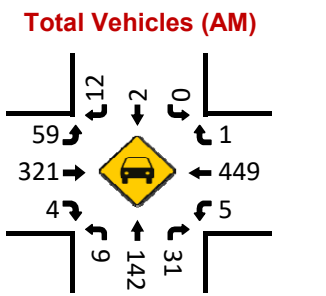
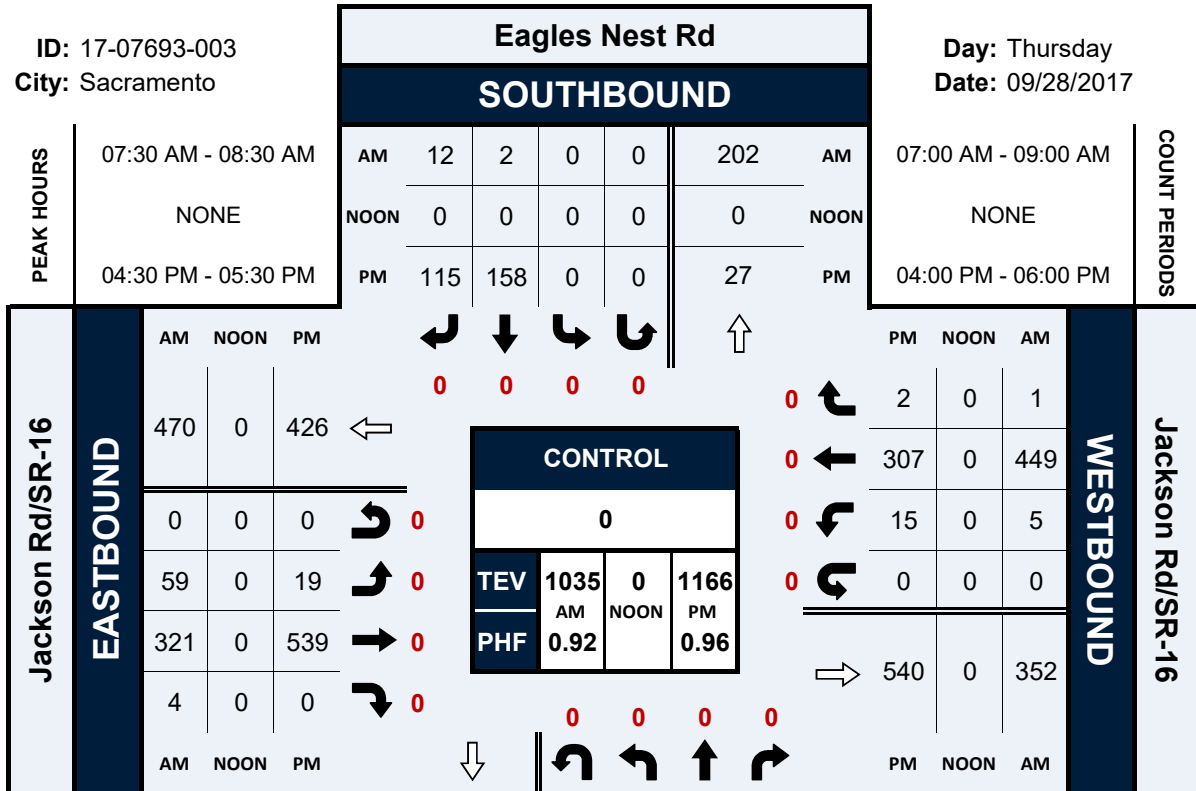


# Eagles Nest Rd & Jackson Rd/SR-16

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City: Sacramento

Day: Thursday  
Date: 09/28/2017

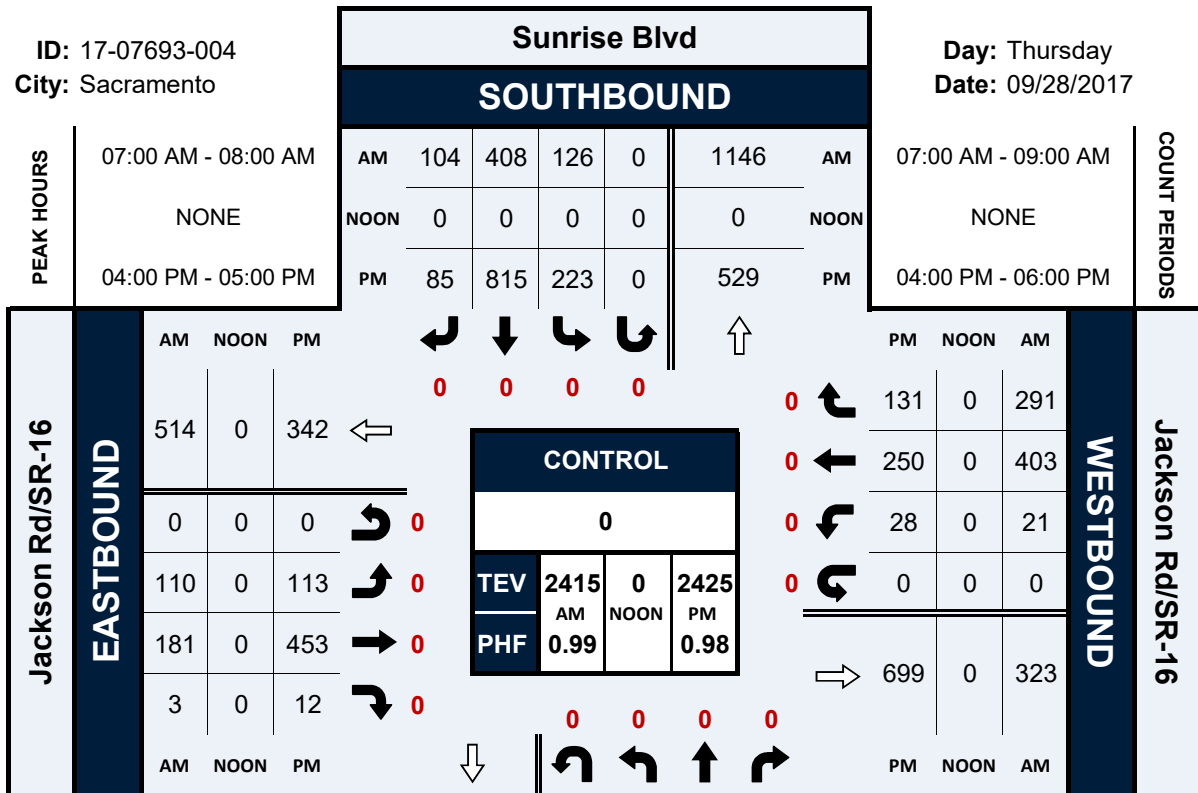


# Sunrise Blvd & Jackson Rd/SR-16

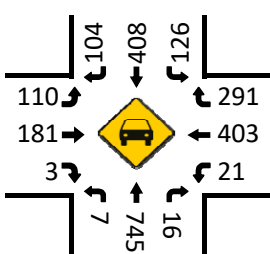
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City: Sacramento

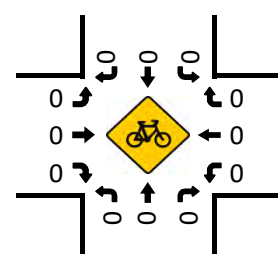
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Date: 09/28/2017



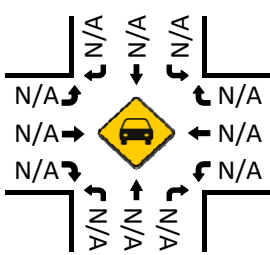
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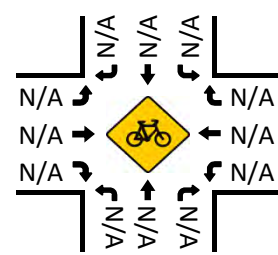
Bikes (AM)



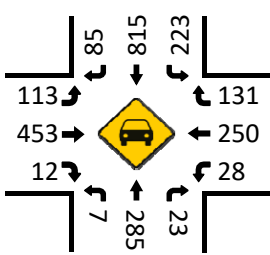
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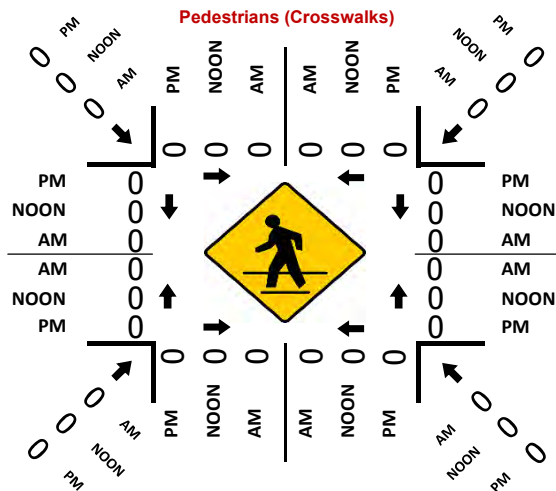
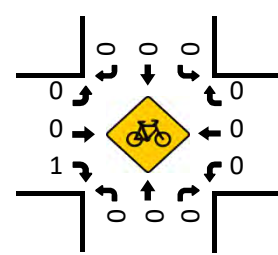
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

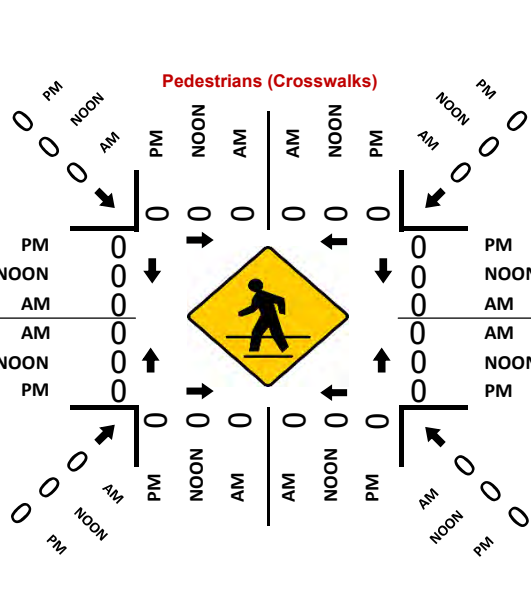
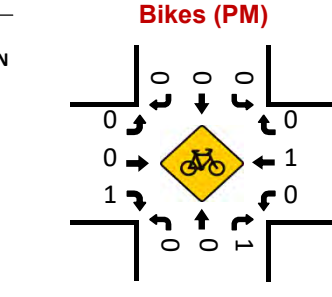
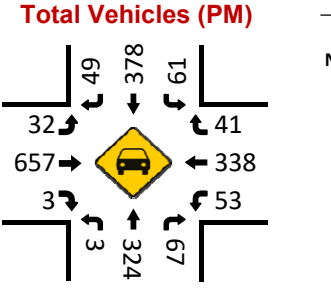
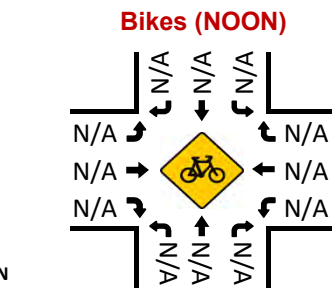
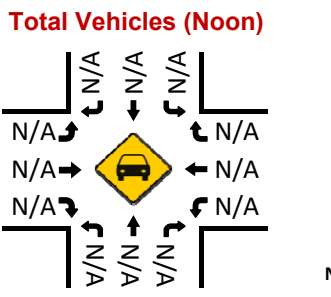
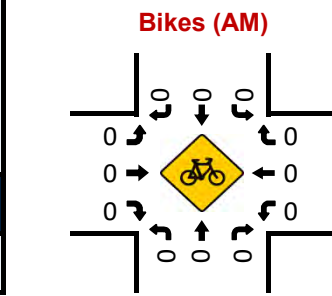
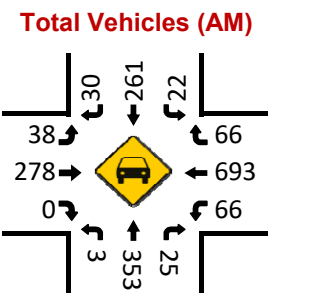
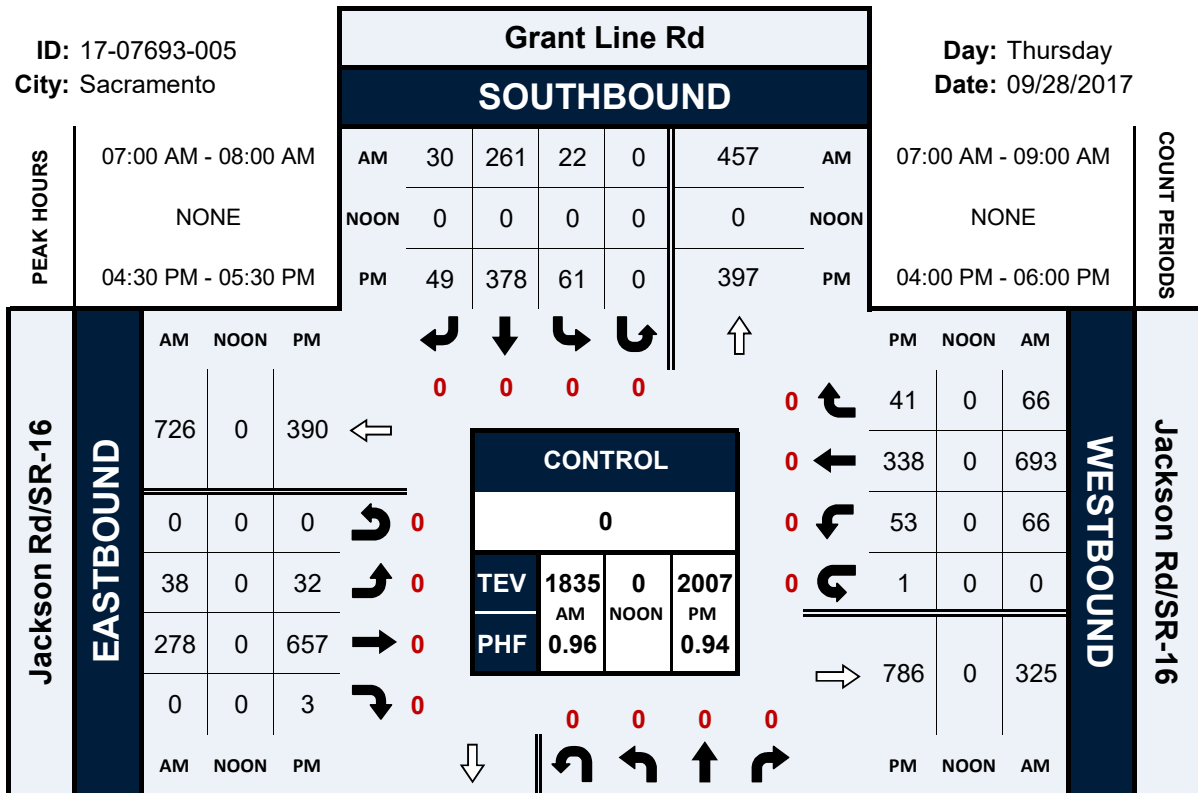


# Grant Line Rd & Jackson Rd/SR-16

## Peak Hour Turning Movement Count

ID: 17-07693-005  
City: Sacramento

Day: Thursday  
Date: 09/28/2017

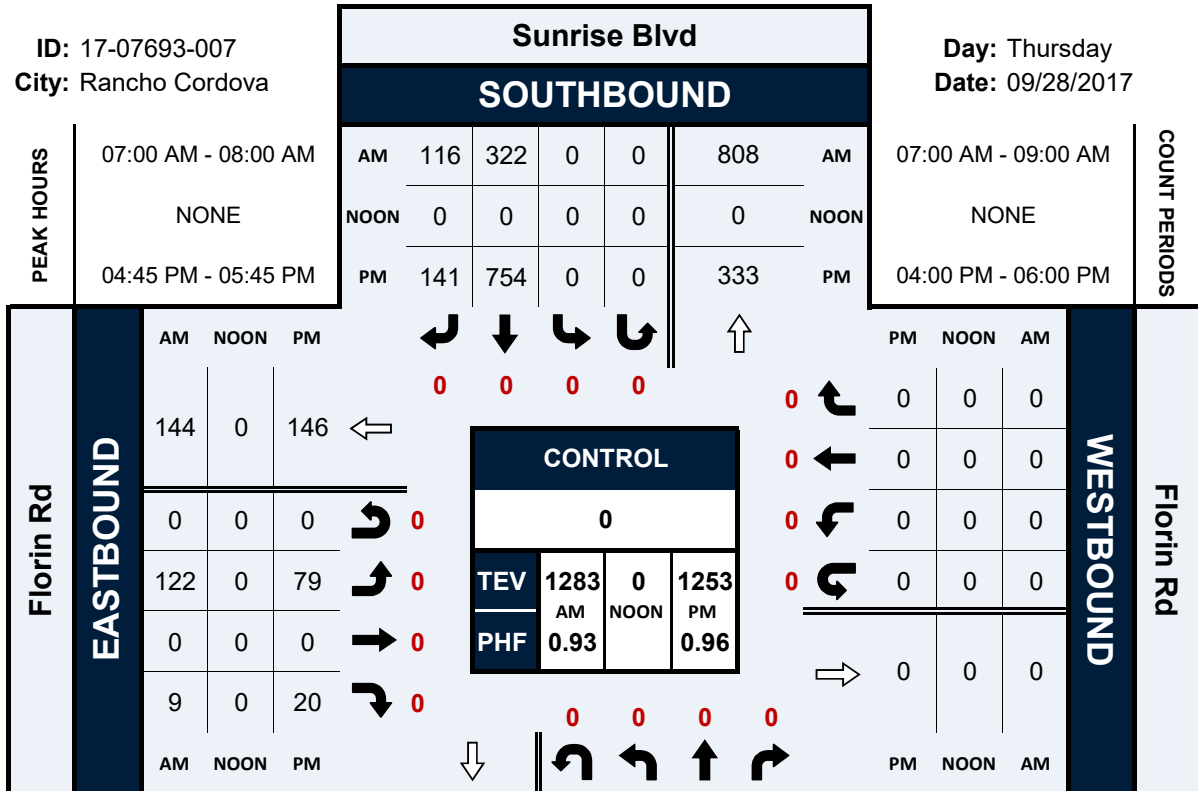


# Sunrise Blvd & Florin Rd

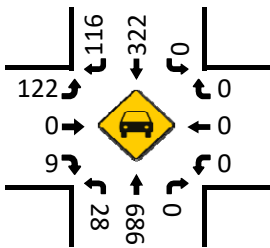
## Peak Hour Turning Movement Count

ID: 17-07693-007  
City: Rancho Cordova

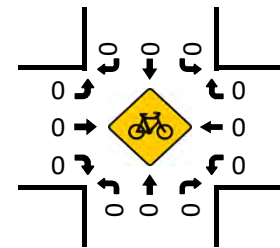
Day: Thursday  
Date: 09/28/2017



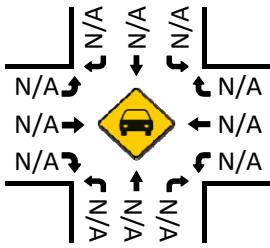
Total Vehicles (AM)



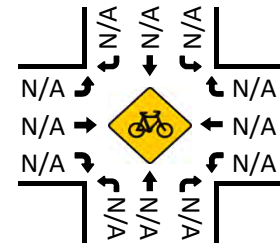
Bikes (AM)



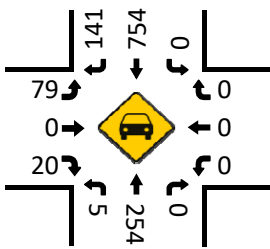
Total Vehicles (Noon)



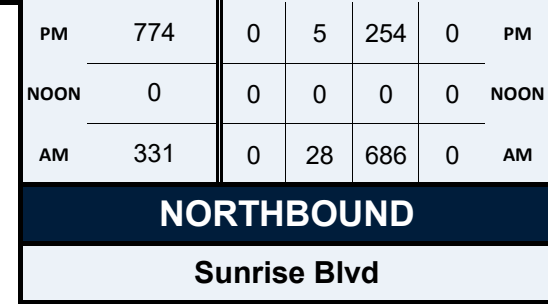
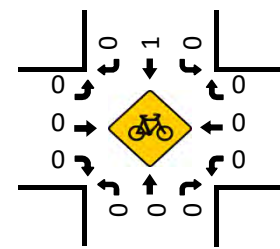
Bikes (NOON)



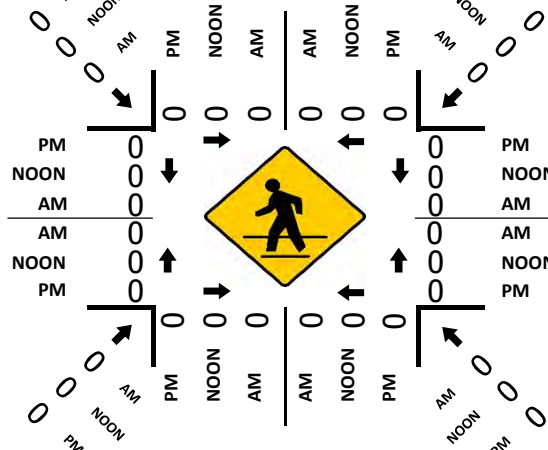
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

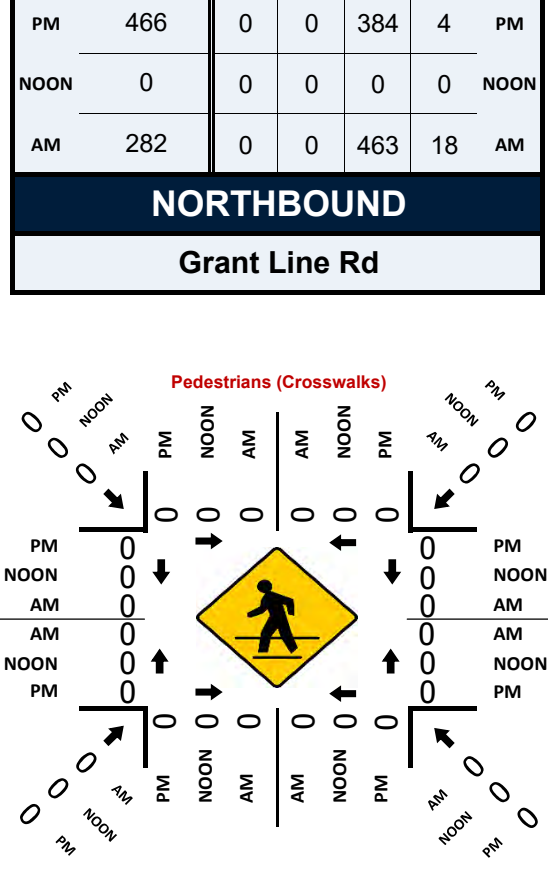
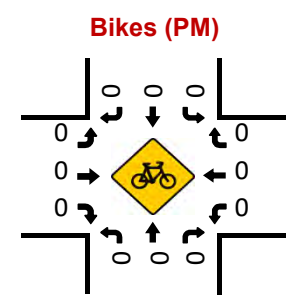
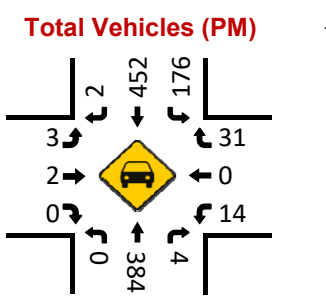
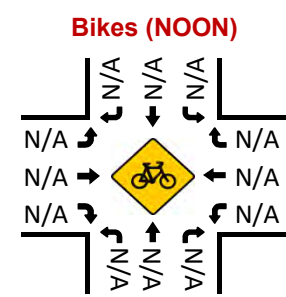
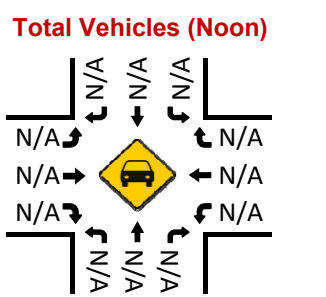
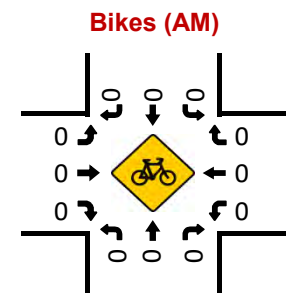
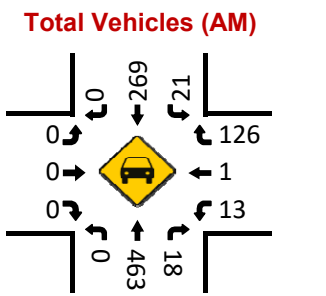
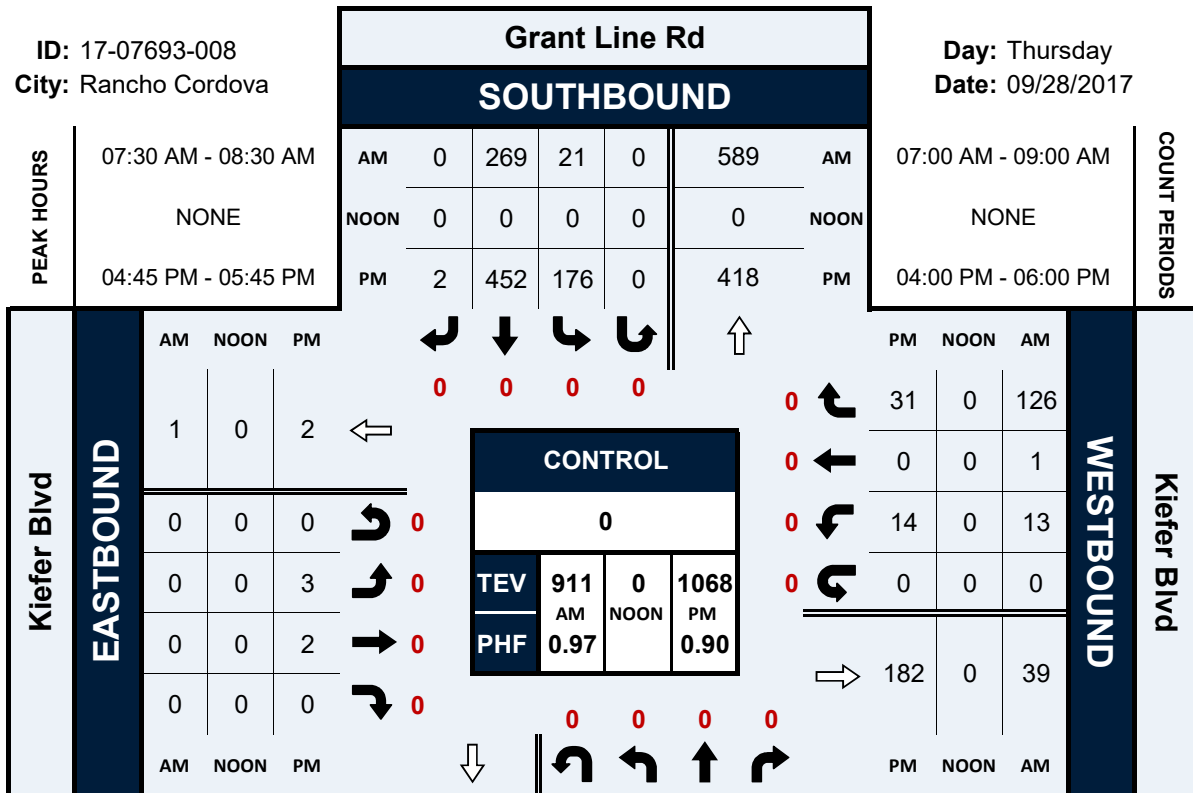


# Grant Line Rd & Kiefer Blvd

## Peak Hour Turning Movement Count

ID: 17-07693-008  
City: Rancho Cordova

Day: Thursday  
Date: 09/28/2017

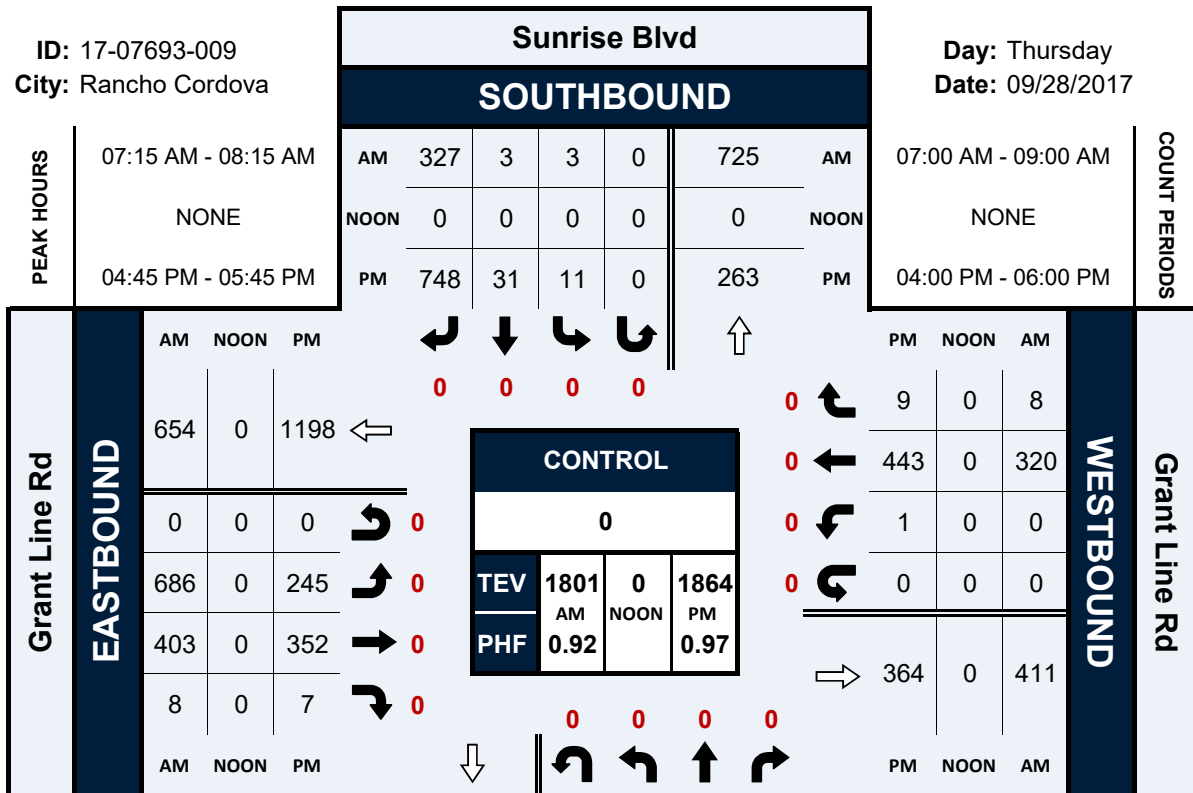


# Sunrise Blvd & Grant Line Rd

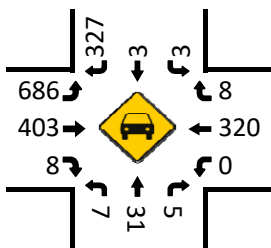
## Peak Hour Turning Movement Count

ID: 17-07693-009  
City: Rancho Cordova

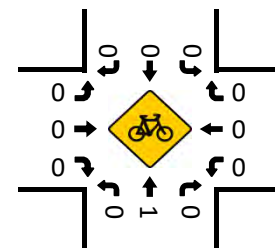
Day: Thursday  
Date: 09/28/2017



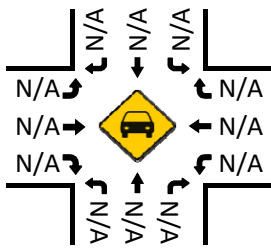
Total Vehicles (AM)



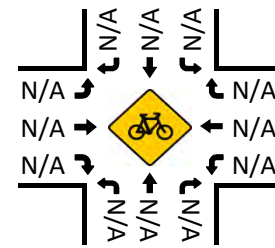
Bikes (AM)



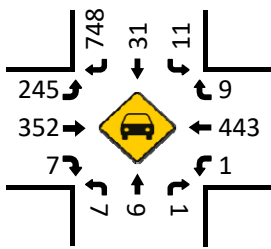
Total Vehicles (Noon)



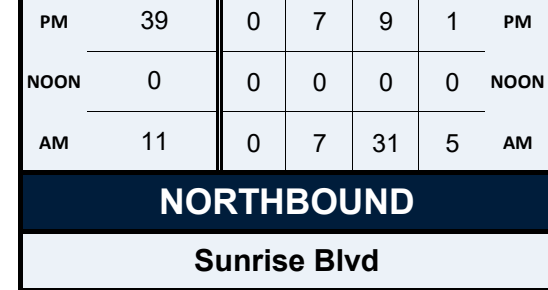
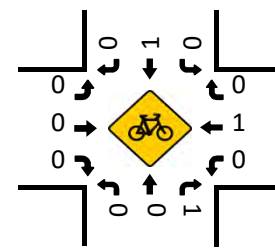
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# Zinfandel Dr & Douglas Rd

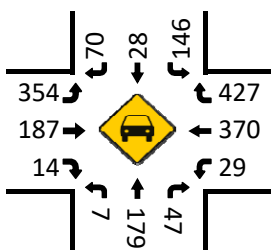
## Peak Hour Turning Movement Count

ID: 17-07693-010  
City: Rancho Cordova

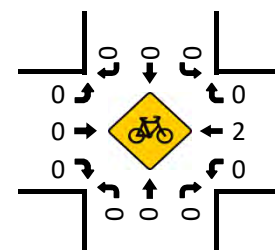
Day: Thursday  
Date: 09/28/2017

PEAK HOURS		Zinfandel Dr										COUNT PERIODS																																			
		SOUTHBOUND																																													
07:30 AM - 08:30 AM NONE 04:30 PM - 05:30 PM	AM	70	28	146	0	960	AM	07:00 AM - 09:00 AM	NONE 04:00 PM - 06:00 PM	PM	NOON	AM																																			
	NOON	0	0	0	0	0	NOON	PM		NOON	AM																																				
	PM	362	156	517	0	321	PM	PM		NOON	AM																																				
						<table border="1"> <tr><th colspan="3">CONTROL</th></tr> <tr><td colspan="3">0</td></tr> <tr><th>TEV</th><td>1859</td><th>0</th><td>1907</td></tr> <tr><td>AM</td><td></td><td>NOON</td><td>PM</td></tr> <tr><th>PHF</th><td>0.94</td><td></td><td>0.93</td></tr> </table>		CONTROL			0			TEV	1859	0	1907	AM		NOON	PM	PHF	0.94		0.93																						
CONTROL																																															
0																																															
TEV	1859	0	1907																																												
AM		NOON	PM																																												
PHF	0.94		0.93																																												
		<table border="1"> <tr><th>AM</th><th>NOON</th><th>PM</th></tr> <tr><td>447</td><td>0</td><td>545</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>354</td><td>0</td><td>67</td></tr> <tr><td>187</td><td>0</td><td>263</td></tr> <tr><td>14</td><td>0</td><td>18</td></tr> </table>				AM	NOON	PM	447	0	545	0	0	0	354	0	67	187	0	263	14	0	18			<table border="1"> <tr><th>PM</th><th>NOON</th><th>AM</th></tr> <tr><td>200</td><td>0</td><td>427</td></tr> <tr><td>178</td><td>0</td><td>370</td></tr> <tr><td>58</td><td>0</td><td>29</td></tr> <tr><td>0</td><td>0</td><td>1</td></tr> <tr><td>809</td><td>0</td><td>381</td></tr> </table>				PM	NOON	AM	200	0	427	178	0	370	58	0	29	0	0	1	809	0	381
AM	NOON	PM																																													
447	0	545																																													
0	0	0																																													
354	0	67																																													
187	0	263																																													
14	0	18																																													
PM	NOON	AM																																													
200	0	427																																													
178	0	370																																													
58	0	29																																													
0	0	1																																													
809	0	381																																													
		<table border="1"> <tr><th>AM</th><th>NOON</th><th>PM</th></tr> <tr><td>71</td><td>0</td><td>7</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> </table>				AM	NOON	PM	71	0	7	0	0	0	0	0	0	0	0	0	0	0	0			<table border="1"> <tr><th>PM</th><th>NOON</th><th>AM</th></tr> <tr><td>232</td><td>0</td><td>5</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td></tr> </table>				PM	NOON	AM	232	0	5	0	0	0	0	0	0	0	0	0	0	0	0
AM	NOON	PM																																													
71	0	7																																													
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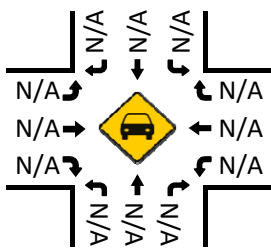
Total Vehicles (AM)



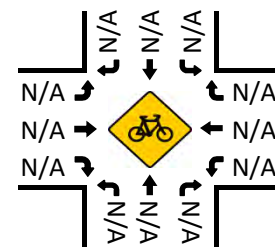
Bikes (AM)



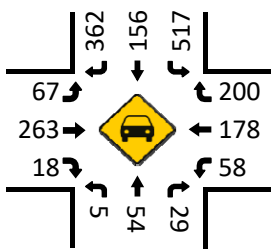
Total Vehicles (Noon)



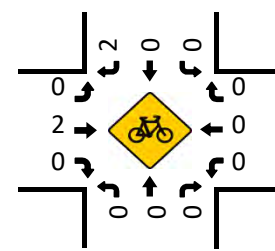
Bikes (NOON)



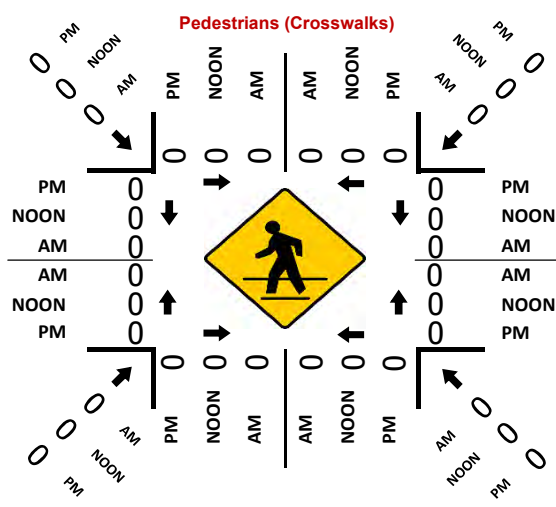
Total Vehicles (PM)



Bikes (PM)



		Zinfandel Dr									
		NORTHBOUND									
	PM	232	0	5	54	29	PM				
	NOON	0	0	0	0	0	NOON				
	AM	71	0	7	179	47	AM				



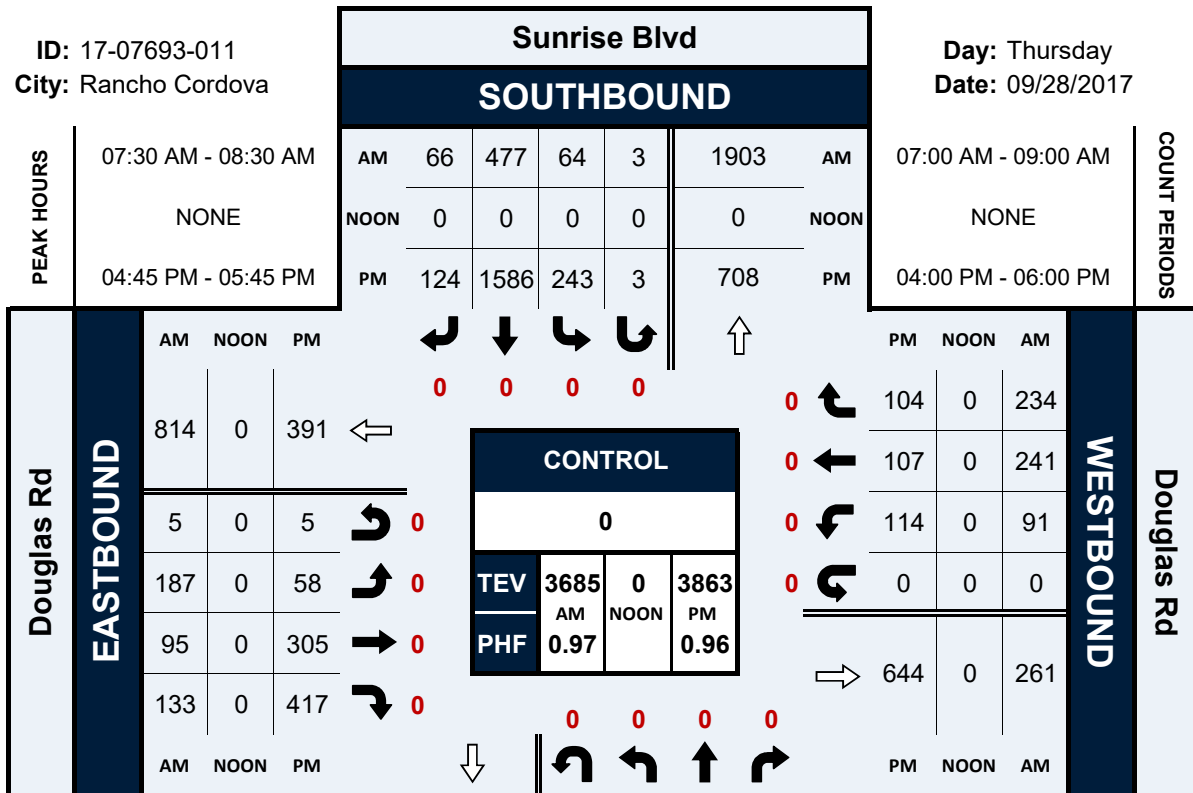


# Sunrise Blvd & Douglas Rd

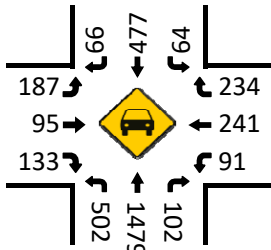
## Peak Hour Turning Movement Count

ID: 17-07693-011  
City: Rancho Cordova

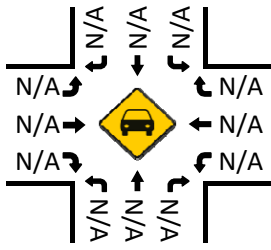
Day: Thursday  
Date: 09/28/2017



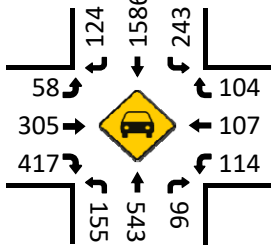
Total Vehicles (AM)



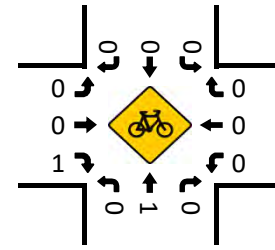
Total Vehicles (Noon)



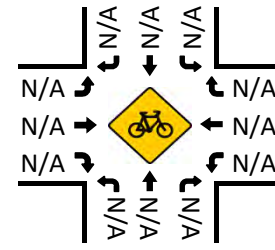
Total Vehicles (PM)



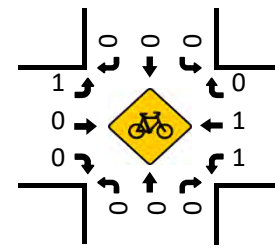
Bikes (AM)



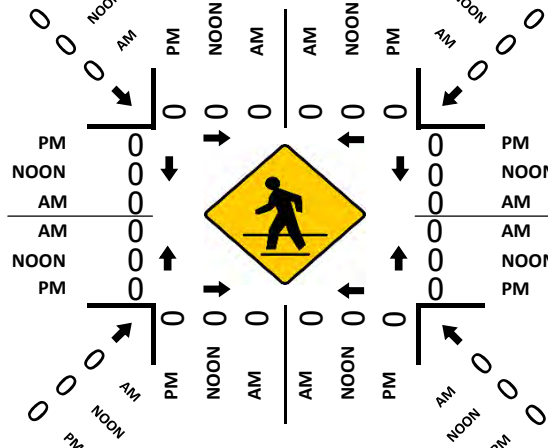
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)

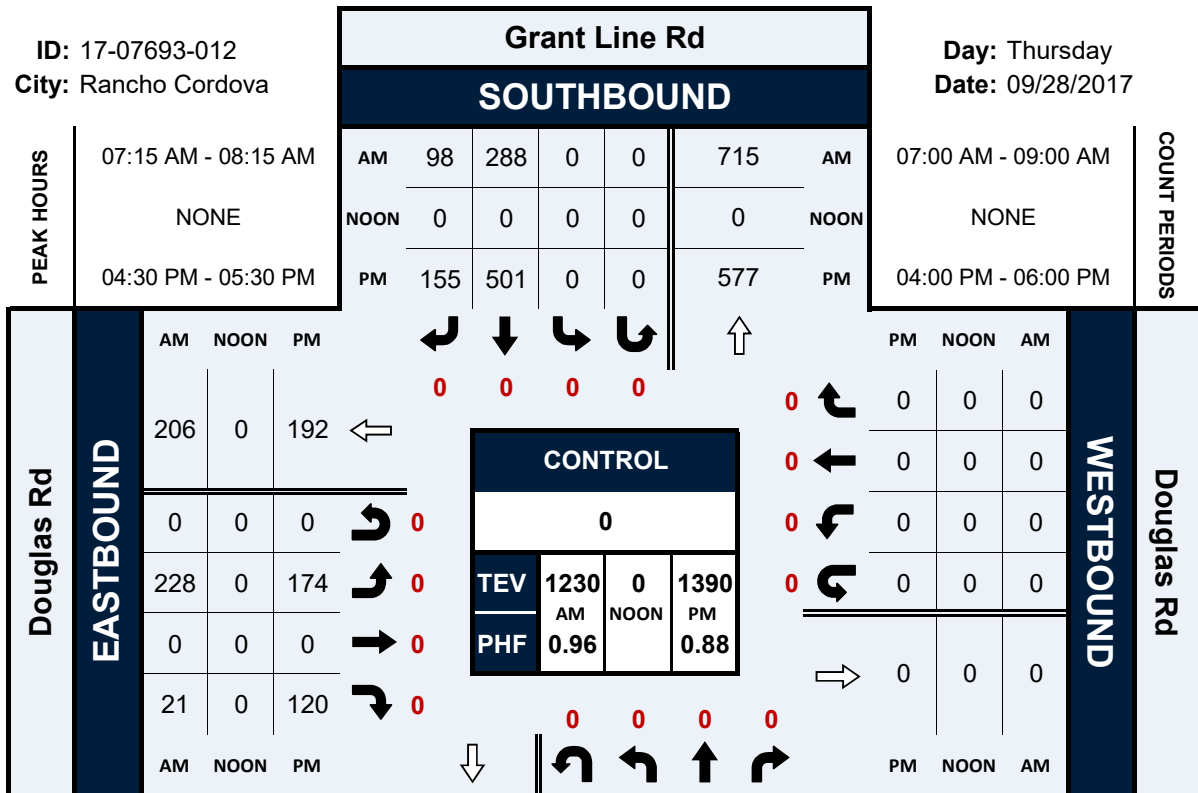


# Grant Line Rd & Douglas Rd

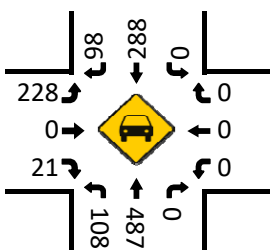
## Peak Hour Turning Movement Count

ID: 17-07693-012  
City: Rancho Cordova

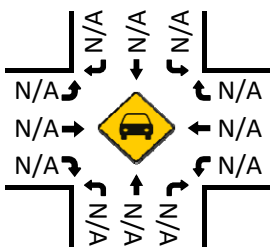
Day: Thursday  
Date: 09/28/2017



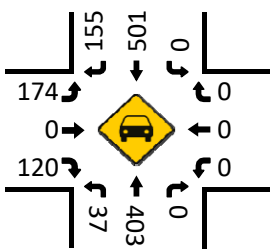
Total Vehicles (AM)



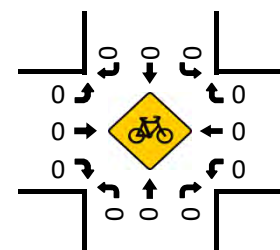
Total Vehicles (Noon)



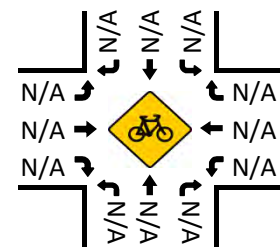
Total Vehicles (PM)



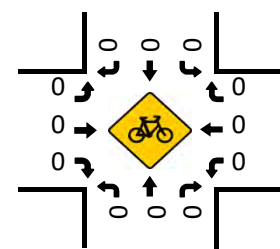
Bikes (AM)



Bikes (NOON)

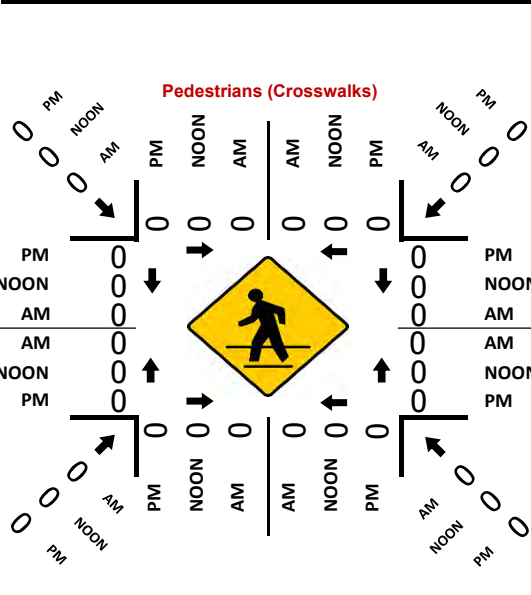


Bikes (PM)



### NORTHBOUND

### Grant Line Rd

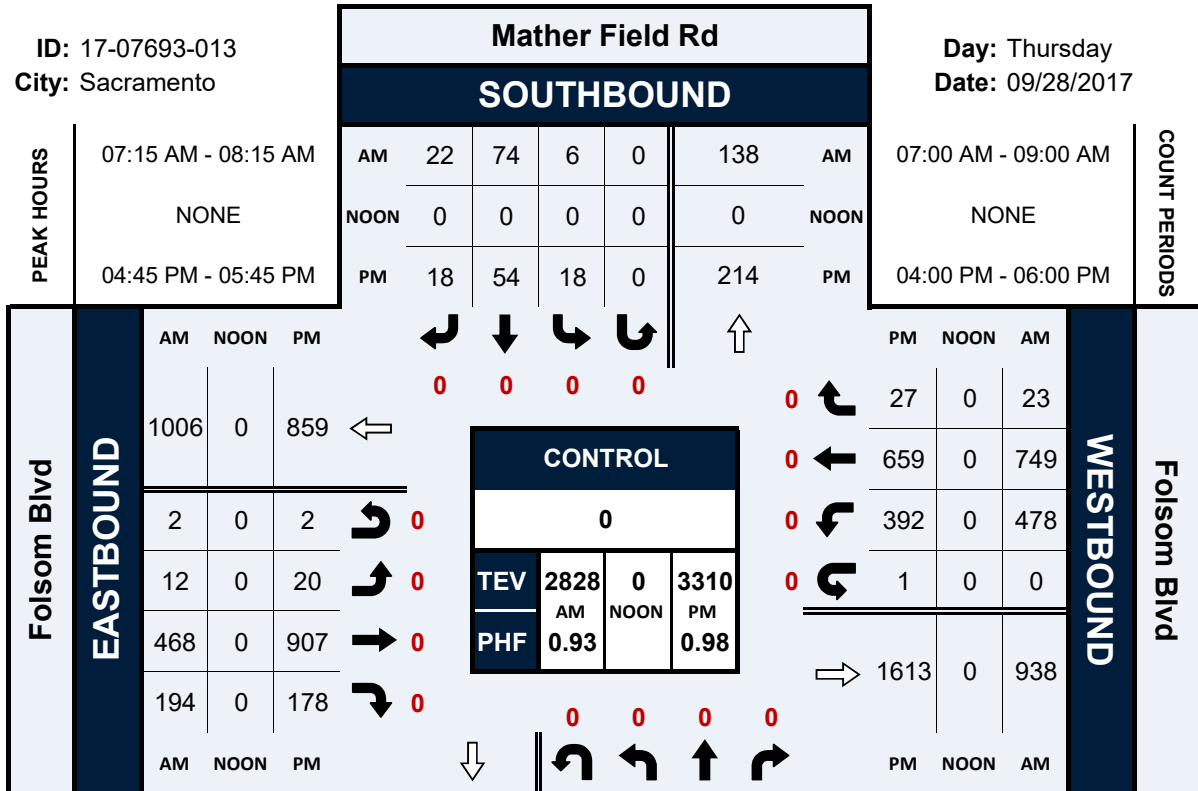


# Mather Field Rd & Folsom Blvd

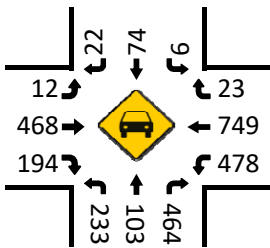
## Peak Hour Turning Movement Count

ID: 17-07693-013  
City: Sacramento

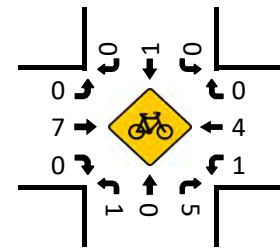
Day: Thursday  
Date: 09/28/2017



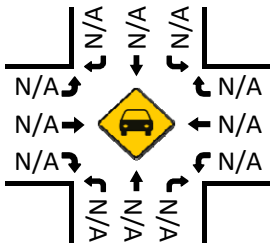
Total Vehicles (AM)



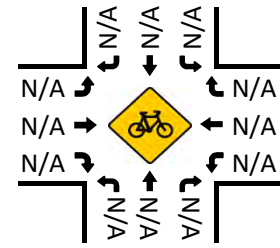
Bikes (AM)



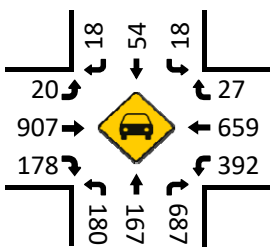
Total Vehicles (Noon)



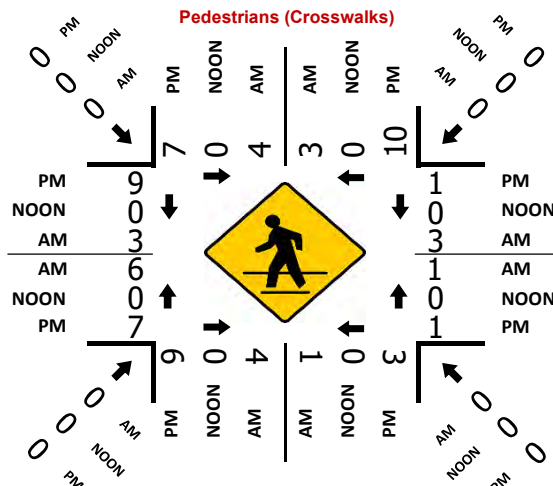
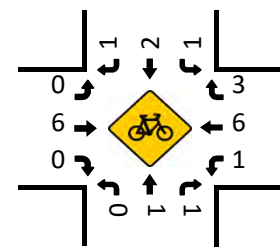
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

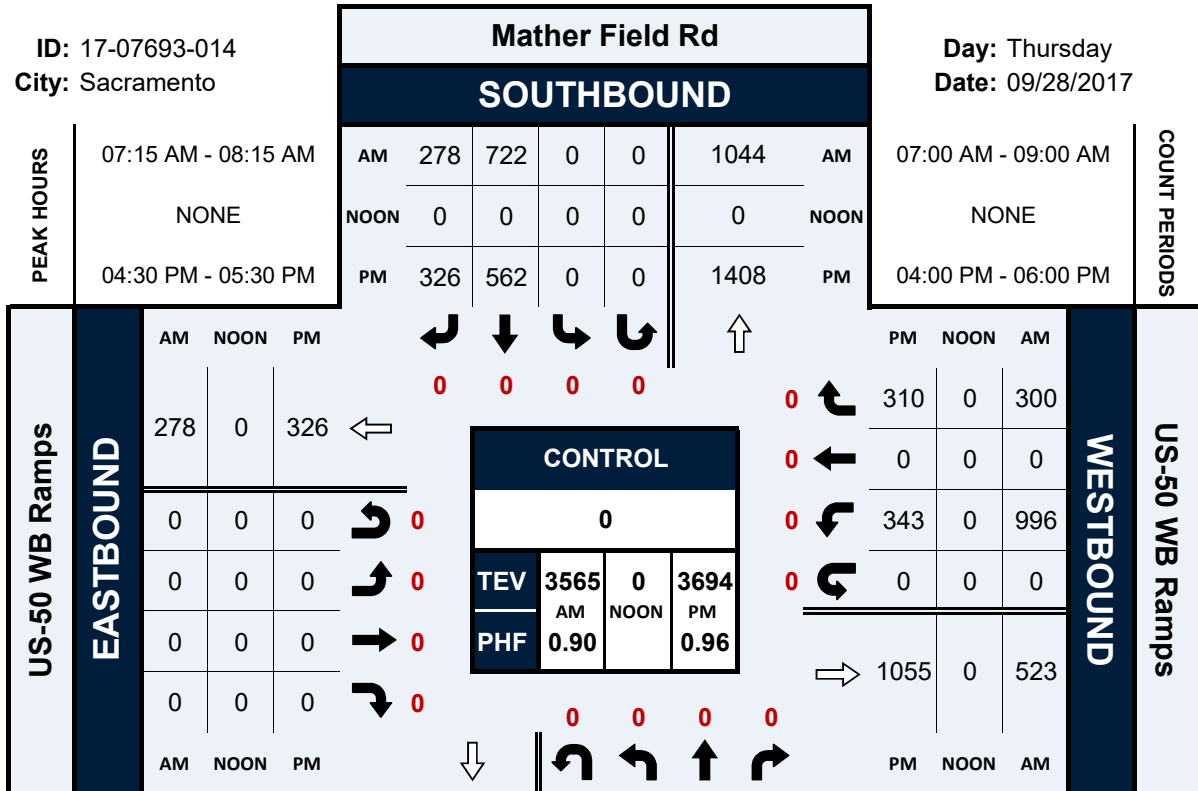


# Mather Field Rd & US-50 WB Ramps

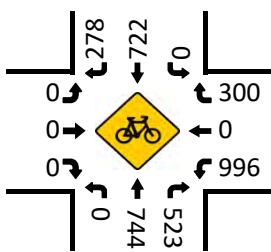
## Peak Hour Turning Movement Count

ID: 17-07693-014  
City: Sacramento

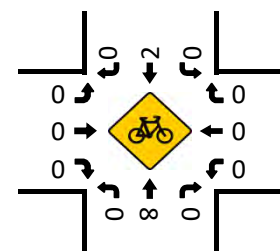
Day: Thursday  
Date: 09/28/2017



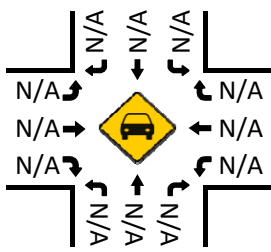
Total Vehicles (AM)



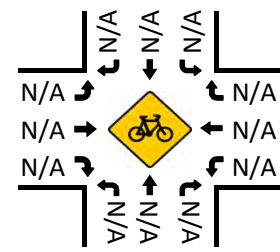
Bikes (AM)



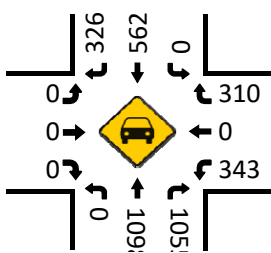
Total Vehicles (Noon)



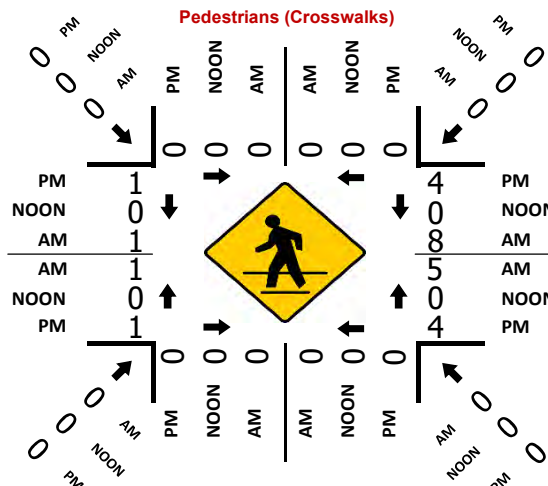
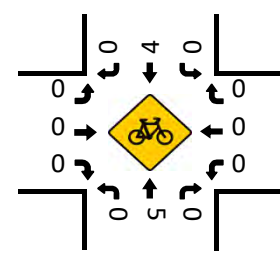
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

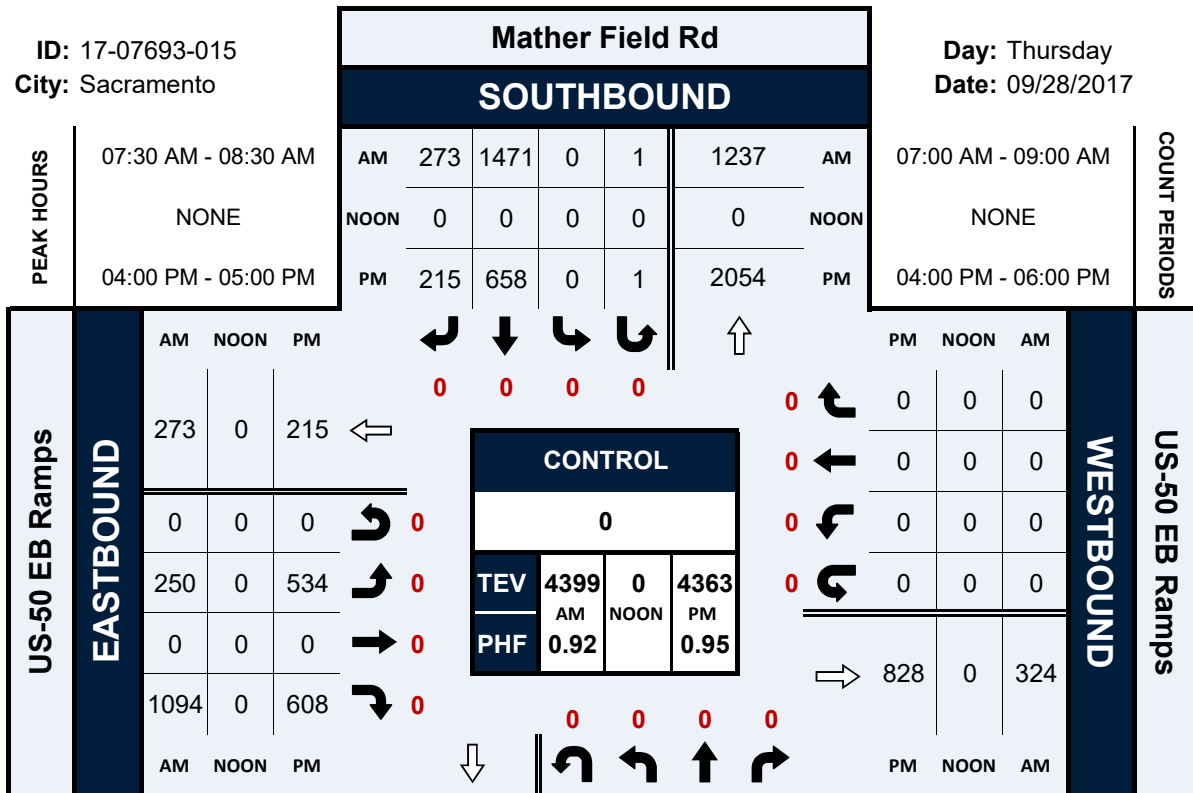


# Mather Field Rd & US-50 EB Ramps

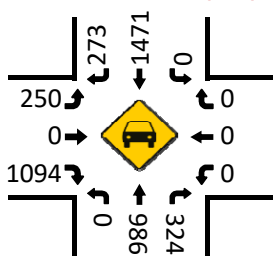
## Peak Hour Turning Movement Count

ID: 17-07693-015  
City: Sacramento

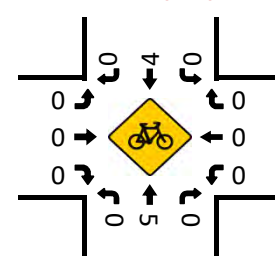
Day: Thursday  
Date: 09/28/2017



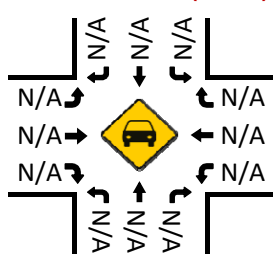
Total Vehicles (AM)



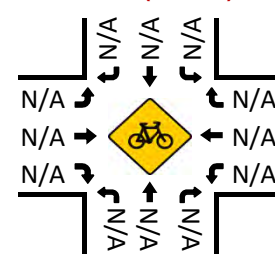
Bikes (AM)



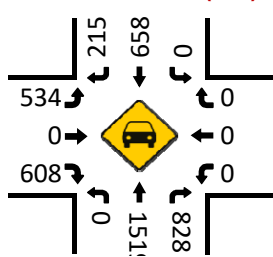
Total Vehicles (Noon)



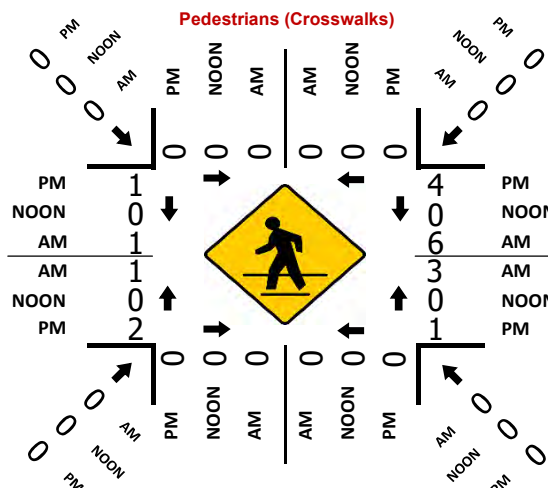
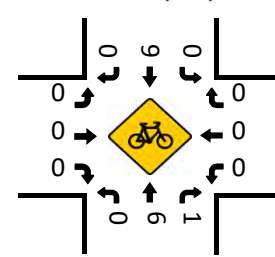
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

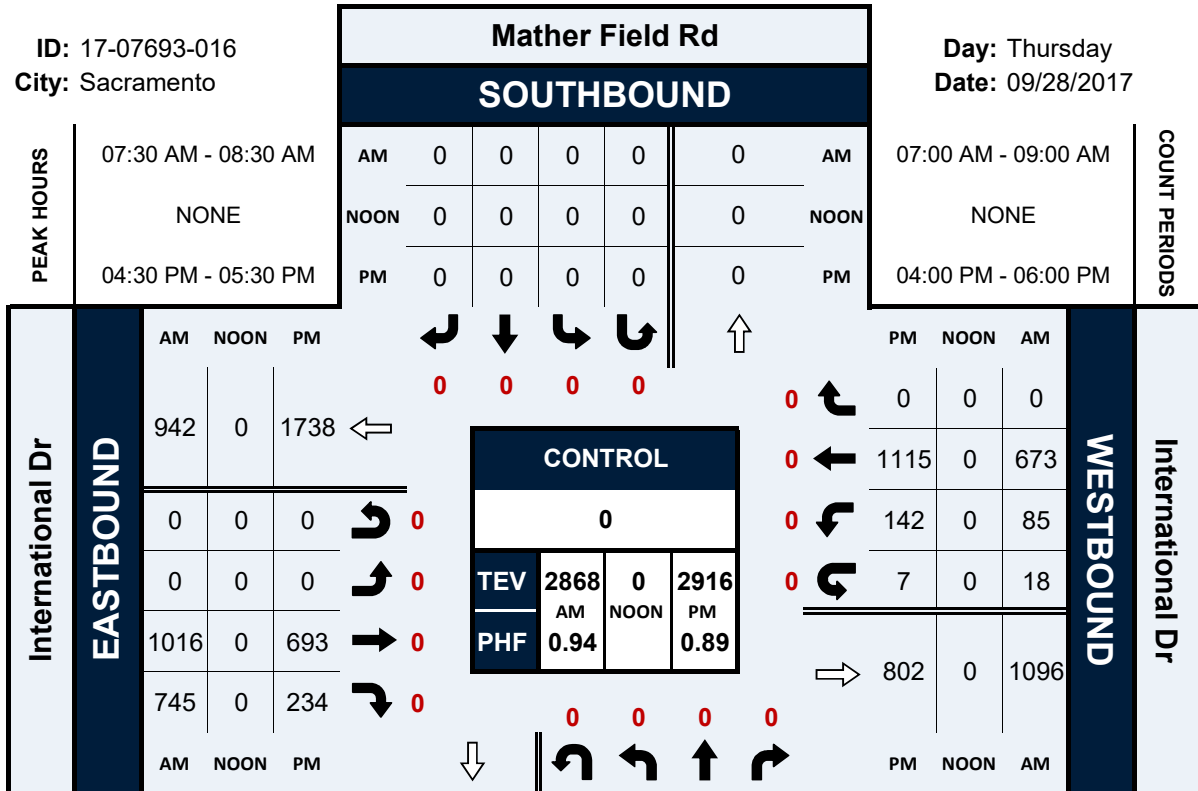


# Mather Field Rd & International Dr

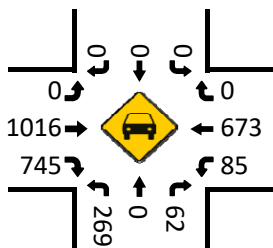
## Peak Hour Turning Movement Count

ID: 17-07693-016  
City: Sacramento

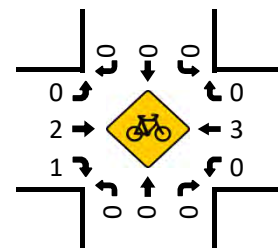
Day: Thursday  
Date: 09/28/2017



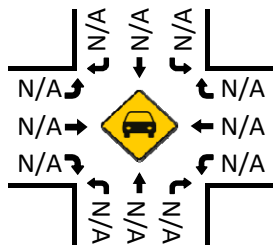
Total Vehicles (AM)



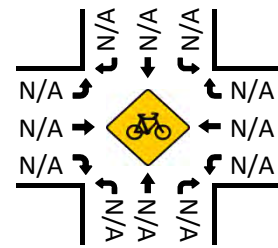
Bikes (AM)



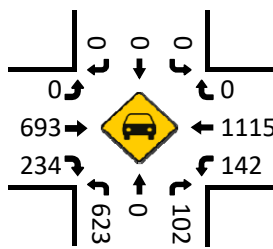
Total Vehicles (Noon)



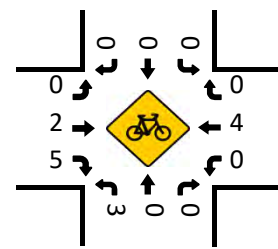
Bikes (NOON)



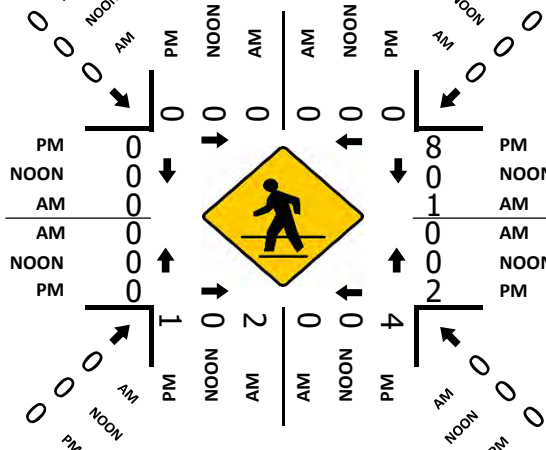
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

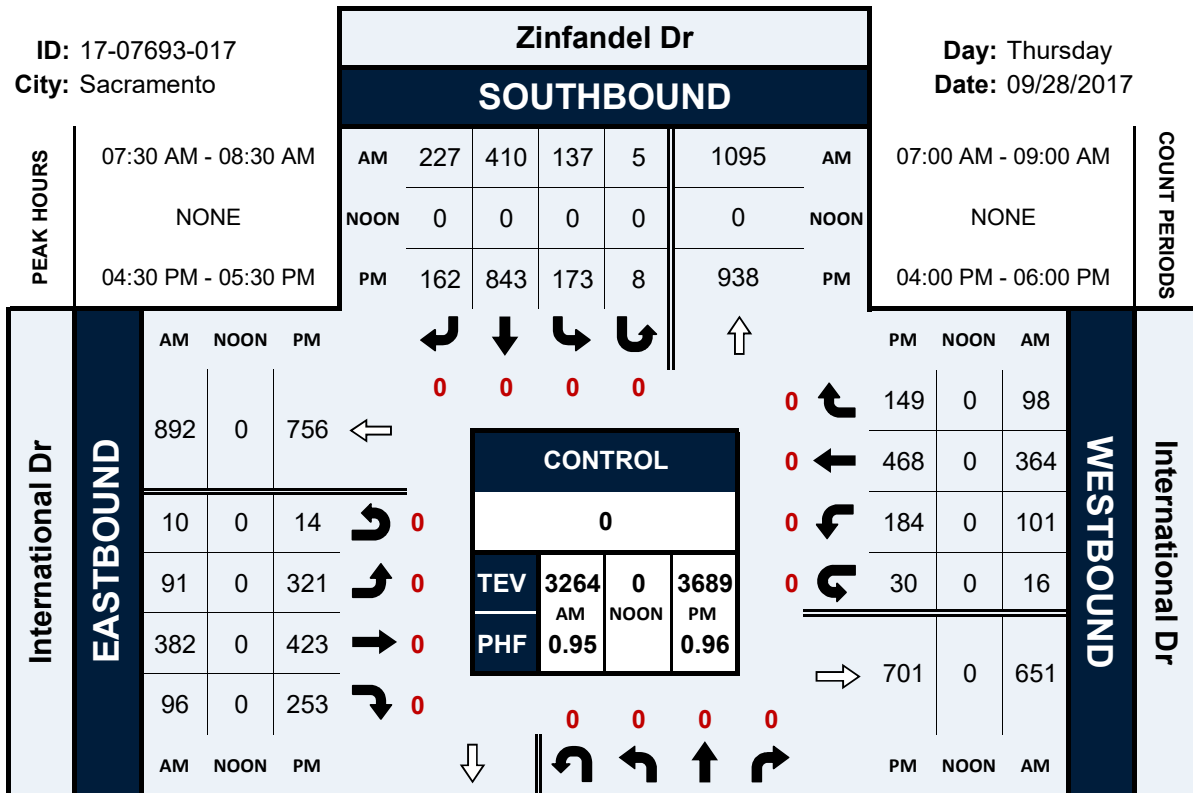


# Zinfandel Dr & International Dr

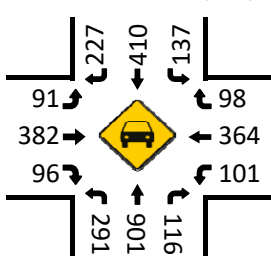
## Peak Hour Turning Movement Count

ID: 17-07693-017  
City: Sacramento

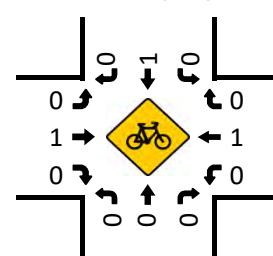
Day: Thursday  
Date: 09/28/2017



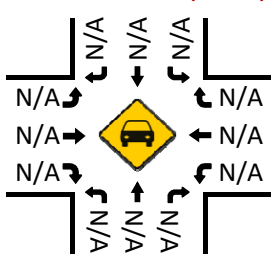
Total Vehicles (AM)



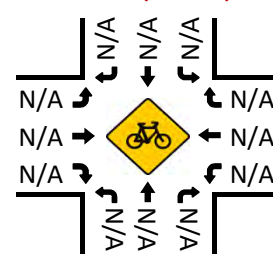
Bikes (AM)



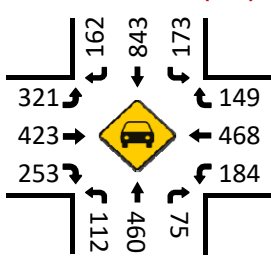
Total Vehicles (Noon)



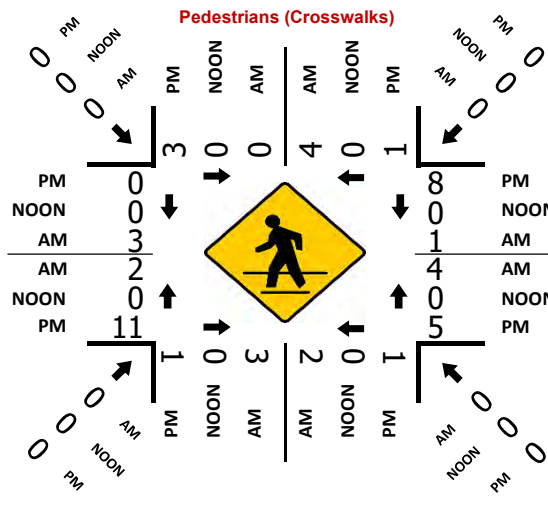
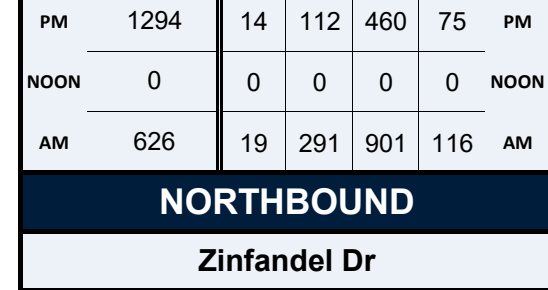
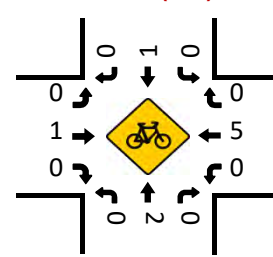
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

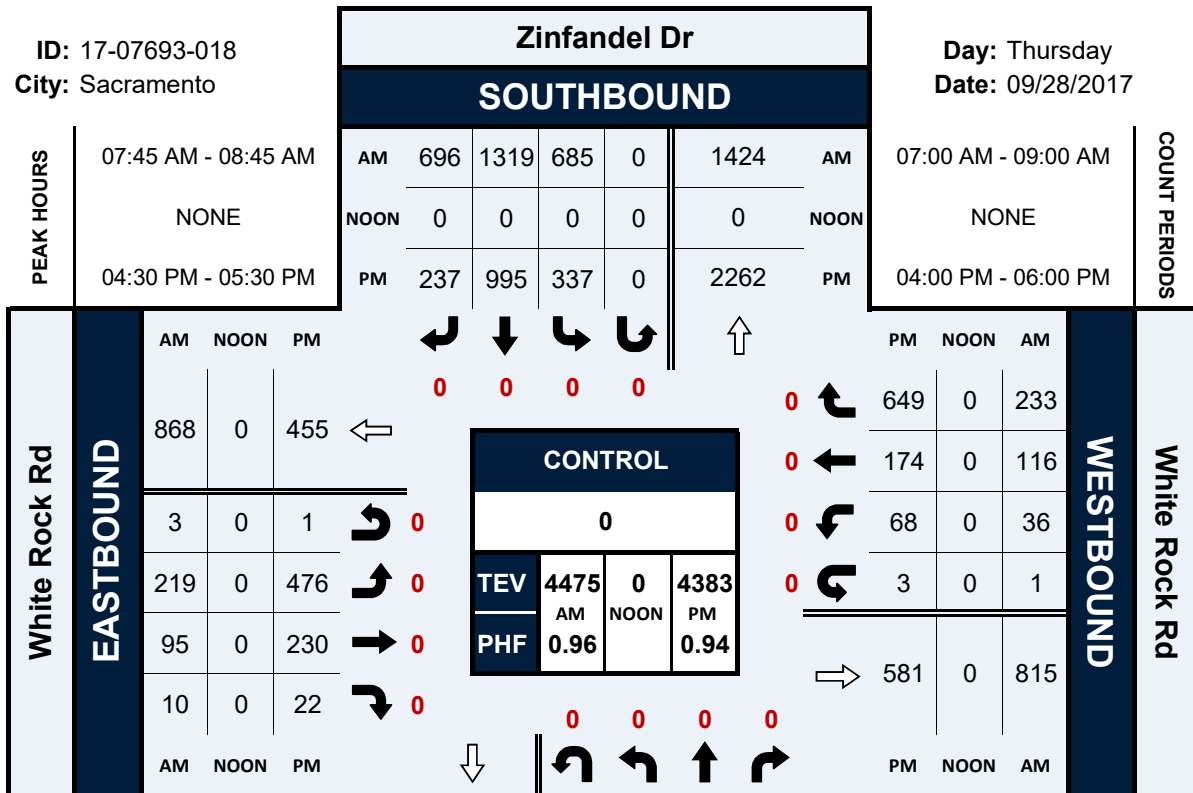


# Zinfandel Dr & White Rock Rd

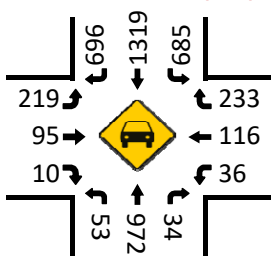
## Peak Hour Turning Movement Count

ID: 17-07693-018  
City: Sacramento

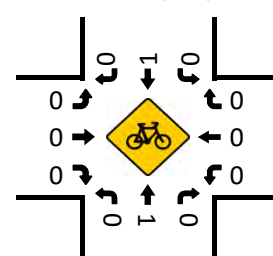
Day: Thursday  
Date: 09/28/2017



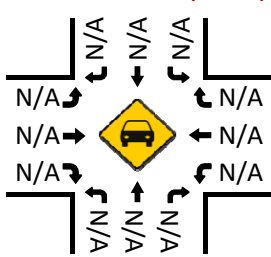
Total Vehicles (AM)



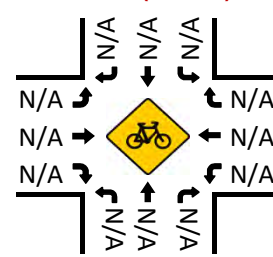
Bikes (AM)



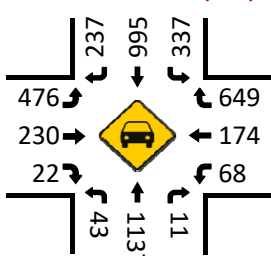
Total Vehicles (Noon)



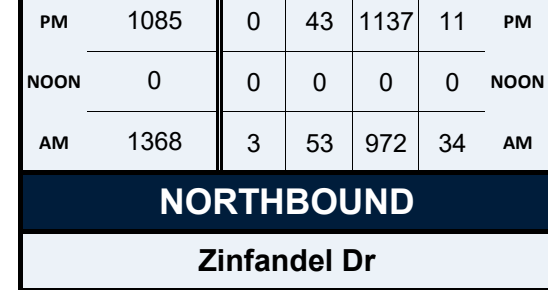
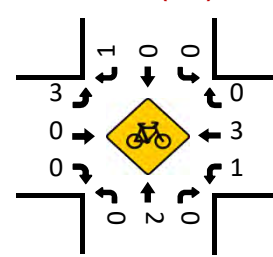
Bikes (NOON)



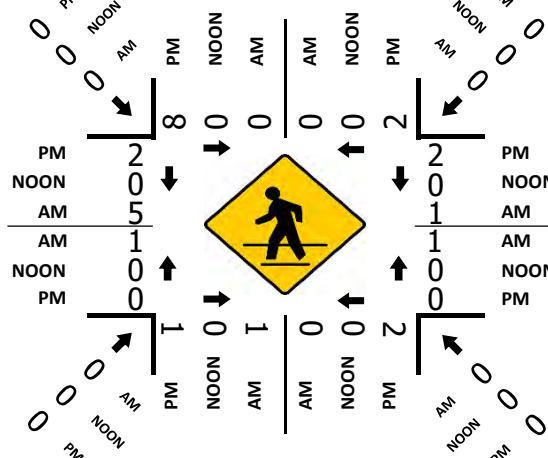
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



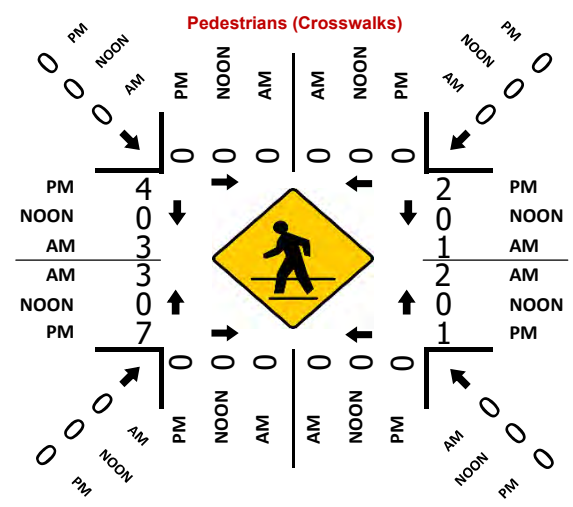
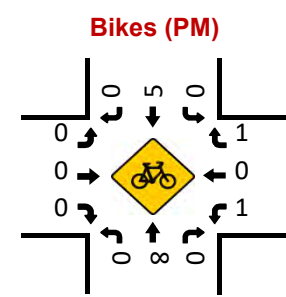
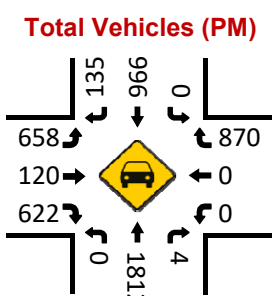
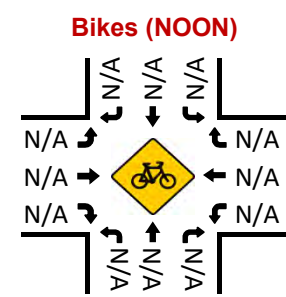
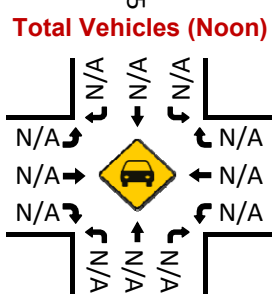
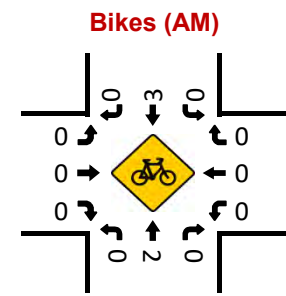
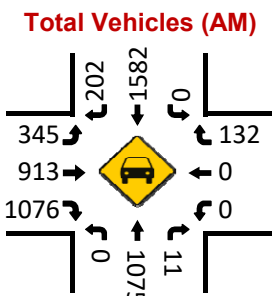
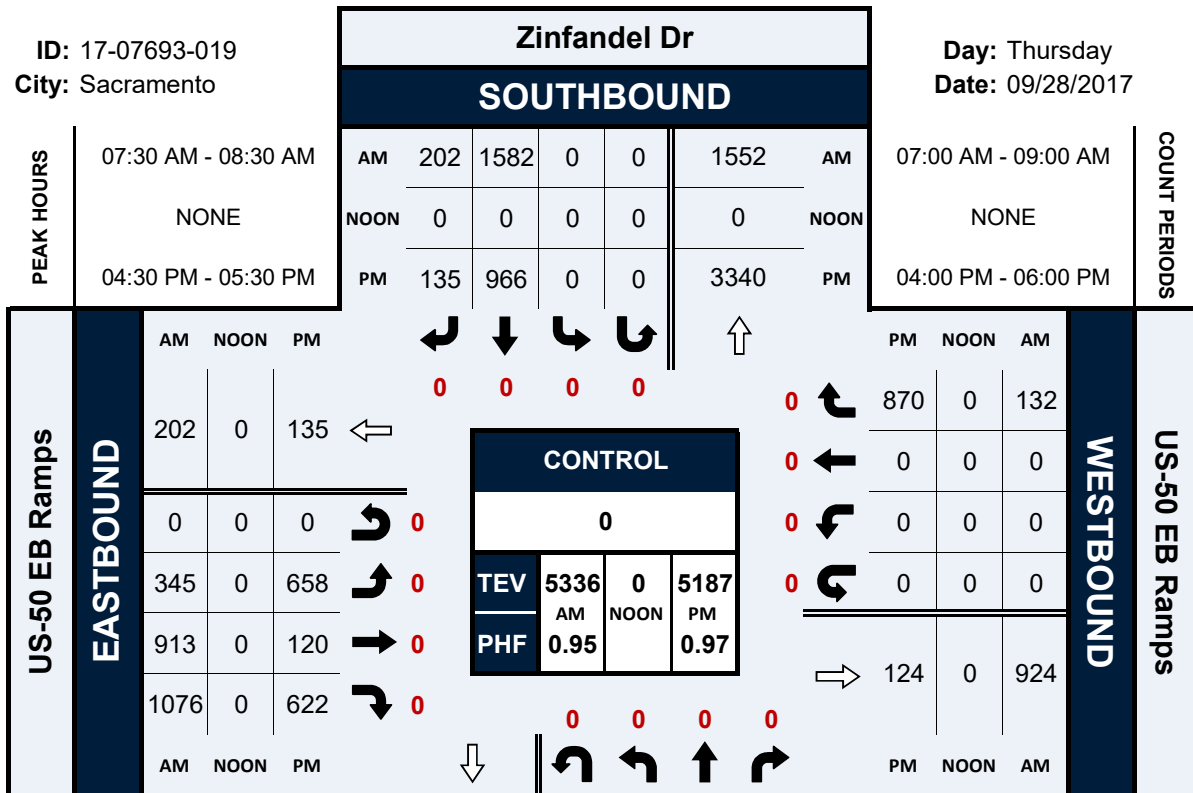


# Zinfandel Dr & US-50 EB Ramps

## Peak Hour Turning Movement Count

ID: 17-07693-019  
City: Sacramento

Day: Thursday  
Date: 09/28/2017

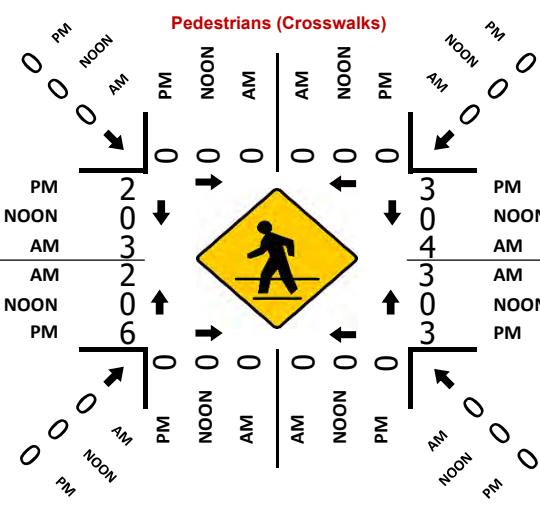
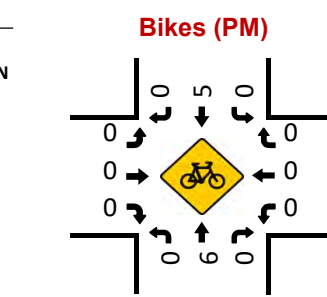
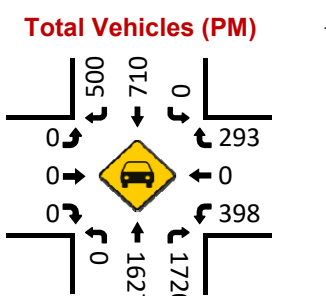
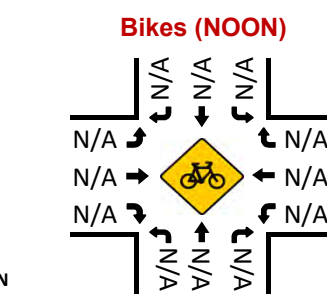
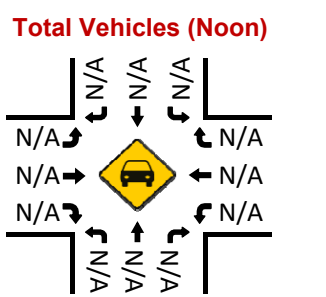
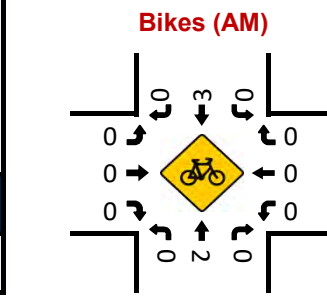
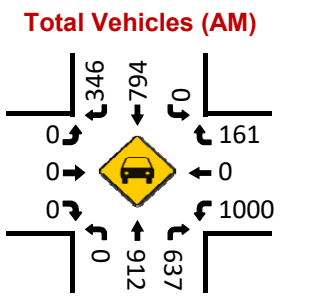
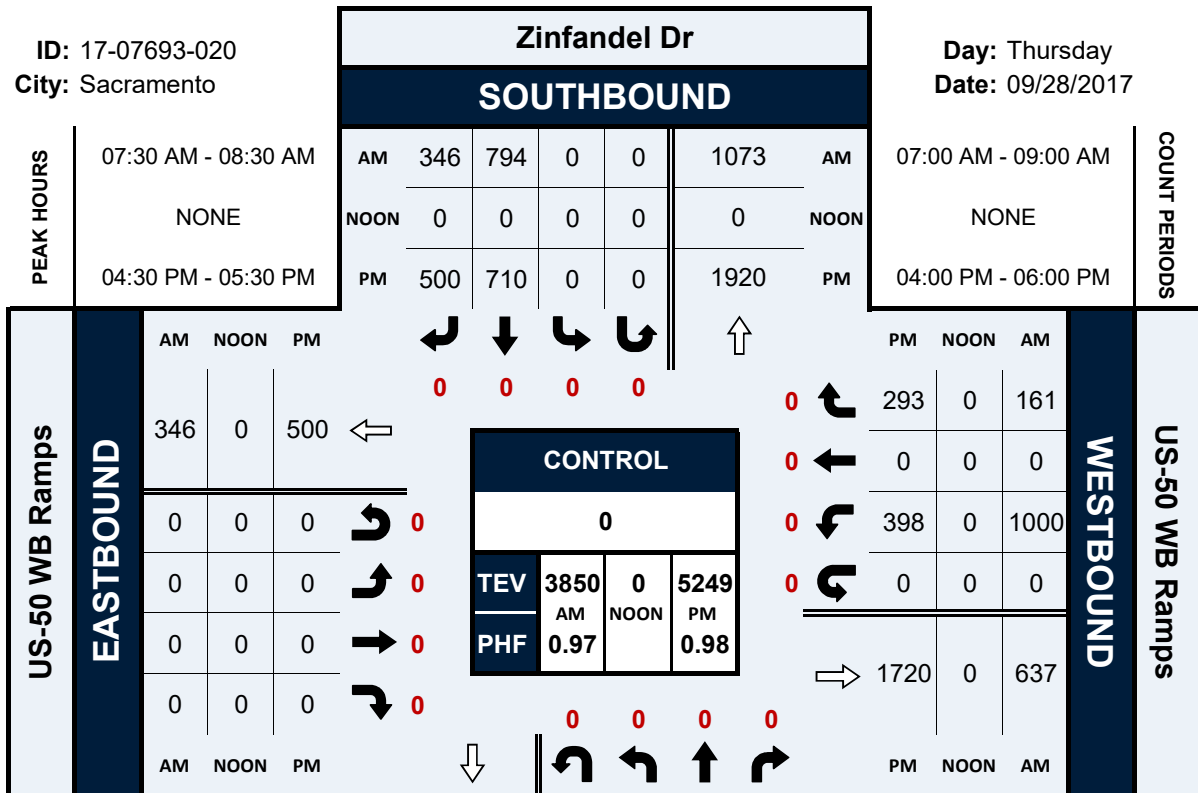


# Zinfandel Dr & US-50 WB Ramps

## Peak Hour Turning Movement Count

ID: 17-07693-020  
City: Sacramento

Day: Thursday  
Date: 09/28/2017

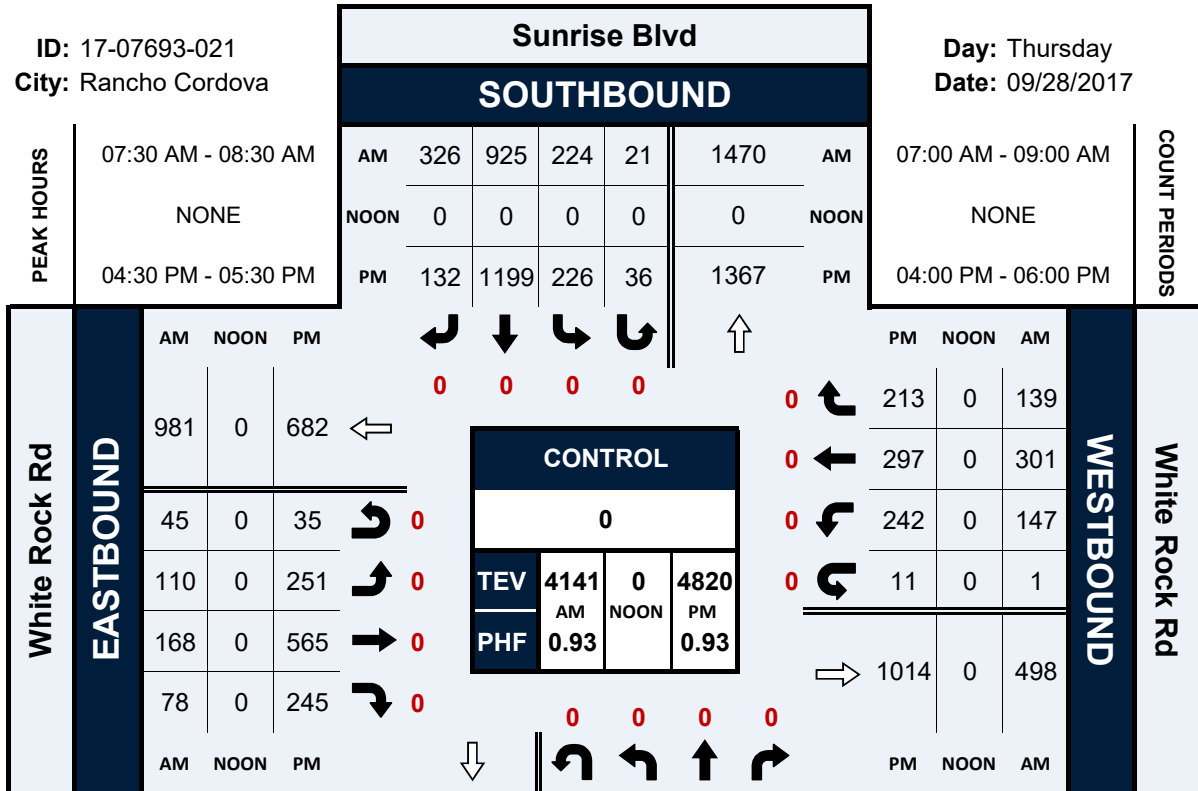


# Sunrise Blvd & White Rock Rd

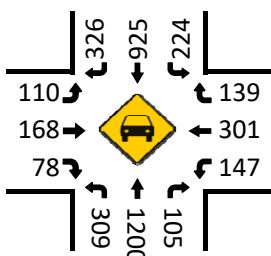
## Peak Hour Turning Movement Count

ID: 17-07693-021  
City: Rancho Cordova

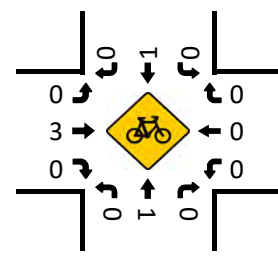
Day: Thursday  
Date: 09/28/2017



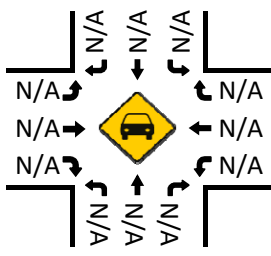
Total Vehicles (AM)



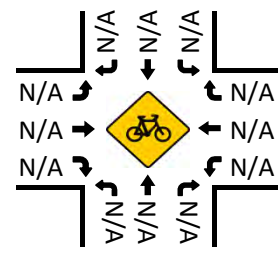
Bikes (AM)



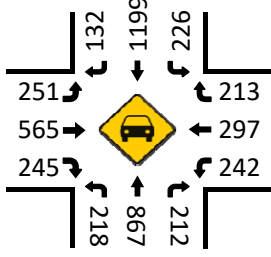
Total Vehicles (Noon)



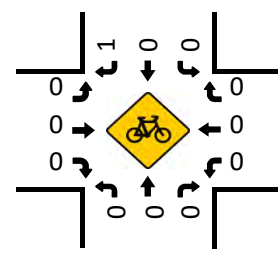
Bikes (NOON)



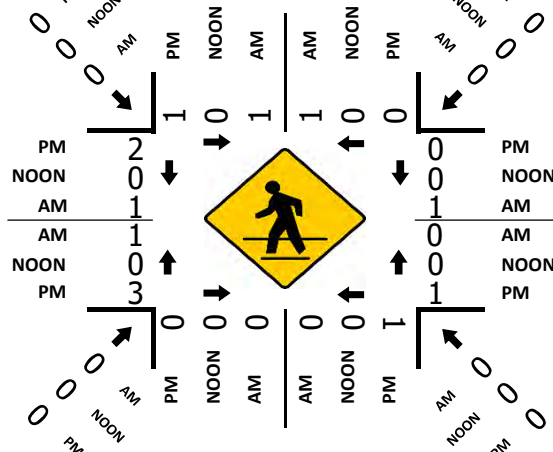
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

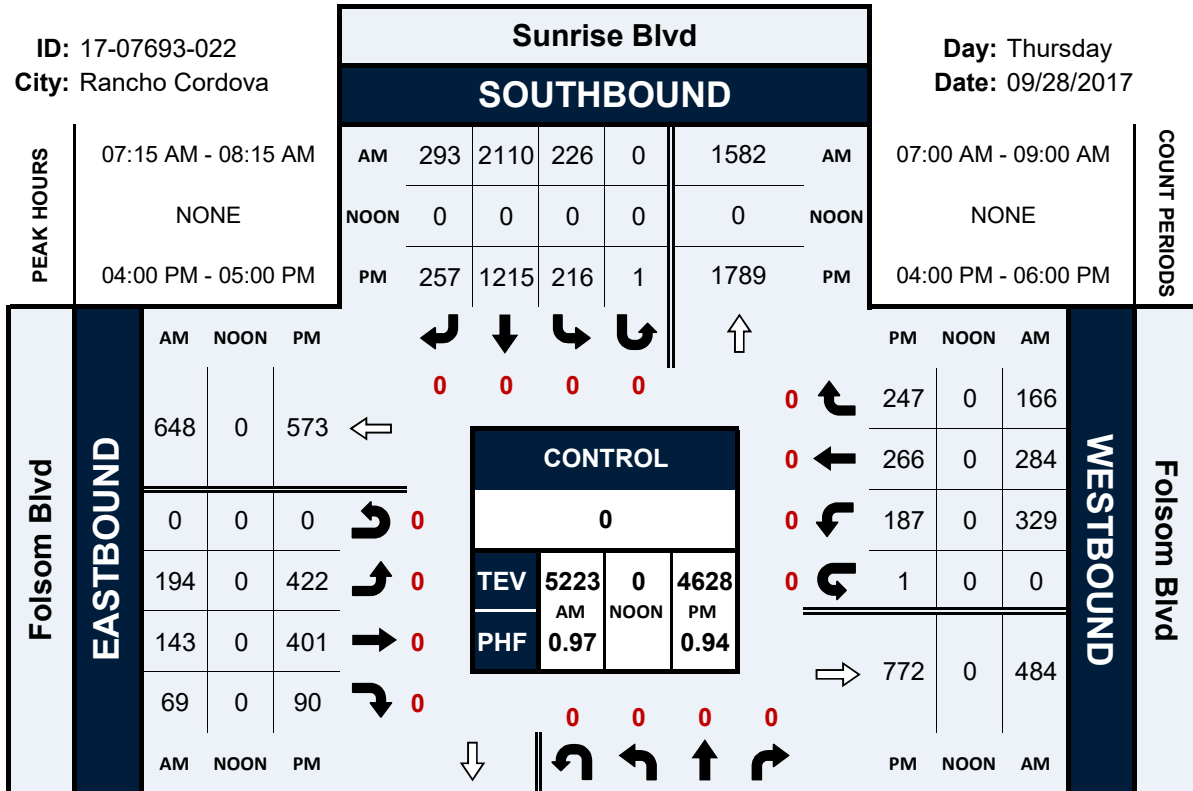


# Sunrise Blvd & Folsom Blvd

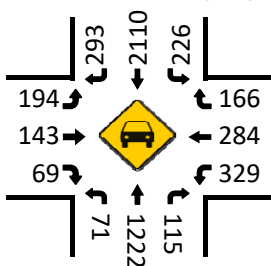
## Peak Hour Turning Movement Count

ID: 17-07693-022  
City: Rancho Cordova

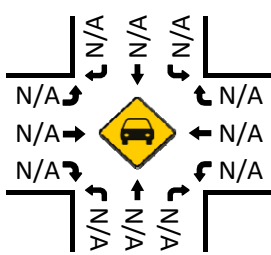
Day: Thursday  
Date: 09/28/2017



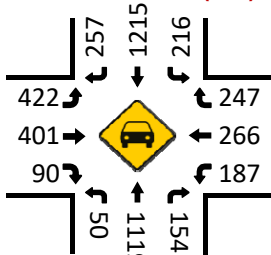
Total Vehicles (AM)



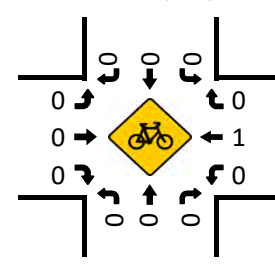
Total Vehicles (Noon)



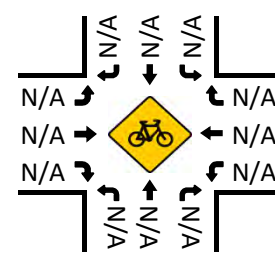
Total Vehicles (PM)



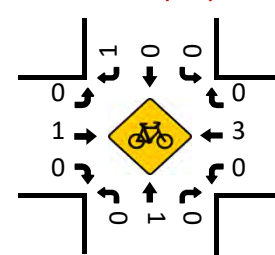
Bikes (AM)



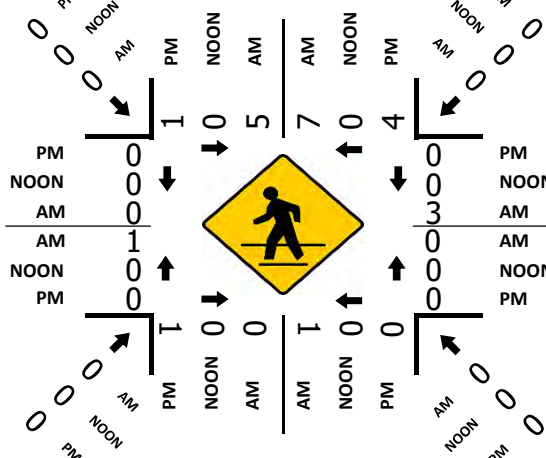
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)

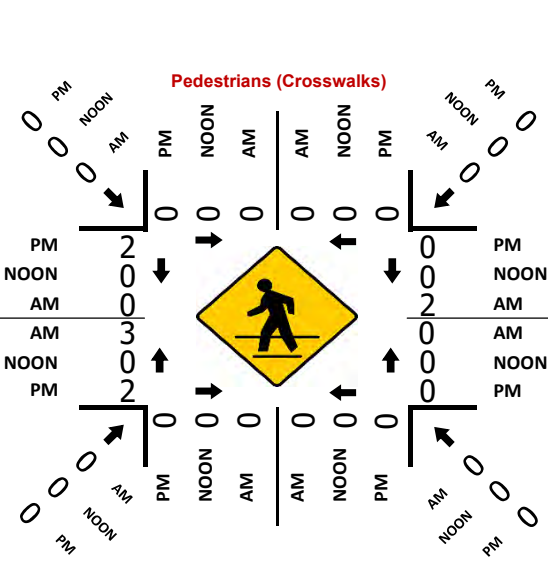
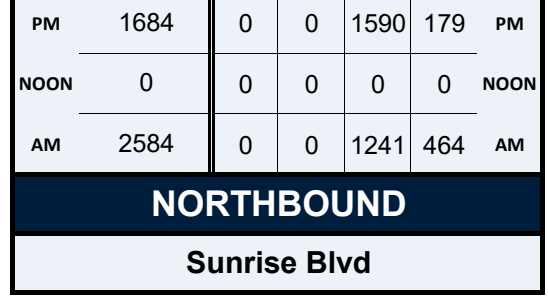
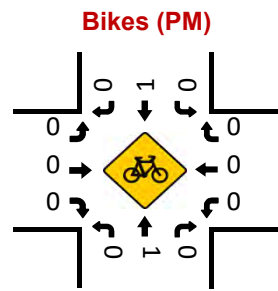
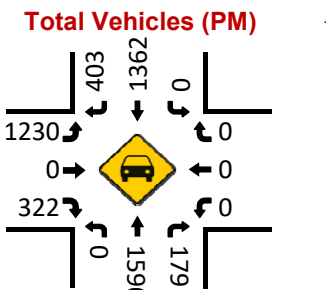
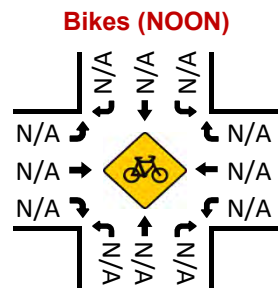
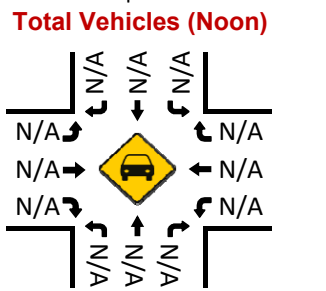
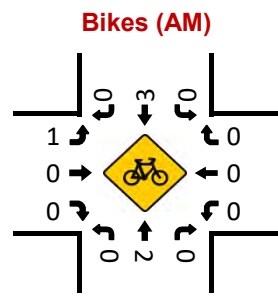
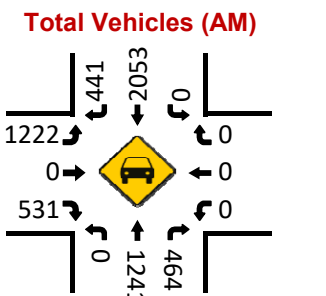
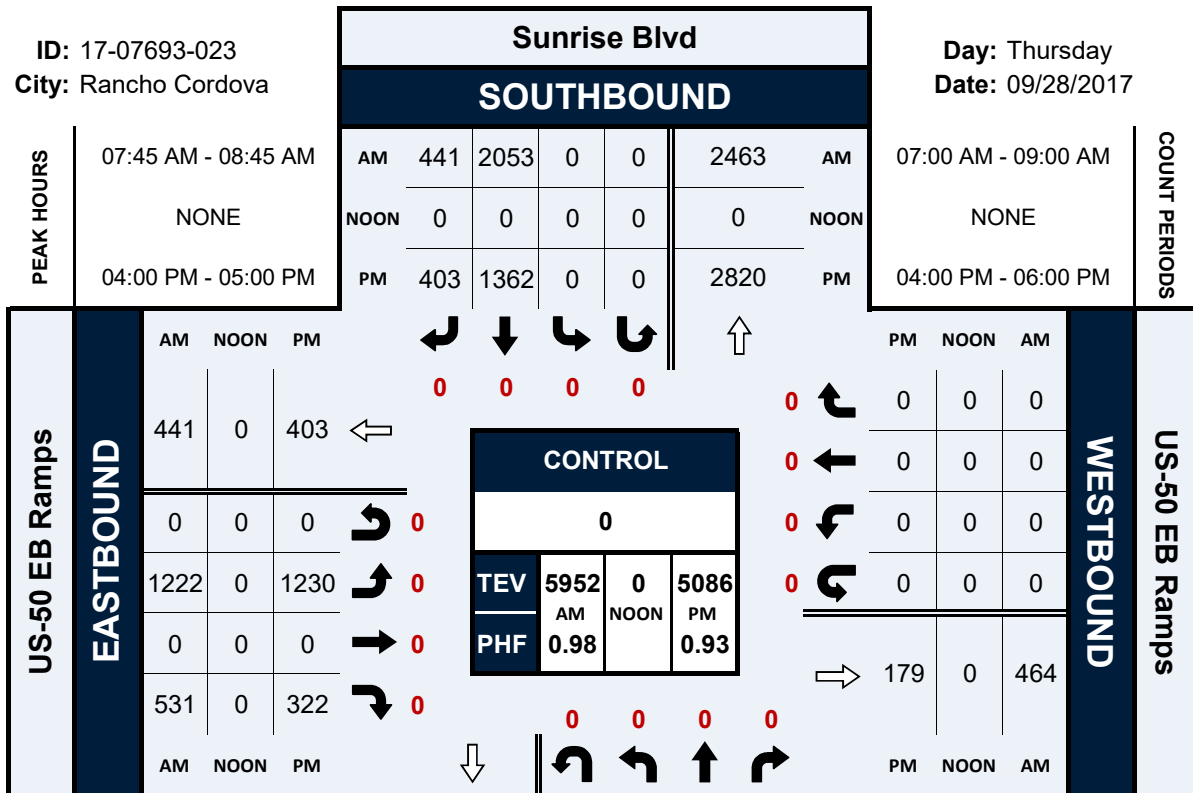


# Sunrise Blvd & US-50 EB Ramps

## Peak Hour Turning Movement Count

ID: 17-07693-023  
City: Rancho Cordova

Day: Thursday  
Date: 09/28/2017

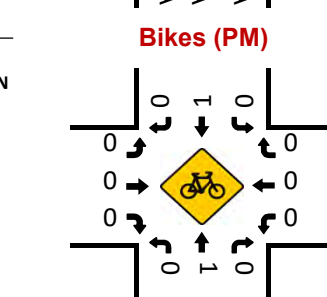
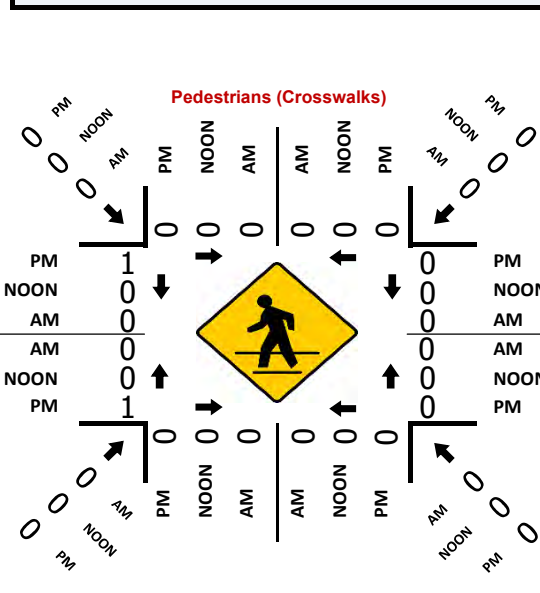
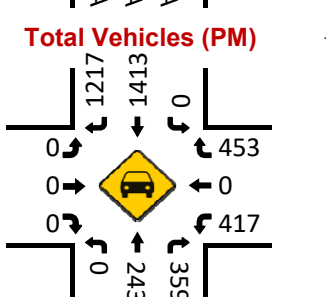
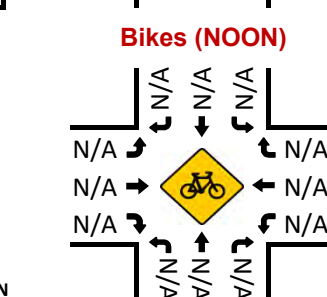
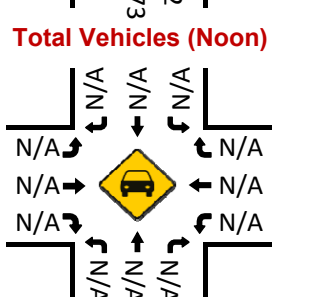
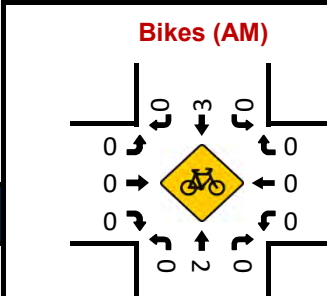
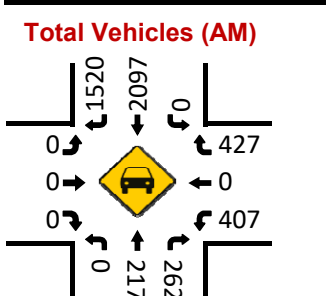
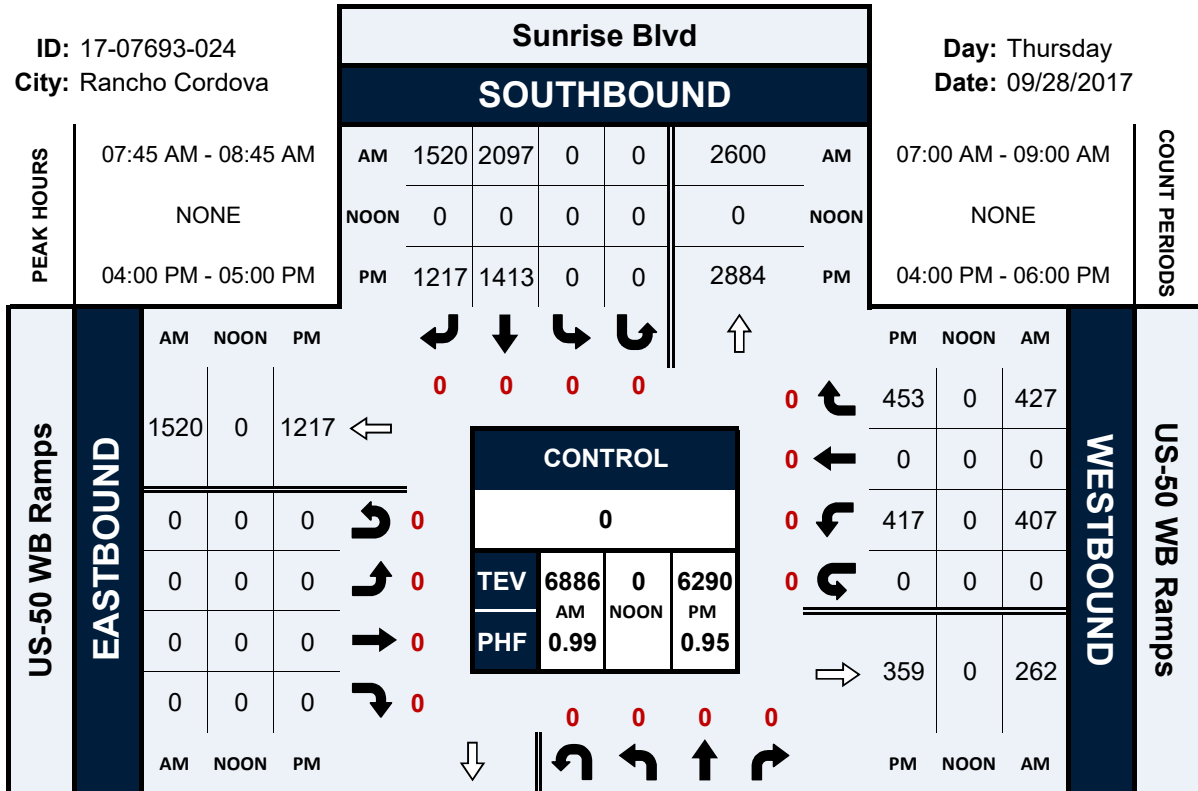


# Sunrise Blvd & US-50 WB Ramps

## Peak Hour Turning Movement Count

ID: 17-07693-024  
City: Rancho Cordova

Day: Thursday  
Date: 09/28/2017

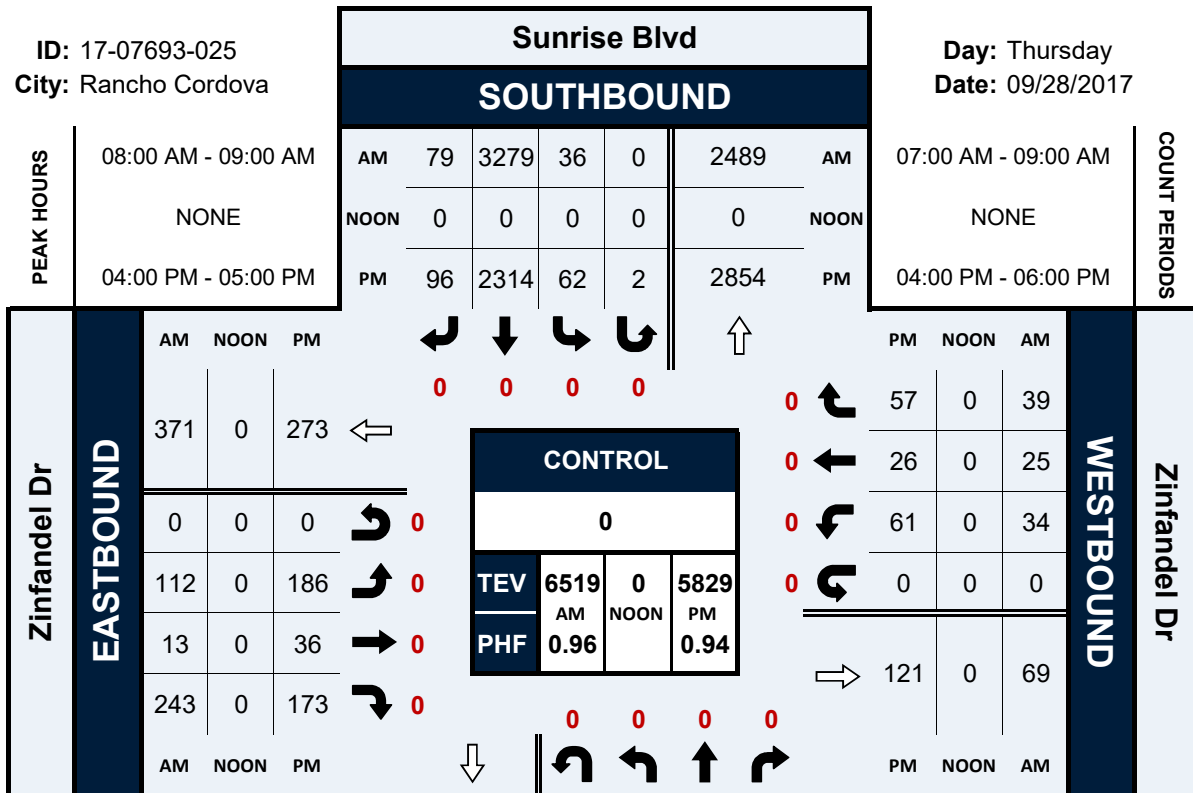


# Sunrise Blvd & Zinfandel Dr

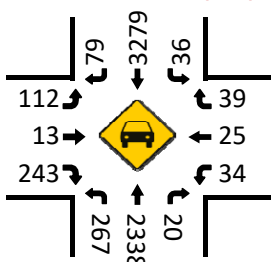
## Peak Hour Turning Movement Count

ID: 17-07693-025  
City: Rancho Cordova

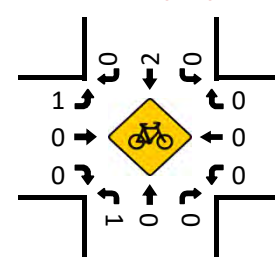
Day: Thursday  
Date: 09/28/2017



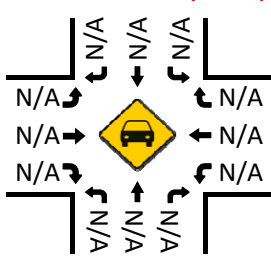
Total Vehicles (AM)



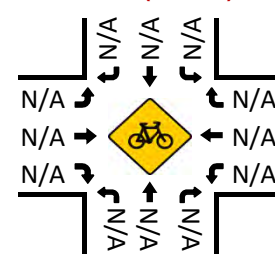
Bikes (AM)



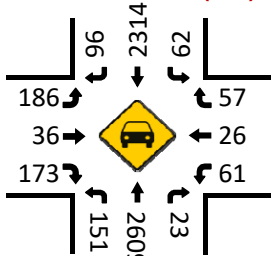
Total Vehicles (Noon)



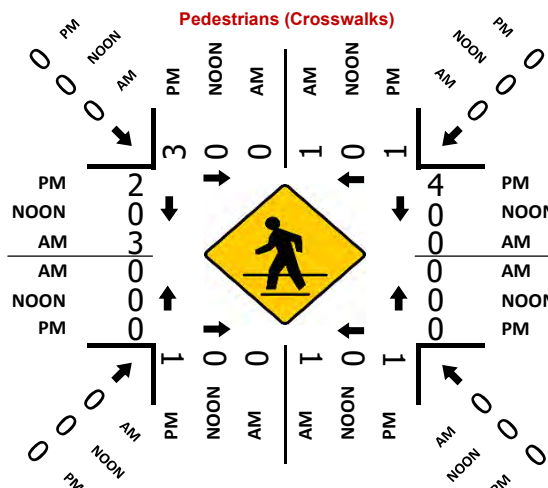
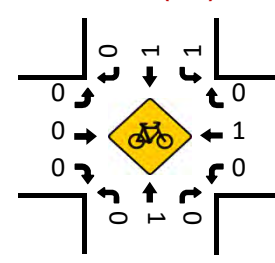
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

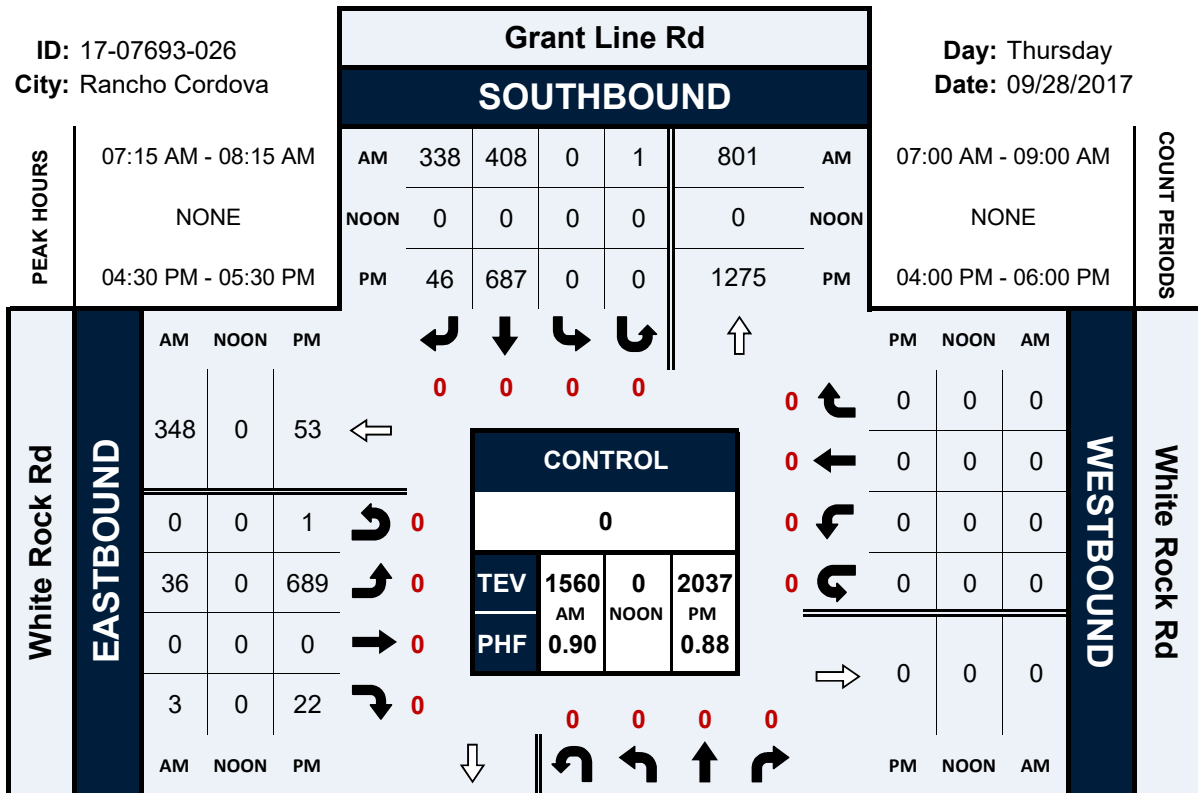


# Grant Line Rd & White Rock Rd

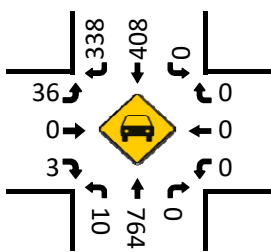
## Peak Hour Turning Movement Count

ID: 17-07693-026  
City: Rancho Cordova

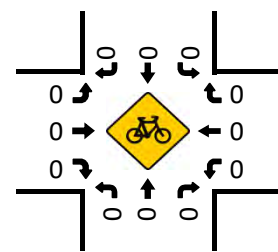
Day: Thursday  
Date: 09/28/2017



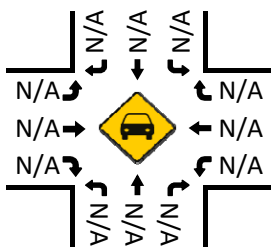
Total Vehicles (AM)



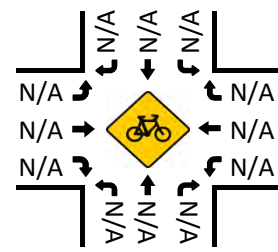
Bikes (AM)



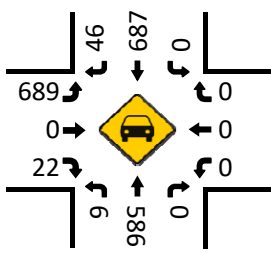
Total Vehicles (Noon)



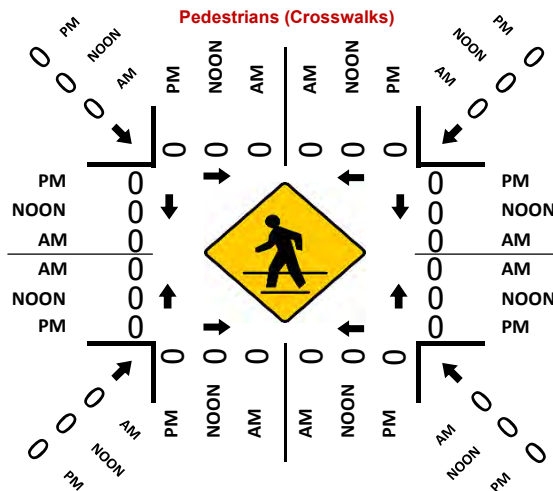
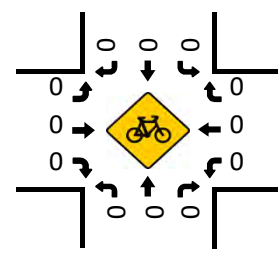
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



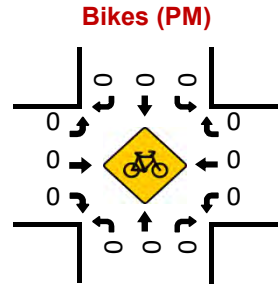
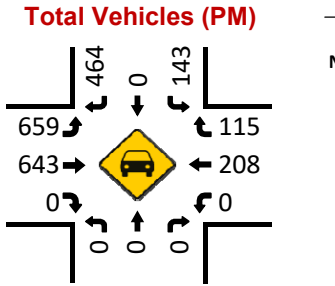
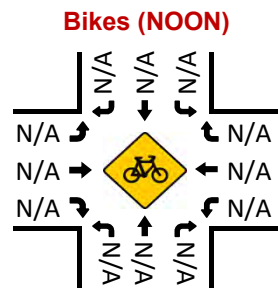
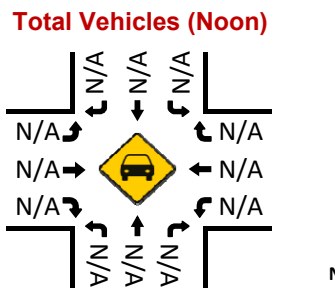
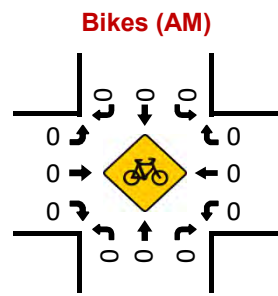
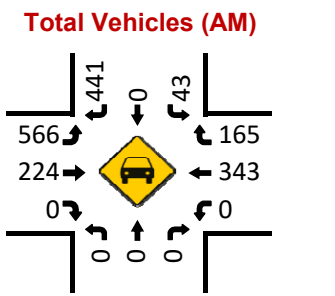
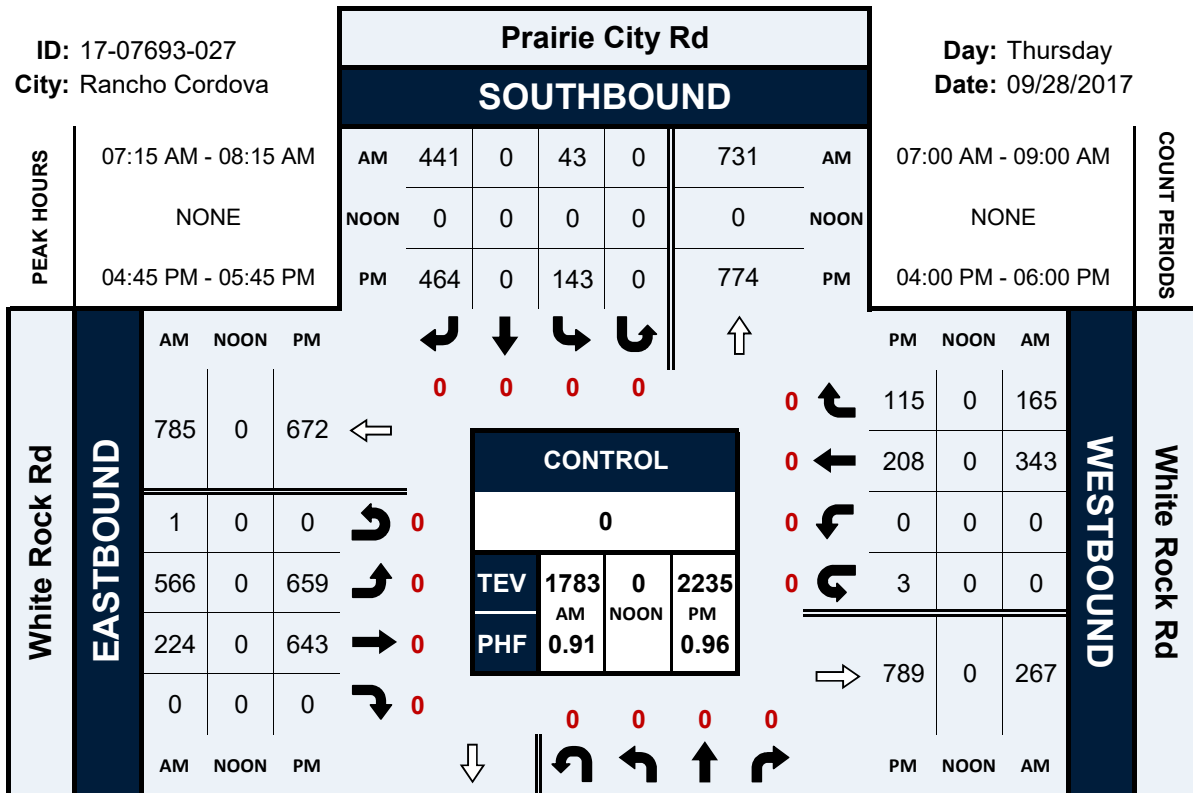


# Prairie City Rd & White Rock Rd

## Peak Hour Turning Movement Count

ID: 17-07693-027  
City: Rancho Cordova

Day: Thursday  
Date: 09/28/2017



### VOLUME

Jackson Rd/SR-16 Bet. Bradshaw Rd & Excelsior Rd

Day: Thursday  
Date: 9/28/2017

City: Sacramento  
Project #: CA17\_7694\_001

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	6,048	6,293	12,341					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			8	2	10	12:00			93	89	182			
00:15			10	6	16	12:15			104	81	185			
00:30			7	8	15	12:30			82	120	202			
00:45			4	29	9	25	13	54	69	348	95	385	164	733
01:00			4	7	11	13:00			97	91	188			
01:15			6	7	13	13:15			89	101	190			
01:30			6	6	12	13:30			101	78	179			
01:45			7	23	4	24	11	47	100	387	84	354	184	741
02:00			3	2	5	14:00			108	69	177			
02:15			3	4	7	14:15			100	98	198			
02:30			3	10	13	14:30			90	93	183			
02:45			4	13	10	26	14	39	96	394	100	360	196	754
03:00			4	5	9	15:00			113	108	221			
03:15			4	13	17	15:15			136	79	215			
03:30			3	14	17	15:30			129	102	231			
03:45			8	19	15	47	23	66	132	510	89	378	221	888
04:00			4	14	18	16:00			146	79	225			
04:15			5	25	30	16:15			164	93	257			
04:30			10	44	54	16:30			133	83	216			
04:45			17	36	27	110	44	146	178	621	76	331	254	952
05:00			19	39	58	17:00			140	93	233			
05:15			40	50	90	17:15			133	111	244			
05:30			31	78	109	17:30			164	77	241			
05:45			31	121	100	267	131	388	148	585	80	361	228	946
06:00			57	97	154	18:00			132	75	207			
06:15			57	153	210	18:15			109	56	165			
06:30			70	162	232	18:30			98	53	151			
06:45			54	238	105	517	159	755	82	421	61	245	143	666
07:00			52	93	145	19:00			94	50	144			
07:15			53	107	160	19:15			90	45	135			
07:30			69	74	143	19:30			72	47	119			
07:45			69	243	121	395	190	638	71	327	47	189	118	516
08:00			76	145	221	20:00			64	38	102			
08:15			69	141	210	20:15			40	39	79			
08:30			76	113	189	20:30			57	27	84			
08:45			57	278	141	540	198	818	64	225	20	124	84	349
09:00			73	157	230	21:00			48	28	76			
09:15			75	129	204	21:15			60	31	91			
09:30			64	160	224	21:30			39	29	68			
09:45			64	276	166	612	230	888	44	191	18	106	62	297
10:00			74	110	184	22:00			36	23	59			
10:15			67	132	199	22:15			37	24	61			
10:30			74	101	175	22:30			24	9	33			
10:45			68	283	92	435	160	718	19	116	6	62	25	178
11:00			84	91	175	23:00			10	12	22			
11:15			86	98	184	23:15			13	8	21			
11:30			64	99	163	23:30			13	8	21			
11:45			84	318	76	364	160	682	10	46	8	36	18	82
<b>TOTALS</b>			1877	3362	5239	<b>TOTALS</b>			4171	2931	7102			
<b>SPLIT %</b>			35.8%	64.2%	42.5%	<b>SPLIT %</b>			58.7%	41.3%	57.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	6,048	6,293	12,341

AM Peak Hour			11:45	09:00	09:00	PM Peak Hour			16:00	12:30	16:45
AM Pk Volume			363	612	888	PM Pk Volume			621	407	972
Pk Hr Factor			0.873	0.922	0.965	Pk Hr Factor			0.872	0.848	0.957
7 - 9 Volume	0	0	521	935	1456	4 - 6 Volume	0	0	1206	692	1898
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:00	16:30	16:45
7 - 9 Pk Volume	0	0	290	540	818	4 - 6 Pk Volume	0	0	621	363	972
Pk Hr Factor	0.000	0.000	0.954	0.931	0.925	Pk Hr Factor	0.000	0.000	0.872	0.818	0.957

### VOLUME

Jackson Rd/SR-16 Bet. Excelsior Rd & Eagles Nest Rd

Day: Thursday  
Date: 9/28/2017

City: Sacramento  
Project #: CA17\_7694\_002

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	5,842	5,918	11,760					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			7	2	9	12:00			97	89	186			
00:15			8	6	14	12:15			101	78	179			
00:30			11	9	20	12:30			96	98	194			
00:45			11	37	10	27	12:45		74	368	94	359	168	727
01:00			3	5	8	13:00			75	88	163			
01:15			4	4	8	13:15			98	95	193			
01:30			6	11	17	13:30			86	90	176			
01:45			8	21	4	24	13:45		82	341	87	360	169	701
02:00			3	4	7	14:00			82	84	166			
02:15			2	2	4	14:15			90	104	194			
02:30			2	11	13	14:30			79	114	193			
02:45			2	9	8	25	14:45		94	345	110	412	204	757
03:00			5	3	8	15:00			97	95	192			
03:15			3	10	13	15:15			120	113	233			
03:30			2	17	19	15:30			109	91	200			
03:45			6	16	14	44	15:45		125	451	96	395	221	846
04:00			10	12	22	16:00			140	103	243			
04:15			6	28	34	16:15			157	78	235			
04:30			9	41	50	16:30			122	86	208			
04:45			20	45	22	103	16:45		140	559	106	373	246	932
05:00			15	34	49	17:00			130	107	237			
05:15			43	44	87	17:15			140	108	248			
05:30			46	87	133	17:30			126	84	210			
05:45			44	148	97	262	17:45		134	530	70	369	204	899
06:00			61	102	163	18:00			114	85	199			
06:15			70	144	214	18:15			106	69	175			
06:30			75	164	239	18:30			88	59	147			
06:45			92	298	150	560	18:45		88	396	61	274	149	670
07:00			63	138	201	19:00			52	36	88			
07:15			69	121	190	19:15			71	48	119			
07:30			86	117	203	19:30			58	35	93			
07:45			87	305	90	466	19:45		60	241	30	149	90	390
08:00			86	96	182	20:00			71	19	90			
08:15			80	101	181	20:15			40	33	73			
08:30			84	75	159	20:30			58	35	93			
08:45			70	320	100	372	20:45		62	231	22	109	84	340
09:00			82	99	181	21:00			43	22	65			
09:15			66	92	158	21:15			39	20	59			
09:30			90	101	191	21:30			37	15	52			
09:45			66	304	102	394	21:45		34	153	27	84	61	237
10:00			83	79	162	22:00			30	22	52			
10:15			71	86	157	22:15			21	29	50			
10:30			73	94	167	22:30			22	14	36			
10:45			68	295	67	326	22:45		16	89	11	76	27	165
11:00			74	89	163	23:00			12	11	23			
11:15			80	91	171	23:15			14	4	18			
11:30			61	92	153	23:30			12	5	17			
11:45			79	294	60	332	23:45		8	46	3	23	11	69
<b>TOTALS</b>			2092	2935	5027	<b>TOTALS</b>			3750	2983	6733			
<b>SPLIT %</b>			41.6%	58.4%	42.7%	<b>SPLIT %</b>			55.7%	44.3%	57.3%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	5,842	5,918	11,760		
AM Peak Hour			11:45	06:15	06:15	PM Peak Hour			16:00	14:30	16:45
AM Pk Volume			373	596	896	PM Pk Volume			559	432	941
Pk Hr Factor			0.923	0.909	0.926	Pk Hr Factor			0.890	0.947	0.949
7 - 9 Volume	0	0	625	838	1463	4 - 6 Volume	0	0	1089	742	1831
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:00	16:30	16:45
7 - 9 Pk Volume	0	0	339	466	771	4 - 6 Pk Volume	0	0	559	407	941
Pk Hr Factor	0.000	0.000	0.974	0.844	0.950	Pk Hr Factor	0.000	0.000	0.890	0.942	0.949

### VOLUME

Jackson Rd/SR-16 Bet. Eagles Nest Rd & Sunrise Blvd

Day: Thursday  
Date: 9/28/2017

City: Sacramento  
Project #: CA17\_7694\_003

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	6,136	5,670	11,806			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			9	1	10	12:00			92	83	175	
00:15			7	9	16	12:15			106	83	189	
00:30			7	8	15	12:30			89	97	186	
00:45			12	35	27	12:45			83	370	87	350
01:00			1	3	4	13:00			106	73	179	
01:15			4	3	7	13:15			97	102	199	
01:30			5	12	17	13:30			126	77	203	
01:45			9	19	3	13:45			96	425	86	338
02:00			5	3	8	14:00			99	77	176	
02:15			2	1	3	14:15			99	93	192	
02:30			2	11	13	14:30			82	109	191	
02:45			2	11	8	14:45			108	388	93	372
03:00			2	4	6	15:00			95	99	194	
03:15			3	8	11	15:15			142	72	214	
03:30			2	17	19	15:30			135	84	219	
03:45			5	12	14	15:45			126	498	81	336
04:00			7	12	19	16:00			129	65	194	
04:15			4	33	37	16:15			141	98	239	
04:30			7	37	44	16:30			152	100	252	
04:45			16	34	32	16:45			130	552	56	319
05:00			17	34	51	17:00			132	68	200	
05:15			34	46	80	17:15			138	64	202	
05:30			50	83	133	17:30			135	56	191	
05:45			52	153	99	17:45			142	547	75	263
06:00			57	114	171	18:00			119	71	190	
06:15			82	160	242	18:15			119	43	162	
06:30			70	181	251	18:30			90	50	140	
06:45			87	296	153	18:45			86	414	52	216
07:00			69	136	205	19:00			82	38	120	
07:15			81	137	218	19:15			73	29	102	
07:30			80	120	200	19:30			70	37	107	
07:45			78	308	102	19:45			57	282	38	142
08:00			88	97	185	20:00			61	35	96	
08:15			86	92	178	20:15			39	24	63	
08:30			86	80	166	20:30			64	17	81	
08:45			59	319	90	20:45			49	213	23	99
09:00			96	100	196	21:00			50	27	77	
09:15			73	101	174	21:15			46	24	70	
09:30			74	112	186	21:30			35	22	57	
09:45			76	319	96	21:45			37	168	21	94
10:00			76	75	151	22:00			34	21	55	
10:15			76	102	178	22:15			33	14	47	
10:30			80	97	177	22:30			20	7	27	
10:45			70	302	73	22:45			20	107	9	51
11:00			87	93	180	23:00			16	5	21	
11:15			71	93	164	23:15			10	10	20	
11:30			87	105	192	23:30			14	7	21	
11:45			69	314	61	23:45			10	50	8	30
<b>TOTALS</b>			2122	3060	<b>5182</b>	<b>TOTALS</b>			4014	2610	<b>6624</b>	
<b>SPLIT %</b>			40.9%	59.1%	<b>43.9%</b>	<b>SPLIT %</b>			60.6%	39.4%	<b>56.1%</b>	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	6,136	5,670	11,806

AM Peak Hour			11:45	06:15	06:15	PM Peak Hour			16:15	14:15	15:45
AM Pk Volume			356	630	938	PM Pk Volume			555	394	892
Pk Hr Factor			0.840	0.870	0.934	Pk Hr Factor			0.913	0.904	0.885
7 - 9 Volume	0	0	627	854	1481	4 - 6 Volume	0	0	1099	582	1681
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	338	495	803	4 - 6 Pk Volume	0	0	555	322	877
Pk Hr Factor	0.000	0.000	0.960	0.903	0.921	Pk Hr Factor	0.000	0.000	0.913	0.805	0.870

**VOLUME**

Jackson Rd/SR-16 Bet. Sunrise Blvd & Grant Line Rd

Day: Thursday  
Date: 9/28/2017

City: Sacramento  
Project #: CA17\_7694\_004

DAILY TOTALS					NB	SB						Total		
					0	0						14,980		
							7,464			7,516				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			7	5	12		12:00			117	105	222		
00:15			5	10	15		12:15			127	124	251		
00:30			7	9	16		12:30			105	123	228		
00:45			12	31	9	33	21	64	107	456	128	480	235	936
01:00			1	3	4		13:00			125	92	217		
01:15			4	2	6		13:15			122	113	235		
01:30			7	9	16		13:30			142	97	239		
01:45			9	21	3	17	12	38	129	518	112	414	241	932
02:00			2	4	6		14:00			133	106	239		
02:15			6	3	9		14:15			114	114	228		
02:30			2	11	13		14:30			126	124	250		
02:45			5	15	7	25	12	40	103	476	112	456	215	932
03:00			1	5	6		15:00			121	114	235		
03:15			5	10	15		15:15			163	139	302		
03:30			1	21	22		15:30			163	109	272		
03:45			7	14	15	51	22	65	141	588	119	481	260	1069
04:00			5	13	18		16:00			178	95	273		
04:15			7	31	38		16:15			173	114	287		
04:30			12	32	44		16:30			184	108	292		
04:45			20	44	35	111	55	155	179	714	89	406	268	1120
05:00			30	47	77		17:00			172	90	262		
05:15			61	78	139		17:15			152	92	244		
05:30			60	103	163		17:30			159	76	235		
05:45			56	207	108	336	164	543	133	616	114	372	247	988
06:00			66	140	206		18:00			179	85	264		
06:15			100	216	316		18:15			137	80	217		
06:30			90	194	284		18:30			128	78	206		
06:45			98	354	186	736	284	1090	117	561	62	305	179	866
07:00			82	200	282		19:00			109	54	163		
07:15			76	185	261		19:15			87	57	144		
07:30			88	184	272		19:30			70	70	140		
07:45			85	331	148	717	233	1048	79	345	46	227	125	572
08:00			76	133	209		20:00			64	52	116		
08:15			80	123	203		20:15			54	30	84		
08:30			103	109	212		20:30			81	36	117		
08:45			80	339	135	500	215	839	67	266	45	163	112	429
09:00			92	120	212		21:00			64	35	99		
09:15			91	121	212		21:15			59	32	91		
09:30			100	138	238		21:30			51	31	82		
09:45			112	395	134	513	246	908	43	217	19	117	62	334
10:00			81	126	207		22:00			37	26	63		
10:15			82	121	203		22:15			39	29	68		
10:30			118	111	229		22:30			29	14	43		
10:45			92	373	122	480	214	853	24	129	11	80	35	209
11:00			102	138	240		23:00			17	5	22		
11:15			95	107	202		23:15			13	15	28		
11:30			111	138	249		23:30			21	7	28		
11:45			81	389	77	460	158	849	14	65	9	36	23	101
<b>TOTALS</b>				2513		3979		<b>6492</b>	<b>TOTALS</b>			4951	3537	<b>8488</b>
<b>SPLIT %</b>				38.7%		61.3%		<b>43.3%</b>	<b>SPLIT %</b>			58.3%	41.7%	<b>56.7%</b>

DAILY TOTALS					NB	SB						Total
					0	0						14,980
							7,464			7,516		

AM Peak Hour			11:30	06:15	06:15	PM Peak Hour			16:00	14:30	16:00
AM Pk Volume			436	796	1166	PM Pk Volume			714	489	1120
Pk Hr Factor			0.858	0.921	0.922	Pk Hr Factor			0.970	0.879	0.959
7 - 9 Volume	0	0	670	1217	1887	4 - 6 Volume	0	0	1330	778	2108
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	344	717	1048	4 - 6 Pk Volume	0	0	714	406	1120
Pk Hr Factor	0.000	0.000	0.835	0.896	0.929	Pk Hr Factor	0.000	0.000	0.970	0.890	0.959

**VOLUME**

Excelsior Rd Bet. Jackson Rd/SR-16 &amp; Kiefer Blvd

Day: Thursday  
Date: 9/28/2017City: Sacramento  
Project #: CA17\_7694\_005

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,264	2,288	0	0	4,552	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	16	22			38
00:15	1	3			4	12:15	30	19			49
00:30	0	0			0	12:30	13	18			31
00:45	1	2	2	5	3	12:45	15	74	28	87	161
01:00	2	2			4	13:00	11	24			35
01:15	2	3			5	13:15	14	19			33
01:30	1	1			2	13:30	12	19			31
01:45	0	5	1	7	1	13:45	30	67	17	79	146
02:00	0	1			1	14:00	26	32			58
02:15	0	0			0	14:15	15	23			38
02:30	0	2			2	14:30	30	40			70
02:45	2	2	1	4	3	14:45	16	87	40	135	222
03:00	0	3			3	15:00	16	41			57
03:15	0	1			1	15:15	26	46			72
03:30	2	2			4	15:30	20	46			66
03:45	2	4	0	6	2	15:45	20	82	60	193	275
04:00	0	5			5	16:00	34	78			112
04:15	1	4			5	16:15	33	103			136
04:30	2	10			12	16:30	26	95			121
04:45	5	8	4	23	9	16:45	30	123	155	431	554
05:00	3	7			10	17:00	34	133			167
05:15	4	6			10	17:15	24	174			198
05:30	13	6			19	17:30	32	112			144
05:45	14	34	13	32	27	17:45	24	114	73	492	606
06:00	14	17			31	18:00	21	45			66
06:15	33	18			51	18:15	19	34			53
06:30	42	25			67	18:30	19	23			42
06:45	70	159	24	84	94	18:45	17	76	29	131	207
07:00	87	39			126	19:00	28	28			56
07:15	138	35			173	19:15	22	18			40
07:30	161	30			191	19:30	20	10			30
07:45	184	570	29	133	213	19:45	21	91	6	62	153
08:00	147	33			180	20:00	11	8			19
08:15	130	22			152	20:15	13	11			24
08:30	83	22			105	20:30	11	11			22
08:45	58	418	20	97	78	20:45	8	43	5	35	78
09:00	42	18			60	21:00	12	13			25
09:15	23	17			40	21:15	20	9			29
09:30	20	13			33	21:30	9	10			19
09:45	18	103	20	68	38	21:45	11	52	11	43	95
10:00	22	13			35	22:00	10	2			12
10:15	10	15			25	22:15	8	2			10
10:30	13	17			30	22:30	6	3			9
10:45	12	57	10	55	22	22:45	2	26	4	11	37
11:00	17	13			30	23:00	2	4			6
11:15	12	10			22	23:15	3	4			7
11:30	9	22			31	23:30	3	2			5
11:45	19	57	18	63	37	23:45	2	10	2	12	22
<b>TOTALS</b>	<b>1419</b>	<b>577</b>			<b>1996</b>	<b>TOTALS</b>	<b>845</b>	<b>1711</b>			<b>2556</b>
<b>SPLIT %</b>	<b>71.1%</b>	<b>28.9%</b>			<b>43.8%</b>	<b>SPLIT %</b>	<b>33.1%</b>	<b>66.9%</b>			<b>56.2%</b>

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,264	2,288	0	0	4,552	
AM Peak Hour	07:15	07:00			07:15	PM Peak Hour	16:00	16:45		16:45	
AM Pk Volume	630	133			757	PM Pk Volume	123	574		694	
Pk Hr Factor	0.856	0.853			0.888	Pk Hr Factor	0.904	0.825		0.876	
7 - 9 Volume	988	230	0	0	1218	4 - 6 Volume	237	923	0	0	1160
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:00	16:45			16:45
7 - 9 Pk Volume	630	133	0	0	757	4 - 6 Pk Volume	123	574	0	0	694
Pk Hr Factor	0.856	0.853	0.000	0.000	0.888	Pk Hr Factor	0.904	0.825	0.000	0.000	0.876

### VOLUME

Kiefer Blvd Bet. Grant Line Rd & Jackson Rd/SR-16

Day: Thursday  
Date: 9/28/2017

City: Sloughouse  
Project #: CA17\_7694\_006

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	537	404	941			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			0	0	0	12:00			5	3	8	
00:15			0	0	0	12:15			5	5	10	
00:30			0	0	0	12:30			1	1	2	
00:45			1	1	0	12:45			8	19	4	13
01:00			1	1	2	13:00			4	4	8	
01:15			0	0	0	13:15			5	5	10	
01:30			0	0	0	13:30			3	8	11	
01:45			0	1	0	13:45			5	17	3	20
02:00			0	0	0	14:00			2	2	4	
02:15			0	0	0	14:15			10	4	14	
02:30			1	0	1	14:30			5	4	9	
02:45			0	1	0	14:45			7	24	3	13
03:00			0	0	0	15:00			10	4	14	
03:15			0	0	0	15:15			9	10	19	
03:30			1	1	2	15:30			10	3	13	
03:45			0	1	0	15:45			18	47	5	22
04:00			0	0	0	16:00			18	6	24	
04:15			0	1	1	16:15			17	7	24	
04:30			0	1	1	16:30			29	3	32	
04:45			0	0	2	16:45			43	107	4	20
05:00			2	3	5	17:00			24	8	32	
05:15			2	3	5	17:15			58	2	60	
05:30			1	2	3	17:30			59	1	60	
05:45			3	8	4	17:45			31	172	4	15
06:00			2	2	4	18:00			13	2	15	
06:15			3	9	12	18:15			16	3	19	
06:30			1	19	20	18:30			10	2	12	
06:45			3	9	21	18:45			5	44	3	10
07:00			3	15	18	19:00			4	2	6	
07:15			7	28	35	19:15			2	3	5	
07:30			2	32	34	19:30			2	0	2	
07:45			2	14	36	19:45			1	9	0	5
08:00			3	19	22	20:00			2	0	2	
08:15			2	16	18	20:15			3	0	3	
08:30			10	7	17	20:30			4	0	4	
08:45			4	19	7	20:45			3	12	0	3
09:00			2	10	12	21:00			1	2	3	
09:15			1	6	7	21:15			1	0	1	
09:30			2	9	11	21:30			3	2	5	
09:45			2	7	2	21:45			0	5	0	4
10:00			2	6	8	22:00			2	0	2	
10:15			2	2	4	22:15			2	1	3	
10:30			1	3	4	22:30			0	0	0	
10:45			3	8	4	22:45			1	5	0	1
11:00			1	2	3	23:00			0	0	0	
11:15			1	2	3	23:15			0	0	0	
11:30			1	4	5	23:30			1	0	1	
11:45			3	6	4	23:45			0	1	0	
<b>TOTALS</b>			75	281	356	<b>TOTALS</b>			462	123	585	
<b>SPLIT %</b>			21.1%	78.9%	37.8%	<b>SPLIT %</b>			79.0%	21.0%	62.2%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	537	404	941		
AM Peak Hour			08:00	07:15	07:15	PM Peak Hour			16:45	15:15	16:45
AM Pk Volume			19	115	129	PM Pk Volume			184	24	199
Pk Hr Factor			0.475	0.799	0.849	Pk Hr Factor			0.780	0.600	0.829
7 - 9 Volume	0	0	33	160	193	4 - 6 Volume	0	0	279	35	314
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	19	115	129	4 - 6 Pk Volume	0	0	184	22	199
Pk Hr Factor	0.000	0.000	0.475	0.799	0.849	Pk Hr Factor	0.000	0.000	0.780	0.688	0.829

**VOLUME**

International Dr Bet. Zinfandel Dr &amp; Sunrise Blvd

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	5,655	5,591	11,246		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			8	1	9	12:00			101	121	222
00:15			2	7	9	12:15			100	100	200
00:30			1	3	4	12:30			105	121	226
00:45			0	11	2	12:45		414	102	444	210
01:00			3	3	6	13:00			103	103	206
01:15			1	4	5	13:15			85	89	174
01:30			0	4	4	13:30			105	88	193
01:45			3	7	2	13:45		375	77	357	159
02:00			1	0	1	14:00			81	85	166
02:15			5	0	5	14:15			71	69	140
02:30			0	0	0	14:30			78	114	192
02:45			2	8	3	14:45		320	98	366	188
03:00			1	0	1	15:00			79	104	183
03:15			3	0	3	15:15			107	100	207
03:30			2	0	2	15:30			115	118	233
03:45			2	8	4	15:45		386	140	462	225
04:00			5	5	10	16:00			125	146	271
04:15			7	2	9	16:15			124	116	240
04:30			15	4	19	16:30			128	149	277
04:45			17	44	5	16:45		514	147	558	284
05:00			15	8	23	17:00			128	217	345
05:15			29	9	38	17:15			134	184	318
05:30			32	11	43	17:30			125	126	251
05:45			87	163	22	17:45		466	96	623	175
06:00			65	26	91	18:00			100	90	190
06:15			67	37	104	18:15			73	75	148
06:30			79	53	132	18:30			54	75	129
06:45			122	333	83	18:45		277	64	304	114
07:00			89	98	187	19:00			49	70	119
07:15			109	93	202	19:15			43	46	89
07:30			126	127	253	19:30			34	35	69
07:45			184	508	124	19:45		161	40	191	75
08:00			145	101	246	20:00			27	45	72
08:15			118	122	240	20:15			18	30	48
08:30			118	77	195	20:30			18	20	38
08:45			110	491	71	20:45		89	21	116	47
09:00			79	69	148	21:00			15	28	43
09:15			68	51	119	21:15			25	18	43
09:30			70	56	126	21:30			16	13	29
09:45			91	308	57	21:45		66	17	76	27
10:00			66	66	132	22:00			8	11	19
10:15			67	67	134	22:15			17	11	28
10:30			91	77	168	22:30			14	7	21
10:45			64	288	90	22:45		51	9	38	21
11:00			80	78	158	23:00			6	10	16
11:15			77	88	165	23:15			7	5	12
11:30			91	97	188	23:30			3	5	8
11:45			91	339	125	23:45		28	4	24	16
<b>TOTALS</b>			2508	2032	4540	<b>TOTALS</b>			3147	3559	6706
<b>SPLIT %</b>			55.2%	44.8%	40.4%	<b>SPLIT %</b>			46.9%	53.1%	59.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	5,655	5,591	11,246		
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			16:30	16:30	16:30
AM Pk Volume			573	474	1047	PM Pk Volume			527	697	1224
Pk Hr Factor			0.779	0.933	0.850	Pk Hr Factor			0.962	0.803	0.887
7 - 9 Volume	0	0	999	813	1812	4 - 6 Volume	0	0	980	1181	2161
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	573	474	1047	4 - 6 Pk Volume	0	0	527	697	1224
Pk Hr Factor	0.000	0.000	0.779	0.933	0.850	Pk Hr Factor	0.000	0.000	0.962	0.803	0.887



### VOLUME

Mather Blvd Bet. Femoyer St & Douglas Rd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,937	2,603	0	0	5,540		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	6			7	12:00	22	50			72
00:15	1	2			3	12:15	29	51			80
00:30	4	2			6	12:30	32	58			90
00:45	1	7	2	12	3	12:45	34	117	54	213	88
01:00	1	2			3	13:00	25	30			55
01:15	1	2			3	13:15	31	24			55
01:30	0	0			0	13:30	23	23			46
01:45	0	2	3	7	3	13:45	27	106	28	105	55
02:00	1	1			2	14:00	27	33			60
02:15	0	1			1	14:15	23	30			53
02:30	0	1			1	14:30	41	51			92
02:45	0	1	1	4	1	14:45	48	139	36	150	84
03:00	5	0			5	15:00	39	47			86
03:15	2	0			2	15:15	25	59			84
03:30	3	0			3	15:30	31	65			96
03:45	7	17	1	1	8	15:45	26	121	63	234	89
04:00	1	0			1	16:00	31	112			143
04:15	2	1			3	16:15	32	97			129
04:30	2	1			3	16:30	38	163			201
04:45	11	16	0	2	11	16:45	28	129	101	473	129
05:00	7	2			9	17:00	31	144			175
05:15	14	1			15	17:15	35	128			163
05:30	24	4			28	17:30	43	96			139
05:45	37	82	3	10	40	17:45	29	138	69	437	98
06:00	37	7			44	18:00	22	56			78
06:15	58	11			69	18:15	22	47			69
06:30	84	9			93	18:30	20	39			59
06:45	122	301	6	33	128	18:45	21	85	27	169	48
07:00	141	20			161	19:00	20	36			56
07:15	150	19			169	19:15	23	31			54
07:30	183	20			203	19:30	18	32			50
07:45	214	688	27	86	241	19:45	12	73	26	125	38
08:00	163	30			193	20:00	12	16			28
08:15	149	49			198	20:15	12	22			34
08:30	100	27			127	20:30	13	13			26
08:45	55	467	22	128	77	20:45	11	48	21	72	32
09:00	60	20			80	21:00	9	12			21
09:15	42	11			53	21:15	4	12			16
09:30	34	13			47	21:30	9	17			26
09:45	30	166	18	62	48	21:45	4	26	12	53	16
10:00	19	8			27	22:00	4	16			20
10:15	25	22			47	22:15	4	12			16
10:30	24	13			37	22:30	3	10			13
10:45	28	96	22	65	50	22:45	1	12	5	43	6
11:00	17	25			42	23:00	5	1			6
11:15	21	20			41	23:15	3	5			8
11:30	19	33			52	23:30	4	5			9
11:45	26	83	23	101	49	23:45	5	17	7	18	12
<b>TOTALS</b>	1926	511			2437	<b>TOTALS</b>	1011	2092			3103
<b>SPLIT %</b>	79.0%	21.0%			44.0%	<b>SPLIT %</b>	32.6%	67.4%			56.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,937	2,603	0	0	5,540

AM Peak Hour	07:15	11:45			07:30	PM Peak Hour	14:30	16:30			16:30
AM Pk Volume	710	182			835	PM Pk Volume	153	536			668
Pk Hr Factor	0.829	0.784			0.866	Pk Hr Factor	0.797	0.822			0.831
7 - 9 Volume	1155	214	0	0	1369	4 - 6 Volume	267	910	0	0	1177
7 - 9 Peak Hour	07:15	07:45			07:30	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Volume	710	133	0	0	835	4 - 6 Pk Volume	138	536	0	0	668
Pk Hr Factor	0.829	0.679	0.000	0.000	0.866	Pk Hr Factor	0.802	0.822	0.000	0.000	0.831

### VOLUME

Douglas Rd Bet. Mather Blvd & Sunrise Blvd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_009

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	6,370	6,034	12,404		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			14	6	20	12:00			101	62	163
00:15			11	5	16	12:15			71	80	151
00:30			9	4	13	12:30			66	79	145
00:45			8	42	50	12:45			81	319	400
01:00			5	4	9	13:00			60	81	141
01:15			7	3	10	13:15			69	71	140
01:30			5	1	6	13:30			84	87	171
01:45			4	21	25	13:45			103	316	419
02:00			4	1	5	14:00			97	77	174
02:15			4	3	7	14:15			103	75	178
02:30			1	2	3	14:30			149	100	249
02:45			3	12	15	14:45			127	476	603
03:00			4	3	7	15:00			97	74	171
03:15			3	4	7	15:15			124	59	183
03:30			1	7	8	15:30			124	98	222
03:45			10	18	28	15:45			141	486	627
04:00			4	8	12	16:00			144	98	242
04:15			1	5	6	16:15			184	89	273
04:30			6	7	13	16:30			203	100	303
04:45			16	27	43	16:45			180	711	891
05:00			17	18	35	17:00			194	123	317
05:15			14	35	49	17:15			202	98	300
05:30			22	57	79	17:30			176	91	267
05:45			29	82	111	17:45			166	738	904
06:00			35	72	107	18:00			133	94	227
06:15			40	102	142	18:15			105	90	195
06:30			49	129	178	18:30			136	65	201
06:45			60	184	244	18:45			102	476	578
07:00			51	177	228	19:00			111	69	180
07:15			66	206	272	19:15			116	47	163
07:30			87	196	283	19:30			108	54	162
07:45			80	284	364	19:45			96	431	527
08:00			76	185	261	20:00			84	50	134
08:15			107	195	302	20:15			61	43	104
08:30			86	125	211	20:30			65	42	107
08:45			66	335	401	20:45			70	280	350
09:00			58	122	180	21:00			52	31	83
09:15			53	87	140	21:15			66	23	89
09:30			71	87	158	21:30			46	26	72
09:45			62	244	306	21:45			41	205	246
10:00			61	60	121	22:00			38	25	63
10:15			62	63	125	22:15			32	21	53
10:30			65	61	126	22:30			32	12	44
10:45			54	242	296	22:45			27	129	156
11:00			56	72	128	23:00			15	3	18
11:15			65	54	119	23:15			11	16	27
11:30			64	79	143	23:30			15	5	20
11:45			68	253	321	23:45			18	59	77
<b>TOTALS</b>			1744	3065	4809	<b>TOTALS</b>			4626	2969	7595
<b>SPLIT %</b>			36.3%	63.7%	38.8%	<b>SPLIT %</b>			60.9%	39.1%	61.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	6,370	6,034	12,404

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			16:30	17:00	16:30
AM Pk Volume			350	808	1147	PM Pk Volume			779	432	1179
Pk Hr Factor			0.818	0.914	0.950	Pk Hr Factor			0.959	0.878	0.930
7 - 9 Volume	0	0	619	1430	2049	4 - 6 Volume	0	0	1449	798	2247
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:30	17:00	16:30
7 - 9 Pk Volume	0	0	350	808	1147	4 - 6 Pk Volume	0	0	779	432	1179
Pk Hr Factor	0.000	0.000	0.818	0.914	0.950	Pk Hr Factor	0.000	0.000	0.959	0.878	0.930

### VOLUME

Douglas Rd Bet. Sunrise Blvd & Grant Line Rd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,825	3,685	7,510		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			7	4	11	12:00			47	38	85
00:15			4	4	8	12:15			41	46	87
00:30			2	1	3	12:30			46	46	92
00:45			3	16	10	12:45			54	188	242
01:00			3	2	5	13:00			55	48	103
01:15			1	1	2	13:15			48	48	96
01:30			1	1	2	13:30			62	54	116
01:45			1	6	5	13:45			55	220	275
02:00			3	2	5	14:00			67	55	122
02:15			1	2	3	14:15			59	53	112
02:30			1	2	3	14:30			64	52	116
02:45			1	6	8	14:45			67	257	324
03:00			1	3	4	15:00			58	55	113
03:15			1	2	3	15:15			61	55	116
03:30			1	6	7	15:30			72	62	134
03:45			5	8	2	15:45			79	270	349
04:00			1	7	8	16:00			87	82	169
04:15			1	8	9	16:15			97	71	168
04:30			5	11	16	16:30			105	53	158
04:45			8	15	9	16:45			99	388	487
05:00			6	15	21	17:00			116	89	205
05:15			6	14	20	17:15			134	81	215
05:30			21	24	45	17:30			112	66	178
05:45			23	56	28	17:45			87	449	536
06:00			22	29	51	18:00			83	57	140
06:15			28	48	76	18:15			57	63	120
06:30			39	70	109	18:30			59	51	110
06:45			55	144	85	18:45			49	248	297
07:00			53	90	143	19:00			57	32	89
07:15			65	117	182	19:15			42	33	75
07:30			75	118	193	19:30			42	39	81
07:45			65	258	145	19:45			44	185	229
08:00			88	166	254	20:00			39	31	70
08:15			84	81	165	20:15			31	19	50
08:30			64	55	119	20:30			28	21	49
08:45			65	301	53	20:45			37	135	172
09:00			51	47	98	21:00			34	16	50
09:15			43	28	71	21:15			21	22	43
09:30			48	48	96	21:30			15	13	28
09:45			44	186	37	21:45			8	78	86
10:00			47	42	89	22:00			18	12	30
10:15			35	36	71	22:15			12	11	23
10:30			42	42	84	22:30			4	7	11
10:45			28	152	60	22:45			8	42	50
11:00			34	42	76	23:00			19	6	25
11:15			52	38	90	23:15			2	3	5
11:30			48	47	95	23:30			10	2	12
11:45			44	178	53	23:45			8	39	47
<b>TOTALS</b>			1326	1729	3055	<b>TOTALS</b>			2499	1956	4455
<b>SPLIT %</b>			43.4%	56.6%	40.7%	<b>SPLIT %</b>			56.1%	43.9%	59.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,825	3,685	7,510

AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			16:45	16:45	16:45
AM Pk Volume			312	546	839	PM Pk Volume			461	297	758
Pk Hr Factor			0.886	0.822	0.826	Pk Hr Factor			0.860	0.834	0.881
7 - 9 Volume	0	0	559	825	1384	4 - 6 Volume	0	0	837	562	1399
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	312	546	839	4 - 6 Pk Volume	0	0	461	297	758
Pk Hr Factor	0.000	0.000	0.886	0.822	0.826	Pk Hr Factor	0.000	0.000	0.860	0.834	0.881

**VOLUME**

White Rock Rd Bet. Zinfandel Dr &amp; Sunrise Blvd

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_011

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	7,925	8,018	15,943					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			3	9	12	12:00			144	153	297			
00:15			4	5	9	12:15			174	173	347			
00:30			6	6	12	12:30			165	155	320			
00:45			3	16	4	24	12:45		146	629	148	629	294	1258
01:00			2	9	11	13:00			153	134	287			
01:15			1	5	6	13:15			143	154	297			
01:30			2	6	8	13:30			144	134	278			
01:45			1	6	1	21	13:45		122	562	120	542	242	1104
02:00			4	2	6	14:00			128	114	242			
02:15			3	1	4	14:15			109	119	228			
02:30			5	4	9	14:30			130	151	281			
02:45			11	23	3	10	14:45		105	472	141	525	246	997
03:00			5	8	13	15:00			151	149	300			
03:15			6	18	24	15:15			122	133	255			
03:30			4	19	23	15:30			150	173	323			
03:45			8	23	8	53	15:45		153	576	154	609	307	1185
04:00			10	7	17	16:00			241	137	378			
04:15			17	14	31	16:15			209	130	339			
04:30			26	14	40	16:30			249	149	398			
04:45			55	108	27	62	16:45		186	885	141	557	327	1442
05:00			42	21	63	17:00			228	169	397			
05:15			45	28	73	17:15			209	129	338			
05:30			89	57	146	17:30			176	113	289			
05:45			145	321	76	182	17:45		150	763	124	535	274	1298
06:00			77	74	151	18:00			142	119	261			
06:15			104	131	235	18:15			110	83	193			
06:30			125	135	260	18:30			81	75	156			
06:45			137	443	147	487	18:45		65	398	78	355	143	753
07:00			104	175	279	19:00			72	74	146			
07:15			101	207	308	19:15			72	64	136			
07:30			109	193	302	19:30			60	67	127			
07:45			155	469	188	763	19:45		67	271	66	271	133	542
08:00			92	204	296	20:00			55	50	105			
08:15			114	171	285	20:15			36	42	78			
08:30			93	188	281	20:30			26	48	74			
08:45			99	398	180	743	20:45		25	142	37	177	62	319
09:00			99	129	228	21:00			24	37	61			
09:15			87	107	194	21:15			22	27	49			
09:30			89	113	202	21:30			23	15	38			
09:45			112	387	89	438	21:45		13	82	19	98	32	180
10:00			93	94	187	22:00			15	22	37			
10:15			102	92	194	22:15			14	16	30			
10:30			99	97	196	22:30			15	11	26			
10:45			114	408	102	385	22:45		8	52	8	57	16	109
11:00			111	95	206	23:00			11	18	29			
11:15			91	113	204	23:15			8	8	16			
11:30			125	127	252	23:30			7	12	19			
11:45			134	461	116	451	23:45		4	30	6	44	10	74
<b>TOTALS</b>			3063	3619	6682	<b>TOTALS</b>			4862	4399	9261			
<b>SPLIT %</b>			45.8%	54.2%	41.9%	<b>SPLIT %</b>			52.5%	47.5%	58.1%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	7,925	8,018	15,943		
AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			16:00	12:00	16:15
AM Pk Volume			617	792	1249	PM Pk Volume			885	629	1461
Pk Hr Factor			0.886	0.957	0.910	Pk Hr Factor			0.889	0.909	0.918
7 - 9 Volume	0	0	867	1506	2373	4 - 6 Volume	0	0	1648	1092	2740
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	470	792	1249	4 - 6 Pk Volume	0	0	885	589	1461
Pk Hr Factor	0.000	0.000	0.758	0.957	0.910	Pk Hr Factor	0.000	0.000	0.889	0.871	0.918

### VOLUME

White Rock Rd Bet. Sunrise Blvd & Grant Line Rd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_012

DAILY TOTALS					NB	SB	EB	WB	Total				
					0	0	2,123	1,410	3,533				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00			0	1	1	12:00			21	18	39		
00:15			0	0	0	12:15			13	8	21		
00:30			0	0	0	12:30			17	5	22		
00:45			0	1	1	12:45		24	75	19	50	43	125
01:00			2	1	3	13:00			20	14	34		
01:15			0	0	0	13:15			17	10	27		
01:30			0	0	0	13:30			20	15	35		
01:45			0	2	1	13:45		24	81	21	60	45	141
02:00			0	0	0	14:00			23	15	38		
02:15			0	1	1	14:15			26	9	35		
02:30			0	0	0	14:30			37	5	42		
02:45			0	0	0	14:45		27	113	19	48	46	161
03:00			1	0	1	15:00			40	21	61		
03:15			1	0	1	15:15			37	18	55		
03:30			0	1	1	15:30			75	17	92		
03:45			0	2	1	15:45		53	205	21	77	74	282
04:00			0	0	0	16:00			112	25	137		
04:15			1	0	1	16:15			108	21	129		
04:30			1	0	1	16:30			154	19	173		
04:45			2	4	4	16:45		169	543	16	81	185	624
05:00			4	3	7	17:00			180	14	194		
05:15			5	8	13	17:15			205	13	218		
05:30			7	18	25	17:30			126	8	134		
05:45			8	24	19	17:45		83	594	7	42	90	636
06:00			8	25	33	18:00			59	14	73		
06:15			10	20	30	18:15			30	11	41		
06:30			15	35	50	18:30			24	9	33		
06:45			16	49	43	18:45		12	125	9	43	21	168
07:00			16	76	92	19:00			8	4	12		
07:15			7	91	98	19:15			7	5	12		
07:30			14	94	108	19:30			9	5	14		
07:45			10	47	102	19:45		5	29	3	17	8	46
08:00			9	65	74	20:00			3	1	4		
08:15			13	73	86	20:15			6	4	10		
08:30			14	43	57	20:30			3	0	3		
08:45			11	47	41	20:45		1	13	1	6	2	19
09:00			12	32	44	21:00			2	3	5		
09:15			8	39	47	21:15			0	2	2		
09:30			12	15	27	21:30			1	0	1		
09:45			11	43	13	21:45		3	6	1	6	4	12
10:00			11	9	20	22:00			4	4	8		
10:15			11	17	28	22:15			2	3	5		
10:30			16	10	26	22:30			3	2	5		
10:45			9	47	15	22:45		1	10	1	10	2	20
11:00			12	8	20	23:00			0	0	0		
11:15			20	13	33	23:15			0	0	0		
11:30			14	22	36	23:30			2	1	3		
11:45			16	62	8	23:45		0	2	1	2	1	4
<b>TOTALS</b>				327	968	<b>TOTALS</b>			1796	442	<b>2238</b>		
<b>SPLIT %</b>				25.3%	74.7%	<b>SPLIT %</b>			80.3%	19.7%	<b>63.3%</b>		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	2,123	1,410	3,533

AM Peak Hour			11:15	07:00	07:00	PM Peak Hour			16:30	15:45	16:30
AM Pk Volume			71	363	410	PM Pk Volume			708	86	770
Pk Hr Factor			0.845	0.890	0.915	Pk Hr Factor			0.863	0.860	0.883
7 - 9 Volume	0	0	94	585	679	4 - 6 Volume	0	0	1137	123	1260
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	16:00	16:30
7 - 9 Pk Volume	0	0	47	363	410	4 - 6 Pk Volume	0	0	708	81	770
Pk Hr Factor	0.000	0.000	0.734	0.890	0.915	Pk Hr Factor	0.000	0.000	0.863	0.810	0.883

### VOLUME

White Rock Rd Bet. Grant Line Rd & Prairie City Rd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_013

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,090	7,346	15,436		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			9	7	16	12:00			69	101	170
00:15			1	3	4	12:15			76	92	168
00:30			3	6	9	12:30			101	73	174
00:45			4	17	21	12:45			85	331	416
01:00			9	4	13	13:00			89	90	179
01:15			4	3	7	13:15			99	86	185
01:30			1	4	5	13:30			69	103	172
01:45			7	21	28	13:45			102	359	461
02:00			7	1	8	14:00			72	98	170
02:15			3	6	9	14:15			84	95	179
02:30			3	4	7	14:30			99	101	200
02:45			1	14	15	14:45			132	387	519
03:00			1	2	3	15:00			113	111	224
03:15			1	4	5	15:15			126	143	269
03:30			3	7	10	15:30			162	165	327
03:45			1	6	7	15:45			183	584	767
04:00			4	3	7	16:00			198	183	381
04:15			9	8	17	16:15			230	177	407
04:30			14	12	26	16:30			289	195	484
04:45			13	40	53	16:45			298	1015	1313
05:00			22	28	50	17:00			271	176	447
05:15			27	31	58	17:15			389	204	593
05:30			42	45	87	17:30			255	148	403
05:45			43	134	177	17:45			226	1141	1367
06:00			72	79	151	18:00			155	114	269
06:15			96	79	175	18:15			128	130	258
06:30			104	111	215	18:30			112	66	178
06:45			137	409	546	18:45			86	481	567
07:00			154	172	326	19:00			68	60	128
07:15			176	213	389	19:15			63	72	135
07:30			181	210	391	19:30			35	42	77
07:45			223	734	957	19:45			38	204	242
08:00			219	180	399	20:00			33	44	77
08:15			194	163	357	20:15			27	50	77
08:30			177	145	322	20:30			20	41	61
08:45			166	756	922	20:45			32	112	144
09:00			140	131	271	21:00			26	40	66
09:15			132	100	232	21:15			20	37	57
09:30			101	89	190	21:30			22	25	47
09:45			99	472	571	21:45			23	91	114
10:00			117	72	189	22:00			19	29	48
10:15			130	73	203	22:15			13	21	34
10:30			85	71	156	22:30			14	14	28
10:45			79	411	490	22:45			4	50	54
11:00			71	87	158	23:00			10	7	17
11:15			69	71	140	23:15			10	9	19
11:30			60	73	133	23:30			4	4	8
11:45			91	291	382	23:45			6	30	36
<b>TOTALS</b>			3305	3163	6468	<b>TOTALS</b>			4785	4183	8968
<b>SPLIT %</b>			51.1%	48.9%	41.9%	<b>SPLIT %</b>			53.4%	46.6%	58.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,090	7,346	15,436		
AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			16:30	16:30	16:30
AM Pk Volume			817	826	1625	PM Pk Volume			1247	737	1984
Pk Hr Factor			0.916	0.926	0.911	Pk Hr Factor			0.801	0.903	0.836
7 - 9 Volume	0	0	1490	1426	2916	4 - 6 Volume	0	0	2156	1412	3568
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	817	826	1625	4 - 6 Pk Volume	0	0	1247	737	1984
Pk Hr Factor	0.000	0.000	0.916	0.926	0.911	Pk Hr Factor	0.000	0.000	0.801	0.903	0.836

**VOLUME**

Mather Field Rd Bet. Folsom Blvd &amp; US-50 WB Ramps

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_014

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,787	10,756	0	0	22,543		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	31	21			52	12:00	163	138			301
00:15	27	11			38	12:15	181	160			341
00:30	27	10			37	12:30	178	198			376
00:45	16	101	7	49	23 150	12:45	177	699	172	668	349 1367
01:00	17	9			26	13:00	158	163			321
01:15	18	4			22	13:15	133	163			296
01:30	21	4			25	13:30	152	142			294
01:45	10	66	2	19	12 85	13:45	172	615	189	657	361 1272
02:00	16	5			21	14:00	161	150			311
02:15	16	3			19	14:15	218	202			420
02:30	18	2			20	14:30	214	170			384
02:45	8	58	1	11	9 69	14:45	219	812	182	704	401 1516
03:00	6	3			9	15:00	183	219			402
03:15	9	6			15	15:15	242	209			451
03:30	11	5			16	15:30	238	184			422
03:45	6	32	4	18	10 50	15:45	241	904	174	786	415 1690
04:00	14	2			16	16:00	250	168			418
04:15	11	11			22	16:15	251	167			418
04:30	10	16			26	16:30	274	151			425
04:45	20	55	14	43	34 98	16:45	269	1044	155	641	424 1685
05:00	19	13			32	17:00	274	170			444
05:15	23	20			43	17:15	256	160			416
05:30	30	30			60	17:30	311	159			470
05:45	41	113	50	113	91 226	17:45	202	1043	192	681	394 1724
06:00	48	80			128	18:00	216	145			361
06:15	67	87			154	18:15	214	179			393
06:30	78	94			172	18:30	220	171			391
06:45	104	297	87	348	191 645	18:45	199	849	221	716	420 1565
07:00	102	98			200	19:00	182	155			337
07:15	189	122			311	19:15	150	135			285
07:30	274	159			433	19:30	140	145			285
07:45	217	782	157	536	374 1318	19:45	142	614	106	541	248 1155
08:00	173	181			354	20:00	155	110			265
08:15	174	198			372	20:15	158	103			261
08:30	150	268			418	20:30	124	94			218
08:45	145	642	235	882	380 1524	20:45	107	544	100	407	207 951
09:00	148	174			322	21:00	122	87			209
09:15	122	128			250	21:15	111	95			206
09:30	123	211			334	21:30	102	86			188
09:45	122	515	222	735	344 1250	21:45	87	422	99	367	186 789
10:00	137	218			355	22:00	72	70			142
10:15	111	191			302	22:15	71	49			120
10:30	148	186			334	22:30	60	42			102
10:45	174	570	208	803	382 1373	22:45	61	264	32	193	93 457
11:00	160	214			374	23:00	46	23			69
11:15	126	209			335	23:15	46	19			65
11:30	133	188			321	23:30	35	18			53
11:45	156	575	155	766	311 1341	23:45	44	171	12	72	56 243
<b>TOTALS</b>	<b>3806</b>	<b>4323</b>			<b>8129</b>	<b>TOTALS</b>	<b>7981</b>	<b>6433</b>			<b>14414</b>
<b>SPLIT %</b>	<b>46.8%</b>	<b>53.2%</b>			<b>36.1%</b>	<b>SPLIT %</b>	<b>55.4%</b>	<b>44.6%</b>			<b>63.9%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,787	10,756	0	0	22,543		
AM Peak Hour	07:15	08:00		07:30	PM Peak Hour	16:45	14:45		16:45		
AM Pk Volume	853	882		1533	PM Pk Volume	1110	794		1754		
Pk Hr Factor	0.778	0.823		0.885	Pk Hr Factor	0.892	0.906		0.933		
7 - 9 Volume	1424	1418	0	0	2842	4 - 6 Volume	2087	1322	0	0	3409
7 - 9 Peak Hour	07:15	08:00		07:30	4 - 6 Peak Hour	16:45	17:00				16:45
7 - 9 Pk Volume	853	882	0	0	1533	4 - 6 Pk Volume	1110	681	0	0	1754
Pk Hr Factor	0.778	0.823	0.000	0.000	0.885	Pk Hr Factor	0.892	0.887	0.000	0.000	0.933

### VOLUME

## Mather Field Rd Bet. US-50 WB Ramps & US-50 EB Ramps

Day: Tuesday  
Date: 9/26/2017

City: Rancho Cordova  
Project #: CA17\_7694\_015

DAILY TOTALS					NB	SB	EB	WB	Total		
					20,606	14,422	0	0	35,028		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	46	35			81	12:00	298	185			483
00:15	37	21			58	12:15	318	208			526
00:30	41	23			64	12:30	282	233			515
00:45	19	143	15	94	34	12:45	261	1159	218	844	2003
01:00	21	13			34	13:00	248	213			461
01:15	22	14			36	13:15	248	193			441
01:30	27	13			40	13:30	296	198			494
01:45	20	90	15	55	35	13:45	288	1080	203	807	1887
02:00	24	12			36	14:00	300	163			463
02:15	19	11			30	14:15	347	213			560
02:30	30	15			45	14:30	431	187			618
02:45	21	94	11	49	32	14:45	406	1484	219	782	2266
03:00	14	12			26	15:00	368	246			614
03:15	20	16			36	15:15	431	248			679
03:30	18	12			30	15:30	489	220			709
03:45	33	85	14	54	47	15:45	463	1751	226	940	2691
04:00	34	16			50	16:00	494	196			690
04:15	24	17			41	16:15	449	228			677
04:30	55	28			83	16:30	569	216			785
04:45	44	157	33	94	77	16:45	549	2061	219	859	2920
05:00	44	46			90	17:00	581	218			799
05:15	60	55			115	17:15	585	234			819
05:30	99	114			213	17:30	400	222			622
05:45	134	337	156	371	290	17:45	294	1860	199	873	2733
06:00	130	133			263	18:00	370	175			545
06:15	166	195			361	18:15	306	187			493
06:30	228	238			466	18:30	296	189			485
06:45	305	829	332	898	637	18:45	264	1236	207	758	1994
07:00	279	295			574	19:00	263	153			416
07:15	319	345			664	19:15	213	140			353
07:30	363	460			823	19:30	191	129			320
07:45	308	1269	464	1564	772	19:45	208	875	136	558	1433
08:00	308	379			687	20:00	194	107			301
08:15	291	372			663	20:15	184	108			292
08:30	271	344			615	20:30	164	101			265
08:45	236	1106	299	1394	535	20:45	146	688	128	444	1132
09:00	254	229			483	21:00	168	92			260
09:15	230	219			449	21:15	144	94			238
09:30	248	218			466	21:30	116	78			194
09:45	252	984	183	849	435	21:45	113	541	92	356	897
10:00	261	175			436	22:00	127	68			195
10:15	236	154			390	22:15	96	59			155
10:30	255	163			418	22:30	79	44			123
10:45	303	1055	183	675	486	22:45	67	369	40	211	580
11:00	292	173			465	23:00	65	45			110
11:15	249	176			425	23:15	67	34			101
11:30	256	198			454	23:30	59	34			93
11:45	298	1095	213	760	511	23:45	67	258	20	133	391
<b>TOTALS</b>	<b>7244</b>	<b>6857</b>			<b>14101</b>	<b>TOTALS</b>	<b>13362</b>	<b>7565</b>			<b>20927</b>
<b>SPLIT %</b>	<b>51.4%</b>	<b>48.6%</b>			<b>40.3%</b>	<b>SPLIT %</b>	<b>63.9%</b>	<b>36.1%</b>			<b>59.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					20,606	14,422	0	0	35,028

AM Peak Hour	07:15	07:30			07:15	PM Peak Hour	16:30	15:00			16:30
AM Pk Volume	1298	1675			2946	PM Pk Volume	2284	940			3171
Pk Hr Factor	0.894	0.902			0.895	Pk Hr Factor	0.976	0.948			0.968
7 - 9 Volume	2375	2958	0	0	5333	4 - 6 Volume	3921	1732	0	0	5653
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	1298	1675	0	0	2946	4 - 6 Pk Volume	2284	893	0	0	3171
Pk Hr Factor	0.894	0.902	0.000	0.000	0.895	Pk Hr Factor	0.976	0.954	0.000	0.000	0.968



### VOLUME

Mather Field Rd Bet. US-50 EB Ramps & International Dr

Day: Tuesday  
Date: 9/26/2017

City: Rancho Cordova  
Project #: CA17\_7694\_016

DAILY TOTALS					NB	SB	EB	WB	Total		
					21,881	20,347	0	0	42,228		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	41	56			97	12:00	354	271			625
00:15	35	38			73	12:15	377	255			632
00:30	29	34			63	12:30	312	292			604
00:45	8	113	17	145	25 258	12:45	301	1344	313	1131	614 2475
01:00	11	24			35	13:00	286	265			551
01:15	17	16			33	13:15	311	262			573
01:30	17	11			28	13:30	322	267			589
01:45	12	57	22	73	34 130	13:45	311	1230	275	1069	586 2299
02:00	19	14			33	14:00	386	229			615
02:15	11	17			28	14:15	383	276			659
02:30	16	25			41	14:30	525	236			761
02:45	13	59	19	75	32 134	14:45	471	1765	276	1017	747 2782
03:00	8	17			25	15:00	448	315			763
03:15	17	22			39	15:15	500	326			826
03:30	14	15			29	15:30	662	269			931
03:45	24	63	19	73	43 136	15:45	562	2172	303	1213	865 3385
04:00	20	22			42	16:00	610	268			878
04:15	21	19			40	16:15	571	312			883
04:30	50	44			94	16:30	675	322			997
04:45	42	133	51	136	93 269	16:45	584	2440	329	1231	913 3671
05:00	39	57			96	17:00	653	325			978
05:15	55	95			150	17:15	537	339			876
05:30	94	179			273	17:30	416	351			767
05:45	110	298	289	620	399 918	17:45	338	1944	302	1317	640 3261
06:00	126	202			328	18:00	419	258			677
06:15	146	257			403	18:15	298	282			580
06:30	244	341			585	18:30	310	258			568
06:45	319	835	507	1307	826 2142	18:45	272	1299	233	1031	505 2330
07:00	284	488			772	19:00	267	194			461
07:15	361	508			869	19:15	215	210			425
07:30	356	613			969	19:30	164	185			349
07:45	321	1322	664	2273	985 3595	19:45	199	845	173	762	372 1607
08:00	313	590			903	20:00	200	165			365
08:15	304	563			867	20:15	144	156			300
08:30	303	509			812	20:30	135	147			282
08:45	244	1164	456	2118	700 3282	20:45	110	589	173	641	283 1230
09:00	273	340			613	21:00	127	141			268
09:15	250	293			543	21:15	123	141			264
09:30	251	263			514	21:30	86	121			207
09:45	225	999	237	1133	462 2132	21:45	74	410	121	524	195 934
10:00	295	214			509	22:00	108	111			219
10:15	248	233			481	22:15	83	93			176
10:30	269	236			505	22:30	52	77			129
10:45	285	1097	246	929	531 2026	22:45	40	283	76	357	116 640
11:00	309	217			526	23:00	45	66			111
11:15	292	213			505	23:15	46	69			115
11:30	313	254			567	23:30	42	57			99
11:45	324	1238	253	937	577 2175	23:45	49	182	43	235	92 417
<b>TOTALS</b>	<b>7378</b>	<b>9819</b>			<b>17197</b>	<b>TOTALS</b>	<b>14503</b>	<b>10528</b>			<b>25031</b>
<b>SPLIT %</b>	<b>42.9%</b>	<b>57.1%</b>			<b>40.7%</b>	<b>SPLIT %</b>	<b>57.9%</b>	<b>42.1%</b>			<b>59.3%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					21,881	20,347	0	0	42,228
AM Peak Hour	11:30	07:30			07:15	PM Peak Hour	16:15	16:45	16:15
AM Pk Volume	1368	2430			3726	PM Pk Volume	2483	1344	3771
Pk Hr Factor	0.907	0.915			0.946	Pk Hr Factor	0.920	0.957	0.946
7 - 9 Volume	2486	4391	0	0	6877	4 - 6 Volume	4384	2548	6932
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:15	16:45	16:15
7 - 9 Pk Volume	1351	2430	0	0	3726	4 - 6 Pk Volume	2483	1344	3771
Pk Hr Factor	0.936	0.915	0.000	0.000	0.946	Pk Hr Factor	0.920	0.957	0.946

### VOLUME

Zinfandel Dr Bet. Folsom Blvd & US-50 WB Ramps

Day: Tuesday  
Date: 9/26/2017

City: Rancho Cordova  
Project #: CA17\_7694\_017

DAILY TOTALS						NB	SB	EB	WB	Total	
						12,026	10,354	0	0	22,380	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	19	21			40	12:00	223	183			406
00:15	20	19			39	12:15	213	186			399
00:30	17	26			43	12:30	227	185			412
00:45	15	71	8	74	23 145	12:45	221	884	190	744	411 1628
01:00	14	7			21	13:00	205	161			366
01:15	7	13			20	13:15	224	189			413
01:30	8	10			18	13:30	199	188			387
01:45	5	34	7	37	12 71	13:45	181	809	137	675	318 1484
02:00	8	14			22	14:00	203	165			368
02:15	6	7			13	14:15	227	147			374
02:30	8	9			17	14:30	211	162			373
02:45	9	31	7	37	16 68	14:45	227	868	182	656	409 1524
03:00	4	5			9	15:00	232	192			424
03:15	7	7			14	15:15	221	200			421
03:30	9	5			14	15:30	245	168			413
03:45	14	34	14	31	28 65	15:45	250	948	163	723	413 1671
04:00	7	18			25	16:00	308	178			486
04:15	8	15			23	16:15	269	158			427
04:30	9	35			44	16:30	260	172			432
04:45	26	50	25	93	51 143	16:45	298	1135	167	675	465 1810
05:00	12	28			40	17:00	302	203			505
05:15	17	40			57	17:15	312	205			517
05:30	21	62			83	17:30	302	174			476
05:45	42	92	54	184	96 276	17:45	272	1188	195	777	467 1965
06:00	55	67			122	18:00	241	197			438
06:15	46	96			142	18:15	239	189			428
06:30	65	123			188	18:30	196	161			357
06:45	72	238	135	421	207 659	18:45	232	908	165	712	397 1620
07:00	91	156			247	19:00	202	153			355
07:15	121	164			285	19:15	172	146			318
07:30	153	145			298	19:30	158	145			303
07:45	149	514	179	644	328 1158	19:45	163	695	141	585	304 1280
08:00	156	188			344	20:00	127	124			251
08:15	134	168			302	20:15	117	113			230
08:30	120	159			279	20:30	116	91			207
08:45	124	534	146	661	270 1195	20:45	113	473	95	423	208 896
09:00	130	125			255	21:00	105	67			172
09:15	117	132			249	21:15	100	86			186
09:30	112	128			240	21:30	76	68			144
09:45	112	471	99	484	211 955	21:45	75	356	59	280	134 636
10:00	140	125			265	22:00	81	43			124
10:15	148	142			290	22:15	52	45			97
10:30	140	132			272	22:30	45	41			86
10:45	148	576	121	520	269 1096	22:45	41	219	34	163	75 382
11:00	171	134			305	23:00	38	35			73
11:15	169	153			322	23:15	24	31			55
11:30	238	179			417	23:30	38	19			57
11:45	198	776	182	648	380 1424	23:45	22	122	22	107	44 229
<b>TOTALS</b>	<b>3421</b>	<b>3834</b>			<b>7255</b>	<b>TOTALS</b>	<b>8605</b>	<b>6520</b>			<b>15125</b>
<b>SPLIT %</b>	<b>47.2%</b>	<b>52.8%</b>			<b>32.4%</b>	<b>SPLIT %</b>	<b>56.9%</b>	<b>43.1%</b>			<b>67.6%</b>

DAILY TOTALS						NB	SB	EB	WB	Total	
						12,026	10,354	0	0	22,380	
AM Peak Hour	11:30	11:45			11:30	PM Peak Hour	16:45	17:00		17:00	
AM Pk Volume	872	736			1602	PM Pk Volume	1214	777		1965	
Pk Hr Factor	0.916	0.989			0.960	Pk Hr Factor	0.973	0.948		0.950	
7 - 9 Volume	1048	1305	0	0	2353	4 - 6 Volume	2323	1452	0	0	3775
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	592	694	0	0	1272	4 - 6 Pk Volume	1214	777	0	0	1965
Pk Hr Factor	0.949	0.923	0.000	0.000	0.924	Pk Hr Factor	0.973	0.948	0.000	0.000	0.950

**VOLUME**

Zinfandel Dr Bet. US-50 EB Ramps &amp; White Rock Rd

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_018

DAILY TOTALS					NB	SB	EB	WB	Total		
					24,091	26,424	0	0	50,515		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	38	29			67	12:00	393	379			772
00:15	27	35			62	12:15	423	407			830
00:30	20	41			61	12:30	389	432			821
00:45	17	102	24	129	41 231	12:45	382	1587	454	1672	836 3259
01:00	24	24			48	13:00	389	381			770
01:15	23	14			37	13:15	321	421			742
01:30	23	21			44	13:30	403	407			810
01:45	13	83	20	79	33 162	13:45	370	1483	389	1598	759 3081
02:00	8	15			23	14:00	428	307			735
02:15	13	17			30	14:15	426	371			797
02:30	19	17			36	14:30	503	373			876
02:45	19	59	21	70	40 129	14:45	492	1849	363	1414	855 3263
03:00	13	13			26	15:00	515	366			881
03:15	34	16			50	15:15	475	432			907
03:30	43	20			63	15:30	542	337			879
03:45	36	126	18	67	54 193	15:45	541	2073	419	1554	960 3627
04:00	28	28			56	16:00	547	394			941
04:15	41	26			67	16:15	534	436			970
04:30	45	62			107	16:30	593	393			986
04:45	55	169	109	225	164 394	16:45	553	2227	411	1634	964 3861
05:00	65	75			140	17:00	572	407			979
05:15	83	127			210	17:15	543	458			1001
05:30	129	198			327	17:30	555	399			954
05:45	140	417	330	730	470 1147	17:45	526	2196	413	1677	939 3873
06:00	160	288			448	18:00	438	397			835
06:15	221	343			564	18:15	485	353			838
06:30	290	420			710	18:30	372	339			711
06:45	309	980	491	1542	800 2522	18:45	377	1672	330	1419	707 3091
07:00	339	470			809	19:00	311	319			630
07:15	381	558			939	19:15	259	318			577
07:30	383	592			975	19:30	265	301			566
07:45	386	1489	691	2311	1077 3800	19:45	240	1075	282	1220	522 2295
08:00	345	660			1005	20:00	248	255			503
08:15	322	637			959	20:15	162	242			404
08:30	342	623			965	20:30	166	216			382
08:45	327	1336	613	2533	940 3869	20:45	141	717	217	930	358 1647
09:00	286	482			768	21:00	142	185			327
09:15	256	425			681	21:15	146	171			317
09:30	240	339			579	21:30	100	164			264
09:45	223	1005	347	1593	570 2598	21:45	96	484	140	660	236 1144
10:00	211	281			492	22:00	120	125			245
10:15	217	320			537	22:15	71	109			180
10:30	218	316			534	22:30	77	118			195
10:45	307	953	348	1265	655 2218	22:45	60	328	69	421	129 749
11:00	349	316			665	23:00	59	75			134
11:15	344	359			703	23:15	36	60			96
11:30	398	378			776	23:30	43	42			85
11:45	399	1490	393	1446	792 2936	23:45	53	191	58	235	111 426
<b>TOTALS</b>	8209	11990			20199	<b>TOTALS</b>	15882	14434			30316
<b>SPLIT %</b>	40.6%	59.4%			40.0%	<b>SPLIT %</b>	52.4%	47.6%			60.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					24,091	26,424	0	0	50,515
AM Peak Hour	11:30	07:45			07:30	PM Peak Hour	16:30	12:30	16:30
AM Pk Volume	1613	2611			4016	PM Pk Volume	2261	1688	3930
Pk Hr Factor	0.953	0.945			0.932	Pk Hr Factor	0.953	0.930	0.982
7 - 9 Volume	2825	4844	0	0	7669	4 - 6 Volume	4423	3311	0 0 7734
7 - 9 Peak Hour	07:15	07:45			07:30	4 - 6 Peak Hour	16:30	17:00	16:30
7 - 9 Pk Volume	1495	2611	0	0	4016	4 - 6 Pk Volume	2261	1677	0 0 3930
Pk Hr Factor	0.968	0.945	0.000	0.000	0.932	Pk Hr Factor	0.953	0.915	0.000 0.000 0.982

# VOLUME

Zinfandel Dr Bet. White Rock Rd & International Dr

Day: Tuesday  
Date: 9/26/2017

City: Rancho Cordova  
Project #: CA17\_7694\_019

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,407	12,278	0	0	23,685		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	10	18			28	12:00	214	198			412
00:15	13	19			32	12:15	214	201			415
00:30	9	19			28	12:30	196	198			394
00:45	4	36	13	69	17	12:45	193	817	190	787	383
01:00	10	7			17	13:00	196	180			376
01:15	12	8			20	13:15	158	193			351
01:30	13	8			21	13:30	170	200			370
01:45	3	38	5	28	8	13:45	170	694	176	749	346
02:00	4	5			9	14:00	180	160			340
02:15	6	12			18	14:15	192	175			367
02:30	8	4			12	14:30	203	183			386
02:45	5	23	6	27	11	14:45	233	808	186	704	419
03:00	4	8			12	15:00	231	182			413
03:15	5	5			10	15:15	187	244			431
03:30	6	8			14	15:30	237	200			437
03:45	17	32	8	29	25	15:45	182	837	206	832	388
04:00	10	9			19	16:00	228	222			450
04:15	14	6			20	16:15	192	252			444
04:30	24	16			40	16:30	198	227			425
04:45	29	77	28	59	57	16:45	211	829	263	964	474
05:00	31	20			51	17:00	184	286			470
05:15	44	31			75	17:15	222	323			545
05:30	62	31			93	17:30	167	257			424
05:45	83	220	86	168	169	17:45	170	743	264	1130	434
06:00	92	89			181	18:00	201	229			430
06:15	117	100			217	18:15	175	218			393
06:30	160	145			305	18:30	146	195			341
06:45	198	567	165	499	363	18:45	175	697	194	836	369
07:00	229	153			382	19:00	134	184			318
07:15	233	165			398	19:15	114	158			272
07:30	276	231			507	19:30	134	160			294
07:45	232	970	257	806	489	19:45	102	484	143	645	245
08:00	240	255			495	20:00	104	135			239
08:15	202	246			448	20:15	87	125			212
08:30	205	200			405	20:30	72	115			187
08:45	170	817	221	922	391	20:45	65	328	117	492	182
09:00	170	179			349	21:00	72	89			161
09:15	145	151			296	21:15	58	85			143
09:30	143	139			282	21:30	42	86			128
09:45	154	612	145	614	299	21:45	34	206	78	338	112
10:00	153	121			274	22:00	52	63			115
10:15	136	139			275	22:15	41	61			102
10:30	153	158			311	22:30	41	64			105
10:45	148	590	138	556	286	22:45	23	157	14	202	37
11:00	161	148			309	23:00	25	36			61
11:15	172	183			355	23:15	15	34			49
11:30	218	188			406	23:30	15	26			41
11:45	190	741	173	692	363	23:45	29	84	34	130	63
<b>TOTALS</b>	4723	4469			9192	<b>TOTALS</b>	6684	7809			14493
<b>SPLIT %</b>	51.4%	48.6%			38.8%	<b>SPLIT %</b>	46.1%	53.9%			61.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					11,407	12,278	0	0	23,685
AM Peak Hour	07:15	07:30	07:30	PM Peak Hour	14:45	17:00	16:30		
AM Pk Volume	981	989	1939	PM Pk Volume	888	1130	1914		
Pk Hr Factor	0.889	0.962	0.956	Pk Hr Factor	0.937	0.875	0.878		
7 - 9 Volume	1787	1728	3515	4 - 6 Volume	1572	2094	3666		
7 - 9 Peak Hour	07:15	07:30	07:30	4 - 6 Peak Hour	16:00	17:00	16:30		
7 - 9 Pk Volume	981	989	1939	4 - 6 Pk Volume	829	1130	1914		
Pk Hr Factor	0.889	0.962	0.956	Pk Hr Factor	0.909	0.875	0.878		

**VOLUME**

Zinfandel Dr Bet. International Dr &amp; Douglas Rd

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_020

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,493	7,212	0	0	13,705		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	14			19	12:00	85	89			174
00:15	4	8			12	12:15	83	87			170
00:30	3	13			16	12:30	82	74			156
00:45	0	12	8	43	8	12:45	78	328	83	333	661
01:00	3	4			7	13:00	74	76			150
01:15	1	4			5	13:15	64	92			156
01:30	7	10			17	13:30	78	110			188
01:45	1	12	0	18	1	13:45	85	301	97	375	676
02:00	2	1			3	14:00	85	92			177
02:15	3	6			9	14:15	80	102			182
02:30	4	3			7	14:30	108	121			229
02:45	3	12	5	15	8	14:45	104	377	136	451	828
03:00	1	3			4	15:00	82	122			204
03:15	1	1			2	15:15	72	129			201
03:30	2	4			6	15:30	96	150			246
03:45	8	12	6	14	14	15:45	78	328	156	557	885
04:00	9	5			14	16:00	84	201			285
04:15	7	5			12	16:15	73	189			262
04:30	13	7			20	16:30	76	214			290
04:45	21	50	13	30	34	16:45	83	316	244	848	1164
05:00	22	11			33	17:00	124	264			388
05:15	30	17			47	17:15	96	290			386
05:30	50	16			66	17:30	76	216			292
05:45	64	166	27	71	91	17:45	71	367	214	984	1351
06:00	71	29			100	18:00	95	188			283
06:15	93	42			135	18:15	91	164			255
06:30	146	45			191	18:30	65	172			237
06:45	184	494	59	175	243	18:45	88	339	140	664	1003
07:00	203	52			255	19:00	74	130			204
07:15	233	55			288	19:15	90	91			181
07:30	222	59			281	19:30	83	124			207
07:45	249	907	88	254	337	19:45	57	304	93	438	742
08:00	230	90			320	20:00	39	92			131
08:15	192	90			282	20:15	42	81			123
08:30	200	72			272	20:30	37	69			106
08:45	155	777	71	323	226	20:45	29	147	81	323	470
09:00	116	72			188	21:00	31	64			95
09:15	87	69			156	21:15	19	65			84
09:30	77	54			131	21:30	20	69			89
09:45	105	385	55	250	160	21:45	23	93	50	248	341
10:00	86	52			138	22:00	24	43			67
10:15	65	70			135	22:15	17	38			55
10:30	74	71			145	22:30	14	36			50
10:45	81	306	67	260	148	22:45	18	73	25	142	215
11:00	73	57			130	23:00	15	25			40
11:15	80	69			149	23:15	8	19			27
11:30	96	86			182	23:30	10	20			30
11:45	88	337	99	311	187	23:45	17	50	21	85	135
<b>TOTALS</b>	<b>3470</b>	<b>1764</b>			<b>5234</b>	<b>TOTALS</b>	<b>3023</b>	<b>5448</b>			<b>8471</b>
<b>SPLIT %</b>	<b>66.3%</b>	<b>33.7%</b>			<b>38.2%</b>	<b>SPLIT %</b>	<b>35.7%</b>	<b>64.3%</b>			<b>61.8%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					6,493	7,212	0	0	13,705
AM Peak Hour	07:15	11:30			07:15	PM Peak Hour	16:30	16:45	16:45
AM Pk Volume	934	361			1226	PM Pk Volume	379	1014	1393
Pk Hr Factor	0.938	0.912			0.909	Pk Hr Factor	0.764	0.874	0.898
7 - 9 Volume	1684	577	0	0	2261	4 - 6 Volume	683	1832	2515
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:30	16:45	16:45
7 - 9 Pk Volume	934	340	0	0	1226	4 - 6 Pk Volume	379	1014	1393
Pk Hr Factor	0.938	0.944	0.000	0.000	0.909	Pk Hr Factor	0.764	0.874	0.898

**VOLUME**

Sunrise Blvd Bet. US-50 WB Ramps &amp; US-50 EB Ramps

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_021

DAILY TOTALS					NB	SB	EB	WB	Total		
					38,834	28,442	0	0	67,276		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	82	30			112	12:00	658	432			1090
00:15	60	36			96	12:15	628	441			1069
00:30	65	24			89	12:30	665	446			1111
00:45	47	254	19	109	66	12:45	661	2612	442	1761	1103
01:00	46	18			64	13:00	653	460			1113
01:15	41	27			68	13:15	594	466			1060
01:30	50	10			60	13:30	676	432			1108
01:45	24	161	22	77	46	13:45	640	2563	427	1785	1067
02:00	46	18			64	14:00	714	405			1119
02:15	30	19			49	14:15	742	420			1162
02:30	37	24			61	14:30	794	419			1213
02:45	31	144	32	93	63	14:45	771	3021	448	1692	1219
03:00	40	21			61	15:00	806	383			1189
03:15	37	15			52	15:15	768	484			1252
03:30	38	25			63	15:30	786	433			1219
03:45	43	158	44	105	87	15:45	719	3079	452	1752	1171
04:00	50	30			80	16:00	803	415			1218
04:15	57	54			111	16:15	655	426			1081
04:30	59	84			143	16:30	658	386			1044
04:45	63	229	166	334	229	16:45	696	2812	392	1619	1088
05:00	92	134			226	17:00	691	398			1089
05:15	109	179			288	17:15	640	426			1066
05:30	155	305			460	17:30	518	398			916
05:45	225	581	485	1103	710	17:45	611	2460	404	1626	1015
06:00	202	366			568	18:00	686	372			1058
06:15	303	483			786	18:15	671	343			1014
06:30	351	513			864	18:30	641	302			943
06:45	480	1336	641	2003	1121	18:45	555	2553	293	1310	848
07:00	482	552			1034	19:00	497	278			775
07:15	554	573			1127	19:15	496	233			729
07:30	594	597			1191	19:30	436	236			672
07:45	550	2180	707	2429	1257	19:45	399	1828	234	981	633
08:00	574	648			1222	20:00	406	208			614
08:15	604	621			1225	20:15	355	210			565
08:30	623	621			1244	20:30	312	178			490
08:45	565	2366	638	2528	1203	20:45	292	1365	191	787	483
09:00	557	508			1065	21:00	323	154			477
09:15	572	524			1096	21:15	269	167			436
09:30	540	454			994	21:30	234	141			375
09:45	558	2227	444	1930	1002	21:45	229	1055	135	597	364
10:00	510	397			907	22:00	210	114			324
10:15	557	397			954	22:15	192	107			299
10:30	508	408			916	22:30	146	67			213
10:45	537	2112	382	1584	919	22:45	117	665	79	367	196
11:00	620	374			994	23:00	152	71			223
11:15	651	415			1066	23:15	103	52			155
11:30	644	464			1108	23:30	109	27			136
11:45	681	2596	417	1670	1098	23:45	113	477	50	200	163
<b>TOTALS</b>	14344	13965			28309	<b>TOTALS</b>	24490	14477			38967
<b>SPLIT %</b>	50.7%	49.3%			42.1%	<b>SPLIT %</b>	62.8%	37.2%			57.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					38,834	28,442	0	0	67,276
AM Peak Hour	11:15	07:45			07:45	PM Peak Hour	14:30	12:30	14:45
AM Pk Volume	2634	2597			4948	PM Pk Volume	3139	1814	4879
Pk Hr Factor	0.967	0.918			0.984	Pk Hr Factor	0.974	0.973	0.974
7 - 9 Volume	4546	4957	0	0	9503	4 - 6 Volume	5272	3245	8517
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	16:00	17:00	16:00
7 - 9 Pk Volume	2366	2597	0	0	4948	4 - 6 Pk Volume	2812	1626	4431
Pk Hr Factor	0.949	0.918	0.000	0.000	0.984	Pk Hr Factor	0.875	0.954	0.909

**VOLUME**

Sunrise Blvd Bet. US-50 EB Ramps &amp; Folsom Blvd

Day: Tuesday  
Date: 9/26/2017City: Rancho Cordova  
Project #: CA17\_7694\_022

DAILY TOTALS					NB	SB	EB	WB	Total		
					26,082	27,422	0	0	53,504		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	37	32			69	12:00	459	435			894
00:15	27	28			55	12:15	450	485			935
00:30	36	22			58	12:30	493	448			941
00:45	25	125	20	102	45	12:45	463	1865	457	1825	920
01:00	30	18			48	13:00	469	515			984
01:15	27	16			43	13:15	420	465			885
01:30	33	12			45	13:30	504	425			929
01:45	14	104	15	61	29	13:45	396	1789	445	1850	841
02:00	33	8			41	14:00	533	409			942
02:15	19	14			33	14:15	468	420			888
02:30	24	18			42	14:30	557	399			956
02:45	18	94	20	60	38	14:45	550	2108	404	1632	954
03:00	36	15			51	15:00	540	384			924
03:15	22	16			38	15:15	597	413			1010
03:30	27	11			38	15:30	529	446			975
03:45	24	109	40	82	64	15:45	522	2188	412	1655	934
04:00	28	36			64	16:00	536	414			950
04:15	38	54			92	16:15	428	402			830
04:30	43	89			132	16:30	442	356			798
04:45	46	155	162	341	208	16:45	419	1825	398	1570	817
05:00	67	136			203	17:00	452	340			792
05:15	79	167			246	17:15	393	426			819
05:30	92	277			369	17:30	366	361			727
05:45	135	373	447	1027	582	17:45	373	1584	391	1518	764
06:00	154	364			518	18:00	463	317			780
06:15	241	473			714	18:15	416	277			693
06:30	279	478			757	18:30	388	302			690
06:45	328	1002	648	1963	976	18:45	327	1594	252	1148	579
07:00	339	562			901	19:00	309	250			559
07:15	385	558			943	19:15	298	215			513
07:30	444	580			1024	19:30	270	188			458
07:45	367	1535	679	2379	1046	19:45	216	1093	207	860	423
08:00	399	639			1038	20:00	246	164			410
08:15	436	624			1060	20:15	220	163			383
08:30	447	621			1068	20:30	204	136			340
08:45	374	1656	663	2547	1037	20:45	159	829	154	617	313
09:00	374	534			908	21:00	191	138			329
09:15	375	482			857	21:15	138	134			272
09:30	358	446			804	21:30	118	124			242
09:45	394	1501	442	1904	836	21:45	102	549	94	490	196
10:00	388	412			800	22:00	119	96			215
10:15	383	415			798	22:15	114	85			199
10:30	399	360			759	22:30	85	60			145
10:45	370	1540	393	1580	763	22:45	47	365	75	316	122
11:00	429	397			826	23:00	76	57			133
11:15	463	422			885	23:15	44	42			86
11:30	456	471			927	23:30	64	30			94
11:45	504	1852	439	1729	943	23:45	63	247	37	166	100
<b>TOTALS</b>	10046	13775			23821	<b>TOTALS</b>	16036	13647			29683
<b>SPLIT %</b>	42.2%	57.8%			44.5%	<b>SPLIT %</b>	54.0%	46.0%			55.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					26,082	27,422	0	0	53,504
AM Peak Hour	11:45	07:45			07:45	PM Peak Hour	14:30	12:15	15:15
AM Pk Volume	1906	2563			4212	PM Pk Volume	2244	1905	3869
Pk Hr Factor	0.945	0.944			0.986	Pk Hr Factor	0.940	0.925	0.958
7 - 9 Volume	3191	4926	0	0	8117	4 - 6 Volume	3409	3088	0
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	16:00	16:00	0
7 - 9 Pk Volume	1656	2563	0	0	4212	4 - 6 Pk Volume	1825	1570	0
Pk Hr Factor	0.926	0.944	0.000	0.000	0.986	Pk Hr Factor	0.851	0.948	0.000

### VOLUME

Sunrise Blvd Bet. Folsom Blvd & White Rock Rd

Day: Tuesday  
Date: 9/26/2017

City: Rancho Cordova  
Project #: CA17\_7694\_023

DAILY TOTALS						NB	SB	EB	WB	Total	
						19,097	22,141	0	0	41,238	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	22	13			35	12:00	317	370			687
00:15	12	25			37	12:15	360	370			730
00:30	8	10			18	12:30	335	326			661
00:45	9	51	5	53	14	12:45	354	1366	336	1402	690
01:00	13	18			31	13:00	369	335			704
01:15	13	14			27	13:15	334	375			709
01:30	18	26			44	13:30	360	361			721
01:45	8	52	18	76	26	13:45	333	1396	348	1419	681
02:00	12	7			19	14:00	343	287			630
02:15	10	11			21	14:15	347	300			647
02:30	13	18			31	14:30	424	302			726
02:45	12	47	8	44	20	14:45	375	1489	357	1246	732
03:00	13	15			28	15:00	374	305			679
03:15	10	19			29	15:15	346	321			667
03:30	16	15			31	15:30	448	371			819
03:45	15	54	30	79	45	15:45	356	1524	383	1380	739
04:00	21	25			46	16:00	364	347			711
04:15	29	41			70	16:15	321	398			719
04:30	40	45			85	16:30	408	383			791
04:45	53	143	144	255	197	16:45	302	1395	376	1504	678
05:00	49	122			171	17:00	338	360			698
05:15	65	158			223	17:15	340	378			718
05:30	101	276			377	17:30	316	337			653
05:45	142	357	441	997	583	17:45	285	1279	327	1402	612
06:00	164	299			463	18:00	309	252			561
06:15	234	388			622	18:15	263	233			496
06:30	248	386			634	18:30	253	231			484
06:45	306	952	399	1472	705	18:45	210	1035	232	948	442
07:00	318	360			678	19:00	218	197			415
07:15	311	388			699	19:15	196	158			354
07:30	379	442			821	19:30	167	161			328
07:45	363	1371	434	1624	797	19:45	131	712	146	662	277
08:00	361	507			868	20:00	122	151			273
08:15	349	470			819	20:15	109	135			244
08:30	354	417			771	20:30	109	152			261
08:45	347	1411	403	1797	750	20:45	79	419	97	535	176
09:00	292	340			632	21:00	82	107			189
09:15	253	422			675	21:15	54	97			151
09:30	257	373			630	21:30	52	107			159
09:45	251	1053	347	1482	598	21:45	47	235	87	398	134
10:00	307	403			710	22:00	60	68			128
10:15	279	403			682	22:15	52	59			111
10:30	279	358			637	22:30	50	64			114
10:45	274	1139	337	1501	611	22:45	27	189	52	243	79
11:00	318	355			673	23:00	43	30			73
11:15	315	406			721	23:15	21	26			47
11:30	328	394			722	23:30	18	20			38
11:45	357	1318	375	1530	732	23:45	28	110	16	92	44
<b>TOTALS</b>	<b>7948</b>	<b>10910</b>			<b>18858</b>	<b>TOTALS</b>	<b>11149</b>	<b>11231</b>			<b>22380</b>
<b>SPLIT %</b>	<b>42.1%</b>	<b>57.9%</b>			<b>45.7%</b>	<b>SPLIT %</b>	<b>49.8%</b>	<b>50.2%</b>			<b>54.3%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						19,097	22,141	0	0	41,238

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	14:45	16:15			15:30
AM Pk Volume	1452	1853			3305	PM Pk Volume	1543	1517			2988
Pk Hr Factor	0.958	0.914			0.952	Pk Hr Factor	0.861	0.953			0.912
7 - 9 Volume	2782	3421	0	0	6203	4 - 6 Volume	2674	2906	0	0	5580
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	1452	1853	0	0	3305	4 - 6 Pk Volume	1395	1517	0	0	2899
Pk Hr Factor	0.958	0.914	0.000	0.000	0.952	Pk Hr Factor	0.855	0.953	0.000	0.000	0.916



### VOLUME

Sunrise Blvd Bet. White Rock Rd & Douglas Rd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_024

DAILY TOTALS					NB	SB	EB	WB	Total		
					15,708	15,233	0	0	30,941		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	19			33	12:00	274	191			465
00:15	12	23			35	12:15	216	252			468
00:30	4	9			13	12:30	252	212			464
00:45	10	40	17	68	27 108	12:45	248	990	252	907	500 1897
01:00	6	11			17	13:00	250	223			473
01:15	8	8			16	13:15	234	232			466
01:30	11	10			21	13:30	255	271			526
01:45	11	36	11	40	22 76	13:45	236	975	258	984	494 1959
02:00	4	8			12	14:00	268	265			533
02:15	5	4			9	14:15	220	274			494
02:30	4	7			11	14:30	273	241			514
02:45	4	17	8	27	12 44	14:45	225	986	259	1039	484 2025
03:00	12	10			22	15:00	232	276			508
03:15	7	13			20	15:15	213	274			487
03:30	13	3			16	15:30	254	362			616
03:45	20	52	14	40	34 92	15:45	238	937	354	1266	592 2203
04:00	19	11			30	16:00	220	399			619
04:15	31	15			46	16:15	230	377			607
04:30	45	14			59	16:30	267	443			710
04:45	57	152	28	68	85 220	16:45	226	943	418	1637	644 2580
05:00	57	49			106	17:00	316	468			784
05:15	81	59			140	17:15	247	453			700
05:30	117	78			195	17:30	207	379			586
05:45	157	412	109	295	266 707	17:45	232	1002	350	1650	582 2652
06:00	140	118			258	18:00	175	288			463
06:15	207	130			337	18:15	191	286			477
06:30	230	124			354	18:30	194	233			427
06:45	359	936	116	488	475 1424	18:45	164	724	227	1034	391 1758
07:00	366	141			507	19:00	136	212			348
07:15	398	146			544	19:15	127	165			292
07:30	489	169			658	19:30	158	196			354
07:45	458	1711	176	632	634 2343	19:45	94	515	179	752	273 1267
08:00	401	195			596	20:00	104	177			281
08:15	409	209			618	20:15	105	133			238
08:30	358	180			538	20:30	91	130			221
08:45	349	1517	201	785	550 2302	20:45	89	389	143	583	232 972
09:00	312	205			517	21:00	84	135			219
09:15	229	156			385	21:15	70	117			187
09:30	248	157			405	21:30	61	83			144
09:45	265	1054	187	705	452 1759	21:45	46	261	65	400	111 661
10:00	222	180			402	22:00	43	71			114
10:15	241	179			420	22:15	46	69			115
10:30	190	152			342	22:30	28	64			92
10:45	212	865	164	675	376 1540	22:45	28	145	48	252	76 397
11:00	210	174			384	23:00	24	39			63
11:15	258	163			421	23:15	17	32			49
11:30	255	172			427	23:30	14	37			51
11:45	254	977	264	773	518 1750	23:45	17	72	25	133	42 205
<b>TOTALS</b>	<b>7769</b>	<b>4596</b>			<b>12365</b>	<b>TOTALS</b>	<b>7939</b>	<b>10637</b>			<b>18576</b>
<b>SPLIT %</b>	<b>62.8%</b>	<b>37.2%</b>			<b>40.0%</b>	<b>SPLIT %</b>	<b>42.7%</b>	<b>57.3%</b>			<b>60.0%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					15,708	15,233	0	0	30,941

AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	1757	919			2506	PM Pk Volume	1056	1782			2838
Pk Hr Factor	0.898	0.870			0.952	Pk Hr Factor	0.835	0.952			0.905
7 - 9 Volume	3228	1417	0	0	4645	4 - 6 Volume	1945	3287	0	0	5232
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	1757	785	0	0	2506	4 - 6 Pk Volume	1056	1782	0	0	2838
Pk Hr Factor	0.898	0.939	0.000	0.000	0.952	Pk Hr Factor	0.835	0.952	0.000	0.000	0.905

**VOLUME**

Sunrise Blvd Bet. Douglas Rd &amp; Jackson Rd/SR-16

Day: Thursday  
Date: 9/28/2017City: Rancho Cordova  
Project #: CA17\_7694\_025

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,849	11,786	0	0	22,635		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	10	15			25	12:00	122	136			258
00:15	14	14			28	12:15	133	143			276
00:30	5	7			12	12:30	133	155			288
00:45	10	39	8	44	18	12:45	163	551	159	593	322
01:00	3	8			11	13:00	112	169			281
01:15	9	10			19	13:15	146	146			292
01:30	5	15			20	13:30	128	155			283
01:45	9	26	5	38	14	13:45	139	525	187	657	326
02:00	4	9			13	14:00	138	182			320
02:15	8	7			15	14:15	139	183			322
02:30	2	1			3	14:30	169	258			427
02:45	4	18	8	25	12	14:45	144	590	257	880	401
03:00	2	12			14	15:00	145	247			392
03:15	6	5			11	15:15	155	237			392
03:30	18	8			26	15:30	164	308			472
03:45	11	37	10	35	21	15:45	186	650	307	1099	493
04:00	11	14			25	16:00	145	332			477
04:15	18	15			33	16:15	162	358			520
04:30	35	16			51	16:30	129	361			490
04:45	35	99	16	61	51	16:45	151	587	405	1456	556
05:00	50	37			87	17:00	149	387			536
05:15	76	55			131	17:15	126	420			546
05:30	127	60			187	17:30	180	346			526
05:45	155	408	63	215	218	17:45	131	586	287	1440	418
06:00	131	78			209	18:00	116	265			381
06:15	218	114			332	18:15	144	208			352
06:30	248	121			369	18:30	103	212			315
06:45	330	927	109	422	439	18:45	90	453	179	864	269
07:00	328	124			452	19:00	78	163			241
07:15	362	152			514	19:15	90	112			202
07:30	405	166			571	19:30	92	97			189
07:45	390	1485	133	575	523	19:45	61	321	101	473	162
08:00	342	171			513	20:00	57	87			144
08:15	336	175			511	20:15	51	82			133
08:30	267	125			392	20:30	47	82			129
08:45	263	1208	141	612	404	20:45	60	215	79	330	139
09:00	218	132			350	21:00	43	91			134
09:15	181	145			326	21:15	42	61			103
09:30	159	128			287	21:30	34	60			94
09:45	153	711	129	534	282	21:45	29	148	45	257	74
10:00	151	116			267	22:00	37	47			84
10:15	148	107			255	22:15	31	30			61
10:30	112	136			248	22:30	18	42			60
10:45	140	551	118	477	258	22:45	15	101	23	142	38
11:00	153	98			251	23:00	14	24			38
11:15	111	116			227	23:15	14	18			32
11:30	157	116			273	23:30	5	15			20
11:45	140	561	151	481	291	23:45	19	52	19	76	38
<b>TOTALS</b>	<b>6070</b>	<b>3519</b>			<b>9589</b>	<b>TOTALS</b>	<b>4779</b>	<b>8267</b>			<b>13046</b>
<b>SPLIT %</b>	<b>63.3%</b>	<b>36.7%</b>			<b>42.4%</b>	<b>SPLIT %</b>	<b>36.6%</b>	<b>63.4%</b>			<b>57.6%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					10,849	11,786	0	0	22,635
AM Peak Hour	07:15	07:30			07:15	PM Peak Hour	15:30	16:30	16:45
AM Pk Volume	1499	645			2121	PM Pk Volume	657	1573	2164
Pk Hr Factor	0.925	0.921			0.929	Pk Hr Factor	0.883	0.936	0.973
7 - 9 Volume	2693	1187	0	0	3880	4 - 6 Volume	1173	2896	4069
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	1499	645	0	0	2121	4 - 6 Pk Volume	606	1573	2164
Pk Hr Factor	0.925	0.921	0.000	0.000	0.929	Pk Hr Factor	0.842	0.936	0.973

**VOLUME**

Sunrise Blvd Bet. Jackson Rd/SR-16 &amp; Grant Line Rd

Day: Thursday  
Date: 9/28/2017City: Sloughhouse  
Project #: CA17\_7694\_026

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,396	6,352	0	0	11,748		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	9	12			21	12:00	51	69			120
00:15	8	6			14	12:15	54	53			107
00:30	2	5			7	12:30	50	63			113
00:45	5	24	2	25	7	12:45	63	218	66	251	129
01:00	4	5			9	13:00	53	81			134
01:15	3	6			9	13:15	57	68			125
01:30	2	5			7	13:30	68	75			143
01:45	5	14	6	22	11	13:45	40	218	89	313	129
02:00	2	4			6	14:00	67	96			163
02:15	4	2			6	14:15	63	96			159
02:30	3	2			5	14:30	57	140			197
02:45	3	12	7	15	10	14:45	56	243	164	496	220
03:00	1	9			10	15:00	70	143			213
03:15	5	3			8	15:15	82	141			223
03:30	10	3			13	15:30	89	162			251
03:45	7	23	11	26	18	15:45	93	334	189	635	282
04:00	8	10			18	16:00	66	183			249
04:15	8	9			17	16:15	92	209			301
04:30	21	7			28	16:30	66	219			285
04:45	19	56	11	37	30	16:45	76	300	206	817	282
05:00	33	9			42	17:00	81	202			283
05:15	40	29			69	17:15	76	218			294
05:30	84	25			109	17:30	81	210			291
05:45	80	237	28	91	108	17:45	75	313	221	851	296
06:00	91	40			131	18:00	49	156			205
06:15	135	60			195	18:15	59	137			196
06:30	161	61			222	18:30	54	90			144
06:45	141	528	77	238	218	18:45	23	185	101	484	124
07:00	184	87			271	19:00	33	66			99
07:15	209	105			314	19:15	45	54			99
07:30	189	116			305	19:30	41	47			88
07:45	194	776	81	389	275	19:45	49	168	34	201	83
08:00	162	100			262	20:00	20	29			49
08:15	186	149			335	20:15	32	42			74
08:30	146	95			241	20:30	25	40			65
08:45	152	646	60	404	212	20:45	23	100	25	136	48
09:00	107	71			178	21:00	21	32			53
09:15	105	80			185	21:15	24	26			50
09:30	77	67			144	21:30	22	26			48
09:45	65	354	69	287	134	21:45	21	88	23	107	44
10:00	69	61			130	22:00	23	18			41
10:15	58	42			100	22:15	18	19			37
10:30	48	62			110	22:30	10	16			26
10:45	56	231	41	206	97	22:45	14	65	11	64	25
11:00	48	53			101	23:00	9	16			25
11:15	50	54			104	23:15	8	5			13
11:30	66	53			119	23:30	4	3			7
11:45	65	229	66	226	131	23:45	13	34	7	31	20
<b>TOTALS</b>	<b>3130</b>	<b>1966</b>			<b>5096</b>	<b>TOTALS</b>	<b>2266</b>	<b>4386</b>			<b>6652</b>
<b>SPLIT %</b>	<b>61.4%</b>	<b>38.6%</b>			<b>43.4%</b>	<b>SPLIT %</b>	<b>34.1%</b>	<b>65.9%</b>			<b>56.6%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,396	6,352	0	0	11,748		
AM Peak Hour	07:00	07:30		07:30	PM Peak Hour	15:30	17:00		17:00		
AM Pk Volume	776	446		1177	PM Pk Volume	340	851		1164		
Pk Hr Factor	0.928	0.748		0.878	Pk Hr Factor	0.914	0.963		0.983		
7 - 9 Volume	1422	793	0	0	2215	4 - 6 Volume	613	1668	0	0	2281
7 - 9 Peak Hour	07:00	07:30		07:30	4 - 6 Peak Hour	16:15	17:00				17:00
7 - 9 Pk Volume	776	446	0	0	1177	4 - 6 Pk Volume	315	851	0	0	1164
Pk Hr Factor	0.928	0.748	0.000	0.000	0.878	Pk Hr Factor	0.856	0.963	0.000	0.000	0.983

### VOLUME

Grant Line Rd Bet. White Rock Rd & Douglas Rd

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_027

DAILY TOTALS						NB	SB	EB	WB	Total	
						6,841	5,963	0	0	12,804	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	5			9	12:00	85	76			161
00:15	4	3			7	12:15	80	104			184
00:30	2	6			8	12:30	101	56			157
00:45	7	17	2	16	9	12:45	87	353	78	314	667
01:00	4	4			8	13:00	98	81			179
01:15	3	3			6	13:15	99	90			189
01:30	1	3			4	13:30	111	74			185
01:45	5	13	2	12	7	13:45	97	405	95	340	745
02:00	5	1			6	14:00	97	100			197
02:15	2	4			6	14:15	89	93			182
02:30	4	3			7	14:30	89	98			187
02:45	1	12	3	11	4	14:45	112	387	98	389	776
03:00	0	2			2	15:00	107	108			215
03:15	2	6			8	15:15	105	133			238
03:30	1	6			7	15:30	98	156			254
03:45	2	5	3	17	5	15:45	125	435	166	563	998
04:00	3	2			5	16:00	110	155			265
04:15	8	8			16	16:15	129	174			303
04:30	15	12			27	16:30	148	176			324
04:45	12	38	12	34	24	16:45	145	532	149	654	1186
05:00	17	22			39	17:00	147	167			314
05:15	33	24			57	17:15	150	197			347
05:30	50	29			79	17:30	129	148			277
05:45	45	145	35	110	80	17:45	132	558	151	663	1221
06:00	68	57			125	18:00	98	104			202
06:15	98	56			154	18:15	99	122			221
06:30	92	63			155	18:30	75	67			142
06:45	129	387	94	270	223	18:45	76	348	60	353	701
07:00	154	105			259	19:00	65	60			125
07:15	192	102			294	19:15	51	60			111
07:30	193	114			307	19:30	35	44			79
07:45	225	764	109	430	334	19:45	30	181	57	221	402
08:00	202	102			304	20:00	31	43			74
08:15	196	89			285	20:15	26	43			69
08:30	187	86			273	20:30	28	36			64
08:45	168	753	87	364	255	20:45	28	113	30	152	265
09:00	139	76			215	21:00	26	35			61
09:15	128	73			201	21:15	19	37			56
09:30	98	65			163	21:30	24	23			47
09:45	120	485	76	290	196	21:45	16	85	23	118	203
10:00	112	74			186	22:00	16	24			40
10:15	114	67			181	22:15	16	20			36
10:30	119	52			171	22:30	9	18			27
10:45	75	420	62	255	137	22:45	10	51	19	81	132
11:00	70	74			144	23:00	10	9			19
11:15	69	61			130	23:15	8	10			18
11:30	101	63			164	23:30	8	2			10
11:45	83	323	83	281	166	23:45	5	31	4	25	56
<b>TOTALS</b>	<b>3362</b>	<b>2090</b>			<b>5452</b>	<b>TOTALS</b>	<b>3479</b>	<b>3873</b>			<b>7352</b>
<b>SPLIT %</b>	<b>61.7%</b>	<b>38.3%</b>			<b>42.6%</b>	<b>SPLIT %</b>	<b>47.3%</b>	<b>52.7%</b>			<b>57.4%</b>

DAILY TOTALS						NB	SB	EB	WB	Total	
						6,841	5,963	0	0	12,804	
AM Peak Hour	07:30	07:00			07:15	PM Peak Hour	16:30	16:30		16:30	
AM Pk Volume	816	430			1239	PM Pk Volume	590	689		1279	
Pk Hr Factor	0.907	0.943			0.927	Pk Hr Factor	0.983	0.874		0.921	
7 - 9 Volume	1517	794	0	0	2311	4 - 6 Volume	1090	1317	0	0	2407
7 - 9 Peak Hour	07:30	07:00			07:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	816	430	0	0	1239	4 - 6 Pk Volume	590	689	0	0	1279
Pk Hr Factor	0.907	0.943	0.000	0.000	0.927	Pk Hr Factor	0.983	0.874	0.000	0.000	0.921

### VOLUME

Grant Line Rd Bet. Douglas Rd & Jackson Rd/SR-16

Day: Thursday  
Date: 9/28/2017

City: Rancho Cordova  
Project #: CA17\_7694\_028

DAILY TOTALS					NB	SB	EB	WB	Total
					4,555	3,969	0	0	8,524

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	2			5	12:00	45	50			95	
00:15	3	3			6	12:15	49	48			97	
00:30	1	2			3	12:30	50	31			81	
00:45	8	15	2	9	10	12:45	50	194	42	171	92	365
01:00	2	1			3	13:00	47	46			93	
01:15	3	4			7	13:15	69	51			120	
01:30	3	2			5	13:30	65	41			106	
01:45	4	12	2	9	6	13:45	46	227	49	187	95	414
02:00	4	1			5	14:00	46	46			92	
02:15	2	2			4	14:15	46	63			109	
02:30	2	3			5	14:30	60	53			113	
02:45	1	9	2	8	3	14:45	60	212	75	237	135	449
03:00	1	1			2	15:00	65	81			146	
03:15	1	4			5	15:15	59	102			161	
03:30	2	1			3	15:30	77	109			186	
03:45	1	5	2	8	3	15:45	84	285	127	419	211	704
04:00	4	1			5	16:00	92	114			206	
04:15	11	5			16	16:15	100	162			262	
04:30	10	6			16	16:30	109	154			263	
04:45	13	38	8	20	21	16:45	88	389	140	570	228	959
05:00	21	6			27	17:00	107	134			241	
05:15	36	14			50	17:15	103	190			293	
05:30	39	22			61	17:30	96	152			248	
05:45	45	141	24	66	69	17:45	93	399	117	593	210	992
06:00	59	32			91	18:00	65	89			154	
06:15	75	44			119	18:15	73	80			153	
06:30	85	35			120	18:30	56	53			109	
06:45	112	331	52	163	164	18:45	54	248	43	265	97	513
07:00	114	77			191	19:00	43	38			81	
07:15	117	96			213	19:15	36	34			70	
07:30	161	63			224	19:30	26	24			50	
07:45	166	558	58	294	224	19:45	19	124	25	121	44	245
08:00	129	76			205	20:00	18	16			34	
08:15	127	64			191	20:15	23	18			41	
08:30	113	62			175	20:30	25	18			43	
08:45	99	468	41	243	140	20:45	20	86	19	71	39	157
09:00	82	35			117	21:00	20	11			31	
09:15	75	41			116	21:15	17	16			33	
09:30	61	38			99	21:30	22	12			34	
09:45	68	286	33	147	101	21:45	10	69	11	50	21	119
10:00	70	42			112	22:00	16	15			31	
10:15	50	39			89	22:15	11	7			18	
10:30	41	27			68	22:30	4	3			7	
10:45	48	209	30	138	78	22:45	12	43	9	34	21	77
11:00	42	38			80	23:00	6	7			13	
11:15	44	30			74	23:15	7	4			11	
11:30	55	37			92	23:30	4	3			7	
11:45	46	187	24	129	70	23:45	3	20	3	17	6	37
<b>TOTALS</b>	<b>2259</b>	<b>1234</b>			<b>3493</b>	<b>TOTALS</b>	<b>2296</b>	<b>2735</b>			<b>5031</b>	
<b>SPLIT %</b>	<b>64.7%</b>	<b>35.3%</b>			<b>41.0%</b>	<b>SPLIT %</b>	<b>45.6%</b>	<b>54.4%</b>			<b>59.0%</b>	

DAILY TOTALS					NB	SB	EB	WB	Total
					4,555	3,969	0	0	8,524

AM Peak Hour	07:30	07:00			07:15	PM Peak Hour	16:30	16:30			16:30
AM Pk Volume	583	294			866	PM Pk Volume	407	618			1025
Pk Hr Factor	0.878	0.766			0.967	Pk Hr Factor	0.933	0.813			0.875
7 - 9 Volume	1026	537	0	0	1563	4 - 6 Volume	788	1163	0	0	1951
7 - 9 Peak Hour	07:30	07:00			07:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	583	294	0	0	866	4 - 6 Pk Volume	407	618	0	0	1025
Pk Hr Factor	0.878	0.766	0.000	0.000	0.967	Pk Hr Factor	0.933	0.813	0.000	0.000	0.875

### VOLUME

Grant Line Rd Bet. Jackson Rd/SR-16 & Sunrise Blvd

Day: Thursday  
Date: 9/28/2017

City: Sloughhouse  
Project #: CA17\_7694\_029

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,061	3,684	0	0	7,745		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	4			8	12:00	39	38			77
00:15	4	3			7	12:15	41	48			89
00:30	2	5			7	12:30	41	36			77
00:45	8	18	3	15	11	12:45	40	161	49	171	89
01:00	3	1			4	13:00	45	49			94
01:15	3	4			7	13:15	53	44			97
01:30	3	1			4	13:30	44	37			81
01:45	6	15	3	9	9	13:45	61	203	47	177	108
02:00	1	3			4	14:00	45	51			96
02:15	2	1			3	14:15	46	56			102
02:30	2	3			5	14:30	49	65			114
02:45	2	7	2	9	4	14:45	54	194	72	244	126
03:00	1	2			3	15:00	69	66			135
03:15	1	3			4	15:15	49	64			113
03:30	1	0			1	15:30	87	102			189
03:45	1	4	4	9	5	15:45	90	295	91	323	181
04:00	4	4			8	16:00	79	112			191
04:15	13	6			19	16:15	101	86			187
04:30	18	4			22	16:30	93	112			205
04:45	10	45	13	27	23	16:45	84	357	98	408	182
05:00	22	10			32	17:00	97	119			216
05:15	38	13			51	17:15	76	111			187
05:30	38	21			59	17:30	81	115			196
05:45	48	146	26	70	74	17:45	83	337	75	420	158
06:00	55	28			83	18:00	60	89			149
06:15	67	48			115	18:15	76	67			143
06:30	72	46			118	18:30	56	60			116
06:45	85	279	54	176	139	18:45	70	262	40	256	110
07:00	106	67			173	19:00	50	35			85
07:15	96	89			185	19:15	37	32			69
07:30	104	71			175	19:30	33	25			58
07:45	106	412	79	306	185	19:45	38	158	27	119	65
08:00	73	84			157	20:00	29	19			48
08:15	90	92			182	20:15	26	17			43
08:30	93	56			149	20:30	27	23			50
08:45	74	330	46	278	120	20:45	27	109	19	78	46
09:00	76	45			121	21:00	22	14			36
09:15	64	49			113	21:15	23	17			40
09:30	61	47			108	21:30	17	14			31
09:45	70	271	43	184	113	21:45	14	76	14	59	28
10:00	58	44			102	22:00	12	12			24
10:15	38	34			72	22:15	11	11			22
10:30	46	36			82	22:30	10	10			20
10:45	41	183	25	139	66	22:45	9	42	10	43	19
11:00	33	39			72	23:00	5	8			13
11:15	31	34			65	23:15	6	8			14
11:30	35	36			71	23:30	5	4			9
11:45	38	137	30	139	68	23:45	4	20	5	25	9
<b>TOTALS</b>	<b>1847</b>	<b>1361</b>			<b>3208</b>	<b>TOTALS</b>	<b>2214</b>	<b>2323</b>			<b>4537</b>
<b>SPLIT %</b>	<b>57.6%</b>	<b>42.4%</b>			<b>41.4%</b>	<b>SPLIT %</b>	<b>48.8%</b>	<b>51.2%</b>			<b>58.6%</b>






















DAILY TOTALS					NB	SB	EB	WB	Total		
					4,061	3,684	0	0	7,745		
AM Peak Hour	07:00	07:30			07:00	PM Peak Hour	16:15	16:45			16:15
AM Pk Volume	412	326			718	PM Pk Volume	375	443			790
Pk Hr Factor	0.972	0.886			0.970	Pk Hr Factor	0.928	0.931			0.914
7 - 9 Volume	742	584	0	0	1326	4 - 6 Volume	694	828	0	0	1522
7 - 9 Peak Hour	07:00	07:30			07:00	4 - 6 Peak Hour	16:15	16:45			16:15
7 - 9 Pk Volume	412	326	0	0	718	4 - 6 Pk Volume	375	443	0	0	790
Pk Hr Factor	0.972	0.886	0.000	0.000	0.970	Pk Hr Factor	0.928	0.931	0.000	0.000	0.914

## Appendix B

*Analysis Worksheets for  
Existing (2017) Conditions*

Jaeger Ranch  
1: Bradshaw Rd & Jackson Rd/SR-16

Existing Conditions  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	311	249	90	15	319	127	1	190	1644	23	8	61
Future Volume (veh/h)	311	249	90	15	319	127	1	190	1644	23	8	61
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1900		1863
Adj Flow Rate, veh/h	362	290	105	16	351	140		216	1868	26		67
Adj No. of Lanes	1	1	1	1	1	1		1	2	0		1
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91		0.88	0.88	0.88		0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	289	659	560	19	376	319		230	1487	21		85
Arrive On Green	0.16	0.35	0.35	0.01	0.20	0.20		0.13	0.42	0.42		0.05
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583		1774	3573	50		1774
Grp Volume(v), veh/h	362	290	105	16	351	140		216	923	971		67
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583		1774	1770	1853		1774
Q Serve(g_s), s	24.5	17.9	6.9	1.4	27.9	11.7		18.2	62.6	62.6		5.6
Cycle Q Clear(g_c), s	24.5	17.9	6.9	1.4	27.9	11.7		18.2	62.6	62.6		5.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		0.03		1.00
Lane Grp Cap(c), veh/h	289	659	560	19	376	319		230	736	771		85
V/C Ratio(X)	1.25	0.44	0.19	0.83	0.93	0.44		0.94	1.25	1.26		0.79
Avail Cap(c_a), veh/h	289	659	560	230	404	343		230	736	771		289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	63.0	37.2	33.7	74.3	59.1	52.6		64.9	43.9	43.9		70.9
Incr Delay (d2), s/veh	139.1	0.2	0.1	26.8	27.0	0.4		42.3	125.1	127.2		6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	23.1	9.3	3.0	0.8	17.2	5.1		11.6	56.1	59.1		2.9
LnGrp Delay(d),s/veh	202.1	37.4	33.7	101.0	86.1	52.9		107.2	169.0	171.1		76.8
LnGrp LOS	F	D	C	F	F	D		F	F	F		E
Approach Vol, veh/h		757			507				2110			
Approach Delay, s/veh		115.6			77.4				163.7			
Approach LOS		F			E				F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	57.7	30.0	37.7	12.7	70.0	7.1	60.6				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	19.5	62.6	24.5	32.6	24.5	62.6	19.5	* 33				
Max Q Clear Time (g_c+I1), s	20.2	27.0	26.5	29.9	7.6	64.6	3.4	19.9				
Green Ext Time (p_c), s	0.0	9.0	0.0	0.5	0.1	0.0	0.0	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			122.2									
HCM 2010 LOS			F									
<b>Notes</b>												





Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	643	294
Future Volume (veh/h)	643	294
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	707	0
Adj No. of Lanes	2	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	1183	529
Arrive On Green	0.33	0.00
Sat Flow, veh/h	3539	1583
Grp Volume(v), veh/h	707	0
Grp Sat Flow(s),veh/h/ln	1770	1583
Q Serve(g_s), s	25.0	0.0
Cycle Q Clear(g_c), s	25.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1183	529
V/C Ratio(X)	0.60	0.00
Avail Cap(c_a), veh/h	1473	659
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	0.00
Uniform Delay (d), s/veh	41.6	0.0
Incr Delay (d2), s/veh	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0
LnGrp Delay(d),s/veh	42.0	0.0
LnGrp LOS	D	
Approach Vol, veh/h	774	
Approach Delay, s/veh	45.0	
Approach LOS	D	
Timer		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	217	21	115	372	7	67	625	126	4	75	47
Future Volume (veh/h)	45	217	21	115	372	7	67	625	126	4	75	47
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	278	27	129	418	8	73	679	137	5	88	55
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.89	0.89	0.89	0.92	0.92	0.92	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	705	68	165	953	18	93	539	109	65	367	230
Arrive On Green	0.04	0.22	0.22	0.09	0.27	0.27	0.05	0.36	0.36	0.04	0.34	0.34
Sat Flow, veh/h	1774	3262	314	1774	3552	68	1774	1505	304	1774	1073	671
Grp Volume(v), veh/h	58	150	155	129	208	218	73	0	816	5	0	143
Grp Sat Flow(s),veh/h/ln	1774	1770	1807	1774	1770	1851	1774	0	1809	1774	0	1744
Q Serve(g_s), s	1.9	4.2	4.2	4.1	5.6	5.6	2.3	0.0	20.5	0.2	0.0	3.4
Cycle Q Clear(g_c), s	1.9	4.2	4.2	4.1	5.6	5.6	2.3	0.0	20.5	0.2	0.0	3.4
Prop In Lane	1.00		0.17	1.00		0.04	1.00		0.17	1.00		0.38
Lane Grp Cap(c), veh/h	72	382	391	165	475	497	93	0	647	65	0	597
V/C Ratio(X)	0.80	0.39	0.40	0.78	0.44	0.44	0.79	0.00	1.26	0.08	0.00	0.24
Avail Cap(c_a), veh/h	341	1714	1750	341	1714	1793	341	0	647	341	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	19.2	19.3	25.4	17.4	17.4	26.8	0.0	18.4	26.7	0.0	13.5
Incr Delay (d2), s/veh	7.5	0.9	0.9	3.0	0.9	0.9	5.5	0.0	129.5	0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	2.2	2.1	2.8	3.0	1.3	0.0	33.4	0.1	0.0	1.7
LnGrp Delay(d),s/veh	34.7	20.2	20.2	28.5	18.3	18.3	32.3	0.0	147.9	26.9	0.0	14.5
LnGrp LOS	C	C	C	C	B	B	C		F	C		B
Approach Vol, veh/h		363			555			889				148
Approach Delay, s/veh		22.5			20.6			138.5				14.9
Approach LOS		C			C			F				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	19.9	7.0	24.1	9.3	16.9	6.1	25.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	11.0	55.5	11.0	20.5	11.0	55.5	11.0	20.5				
Max Q Clear Time (g_c+I1), s	3.9	7.6	4.3	5.4	6.1	6.2	2.2	22.5				
Green Ext Time (p_c), s	0.0	6.2	0.0	12.4	0.0	6.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				74.1								
HCM 2010 LOS				E								
<b>Notes</b>												

Intersection
























Int Delay, s/veh 17.2



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Vol, veh/h	59	321	4	5	449	1	9	142	31	0	2	12
Future Vol, veh/h	59	321	4	5	449	1	9	142	31	0	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	350	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	353	4	5	488	1	13	203	44	0	3	17












Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	489	0	0	357
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1074	-	-	1202
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1074	-	-	1202
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	75.7	12.7
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	230	689	1074	-	-	1202	-	-	232	579
HCM Lane V/C Ratio	0.938	0.064	0.06	-	-	0.005	-	-	0.012	0.03
HCM Control Delay (s)	89.1	10.6	8.6	-	-	8	-	-	20.7	11.4
HCM Lane LOS	F	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	8.1	0.2	0.2	-	-	0	-	-	0	0.1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	181	3	21	403	291	7	745	16	126	408	104
Future Volume (veh/h)	110	181	3	21	403	291	7	745	16	126	408	104
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	121	199	3	23	433	313	8	837	18	134	434	111
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	552	469	29	432	367	37	807	17	157	953	938
Arrive On Green	0.08	0.30	0.30	0.02	0.23	0.23	0.02	0.44	0.44	0.09	0.51	0.51
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1817	39	1774	1863	1583
Grp Volume(v), veh/h	121	199	3	23	433	313	8	0	855	134	434	111
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1856	1774	1863	1583
Q Serve(g_s), s	9.6	12.1	0.2	1.9	33.2	27.1	0.6	0.0	63.6	10.7	21.3	4.4
Cycle Q Clear(g_c), s	9.6	12.1	0.2	1.9	33.2	27.1	0.6	0.0	63.6	10.7	21.3	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	143	552	469	29	432	367	37	0	824	157	953	938
V/C Ratio(X)	0.84	0.36	0.01	0.80	1.00	0.85	0.22	0.00	1.04	0.85	0.46	0.12
Avail Cap(c_a), veh/h	254	552	469	254	432	367	254	0	824	303	953	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	39.7	35.5	70.3	55.0	52.7	69.0	0.0	39.8	64.4	22.3	12.8
Incr Delay (d2), s/veh	5.1	0.1	0.0	17.2	44.1	16.6	1.1	0.0	41.6	4.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	6.2	0.1	1.0	22.3	13.5	0.3	0.0	42.0	5.5	10.9	1.9
LnGrp Delay(d),s/veh	70.1	39.9	35.5	87.5	99.1	69.3	70.0	0.0	81.4	69.3	22.4	12.8
LnGrp LOS	E	D	D	F	F	E	E		F	E	C	B
Approach Vol, veh/h		323			769			863			679	
Approach Delay, s/veh		51.1			86.6			81.3			30.1	
Approach LOS		D			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	40.0	7.5	79.7	6.8	49.3	17.2	70.0				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	20.5	33.2	20.5	* 64	20.5	33.2	24.5	63.6				
Max Q Clear Time (g_c+I1), s	11.6	35.2	2.6	23.3	3.9	14.1	12.7	65.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.4	0.0	2.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			66.0									
HCM 2010 LOS			E									
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	278	0	66	693	66	3	353	25	22	261	30
Future Volume (veh/h)	38	278	0	66	693	66	3	353	25	22	261	30
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	316	0	74	779	74	3	380	27	25	293	34
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	674	0	92	640	61	3	392	28	27	311	36
Arrive On Green	0.03	0.36	0.00	0.05	0.38	0.38	0.23	0.23	0.23	0.21	0.21	0.21
Sat Flow, veh/h	1774	1863	0	1774	1675	159	13	1706	121	130	1519	176
Grp Volume(v), veh/h	43	316	0	74	0	853	410	0	0	352	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	0	1835	1841	0	0	1825	0	0
Q Serve(g_s), s	4.0	21.6	0.0	6.8	0.0	63.2	36.5	0.0	0.0	31.4	0.0	0.0
Cycle Q Clear(g_c), s	4.0	21.6	0.0	6.8	0.0	63.2	36.5	0.0	0.0	31.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.09	0.01		0.07	0.07		0.10
Lane Grp Cap(c), veh/h	55	674	0	92	0	701	423	0	0	374	0	0
V/C Ratio(X)	0.78	0.47	0.00	0.81	0.00	1.22	0.97	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	274	716	0	220	0	701	423	0	0	422	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	79.5	40.6	0.0	77.6	0.0	51.1	63.1	0.0	0.0	64.7	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.2	0.0	6.1	0.0	110.2	35.5	0.0	0.0	26.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.1	0.0	3.5	0.0	53.4	22.7	0.0	0.0	18.6	0.0	0.0
LnGrp Delay(d),s/veh	87.9	40.8	0.0	83.7	0.0	161.3	98.6	0.0	0.0	91.3	0.0	0.0
LnGrp LOS	F	D		F		F	F			F		
Approach Vol, veh/h		359			927			410				352
Approach Delay, s/veh		46.4			155.1			98.6				91.3
Approach LOS		D			F			F				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	70.0		40.7	13.0	66.6		45.0				
Change Period (Y+Rc), s	4.5	6.8		6.8	4.5	* 6.8		7.0				
Max Green Setting (Gmax), s	25.5	63.2		38.2	20.5	* 64		38.0				
Max Q Clear Time (g_c+I1), s	6.0	65.2		33.4	8.8	23.6		38.5				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	4.7		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay	113.8											
HCM 2010 LOS	F											
<b>Notes</b>												





















								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	122	9	28	686	322	116		
Future Volume (veh/h)	122	9	28	686	322	116		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	152	11	30	730	388	140		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.80	0.80	0.94	0.94	0.83	0.83		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	201	179	38	1030	493	178		
Arrive On Green	0.11	0.11	0.02	0.55	0.38	0.38		
Sat Flow, veh/h	1774	1583	1774	1863	1308	472		
Grp Volume(v), veh/h	152	11	30	730	0	528		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1779		
Q Serve(g_s), s	3.0	0.2	0.6	10.3	0.0	9.4		
Cycle Q Clear(g_c), s	3.0	0.2	0.6	10.3	0.0	9.4		
Prop In Lane	1.00	1.00	1.00			0.27		
Lane Grp Cap(c), veh/h	201	179	38	1030	0	671		
V/C Ratio(X)	0.76	0.06	0.78	0.71	0.00	0.79		
Avail Cap(c_a), veh/h	1722	1537	1045	3344	0	3169		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	15.3	14.1	17.4	5.9	0.0	9.8		
Incr Delay (d2), s/veh	2.2	0.1	12.0	0.3	0.0	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.4	5.2	0.0	4.7		
LnGrp Delay(d),s/veh	17.5	14.2	29.3	6.2	0.0	10.6		
LnGrp LOS	B	B	C	A		B		
Approach Vol, veh/h	163			760	528			
Approach Delay, s/veh	17.3			7.1	10.6			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.3	20.0				26.2		9.4
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 64				* 64		34.6
Max Q Clear Time (g_c+I1), s	2.6	11.4				12.3		5.0
Green Ext Time (p_c), s	0.0	2.1				2.1		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			9.5					
HCM 2010 LOS			A					
<b>Notes</b>								

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	13	1	126	0	463	18	21	269	0
Future Vol, veh/h	0	0	0	13	1	126	0	463	18	21	269	0
Peak Hour Factor	0.97	0.97	0.97	0.70	0.70	0.70	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	19	1	180	0	487	19	24	306	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	10.8	18.6	12.8
HCM LOS	-	B	C	B























Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	9%	7%
Vol Thru, %	96%	100%	1%	93%
Vol Right, %	4%	0%	90%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	0	140	290
LT Vol	0	0	13	21
Through Vol	463	0	1	269
RT Vol	18	0	126	0
Lane Flow Rate	506	0	200	330
Geometry Grp	1	1	1	1
Degree of Util (X)	0.698	0	0.301	0.475
Departure Headway (Hd)	4.962	6.443	5.424	5.184
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	0	662	695
Service Time	2.962	4.505	3.468	3.213
HCM Lane V/C Ratio	0.689	0	0.302	0.475
HCM Control Delay	18.6	9.5	10.8	12.8
HCM Lane LOS	C	N	B	B
HCM 95th-tile Q	5.7	0	1.3	2.6

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	686	403	8	0	320	8	7	31	5	3	3	327
Future Volume (veh/h)	686	403	8	0	320	8	7	31	5	3	3	327
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	700	411	0	0	438	11	7	32	5	4	4	389
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.73	0.73	0.73	0.98	0.98	0.98	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	1091	927	2	485	12	13	60	9	181	181	726
Arrive On Green	0.26	0.59	0.00	0.00	0.27	0.27	0.05	0.05	0.05	0.20	0.20	0.20
Sat Flow, veh/h	1774	1863	1583	1774	1809	45	287	1313	205	909	909	1583
Grp Volume(v), veh/h	700	411	0	0	0	449	44	0	0	8	0	389
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1855	1805	0	0	1817	0	1583
Q Serve(g_s), s	24.5	11.1	0.0	0.0	0.0	22.1	2.3	0.0	0.0	0.3	0.0	16.6
Cycle Q Clear(g_c), s	24.5	11.1	0.0	0.0	0.0	22.1	2.3	0.0	0.0	0.3	0.0	16.6
Prop In Lane	1.00		1.00	1.00		0.02	0.16		0.11	0.50		1.00
Lane Grp Cap(c), veh/h	460	1091	927	2	0	497	82	0	0	362	0	726
V/C Ratio(X)	1.52	0.38	0.00	0.00	0.00	0.90	0.54	0.00	0.00	0.02	0.00	0.54
Avail Cap(c_a), veh/h	460	1266	1076	366	0	1257	680	0	0	662	0	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	10.4	0.0	0.0	0.0	33.4	44.1	0.0	0.0	30.4	0.0	18.3
Incr Delay (d2), s/veh	245.5	0.1	0.0	0.0	0.0	2.5	2.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.3	5.7	0.0	0.0	0.0	11.6	1.2	0.0	0.0	0.2	0.0	7.3
LnGrp Delay(d),s/veh	280.5	10.5	0.0	0.0	0.0	35.9	46.1	0.0	0.0	30.4	0.0	18.6
LnGrp LOS	F	B				D	D			C		B
Approach Vol, veh/h		1111			449			44				397
Approach Delay, s/veh		180.6			35.9			46.1				18.8
Approach LOS		F			D			D				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	31.3		24.4	0.0	61.3		8.7				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		4.4				
Max Green Setting (Gmax), s	24.5	64.0		* 34	19.5	* 64		35.6				
Max Q Clear Time (g_c+I1), s	26.5	24.1		18.6	0.0	13.1		4.3				
Green Ext Time (p_c), s	0.0	1.2		0.2	0.0	1.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			113.1									
HCM 2010 LOS			F									
<b>Notes</b>												



Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Existing Conditions  
AM Peak

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	354	187	14	1	29	370	427	7	179	47	146	28
Future Volume (veh/h)	354	187	14	1	29	370	427	7	179	47	146	28
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		0.98	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	389	205	15		33	420	485	8	195	51	180	35
Adj No. of Lanes	1	2	0		1	1	1	1	1	0	2	1
Peak Hour Factor	0.91	0.91	0.91		0.88	0.88	0.88	0.92	0.92	0.92	0.81	0.81
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	369	1757	128		41	626	520	11	228	60	250	422
Arrive On Green	0.21	0.53	0.53		0.02	0.34	0.34	0.01	0.16	0.16	0.07	0.23
Sat Flow, veh/h	1774	3346	243		1774	1863	1548	1774	1424	373	3442	1863
Grp Volume(v), veh/h	389	108	112		33	420	485	8	0	246	180	35
Grp Sat Flow(s),veh/h/ln	1774	1770	1820		1774	1863	1548	1774	0	1797	1721	1863
Q Serve(g_s), s	19.5	2.9	2.9		1.7	18.1	28.4	0.4	0.0	12.5	4.8	1.4
Cycle Q Clear(g_c), s	19.5	2.9	2.9		1.7	18.1	28.4	0.4	0.0	12.5	4.8	1.4
Prop In Lane	1.00		0.13		1.00		1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	369	929	955		41	626	520	11	0	287	250	422
V/C Ratio(X)	1.06	0.12	0.12		0.81	0.67	0.93	0.75	0.00	0.86	0.72	0.08
Avail Cap(c_a), veh/h	369	1227	1262		376	1294	1075	369	0	1248	715	1288
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	11.3	11.3		45.6	26.7	30.1	46.6	0.0	38.4	42.6	28.6
Incr Delay (d2), s/veh	62.2	0.0	0.0		12.9	0.5	3.4	31.5	0.0	2.9	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	1.4	1.5		1.0	9.4	12.5	0.3	0.0	6.4	2.3	0.7
LnGrp Delay(d),s/veh	99.4	11.3	11.3		58.6	27.2	33.6	78.1	0.0	41.3	44.0	28.6
LnGrp LOS	F	B	B		E	C	C	E		D	D	C
Approach Vol, veh/h		609				938			254			301
Approach Delay, s/veh		67.6				31.6			42.4			38.2
Approach LOS		E				C			D			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	36.4	6.1	26.4	7.3	54.2	12.3	20.1				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	19.5	* 65	19.5	* 65	* 20	* 65	19.5	* 65				
Max Q Clear Time (g_c+I1), s	21.5	30.4	2.4	6.2	3.7	4.9	6.8	14.5				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.5	0.0	1.1	0.1	0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.3									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
Lane Configurations	1
Traffic Volume (veh/h)	70
Future Volume (veh/h)	70
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	86
Adj No. of Lanes	1
Peak Hour Factor	0.81
Percent Heavy Veh, %	2
Cap, veh/h	359
Arrive On Green	0.23
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	86
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	4.2
Cycle Q Clear(g_c), s	4.2
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	359
V/C Ratio(X)	0.24
Avail Cap(c_a), veh/h	1095
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	29.7
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.8
LnGrp Delay(d),s/veh	29.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		2<sup>T</sup>	3<sup>T</sup>	1<sup>T</sup>		2<sup>T</sup>	2<sup>T</sup>	1<sup>T</sup>		2<sup>T</sup>	3<sup>T</sup>	1<sup>T</sup>
Traffic Volume (veh/h)	5	187	95	133	3	64	477	66	6	502	1479	102
Future Volume (veh/h)	5	187	95	133	3	64	477	66	6	502	1479	102
Number		7	4	14		3	8	18		5	2	12
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		205	104	146		72	536	74		546	1608	111
Adj No. of Lanes		2	3	1		2	2	1		2	3	1
Peak Hour Factor		0.91	0.91	0.91		0.89	0.89	0.89		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		286	1177	366		126	655	293		625	1948	599
Arrive On Green		0.08	0.23	0.23		0.04	0.18	0.18		0.18	0.38	0.38
Sat Flow, veh/h		3442	5085	1583		3442	3539	1583		3442	5085	1563
Grp Volume(v), veh/h		205	104	146		72	536	74		546	1608	111
Grp Sat Flow(s),veh/h/ln		1721	1695	1583		1721	1770	1583		1721	1695	1563
Q Serve(g_s), s		4.7	1.3	6.4		1.7	11.9	3.3		12.6	23.3	3.8
Cycle Q Clear(g_c), s		4.7	1.3	6.4		1.7	11.9	3.3		12.6	23.3	3.8
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		286	1177	366		126	655	293		625	1948	599
V/C Ratio(X)		0.72	0.09	0.40		0.57	0.82	0.25		0.87	0.83	0.19
Avail Cap(c_a), veh/h		823	2077	647		823	1441	645		823	3911	1203
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		36.4	24.6	26.5		38.6	31.9	28.4		32.4	22.7	16.7
Incr Delay (d2), s/veh		1.3	0.0	0.3		1.5	1.0	0.2		6.8	0.3	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.3	0.6	2.8		0.8	5.9	1.4		6.6	10.9	1.7
LnGrp Delay(d),s/veh		37.7	24.6	26.8		40.2	32.9	28.6		39.2	23.0	16.8
LnGrp LOS		D	C	C		D	C	C		D	C	B
Approach Vol, veh/h			455				682				2265	
Approach Delay, s/veh			31.2				33.2				26.6	
Approach LOS			C				C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	38.6	8.5	25.7	20.3	27.1	12.3	21.9				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	19.5	* 63	19.5	* 33	19.5	* 63	19.5	33.2				
Max Q Clear Time (g_c+I1), s	3.9	25.3	3.7	8.4	14.6	10.2	6.7	13.9				
Green Ext Time (p_c), s	0.0	6.0	0.0	1.2	0.2	6.0	0.1	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.4									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	3	64	477	66
Future Volume (veh/h)	3	64	477	66
Number		1	6	16
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863
Adj Flow Rate, veh/h		80	596	82
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.80	0.80	0.80
Percent Heavy Veh, %		2	2	2
Cap, veh/h		138	1227	382
Arrive On Green		0.04	0.24	0.24
Sat Flow, veh/h		3442	5085	1583
Grp Volume(v), veh/h		80	596	82
Grp Sat Flow(s),veh/h/ln		1721	1695	1583
Q Serve(g_s), s		1.9	8.2	3.4
Cycle Q Clear(g_c), s		1.9	8.2	3.4
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		138	1227	382
V/C Ratio(X)		0.58	0.49	0.21
Avail Cap(c_a), veh/h		823	3905	1216
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		38.5	26.6	24.7
Incr Delay (d2), s/veh		1.4	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	3.8	1.5
LnGrp Delay(d),s/veh		39.9	26.7	24.8
LnGrp LOS		D	C	C
Approach Vol, veh/h			758	
Approach Delay, s/veh			27.9	
Approach LOS			C	
Timer				



















Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	228	21	108	487	288	98		
Future Volume (veh/h)	228	21	108	487	288	98		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900		
Adj Flow Rate, veh/h	265	24	121	547	335	114		
Adj No. of Lanes	0	0	1	1	1	0		
Peak Hour Factor	0.86	0.86	0.89	0.89	0.86	0.86		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	324	29	154	974	424	144		
Arrive On Green	0.20	0.20	0.09	0.52	0.32	0.32		
Sat Flow, veh/h	1605	145	1774	1863	1330	453		
Grp Volume(v), veh/h	290	0	121	547	0	449		
Grp Sat Flow(s),veh/h/ln	1757	0	1774	1863	0	1783		
Q Serve(g_s), s	6.2	0.0	2.6	7.8	0.0	9.0		
Cycle Q Clear(g_c), s	6.2	0.0	2.6	7.8	0.0	9.0		
Prop In Lane	0.91	0.08	1.00			0.25		
Lane Grp Cap(c), veh/h	355	0	154	974	0	569		
V/C Ratio(X)	0.82	0.00	0.79	0.56	0.00	0.79		
Avail Cap(c_a), veh/h	1578	0	921	3043	0	2899		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	15.0	0.0	17.6	6.3	0.0	12.2		
Incr Delay (d2), s/veh	1.8	0.0	3.3	0.2	0.0	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.2	0.0	1.4	4.0	0.0	4.5		
LnGrp Delay(d),s/veh	16.8	0.0	20.9	6.5	0.0	13.1		
LnGrp LOS	B		C	A		B		
Approach Vol, veh/h	290			668	449			
Approach Delay, s/veh	16.8			9.1	13.1			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.0	18.6				26.7		12.6
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1		4.7
Max Green Setting (Gmax), s	* 20	* 64				* 64		35.3
Max Q Clear Time (g_c+I1), s	4.6	11.0				9.8		8.2
Green Ext Time (p_c), s	0.0	1.5				1.5		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			12.0					
HCM 2010 LOS			B					
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	12	468	194	478	749	23	233	103	464	6	74
Future Volume (veh/h)	2	12	468	194	478	749	23	233	103	464	6	74
Number		1	6	16	5	2	12	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.98	1.00		0.98	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		15	571	0	493	772	24	247	405	397	8	92
Adj No. of Lanes		1	2	1	2	2	0	1	1	1	0	2
Peak Hour Factor		0.82	0.82	0.82	0.97	0.97	0.97	0.77	0.77	0.77	0.80	0.80
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		19	821	367	567	1348	42	443	465	650	22	255
Arrive On Green		0.01	0.23	0.00	0.16	0.38	0.38	0.25	0.25	0.25	0.10	0.10
Sat Flow, veh/h		1774	3539	1583	3442	3501	109	1774	1863	1557	218	2524
Grp Volume(v), veh/h		15	571	0	493	390	406	247	405	397	68	0
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1721	1770	1841	1774	1863	1557	1852	0
Q Serve(g_s), s		0.7	12.1	0.0	11.4	14.2	14.2	9.9	17.0	16.4	2.8	0.0
Cycle Q Clear(g_c), s		0.7	12.1	0.0	11.4	14.2	14.2	9.9	17.0	16.4	2.8	0.0
Prop In Lane		1.00		1.00	1.00		0.06	1.00		1.00	0.12	
Lane Grp Cap(c), veh/h		19	821	367	567	681	709	443	465	650	187	0
V/C Ratio(X)		0.80	0.70	0.00	0.87	0.57	0.57	0.56	0.87	0.61	0.36	0.00
Avail Cap(c_a), veh/h		428	2829	1266	834	1417	1474	756	794	924	782	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		40.3	28.7	0.0	33.3	19.8	19.8	26.7	29.4	18.8	34.3	0.0
Incr Delay (d2), s/veh		24.0	0.4	0.0	4.8	0.3	0.3	0.4	2.5	0.3	0.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	5.9	0.0	5.8	7.0	7.3	4.9	9.1	7.1	1.5	0.0
LnGrp Delay(d),s/veh		64.3	29.1	0.0	38.1	20.1	20.1	27.1	31.8	19.1	34.7	0.0
LnGrp LOS		E	C		D	C	C	C	C	B	C	
Approach Vol, veh/h			586			1289			1049			128
Approach Delay, s/veh			30.0			27.0			25.9			34.7
Approach LOS			C			C			C			C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	36.1		13.8	18.7	23.7		25.6				
Change Period (Y+Rc), s	* 5.3	* 4.7		5.5	* 5.2	* 4.7		5.2				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.8				
Max Q Clear Time (g_c+I1), s	2.7	16.2		4.8	13.4	14.1		19.0				
Green Ext Time (p_c), s	0.0	2.3		0.1	0.0	2.3		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.5									
HCM 2010 LOS			C									
<b>Notes</b>												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	22
Future Volume (veh/h)	22
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	28
Adj No. of Lanes	0
Peak Hour Factor	0.80
Percent Heavy Veh, %	2
Cap, veh/h	79
Arrive On Green	0.10
Sat Flow, veh/h	776
Grp Volume(v), veh/h	60
Grp Sat Flow(s),veh/h/ln	1667
Q Serve(g_s), s	2.7
Cycle Q Clear(g_c), s	2.7
Prop In Lane	0.47
Lane Grp Cap(c), veh/h	169
V/C Ratio(X)	0.36
Avail Cap(c_a), veh/h	704
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	34.2
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.3
LnGrp Delay(d),s/veh	34.7
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Existing Conditions  
AM Peak



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	996	0	300	0	744	523	0	722	278
Future Volume (veh/h)	0	0	0	996	0	300	0	744	523	0	722	278
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h				754	566	349	0	836	0	0	744	0
Adj No. of Lanes				1	1	0	0	2	0	0	2	0
Peak Hour Factor				0.86	0.86	0.86	0.89	0.89	0.89	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				566	343	211	0	2857	0	0	2857	0
Arrive On Green				0.32	0.32	0.32	0.00	0.81	0.00	0.00	0.81	0.00
Sat Flow, veh/h				1774	1074	662	0	3725	0	0	3725	0
Grp Volume(v), veh/h				754	0	915	0	836	0	0	744	0
Grp Sat Flow(s),veh/h/ln				1774	0	1736	0	1770	0	0	1770	0
Q Serve(g_s), s				35.1	0.0	35.1	0.0	6.6	0.0	0.0	5.6	0.0
Cycle Q Clear(g_c), s				35.1	0.0	35.1	0.0	6.6	0.0	0.0	5.6	0.0
Prop In Lane				1.00		0.38	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				566	0	554	0	2857	0	0	2857	0
V/C Ratio(X)				1.33	0.00	1.65	0.00	0.29	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h				566	0	554	0	2857	0	0	2857	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				37.5	0.0	37.5	0.0	2.7	0.0	0.0	2.6	0.0
Incr Delay (d2), s/veh				161.2	0.0	301.2	0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				42.5	0.0	63.1	0.0	3.2	0.0	0.0	2.8	0.0
LnGrp Delay(d),s/veh				198.7	0.0	338.7	0.0	2.9	0.0	0.0	2.8	0.0
LnGrp LOS				F		F		A			A	
Approach Vol, veh/h					1669			836			744	
Approach Delay, s/veh					275.4			2.9			2.8	
Approach LOS					F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		94.5				94.5		40.0				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 66				65.0		35.1				
Max Q Clear Time (g_c+I1), s		7.6				8.6		37.1				
Green Ext Time (p_c), s		3.9				3.9		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				142.9								
HCM 2010 LOS				F								
<b>Notes</b>												



Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Existing Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	0	1094	0	0	0	0	986	324	0	1471	273
Future Volume (veh/h)	250	0	1094	0	0	0	0	986	324	0	1471	273
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	175	0	1246				0	1120	0	0	1634	0
Adj No. of Lanes	1	0	2				0	3	0	0	2	1
Peak Hour Factor	0.95	0.95	0.95				0.88	0.88	0.88	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	558	0	993				0	3791	0	0	2638	1180
Arrive On Green	0.31	0.00	0.31				0.00	0.75	0.00	0.00	0.75	0.00
Sat Flow, veh/h	1774	0	3157				0	5421	0	0	3632	1583
Grp Volume(v), veh/h	175	0	1246				0	1120	0	0	1634	0
Grp Sat Flow(s),veh/h/ln	1774	0	1578				0	1695	0	0	1770	1583
Q Serve(g_s), s	8.3	0.0	34.6				0.0	7.9	0.0	0.0	24.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	34.6				0.0	7.9	0.0	0.0	24.0	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	558	0	993				0	3791	0	0	2638	1180
V/C Ratio(X)	0.31	0.00	1.25				0.00	0.30	0.00	0.00	0.62	0.00
Avail Cap(c_a), veh/h	558	0	993				0	3791	0	0	2638	1180
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	0.0	37.7				0.0	4.6	0.0	0.0	6.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	123.0				0.0	0.2	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	32.0				0.0	3.7	0.0	0.0	12.0	0.0
LnGrp Delay(d),s/veh	28.8	0.0	160.7				0.0	4.8	0.0	0.0	7.7	0.0
LnGrp LOS	C		F					A			A	
Approach Vol, veh/h		1421						1120			1634	
Approach Delay, s/veh		144.5						4.8			7.7	
Approach LOS		F						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		87.5		40.0		87.5						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 66		* 35		65.0						
Max Q Clear Time (g_c+I1), s		26.0		36.6		9.9						
Green Ext Time (p_c), s		9.9		0.0		10.2						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.5									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↔	↑↑↑	↔	↑	
Traffic Volume (veh/h)	1016	745	18	85	673	269	62	
Future Volume (veh/h)	1016	745	18	85	673	269	62	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	1129	0		99	783	313	72	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.90	0.90		0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	3204	0		127	3912	405	187	
Arrive On Green	0.63	0.00		0.07	0.77	0.12	0.12	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	1129	0		99	783	313	72	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	7.9	0.0		4.1	3.2	6.6	3.2	
Cycle Q Clear(g_c), s	7.9	0.0		4.1	3.2	6.6	3.2	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	3204	0		127	3912	405	187	
V/C Ratio(X)	0.35	0.00		0.78	0.20	0.77	0.39	
Avail Cap(c_a), veh/h	4393	0		469	4393	1669	768	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	6.6	0.0		34.4	2.4	32.2	30.7	
Incr Delay (d2), s/veh	0.1	0.0		3.9	0.1	1.2	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.7	0.0		2.1	1.5	3.2	1.4	
LnGrp Delay(d),s/veh	6.8	0.0		38.3	2.4	33.4	31.2	
LnGrp LOS	A			D	A	C	C	
Approach Vol, veh/h	1129				882	385		
Approach Delay, s/veh	6.8				6.4	33.0		
Approach LOS	A				A	C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		62.9			10.5	52.4		12.4
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		65.0			* 20	65.0		36.5
Max Q Clear Time (g_c+I1), s		5.2			6.1	9.9		8.6
Green Ext Time (p_c), s		39.6			0.0	37.5		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				10.9				
HCM 2010 LOS				B				
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		2T	3T			2T	3T	T		2T	3T	T
Traffic Volume (veh/h)	10	91	382	96	16	101	364	98	19	291	901	116
Future Volume (veh/h)	10	91	382	96	16	101	364	98	19	291	901	116
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.98		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		101	424	107		109	391	105		303	939	121
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.90	0.90	0.90		0.93	0.93	0.93		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		173	703	171		184	895	274		622	1844	573
Arrive On Green		0.05	0.17	0.17		0.05	0.18	0.18		0.18	0.36	0.36
Sat Flow, veh/h		3442	4068	990		3442	5085	1554		3442	5085	1579
Grp Volume(v), veh/h		101	351	180		109	391	105		303	939	121
Grp Sat Flow(s),veh/h/ln		1721	1695	1668		1721	1695	1554		1721	1695	1579
Q Serve(g_s), s		1.9	6.3	6.6		2.0	4.5	3.9		5.2	9.5	3.5
Cycle Q Clear(g_c), s		1.9	6.3	6.6		2.0	4.5	3.9		5.2	9.5	3.5
Prop In Lane		1.00		0.59		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		173	586	288		184	895	274		622	1844	573
V/C Ratio(X)		0.58	0.60	0.63		0.59	0.44	0.38		0.49	0.51	0.21
Avail Cap(c_a), veh/h		1015	1754	863		1015	2630	804		1015	4953	1538
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		30.7	25.2	25.4		30.6	24.3	24.1		24.3	16.5	14.5
Incr Delay (d2), s/veh		1.2	0.4	0.8		1.1	0.1	0.3		0.2	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	3.0	3.1		1.0	2.1	1.7		2.5	4.4	1.5
LnGrp Delay(d),s/veh		31.9	25.6	26.2		31.7	24.4	24.4		24.5	16.6	14.6
LnGrp LOS		C	C	C		C	C	C		C	B	B
Approach Vol, veh/h			632				605				1363	
Approach Delay, s/veh			26.8				25.7				18.2	
Approach LOS			C				C				B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	22.4	8.8	17.4	10.3	29.6	9.0	17.2				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.2	19.5	* 64	19.5	34.2				
Max Q Clear Time (g_c+I1), s	7.2	12.0	3.9	6.5	5.0	11.5	4.0	8.6				
Green Ext Time (p_c), s	0.2	4.3	0.0	2.0	0.1	4.3	0.0	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.4									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (veh/h)	5	137	410	227
Future Volume (veh/h)	5	137	410	227
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900
Adj Flow Rate, veh/h		159	477	264
Adj No. of Lanes		2	3	0
Peak Hour Factor		0.86	0.86	0.86
Percent Heavy Veh, %		2	2	2
Cap, veh/h		249	861	397
Arrive On Green		0.07	0.25	0.25
Sat Flow, veh/h		3442	3390	1561
Grp Volume(v), veh/h		159	477	264
Grp Sat Flow(s),veh/h/ln		1721	1695	1561
Q Serve(g_s), s		3.0	8.1	10.0
Cycle Q Clear(g_c), s		3.0	8.1	10.0
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		249	861	397
V/C Ratio(X)		0.64	0.55	0.67
Avail Cap(c_a), veh/h		1015	3302	1521
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		29.8	21.4	22.1
Incr Delay (d2), s/veh		1.0	0.2	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.4	3.8	4.4
LnGrp Delay(d),s/veh		30.9	21.6	22.9
LnGrp LOS		C	C	C
Approach Vol, veh/h			900	
Approach Delay, s/veh			23.6	
Approach LOS			C	
Timer				

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↔			↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	3	219	95	10	1	36	116	233	3	53	972	34
Future Volume (veh/h)	3	219	95	10	1	36	116	233	3	53	972	34
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.97		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1900
Adj Flow Rate, veh/h		255	110	12		37	120	240		62	1144	40
Adj No. of Lanes		2	3	0		2	1	2		2	3	0
Peak Hour Factor		0.86	0.86	0.86		0.97	0.97	0.97		0.85	0.85	0.85
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		318	1033	109		69	277	1167		106	1629	57
Arrive On Green		0.09	0.22	0.22		0.02	0.15	0.15		0.03	0.32	0.32
Sat Flow, veh/h		3442	4659	491		3548	1863	3062		3442	5044	176
Grp Volume(v), veh/h		255	79	43		37	120	240		62	769	415
Grp Sat Flow(s),veh/h/ln		1721	1695	1760		1774	1863	1531		1721	1695	1830
Q Serve(g_s), s		7.8	2.0	2.1		1.1	6.3	5.7		1.9	21.3	21.3
Cycle Q Clear(g_c), s		7.8	2.0	2.1		1.1	6.3	5.7		1.9	21.3	21.3
Prop In Lane		1.00		0.28		1.00		1.00		1.00		0.10
Lane Grp Cap(c), veh/h		318	752	390		69	277	1167		106	1095	591
V/C Ratio(X)		0.80	0.11	0.11		0.54	0.43	0.21		0.58	0.70	0.70
Avail Cap(c_a), veh/h		625	2020	1049		644	1118	2549		625	2048	1105
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		47.8	33.3	33.4		52.2	41.6	22.9		51.4	31.8	31.8
Incr Delay (d2), s/veh		1.8	0.0	0.0		2.4	0.4	0.0		1.9	0.3	0.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.8	0.9	1.0		0.6	3.3	2.4		0.9	10.0	10.8
LnGrp Delay(d),s/veh		49.6	33.3	33.4		54.6	42.0	22.9		53.3	32.2	32.4
LnGrp LOS		D	C	C		D	D	C		D	C	C
Approach Vol, veh/h			377				397				1246	
Approach Delay, s/veh			44.3				31.6				33.3	
Approach LOS			D				C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	61.2	15.4	22.0	29.6	40.4	7.6	29.8				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	* 65	24.5	* 65	19.5	* 64				
Max Q Clear Time (g_c+I1), s	3.9	48.3	9.8	8.3	24.1	23.3	3.1	4.1				
Green Ext Time (p_c), s	0.0	7.2	0.1	0.6	0.0	9.2	0.0	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.4									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	685	1319	696
Future Volume (veh/h)	685	1319	696
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	721	1388	733
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	773	2628	804
Arrive On Green	0.22	0.52	0.52
Sat Flow, veh/h	3442	5085	1556
Grp Volume(v), veh/h	721	1388	733
Grp Sat Flow(s),veh/h/ln	1721	1695	1556
Q Serve(g_s), s	22.1	19.5	46.3
Cycle Q Clear(g_c), s	22.1	19.5	46.3
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	773	2628	804
V/C Ratio(X)	0.93	0.53	0.91
Avail Cap(c_a), veh/h	785	3044	931
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	17.3	23.7
Incr Delay (d2), s/veh	17.4	0.1	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	9.1	22.2
LnGrp Delay(d),s/veh	58.3	17.3	34.8
LnGrp LOS	E	B	C
Approach Vol, veh/h		2842	
Approach Delay, s/veh		32.2	
Approach LOS		C	
Timer			

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Existing Conditions

AM Peak



Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↑↑↑			↑↑	↔
Traffic Volume (vph)	345	1	913	1076	132	32	1075	457	11	1582	202
Future Volume (vph)	345	1	913	1076	132	32	1075	457	11	1582	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8	4.6		4.6			4.6	4.0
Lane Util. Factor		0.91	0.86	0.91	0.88		0.86			0.95	1.00
Frbp, ped/bikes		1.00	0.99	0.98	1.00		0.99			1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.95	0.85	0.85		0.95			1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1610	3025	1417	2787		6074			3539	1545
Flt Permitted		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1610	3025	1417	2787		6074			3539	1545
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.85	0.85
Adj. Flow (vph)	388	1	1026	1209	148	36	1156	491	12	1861	238
RTOR Reduction (vph)	0	0	5	9	16	0	1	0	0	0	0
Lane Group Flow (vph)	0	389	1541	680	168	0	1658	0	0	1861	238
Confl. Peds. (#/hr)	6	6		6	3	3		3	3		6
Confl. Bikes (#/hr)								2	2		3
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		2!		6!			2	
Permitted Phases				4	2						Free
Actuated Green, G (s)		48.2	48.2	48.2	65.4		65.4			65.4	125.0
Effective Green, g (s)		48.2	48.2	48.2	65.4		65.4			65.4	125.0
Actuated g/C Ratio		0.39	0.39	0.39	0.52		0.52			0.52	1.00
Clearance Time (s)		6.8	6.8	6.8	4.6		4.6			4.6	
Vehicle Extension (s)		1.0	1.0	1.0	1.0		1.0			1.0	
Lane Grp Cap (vph)		620	1166	546	1458		3177			1851	1545
v/s Ratio Prot		0.24	c0.51		0.06		0.27			c0.53	
v/s Ratio Perm				0.48							0.15
v/c Ratio		0.63	1.32	1.25	0.12		0.52			1.01	0.15
Uniform Delay, d1		31.1	38.4	38.4	15.1		19.5			29.8	0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00			1.22	1.00
Incremental Delay, d2		1.4	150.8	125.5	0.2		0.6			20.0	0.2
Delay (s)		32.6	189.2	163.9	15.3		20.2			56.2	0.2
Level of Service		C	F	F	B		C			E	A
Approach Delay (s)			159.4				20.2			49.9	
Approach LOS			F				C			D	

Intersection Summary



















HCM 2000 Control Delay	85.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Jaeger Ranch  
20: Zinfandel Dr & US-50 WB Ramps

Existing Conditions  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1000	0	161	0	912	637	0	794	346
Future Volume (veh/h)	0	0	0	1000	0	161	0	912	637	0	794	346
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				1099	0	177	0	970	0	0	845	0
Adj No. of Lanes				2	0	1	0	3	2	0	2	1
Peak Hour Factor				0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1153	0	530	0	2918	1599	0	2031	909
Arrive On Green				0.33	0.00	0.33	0.00	0.57	0.00	0.00	0.57	0.00
Sat Flow, veh/h				3442	0	1583	0	5253	2787	0	3632	1583
Grp Volume(v), veh/h				1099	0	177	0	970	0	0	845	0
Grp Sat Flow(s),veh/h/ln				1721	0	1583	0	1695	1393	0	1770	1583
Q Serve(g_s), s				39.0	0.0	10.5	0.0	12.6	0.0	0.0	16.7	0.0
Cycle Q Clear(g_c), s				39.0	0.0	10.5	0.0	12.6	0.0	0.0	16.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1153	0	530	0	2918	1599	0	2031	909
V/C Ratio(X)				0.95	0.00	0.33	0.00	0.33	0.00	0.00	0.42	0.00
Avail Cap(c_a), veh/h				1327	0	611	0	2918	1599	0	2031	909
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				40.6	0.0	31.1	0.0	14.0	0.0	0.0	14.9	0.0
Incr Delay (d2), s/veh				13.3	0.0	0.1	0.0	0.3	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.6	0.0	4.6	0.0	5.9	0.0	0.0	8.3	0.0
LnGrp Delay(d),s/veh				54.0	0.0	31.3	0.0	14.3	0.0	0.0	15.5	0.0
LnGrp LOS				D		C		B			B	
Approach Vol, veh/h					1276			970			845	
Approach Delay, s/veh					50.8			14.3			15.5	
Approach LOS					D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.3				76.3		48.7				
Change Period (Y+Rc), s		4.6				4.6		6.8				
Max Green Setting (Gmax), s		65.4				65.4		48.2				
Max Q Clear Time (g_c+I1), s		18.7				14.6		41.0				
Green Ext Time (p_c), s		4.9				4.9		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.7								
HCM 2010 LOS				C								



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		🚗	↑↑	↗		🚗	↑↑↑	↗		🚗	↑↑↑	↗
Traffic Volume (veh/h)	45	110	168	78	1	147	301	139	42	309	1200	105
Future Volume (veh/h)	45	110	168	78	1	147	301	139	42	309	1200	105
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.99		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		118	181	84		156	320	148		336	1304	114
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.93	0.93	0.93		0.94	0.94	0.94		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		163	518	227		203	802	248		381	2295	705
Arrive On Green		0.05	0.16	0.16		0.07	0.18	0.18		0.12	0.50	0.50
Sat Flow, veh/h		3097	3185	1397		3097	4577	1418		3097	4577	1406
Grp Volume(v), veh/h		118	181	84		156	320	148		336	1304	114
Grp Sat Flow(s),veh/h/ln		1549	1593	1397		1549	1526	1418		1549	1526	1406
Q Serve(g_s), s		4.8	6.5	6.9		6.4	8.0	12.4		13.7	25.6	5.7
Cycle Q Clear(g_c), s		4.8	6.5	6.9		6.4	8.0	12.4		13.7	25.6	5.7
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		163	518	227		203	802	248		381	2295	705
V/C Ratio(X)		0.72	0.35	0.37		0.77	0.40	0.60		0.88	0.57	0.16
Avail Cap(c_a), veh/h		469	1584	695		469	1209	375		469	2295	705
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		60.0	47.8	48.0		59.2	47.1	48.9		55.5	22.4	17.4
Incr Delay (d2), s/veh		2.3	0.8	2.0		2.3	1.1	7.6		13.4	0.5	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.1	2.9	2.8		2.8	3.5	5.4		6.6	10.9	2.2
LnGrp Delay(d),s/veh		62.3	48.7	50.1		61.5	48.2	56.5		68.9	22.9	17.6
LnGrp LOS		E	D	D		E	D	E		E	C	B
Approach Vol, veh/h			383				624				1754	
Approach Delay, s/veh			53.2				53.5				31.4	
Approach LOS			D				D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.3	66.5	12.3	28.5	17.5	70.3	13.9	26.9				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	64.0				
Max Q Clear Time (g_c+l1), s	15.7	24.9	6.8	14.4	11.9	27.6	8.4	8.9				
Green Ext Time (p_c), s	0.1	35.8	0.1	7.8	0.1	33.9	0.1	11.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			35.7									
HCM 2010 LOS			D									
<b>Notes</b>												



















	↖	↘	↓	↙
Movement	SBU	SBL	SBT	SBR
Lane Configurations		S<T	T<T<T	T<
Traffic Volume (veh/h)	21	224	925	326
Future Volume (veh/h)	21	224	925	326
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		243	1005	354
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2
Cap, veh/h		290	2160	662
Arrive On Green		0.09	0.47	0.47
Sat Flow, veh/h		3097	4577	1404
Grp Volume(v), veh/h		243	1005	354
Grp Sat Flow(s),veh/h/ln		1549	1526	1404
Q Serve(g_s), s		9.9	19.1	22.9
Cycle Q Clear(g_c), s		9.9	19.1	22.9
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		290	2160	662
V/C Ratio(X)		0.84	0.47	0.53
Avail Cap(c_a), veh/h		469	2284	700
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		57.4	23.0	24.0
Incr Delay (d2), s/veh		3.5	0.3	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.4	8.1	9.1
LnGrp Delay(d),s/veh		60.8	23.3	25.4
LnGrp LOS		E	C	C
Approach Vol, veh/h			1602	
Approach Delay, s/veh			29.5	
Approach LOS			C	
Timer				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	194	143	69	329	284	166	1	71	1222	115	226	2110
Future Volume (veh/h)	194	143	69	329	284	166	1	71	1222	115	226	2110
Number	3	8	18	7	4	14		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	204	151	73	378	354	172		75	1286	121	246	2293
Adj No. of Lanes	2	2	1	2	2	1		2	4	1	2	3
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87		0.95	0.95	0.95	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	256	558	243	430	761	312		121	2940	725	298	2595
Arrive On Green	0.07	0.16	0.16	0.12	0.20	0.20		0.04	0.46	0.46	0.09	0.51
Sat Flow, veh/h	3442	3539	1544	3548	3725	1529		3442	6408	1579	3442	5085
Grp Volume(v), veh/h	204	151	73	378	354	172		75	1286	121	246	2293
Grp Sat Flow(s),veh/h/ln	1721	1770	1544	1774	1863	1529		1721	1602	1579	1721	1695
Q Serve(g_s), s	7.6	4.9	5.4	13.6	10.8	13.1		2.8	17.6	5.8	9.1	52.2
Cycle Q Clear(g_c), s	7.6	4.9	5.4	13.6	10.8	13.1		2.8	17.6	5.8	9.1	52.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	256	558	243	430	761	312		121	2940	725	298	2595
V/C Ratio(X)	0.80	0.27	0.30	0.88	0.46	0.55		0.62	0.44	0.17	0.83	0.88
Avail Cap(c_a), veh/h	517	930	406	533	976	401		517	3171	782	517	2595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	48.1	48.3	56.0	45.4	46.3		61.7	23.8	20.6	58.3	28.3
Incr Delay (d2), s/veh	2.1	0.4	1.0	11.6	0.8	2.6		3.2	0.1	0.1	2.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.4	2.4	7.4	5.7	5.7		1.4	7.8	2.5	4.4	25.4
LnGrp Delay(d),s/veh	61.2	48.5	49.3	67.6	46.1	48.8		64.9	23.8	20.6	60.5	32.6
LnGrp LOS	E	D	D	E	D	D		E	C	C	E	C
Approach Vol, veh/h		428			904				1482			2857
Approach Delay, s/veh		54.7			55.6				25.6			33.6
Approach LOS		D			E				C			C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	72.0	15.2	32.5	16.7	65.3	21.2	26.4				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	* 34				
Max Q Clear Time (g_c+I1), s	4.8	54.2	9.6	15.1	11.1	19.6	15.6	7.4				
Green Ext Time (p_c), s	0.1	10.2	0.1	6.3	0.1	39.9	0.1	7.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			36.6									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	293
Future Volume (veh/h)	293
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	318
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	801
Arrive On Green	0.51
Sat Flow, veh/h	1569
Grp Volume(v), veh/h	318
Grp Sat Flow(s),veh/h/ln	1569
Q Serve(g_s), s	16.1
Cycle Q Clear(g_c), s	16.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	801
V/C Ratio(X)	0.40
Avail Cap(c_a), veh/h	801
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	19.5
Incr Delay (d2), s/veh	0.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	7.1
LnGrp Delay(d),s/veh	20.2
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



















Jaeger Ranch  
23: Sunrise Blvd & US-50 EB Ramps

Existing Conditions  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1222	0	531	0	0	0	0	1241	464	0	2053	441
Future Volume (veh/h)	1222	0	531	0	0	0	0	1241	464	0	2053	441
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1300	0	565				0	1293	0	0	2161	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.94	0.94	0.94				0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1404	0	782				0	4588	975	0	3441	975
Arrive On Green	0.28	0.00	0.28				0.00	0.62	0.00	0.00	0.62	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1300	0	565				0	1293	0	0	2161	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	27.8	0.0	20.1				0.0	8.9	0.0	0.0	26.7	0.0
Cycle Q Clear(g_c), s	27.8	0.0	20.1				0.0	8.9	0.0	0.0	26.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1404	0	782				0	4588	975	0	3441	975
V/C Ratio(X)	0.93	0.00	0.72				0.00	0.28	0.00	0.00	0.63	0.00
Avail Cap(c_a), veh/h	1514	0	844				0	4588	975	0	3441	975
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	38.5	0.0	35.7				0.0	9.8	0.0	0.0	13.2	0.0
Incr Delay (d2), s/veh	9.3	0.0	2.3				0.0	0.2	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	0.0	8.0				0.0	4.5	0.0	0.0	13.9	0.0
LnGrp Delay(d),s/veh	47.7	0.0	38.0				0.0	10.0	0.0	0.0	14.1	0.0
LnGrp LOS	D		D					A			B	
Approach Vol, veh/h		1865						1293			2161	
Approach Delay, s/veh		44.8						10.0			14.1	
Approach LOS		D						A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		72.4		37.6		72.4						
Change Period (Y+Rc), s		* 4.7		6.7		4.7						
Max Green Setting (Gmax), s		* 66		33.3		65.3						
Max Q Clear Time (g_c+I1), s		28.7		29.8		10.9						
Green Ext Time (p_c), s		14.8		1.1		16.3						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.9									
HCM 2010 LOS			C									
<b>Notes</b>												

Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps















Existing Conditions  
AM Peak

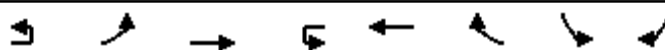
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	407	0	427	0	2173	262	0	2097	1520
Future Volume (veh/h)	0	0	0	407	0	427	0	2173	262	0	2097	1520
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				447	0	469	0	2264	0	0	2140	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.91	0.91	0.91	0.96	0.96	0.96	0.98	0.98	0.98
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				651	0	527	0	3922	1111	0	3569	1956
Arrive On Green				0.19	0.00	0.19	0.00	0.70	0.00	0.00	0.70	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				447	0	469	0	2264	0	0	2140	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				13.3	0.0	18.1	0.0	22.3	0.0	0.0	23.8	0.0
Cycle Q Clear(g_c), s				13.3	0.0	18.1	0.0	22.3	0.0	0.0	23.8	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				651	0	527	0	3922	1111	0	3569	1956
V/C Ratio(X)				0.69	0.00	0.89	0.00	0.58	0.00	0.00	0.60	0.00
Avail Cap(c_a), veh/h				1032	0	836	0	3922	1111	0	3569	1956
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				41.6	0.0	43.5	0.0	8.2	0.0	0.0	8.4	0.0
Incr Delay (d2), s/veh				0.5	0.0	4.8	0.0	0.6	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.4	0.0	7.3	0.0	11.5	0.0	0.0	11.1	0.0
LnGrp Delay(d),s/veh				42.0	0.0	48.3	0.0	8.8	0.0	0.0	9.2	0.0
LnGrp LOS				D		D		A			A	
Approach Vol, veh/h					916			2264			2140	
Approach Delay, s/veh					45.3			8.8			9.2	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		82.2				82.2		27.8				
Change Period (Y+Rc), s		* 5				5.0		7.0				
Max Green Setting (Gmax), s		* 65				65.0		33.0				
Max Q Clear Time (g_c+I1), s		25.8				24.3		20.1				
Green Ext Time (p_c), s		23.3				23.7		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.3								
HCM 2010 LOS				B								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	112	13	243	34	25	39	34	267	2338	20	36	3279
Future Volume (veh/h)	112	13	243	34	25	39	34	267	2338	20	36	3279
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	129	116	212	43	32	49		275	2410	21	39	3526
Adj No. of Lanes	0	1	1	1	1	0		2	3	0	1	3
Peak Hour Factor	0.87	0.87	0.87	0.79	0.79	0.79		0.97	0.97	0.97	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	152	136	249	119	44	68		328	3033	26	50	2613
Arrive On Green	0.16	0.16	0.16	0.07	0.07	0.07		0.10	0.58	0.58	0.03	0.51
Sat Flow, veh/h	956	859	1571	1774	663	1015		3442	5200	45	1774	5085
Grp Volume(v), veh/h	245	0	212	43	0	81		275	1570	861	39	3526
Grp Sat Flow(s),veh/h/ln	1815	0	1571	1774	0	1678		1721	1695	1855	1774	1695
Q Serve(g_s), s	16.7	0.0	16.7	2.9	0.0	6.0		10.0	45.6	45.8	2.8	65.2
Cycle Q Clear(g_c), s	16.7	0.0	16.7	2.9	0.0	6.0		10.0	45.6	45.8	2.8	65.2
Prop In Lane	0.53		1.00	1.00		0.60		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	288	0	249	119	0	112		328	1977	1082	50	2613
V/C Ratio(X)	0.85	0.00	0.85	0.36	0.00	0.72		0.84	0.79	0.80	0.78	1.35
Avail Cap(c_a), veh/h	493	0	427	482	0	456		540	1977	1082	282	2613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	0.0	51.9	56.6	0.0	58.0		56.4	20.5	20.6	61.3	30.9
Incr Delay (d2), s/veh	2.8	0.0	3.2	0.7	0.0	3.2		2.7	2.1	3.9	9.4	159.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	7.4	1.5	0.0	2.9		4.9	21.7	24.4	1.5	69.2
LnGrp Delay(d),s/veh	54.7	0.0	55.1	57.3	0.0	61.3		59.1	22.7	24.4	70.7	190.8
LnGrp LOS	D		E	E		E		E	C	C	E	F
Approach Vol, veh/h		457			124				2706			3650
Approach Delay, s/veh		54.9			59.9				26.9			185.4
Approach LOS		D			E				C			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	70.1		25.6	8.4	78.9		14.0				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.5				
Max Q Clear Time (g_c+I1), s	12.0	67.2		18.7	4.8	47.8		8.0				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.0	16.2		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			112.8									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
←←← Configurations	↗
Traffic Volume (veh/h)	79
Future Volume (veh/h)	79
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	85
Adj No. of Lanes	1
Peak Hour Factor	0.93
Percent Heavy Veh, %	2
Cap, veh/h	793
Arrive On Green	0.51
Sat Flow, veh/h	1543
Grp Volume(v), veh/h	85
Grp Sat Flow(s),veh/h/ln	1543
Q Serve(g_s), s	3.6
Cycle Q Clear(g_c), s	3.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	793
V/C Ratio(X)	0.11
Avail Cap(c_a), veh/h	793
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	15.9
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.5
LnGrp Delay(d),s/veh	15.9
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



								
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Volume (veh/h)	36	3	10	764	1	408	338	
Future Volume (veh/h)	36	3	10	764	1	408	338	
Number	7	14	1	6		2	12	
Initial Q (Qb), veh	0	0	0	0		0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863		1863	1863	
Adj Flow Rate, veh/h	44	4	11	878		439	363	
Adj No. of Lanes	2	1	1	2		2	1	
Peak Hour Factor	0.81	0.81	0.87	0.87		0.93	0.93	
Percent Heavy Veh, %	2	2	2	2		2	2	
Cap, veh/h	114	66	16	1925		1230	603	
Arrive On Green	0.03	0.03	0.01	0.54		0.35	0.35	
Sat Flow, veh/h	3442	1583	1774	3632		3632	1583	
Grp Volume(v), veh/h	44	4	11	878		439	363	
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770		1770	1583	
Q Serve(g_s), s	0.4	0.1	0.2	4.4		2.7	5.4	
Cycle Q Clear(g_c), s	0.4	0.1	0.2	4.4		2.7	5.4	
Prop In Lane	1.00	1.00	1.00				1.00	
Lane Grp Cap(c), veh/h	114	66	16	1925		1230	603	
V/C Ratio(X)	0.39	0.06	0.71	0.46		0.36	0.60	
Avail Cap(c_a), veh/h	6397	2957	1180	6446		6410	2920	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00		1.00	1.00	
Uniform Delay (d), s/veh	13.9	13.5	14.5	4.1		7.1	7.3	
Incr Delay (d2), s/veh	0.8	0.1	19.5	0.1		0.1	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.2	2.1		1.3	2.5	
LnGrp Delay(d),s/veh	14.7	13.6	34.0	4.1		7.2	7.7	
LnGrp LOS	B	B	C	A		A	A	
Approach Vol, veh/h	48			889		802		
Approach Delay, s/veh	14.6			4.5		7.4		
Approach LOS	B			A		A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.8	17.1		6.5		22.8		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	19.5	* 53		54.5		* 53		
Max Q Clear Time (g_c+I1), s	2.2	7.4		2.4		6.4		
Green Ext Time (p_c), s	0.0	2.8		0.0		2.8		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.1					
HCM 2010 LOS			A					
<b>Notes</b>								
























Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↕	↕	↕
Traffic Volume (veh/h)	1	566	224	0	343	165	43	441
Future Volume (veh/h)	1	566	224	0	343	165	43	441
Number		1	6		2	12	3	18
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00				1.00	1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h		666	264		399	192	48	490
Adj No. of Lanes		1	2		2	1	1	1
Peak Hour Factor		0.85	0.85		0.86	0.86	0.90	0.90
Percent Heavy Veh, %		2	2		2	2	2	2
Cap, veh/h		584	1908		540	242	579	516
Arrive On Green		0.33	0.54		0.15	0.15	0.33	0.33
Sat Flow, veh/h		1774	3632		3632	1583	1774	1583
Grp Volume(v), veh/h		666	264		399	192	48	490
Grp Sat Flow(s),veh/h/ln		1774	1770		1770	1583	1774	1583
Q Serve(g_s), s		29.8	3.4		9.8	10.6	1.7	27.4
Cycle Q Clear(g_c), s		29.8	3.4		9.8	10.6	1.7	27.4
Prop In Lane		1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h		584	1908		540	242	579	516
V/C Ratio(X)		1.14	0.14		0.74	0.79	0.08	0.95
Avail Cap(c_a), veh/h		584	2478		2474	1107	676	603
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		30.4	10.4		36.6	37.0	21.1	29.8
Incr Delay (d2), s/veh		82.6	0.0		0.7	2.2	0.0	21.8
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		27.8	1.7		4.8	4.8	0.8	15.0
LnGrp Delay(d),s/veh		113.0	10.4		37.4	39.2	21.2	51.5
LnGrp LOS		F	B		D	D	C	D
Approach Vol, veh/h			930		591		538	
Approach Delay, s/veh			83.9		38.0		48.8	
Approach LOS			F		D		D	
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	35.0	20.5				55.5		35.0
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 30	* 63				* 63		34.5
Max Q Clear Time (g_c+I1), s	31.8	12.6				5.4		29.4
Green Ext Time (p_c), s	0.0	1.2				1.2		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			61.5					
HCM 2010 LOS			E					
<b>Notes</b>								























Jaeger Ranch  
1: Bradshaw Rd & Jackson Rd/SR-16

Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	168	421	198	38	275	86	11	106	750	24	4	198
Future Volume (veh/h)	168	421	198	38	275	86	11	106	750	24	4	198
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1900		1863
Adj Flow Rate, veh/h	179	448	211	41	299	93		115	815	26		208
Adj No. of Lanes	1	1	1	1	1	1		1	2	0		1
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92		0.92	0.92	0.92		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	203	488	415	53	330	280		138	1378	44		232
Arrive On Green	0.11	0.26	0.26	0.03	0.18	0.18		0.08	0.39	0.39		0.13
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583		1774	3501	112		1774
Grp Volume(v), veh/h	179	448	211	41	299	93		115	412	429		208
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583		1774	1770	1843		1774
Q Serve(g_s), s	13.9	32.8	15.9	3.2	22.1	7.2		9.0	25.8	25.8		16.2
Cycle Q Clear(g_c), s	13.9	32.8	15.9	3.2	22.1	7.2		9.0	25.8	25.8		16.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		0.06		1.00
Lane Grp Cap(c), veh/h	203	488	415	53	330	280		138	697	726		232
V/C Ratio(X)	0.88	0.92	0.51	0.78	0.91	0.33		0.83	0.59	0.59		0.90
Avail Cap(c_a), veh/h	310	488	415	247	433	368		247	790	823		310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	61.1	50.3	44.1	67.5	56.5	50.4		63.7	33.6	33.6		60.0
Incr Delay (d2), s/veh	12.0	22.1	0.4	8.7	16.4	0.3		4.9	0.4	0.4		19.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	7.5	19.8	7.0	1.7	12.9	3.2		4.6	12.7	13.2		9.1
LnGrp Delay(d),s/veh	73.1	72.4	44.5	76.2	72.9	50.7		68.6	34.0	34.0		79.0
LnGrp LOS	E	E	D	E	E	D		E	C	C		E
Approach Vol, veh/h		838			433				956			
Approach Delay, s/veh		65.5			68.4				38.2			
Approach LOS		E			E				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	70.0	21.6	32.2	23.8	62.6	9.7	44.1				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	19.5	62.6	24.5	32.6	24.5	62.6	19.5	* 33				
Max Q Clear Time (g_c+l1), s	11.0	64.6	15.9	24.1	18.2	27.8	5.2	34.8				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.8	0.1	17.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			79.1									
HCM 2010 LOS			E									
<b>Notes</b>												

Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1711	153
Future Volume (veh/h)	1711	153
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	1801	0
Adj No. of Lanes	2	1
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1580	707
Arrive On Green	0.45	0.00
Sat Flow, veh/h	3539	1583
Grp Volume(v), veh/h	1801	0
Grp Sat Flow(s),veh/h/ln	1770	1583
Q Serve(g_s), s	62.6	0.0
Cycle Q Clear(g_c), s	62.6	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1580	707
V/C Ratio(X)	1.14	0.00
Avail Cap(c_a), veh/h	1580	707
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	0.00
Uniform Delay (d), s/veh	38.8	0.0
Incr Delay (d2), s/veh	71.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	46.1	0.0
LnGrp Delay(d),s/veh	109.8	0.0
LnGrp LOS	F	
Approach Vol, veh/h	2009	
Approach Delay, s/veh	106.6	
Approach LOS	F	
Timer		

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	71	450	78	126	295	5	29	87	90	11	537	67
Future Volume (veh/h)	71	450	78	126	295	5	29	87	90	11	537	67
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	455	79	143	335	6	34	101	105	12	610	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	853	147	181	1183	21	41	259	269	68	526	66
Arrive On Green	0.05	0.28	0.28	0.10	0.33	0.33	0.02	0.31	0.31	0.04	0.32	0.32
Sat Flow, veh/h	1774	3019	521	1774	3557	64	1774	838	871	1774	1625	202
Grp Volume(v), veh/h	72	266	268	143	166	175	34	0	206	12	0	686
Grp Sat Flow(s),veh/h/ln	1774	1770	1771	1774	1770	1852	1774	0	1709	1774	0	1827
Q Serve(g_s), s	2.5	8.0	8.1	5.0	4.4	4.4	1.2	0.0	6.0	0.4	0.0	20.5
Cycle Q Clear(g_c), s	2.5	8.0	8.1	5.0	4.4	4.4	1.2	0.0	6.0	0.4	0.0	20.5
Prop In Lane	1.00		0.29	1.00		0.03	1.00		0.51	1.00		0.11
Lane Grp Cap(c), veh/h	92	500	500	181	589	616	41	0	528	68	0	592
V/C Ratio(X)	0.79	0.53	0.54	0.79	0.28	0.28	0.84	0.00	0.39	0.18	0.00	1.16
Avail Cap(c_a), veh/h	308	1553	1554	308	1553	1624	308	0	554	308	0	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	19.2	19.2	27.7	15.5	15.6	30.8	0.0	17.2	29.5	0.0	21.4
Incr Delay (d2), s/veh	5.4	1.2	1.3	2.9	0.4	0.4	15.3	0.0	2.2	0.5	0.0	89.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.1	4.1	2.6	2.2	2.3	0.8	0.0	3.1	0.2	0.0	24.9
LnGrp Delay(d),s/veh	35.1	20.4	20.5	30.7	15.9	15.9	46.1	0.0	19.4	29.9	0.0	110.6
LnGrp LOS	D	C	C	C	B	B	D		B	C		F
Approach Vol, veh/h		606			484			240			698	
Approach Delay, s/veh		22.2			20.3			23.1			109.2	
Approach LOS		C			C			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	25.5	5.4	25.0	10.4	22.4	6.4	24.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	11.0	55.5	11.0	20.5	11.0	55.5	11.0	20.5				
Max Q Clear Time (g_c+I1), s	4.5	6.4	3.2	22.5	7.0	10.1	2.4	8.0				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.0	0.0	7.8	0.0	9.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.8									
HCM 2010 LOS			D									
<b>Notes</b>												

Intersection
























Int Delay, s/veh 20.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Vol, veh/h	19	539	0	15	307	2	4	6	1	0	158	115
Future Vol, veh/h	19	539	0	15	307	2	4	6	1	0	158	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	350	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	79	79	79	70	70	70	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	580	0	19	389	3	6	9	1	0	216	158

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	391	0	0	580
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1168	-	-	994
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1168	-	-	994
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	231.2	64.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	26	514	1168	-	-	994	-	-	220	658
HCM Lane V/C Ratio	0.549	0.003	0.017	-	-	0.019	-	-	0.984	0.239
HCM Control Delay (s)	253.1	12	8.1	-	-	8.7	-	-	102.9	12.2
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.7	0	0.1	-	-	0.1	-	-	8.8	0.9

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	453	12	28	250	131	7	285	23	223	815	85
Future Volume (veh/h)	113	453	12	28	250	131	7	285	23	223	815	85
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	120	482	13	30	269	141	7	294	24	228	832	87
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	518	441	37	404	343	47	609	50	256	886	884
Arrive On Green	0.08	0.28	0.28	0.02	0.22	0.22	0.03	0.36	0.36	0.14	0.48	0.48
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1700	139	1774	1863	1583
Grp Volume(v), veh/h	120	482	13	30	269	141	7	0	318	228	832	87
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1838	1774	1863	1583
Q Serve(g_s), s	7.5	28.2	0.7	1.9	14.8	8.6	0.4	0.0	15.1	14.1	47.4	2.9
Cycle Q Clear(g_c), s	7.5	28.2	0.7	1.9	14.8	8.6	0.4	0.0	15.1	14.1	47.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	147	518	441	37	404	343	47	0	658	256	886	884
V/C Ratio(X)	0.82	0.93	0.03	0.80	0.67	0.41	0.15	0.00	0.48	0.89	0.94	0.10
Avail Cap(c_a), veh/h	324	552	469	324	552	469	324	0	1043	388	1064	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	39.4	29.4	54.6	40.2	37.7	53.3	0.0	27.9	47.1	27.8	11.6
Incr Delay (d2), s/veh	4.2	21.2	0.0	13.6	0.7	0.3	0.5	0.0	0.2	11.2	12.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	17.5	0.3	1.1	7.7	3.8	0.2	0.0	7.6	7.7	27.4	1.2
LnGrp Delay(d),s/veh	54.8	60.5	29.4	68.2	40.9	38.0	53.8	0.0	28.1	58.2	40.6	11.6
LnGrp LOS	D	E	C	E	D	D	D		C	E	D	B
Approach Vol, veh/h		615			440			325			1147	
Approach Delay, s/veh		58.8			41.8			28.7			41.9	
Approach LOS		E			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	31.1	7.5	59.7	6.9	38.0	20.7	46.5				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	20.5	33.2	20.5	* 64	20.5	33.2	24.5	63.6				
Max Q Clear Time (g_c+I1), s	9.5	16.8	2.4	49.4	3.9	30.2	16.1	17.1				
Green Ext Time (p_c), s	0.0	2.4	0.0	3.9	0.0	1.0	0.1	4.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.3									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	32	657	3	1	53	338	41	3	324	67	61	378
Future Volume (veh/h)	32	657	3	1	53	338	41	3	324	67	61	378
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		0.98	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1900	1900	1863	1900	1900	1863
Adj Flow Rate, veh/h	36	738	3		62	393	48	3	352	73	69	430
Adj No. of Lanes	1	1	0		1	1	0	0	1	0	0	1
Peak Hour Factor	0.89	0.89	0.89		0.86	0.86	0.86	0.92	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	46	684	3		78	628	77	3	328	68	50	312
Arrive On Green	0.03	0.37	0.37		0.04	0.39	0.39	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	1854	8		1774	1624	198	13	1487	308	226	1409
Grp Volume(v), veh/h	36	0	741		62	0	441	428	0	0	555	0
Grp Sat Flow(s),veh/h/ln	1774	0	1861		1774	0	1823	1808	0	0	1819	0
Q Serve(g_s), s	3.5	0.0	63.6		6.0	0.0	33.8	38.0	0.0	0.0	38.2	0.0
Cycle Q Clear(g_c), s	3.5	0.0	63.6		6.0	0.0	33.8	38.0	0.0	0.0	38.2	0.0
Prop In Lane	1.00		0.00		1.00		0.11	0.01		0.17	0.12	
Lane Grp Cap(c), veh/h	46	0	686		78	0	705	398	0	0	403	0
V/C Ratio(X)	0.78	0.00	1.08		0.80	0.00	0.63	1.07	0.00	0.00	1.38	0.00
Avail Cap(c_a), veh/h	262	0	686		211	0	705	398	0	0	403	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	83.5	0.0	54.4		81.7	0.0	42.8	67.2	0.0	0.0	67.1	0.0
Incr Delay (d2), s/veh	9.8	0.0	57.8		6.7	0.0	1.3	66.5	0.0	0.0	184.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	43.6		3.1	0.0	17.3	26.3	0.0	0.0	39.8	0.0
LnGrp Delay(d),s/veh	93.3	0.0	112.3		88.4	0.0	44.1	133.7	0.0	0.0	252.0	0.0
LnGrp LOS	F		F		F		D	F			F	
Approach Vol, veh/h		777				503			428			555
Approach Delay, s/veh		111.4				49.6			133.7			252.0
Approach LOS		F				D			F			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	73.5		45.0	12.1	70.4		45.0				
Change Period (Y+Rc), s	4.5	6.8		6.8	4.5	* 6.8		7.0				
Max Green Setting (Gmax), s	25.5	63.2		38.2	20.5	* 64		38.0				
Max Q Clear Time (g_c+I1), s	5.5	35.8		40.2	8.0	65.6		40.0				
Green Ext Time (p_c), s	0.0	4.4		0.0	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			136.4									
HCM 2010 LOS			F									
<b>Notes</b>												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	49
Future Volume (veh/h)	49
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	56
Adj No. of Lanes	0
Peak Hour Factor	0.88
Percent Heavy Veh, %	2
Cap, veh/h	41
Arrive On Green	0.22
Sat Flow, veh/h	184
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.10
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	79	29	5	254	754	141		
Future Volume (veh/h)	79	29	5	254	754	141		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	86	32	6	295	769	144		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.92	0.92	0.86	0.86	0.98	0.98		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	127	113	9	1253	836	157		
Arrive On Green	0.07	0.07	0.00	0.67	0.55	0.55		
Sat Flow, veh/h	1774	1583	1774	1863	1521	285		
Grp Volume(v), veh/h	86	32	6	295	0	913		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1805		
Q Serve(g_s), s	2.2	0.9	0.2	2.9	0.0	21.4		
Cycle Q Clear(g_c), s	2.2	0.9	0.2	2.9	0.0	21.4		
Prop In Lane	1.00	1.00	1.00			0.16		
Lane Grp Cap(c), veh/h	127	113	9	1253	0	993		
V/C Ratio(X)	0.68	0.28	0.70	0.24	0.00	0.92		
Avail Cap(c_a), veh/h	1319	1177	800	2561	0	2463		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	21.1	20.5	23.1	3.0	0.0	9.5		
Incr Delay (d2), s/veh	2.4	0.5	32.2	0.0	0.0	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	0.4	0.2	1.4	0.0	10.8		
LnGrp Delay(d),s/veh	23.4	21.0	55.3	3.0	0.0	11.1		
LnGrp LOS	C	C	E	A		B		
Approach Vol, veh/h	118			301	913			
Approach Delay, s/veh	22.8			4.0	11.1			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.7	32.1				37.8		8.7
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 64				* 64		34.6
Max Q Clear Time (g_c+I1), s	2.2	23.4				4.9		4.2
Green Ext Time (p_c), s	0.0	2.2				2.2		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			B					
<b>Notes</b>								

Intersection	
Intersection Delay, s/veh	27.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	0	14	0	31	0	384	4	176	452	2
Future Vol, veh/h	3	2	0	14	0	31	0	384	4	176	452	2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	0	20	0	44	0	400	4	198	508	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0





















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	9.9	13.9	36.6
HCM LOS	A	A	B	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	31%	28%
Vol Thru, %	99%	40%	0%	72%
Vol Right, %	1%	0%	69%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	5	45	630
LT Vol	0	3	14	176
Through Vol	384	2	0	452
RT Vol	4	0	31	2
Lane Flow Rate	404	7	64	708
Geometry Grp	1	1	1	1
Degree of Util (X)	0.551	0.013	0.109	0.915
Departure Headway (Hd)	4.904	6.793	6.126	4.654
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	530	589	772
Service Time	2.978	4.797	4.126	2.716
HCM Lane V/C Ratio	0.555	0.013	0.109	0.917
HCM Control Delay	13.9	9.9	9.9	36.6
HCM Lane LOS	B	A	A	E
HCM 95th-tile Q	3.4	0	0.4	12.6

Jaeger Ranch  
9: Sunrise Blvd & Grant Line Rd























Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	352	7	1	443	9	7	9	1	11	31	748
Future Volume (veh/h)	245	352	7	1	443	9	7	9	1	11	31	748
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	263	378	0	1	461	9	8	11	1	12	33	804
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.85	0.85	0.85	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	820	697	2	502	10	22	30	3	160	439	766
Arrive On Green	0.16	0.44	0.00	0.00	0.28	0.28	0.03	0.03	0.03	0.33	0.33	0.33
Sat Flow, veh/h	1774	1863	1583	1774	1820	36	724	996	91	490	1348	1550
Grp Volume(v), veh/h	263	378	0	1	0	470	20	0	0	45	0	804
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1856	1811	0	0	1838	0	1550
Q Serve(g_s), s	15.4	15.1	0.0	0.1	0.0	25.9	1.1	0.0	0.0	1.8	0.0	34.4
Cycle Q Clear(g_c), s	15.4	15.1	0.0	0.1	0.0	25.9	1.1	0.0	0.0	1.8	0.0	34.4
Prop In Lane	1.00		1.00	1.00		0.02	0.40		0.05	0.27		1.00
Lane Grp Cap(c), veh/h	292	820	697	2	0	512	54	0	0	599	0	766
V/C Ratio(X)	0.90	0.46	0.00	0.60	0.00	0.92	0.37	0.00	0.00	0.08	0.00	1.05
Avail Cap(c_a), veh/h	412	1132	962	328	0	1124	610	0	0	599	0	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	20.8	0.0	52.7	0.0	37.1	50.3	0.0	0.0	24.6	0.0	27.0
Incr Delay (d2), s/veh	14.1	0.2	0.0	85.8	0.0	2.9	1.5	0.0	0.0	0.0	0.0	46.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	7.8	0.0	0.1	0.0	13.7	0.6	0.0	0.0	0.9	0.0	32.0
LnGrp Delay(d),s/veh	57.4	20.9	0.0	138.5	0.0	40.0	51.8	0.0	0.0	24.6	0.0	73.5
LnGrp LOS	E	C		F		D	D			C		F
Approach Vol, veh/h		641			471			20			849	
Approach Delay, s/veh		35.9			40.2			51.8			70.9	
Approach LOS		D			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.9	35.2		40.0	5.6	52.5		7.6				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		4.4				
Max Green Setting (Gmax), s	24.5	64.0		* 34	19.5	* 64		35.6				
Max Q Clear Time (g_c+I1), s	17.4	27.9		36.4	2.1	17.1		3.1				
Green Ext Time (p_c), s	0.1	1.2		0.0	0.0	1.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				52.1								
HCM 2010 LOS				D								
<b>Notes</b>												

Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Existing Conditions  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	263	18	58	178	200	5	54	29	517	156	362
Future Volume (veh/h)	67	263	18	58	178	200	5	54	29	517	156	362
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	286	20	76	234	263	6	68	37	574	173	402
Adj No. of Lanes	1	2	0	1	1	1	1	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.76	0.76	0.76	0.79	0.79	0.79	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	734	51	96	397	337	9	124	67	708	577	491
Arrive On Green	0.05	0.22	0.22	0.05	0.21	0.21	0.00	0.11	0.11	0.21	0.31	0.31
Sat Flow, veh/h	1774	3352	233	1774	1863	1583	1774	1136	618	3442	1863	1583
Grp Volume(v), veh/h	73	150	156	76	234	263	6	0	105	574	173	402
Grp Sat Flow(s),veh/h/ln	1774	1770	1815	1774	1863	1583	1774	0	1754	1721	1863	1583
Q Serve(g_s), s	2.0	3.6	3.7	2.1	5.6	7.8	0.2	0.0	2.8	7.9	3.5	11.7
Cycle Q Clear(g_c), s	2.0	3.6	3.7	2.1	5.6	7.8	0.2	0.0	2.8	7.9	3.5	11.7
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	92	387	397	96	397	337	9	0	191	708	577	491
V/C Ratio(X)	0.80	0.39	0.39	0.79	0.59	0.78	0.70	0.00	0.55	0.81	0.30	0.82
Avail Cap(c_a), veh/h	693	2307	2367	707	2433	2068	693	0	2290	1344	2421	2058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	16.6	16.7	23.3	17.7	18.5	24.8	0.0	21.1	18.9	13.1	15.9
Incr Delay (d2), s/veh	5.8	0.2	0.2	5.5	0.5	1.5	32.5	0.0	0.9	0.9	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	1.8	1.2	2.9	3.5	0.2	0.0	1.4	3.8	1.8	5.3
LnGrp Delay(d),s/veh	29.2	16.9	16.9	28.8	18.2	20.0	57.3	0.0	22.0	19.8	13.2	17.2
LnGrp LOS	C	B	B	C	B	C	E		C	B	B	B
Approach Vol, veh/h		379			573			111			1149	
Approach Delay, s/veh		19.3			20.4			23.9			17.9	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	15.5	5.7	20.6	7.8	15.8	15.8	10.5				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	19.5	* 65	19.5	* 65	* 20	* 65	19.5	* 65				
Max Q Clear Time (g_c+I1), s	4.0	9.8	2.2	13.7	4.1	5.7	9.9	4.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.6	0.0	0.8	0.3	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.1									
HCM 2010 LOS			B									
<b>Notes</b>												

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		2T	3T	T	2T	2T	T		2T	3T	T	
Traffic Volume (veh/h)	5	58	305	417	114	107	104	3	155	543	96	3
Future Volume (veh/h)	5	58	305	417	114	107	104	3	155	543	96	3
Number		7	4	14	3	8	18		5	2	12	
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.99		1.00		0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1863		1863	1863	1863	
Adj Flow Rate, veh/h		60	318	434	139	130	127		170	597	105	
Adj No. of Lanes		2	3	1	2	2	1		2	3	1	
Peak Hour Factor		0.96	0.96	0.96	0.82	0.82	0.82		0.91	0.91	0.91	
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	
Cap, veh/h		101	1418	442	194	1082	478		226	1830	563	
Arrive On Green		0.03	0.28	0.28	0.06	0.31	0.31		0.07	0.36	0.36	
Sat Flow, veh/h		3442	5085	1583	3442	3539	1563		3442	5085	1563	
Grp Volume(v), veh/h		60	318	434	139	130	127		170	597	105	
Grp Sat Flow(s),veh/h/ln		1721	1695	1583	1721	1770	1563		1721	1695	1563	
Q Serve(g_s), s		2.1	5.7	32.5	4.7	3.2	7.3		5.8	10.2	5.5	
Cycle Q Clear(g_c), s		2.1	5.7	32.5	4.7	3.2	7.3		5.8	10.2	5.5	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h		101	1418	442	194	1082	478		226	1830	563	
V/C Ratio(X)		0.59	0.22	0.98	0.72	0.12	0.27		0.75	0.33	0.19	
Avail Cap(c_a), veh/h		562	1418	442	562	1082	478		562	2670	821	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh		57.2	33.1	42.8	55.4	29.9	31.3		54.8	27.7	26.2	
Incr Delay (d2), s/veh		2.0	0.0	38.1	1.8	0.0	0.1		1.9	0.0	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		1.0	2.7	18.9	2.3	1.6	3.2		2.8	4.8	2.4	
LnGrp Delay(d),s/veh		59.3	33.2	80.9	57.2	29.9	31.4		56.7	27.8	26.3	
LnGrp LOS		E	C	F	E	C	C		E	C	C	
Approach Vol, veh/h			812			396				872		
Approach Delay, s/veh			60.6			40.0				33.2		
Approach LOS			E			D				C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	50.4	12.2	40.1	13.3	53.7	9.0	43.3				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	19.5	* 63	19.5	* 33	19.5	* 63	19.5	33.2				
Max Q Clear Time (g_c+l1), s	11.1	12.2	6.7	34.5	7.8	40.1	4.1	9.3				
Green Ext Time (p_c), s	0.1	6.7	0.1	0.0	0.1	6.2	0.0	1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.5									
HCM 2010 LOS			D									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	243	1586	124
Future Volume (veh/h)	243	1586	124
Number	1	6	16
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	267	1743	136
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2
Cap, veh/h	323	1973	614
Arrive On Green	0.09	0.39	0.39
Sat Flow, veh/h	3442	5085	1583
Grp Volume(v), veh/h	267	1743	136
Grp Sat Flow(s),veh/h/ln	1721	1695	1583
Q Serve(g_s), s	9.1	38.1	6.9
Cycle Q Clear(g_c), s	9.1	38.1	6.9
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	323	1973	614
V/C Ratio(X)	0.83	0.88	0.22
Avail Cap(c_a), veh/h	562	2666	830
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	34.0	24.5
Incr Delay (d2), s/veh	2.1	2.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	18.2	3.0
LnGrp Delay(d),s/veh	55.2	36.4	24.5
LnGrp LOS	E	D	C
Approach Vol, veh/h		2146	
Approach Delay, s/veh		38.0	
Approach LOS		D	
Timer			



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	174	120	37	403	501	155		
Future Volume (veh/h)	174	120	37	403	501	155		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900		
Adj Flow Rate, veh/h	193	133	40	433	611	189		
Adj No. of Lanes	0	0	1	1	1	0		
Peak Hour Factor	0.90	0.90	0.93	0.93	0.82	0.82		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	221	153	48	1104	664	206		
Arrive On Green	0.22	0.22	0.03	0.59	0.49	0.49		
Sat Flow, veh/h	998	688	1774	1863	1366	422		
Grp Volume(v), veh/h	327	0	40	433	0	800		
Grp Sat Flow(s),veh/h/ln	1691	0	1774	1863	0	1788		
Q Serve(g_s), s	10.9	0.0	1.3	7.2	0.0	24.2		
Cycle Q Clear(g_c), s	10.9	0.0	1.3	7.2	0.0	24.2		
Prop In Lane	0.59	0.41	1.00			0.24		
Lane Grp Cap(c), veh/h	375	0	48	1104	0	870		
V/C Ratio(X)	0.87	0.00	0.83	0.39	0.00	0.92		
Avail Cap(c_a), veh/h	1026	0	622	2055	0	1963		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	21.8	0.0	28.2	6.3	0.0	13.9		
Incr Delay (d2), s/veh	2.5	0.0	12.7	0.1	0.0	1.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.8	3.6	0.0	12.2		
LnGrp Delay(d),s/veh	24.3	0.0	40.8	6.4	0.0	15.7		
LnGrp LOS	C		D	A		B		
Approach Vol, veh/h	327			473	800			
Approach Delay, s/veh	24.3			9.3	15.7			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.2	34.4				40.6		17.6
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1		4.7
Max Green Setting (Gmax), s	* 20	* 64				* 64		35.3
Max Q Clear Time (g_c+I1), s	3.3	26.2				9.2		12.9
Green Ext Time (p_c), s	0.0	2.1				2.1		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			15.6					
HCM 2010 LOS			B					
<b>Notes</b>								



















Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	20	907	178	392	659	27	180	167	687	18	54
Future Volume (veh/h)	2	20	907	178	392	659	27	180	167	687	18	54
Number		1	6	16	5	2	12	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.97	1.00		0.96	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		24	1093	0	431	724	30	202	476	494	24	72
Adj No. of Lanes		1	2	1	2	2	0	1	1	1	0	2
Peak Hour Factor		0.83	0.83	0.83	0.91	0.91	0.91	0.87	0.87	0.87	0.75	0.75
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		30	1194	534	476	1585	66	456	479	609	79	240
Arrive On Green		0.02	0.34	0.00	0.14	0.46	0.46	0.26	0.26	0.26	0.12	0.12
Sat Flow, veh/h		1774	3539	1583	3442	3459	143	1774	1863	1518	690	2085
Grp Volume(v), veh/h		24	1093	0	431	370	384	202	476	494	64	0
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1721	1770	1833	1774	1863	1518	1828	0
Q Serve(g_s), s		1.8	40.1	0.0	16.7	19.4	19.4	12.9	34.5	34.8	4.3	0.0
Cycle Q Clear(g_c), s		1.8	40.1	0.0	16.7	19.4	19.4	12.9	34.5	34.8	4.3	0.0
Prop In Lane		1.00		1.00	1.00		0.08	1.00		1.00	0.38	
Lane Grp Cap(c), veh/h		30	1194	534	476	811	840	456	479	609	210	0
V/C Ratio(X)		0.80	0.92	0.00	0.91	0.46	0.46	0.44	0.99	0.81	0.30	0.00
Avail Cap(c_a), veh/h		258	1707	764	503	855	885	456	479	609	466	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		66.3	43.0	0.0	57.5	25.1	25.1	42.2	50.2	36.7	54.9	0.0
Incr Delay (d2), s/veh		16.7	4.9	0.0	18.6	0.1	0.1	0.3	39.5	7.6	0.3	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	20.4	0.0	9.2	9.5	9.8	6.4	23.0	17.7	2.2	0.0
LnGrp Delay(d),s/veh		83.1	47.9	0.0	76.1	25.3	25.3	42.4	89.6	44.3	55.2	0.0
LnGrp LOS		F	D		E	C	C	D	F	D	E	
Approach Vol, veh/h			1117			1185			1172			120
Approach Delay, s/veh			48.6			43.8			62.4			55.2
Approach LOS			D			D			E			E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	66.7		21.1	23.9	50.4		40.0				
Change Period (Y+Rc), s	* 5.3	* 4.7		5.5	* 5.2	* 4.7		5.2				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.8				
Max Q Clear Time (g_c+I1), s	3.8	21.4		6.3	18.7	42.1		36.8				
Green Ext Time (p_c), s	0.0	3.7		0.1	0.0	3.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.7									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
<b>Lane Configurations</b>	
Traffic Volume (veh/h)	18
Future Volume (veh/h)	18
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.90
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	24
Adj No. of Lanes	0
Peak Hour Factor	0.75
Percent Heavy Veh, %	2
Cap, veh/h	81
Arrive On Green	0.12
Sat Flow, veh/h	701
Grp Volume(v), veh/h	56
Grp Sat Flow(s),veh/h/ln	1648
Q Serve(g_s), s	4.2
Cycle Q Clear(g_c), s	4.2
Prop In Lane	0.43
Lane Grp Cap(c), veh/h	190
V/C Ratio(X)	0.30
Avail Cap(c_a), veh/h	420
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	54.9
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.0
LnGrp Delay(d),s/veh	55.2
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
<b>Timer</b>	

Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Existing Conditions



















PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	0	310	0	1098	1055	0	562	326
Future Volume (veh/h)	0	0	0	343	0	310	0	1098	1055	0	562	326
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h				371	27	352	0	1132	0	0	677	0
Adj No. of Lanes				1	1	0	0	2	0	0	2	0
Peak Hour Factor				0.88	0.88	0.88	0.97	0.97	0.97	0.83	0.83	0.83
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				463	29	380	0	2297	0	0	2297	0
Arrive On Green				0.26	0.26	0.26	0.00	0.65	0.00	0.00	0.65	0.00
Sat Flow, veh/h				1774	112	1456	0	3725	0	0	3725	0
Grp Volume(v), veh/h				371	0	379	0	1132	0	0	677	0
Grp Sat Flow(s),veh/h/ln				1774	0	1568	0	1770	0	0	1770	0
Q Serve(g_s), s				21.5	0.0	25.9	0.0	18.2	0.0	0.0	9.1	0.0
Cycle Q Clear(g_c), s				21.5	0.0	25.9	0.0	18.2	0.0	0.0	9.1	0.0
Prop In Lane				1.00		0.93	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				463	0	409	0	2297	0	0	2297	0
V/C Ratio(X)				0.80	0.00	0.93	0.00	0.49	0.00	0.00	0.29	0.00
Avail Cap(c_a), veh/h				566	0	500	0	2297	0	0	2297	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				38.0	0.0	39.6	0.0	10.0	0.0	0.0	8.4	0.0
Incr Delay (d2), s/veh				5.4	0.0	19.3	0.0	0.8	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.2	0.0	13.4	0.0	9.0	0.0	0.0	4.5	0.0
LnGrp Delay(d),s/veh				43.4	0.0	58.9	0.0	10.7	0.0	0.0	8.7	0.0
LnGrp LOS				D		E		B			A	
Approach Vol, veh/h					750			1132			677	
Approach Delay, s/veh					51.2			10.7			8.7	
Approach LOS					D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.4				76.4		33.6				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 66				65.0		35.1				
Max Q Clear Time (g_c+I1), s		11.1				20.2		27.9				
Green Ext Time (p_c), s		4.8				4.8		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.1								
HCM 2010 LOS				C								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Existing Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	0	608	0	0	0	0	1519	828	0	658	215
Future Volume (veh/h)	534	0	608	0	0	0	0	1519	828	0	658	215
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	816	0	437				0	1766	0	0	700	0
Adj No. of Lanes	2	0	1				0	3	0	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.86	0.86	0.86	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	1041	0	463				0	3112	0	0	2166	969
Arrive On Green	0.29	0.00	0.29				0.00	0.61	0.00	0.00	0.61	0.00
Sat Flow, veh/h	3548	0	1578				0	5421	0	0	3632	1583
Grp Volume(v), veh/h	816	0	437				0	1766	0	0	700	0
Grp Sat Flow(s),veh/h/ln	1774	0	1578				0	1695	0	0	1770	1583
Q Serve(g_s), s	23.2	0.0	29.8				0.0	22.7	0.0	0.0	10.5	0.0
Cycle Q Clear(g_c), s	23.2	0.0	29.8				0.0	22.7	0.0	0.0	10.5	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1041	0	463				0	3112	0	0	2166	969
V/C Ratio(X)	0.78	0.00	0.94				0.00	0.57	0.00	0.00	0.32	0.00
Avail Cap(c_a), veh/h	1116	0	497				0	3112	0	0	2166	969
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	0.0	38.0				0.0	12.7	0.0	0.0	10.3	0.0
Incr Delay (d2), s/veh	3.1	0.0	25.3				0.0	0.8	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	0.0	16.2				0.0	10.7	0.0	0.0	5.2	0.0
LnGrp Delay(d),s/veh	38.7	0.0	63.3				0.0	13.4	0.0	0.0	10.7	0.0
LnGrp LOS	D		E					B			B	
Approach Vol, veh/h		1253						1766			700	
Approach Delay, s/veh		47.3						13.4			10.7	
Approach LOS		D						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		72.3		37.7		72.3						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 66		* 35		65.0						
Max Q Clear Time (g_c+I1), s		12.5		31.8		24.7						
Green Ext Time (p_c), s		8.2		0.5		8.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			24.3									
HCM 2010 LOS			C									
<b>Notes</b>												

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↓	↑↑↑	↑↑	↑	
Traffic Volume (veh/h)	693	234	7	142	1115	623	102	
Future Volume (veh/h)	693	234	7	142	1115	623	102	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	806	0		160	1253	890	146	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.86	0.86		0.89	0.89	0.70	0.70	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	2459	0		190	3255	955	439	
Arrive On Green	0.48	0.00		0.11	0.64	0.28	0.28	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	806	0		160	1253	890	146	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	10.0	0.0		9.1	12.1	26.0	7.6	
Cycle Q Clear(g_c), s	10.0	0.0		9.1	12.1	26.0	7.6	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2459	0		190	3255	955	439	
V/C Ratio(X)	0.33	0.00		0.84	0.38	0.93	0.33	
Avail Cap(c_a), veh/h	3207	0		343	3255	1219	561	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	16.3	0.0		45.2	8.9	36.3	29.6	
Incr Delay (d2), s/veh	0.2	0.0		3.8	0.2	9.9	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.7	0.0		4.7	5.6	13.7	3.3	
LnGrp Delay(d),s/veh	16.5	0.0		49.0	9.0	46.2	29.8	
LnGrp LOS	B			D	A	D	C	
Approach Vol, veh/h	806				1413	1036		
Approach Delay, s/veh	16.5				13.5	43.9		
Approach LOS	B				B	D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		71.0			16.1	54.8		32.1
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		65.0			* 20	65.0		36.5
Max Q Clear Time (g_c+I1), s		14.1			11.1	12.0		28.0
Green Ext Time (p_c), s		38.2			0.0	37.8		0.6
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				23.9				
HCM 2010 LOS				C				
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	14	321	423	253	30	184	468	149	14	112	460	75
Future Volume (veh/h)	14	321	423	253	30	184	468	149	14	112	460	75
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.96		1.00		0.97
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		401	529	316		224	571	182		117	479	78
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.80	0.80	0.80		0.82	0.82	0.82		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		473	905	410		296	1096	328		423	1666	505
Arrive On Green		0.14	0.27	0.27		0.09	0.22	0.22		0.12	0.33	0.33
Sat Flow, veh/h		3442	3390	1537		3442	5085	1520		3442	5085	1541
Grp Volume(v), veh/h		401	529	316		224	571	182		117	479	78
Grp Sat Flow(s),veh/h/ln		1721	1695	1537		1721	1695	1520		1721	1695	1541
Q Serve(g_s), s		10.6	12.6	17.6		5.9	9.2	9.9		2.9	6.5	3.3
Cycle Q Clear(g_c), s		10.6	12.6	17.6		5.9	9.2	9.9		2.9	6.5	3.3
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		473	905	410		296	1096	328		423	1666	505
V/C Ratio(X)		0.85	0.58	0.77		0.76	0.52	0.56		0.28	0.29	0.15
Avail Cap(c_a), veh/h		723	1249	566		723	1874	560		723	3528	1069
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		39.1	29.6	31.4		41.5	32.2	32.4		37.0	23.2	22.1
Incr Delay (d2), s/veh		3.7	0.2	2.7		1.5	0.1	0.5		0.1	0.0	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.3	5.9	7.8		2.9	4.3	4.2		1.4	3.0	1.4
LnGrp Delay(d),s/veh		42.7	29.8	34.1		42.9	32.3	33.0		37.1	23.2	22.2
LnGrp LOS		D	C	C		D	C	C		D	C	C
Approach Vol, veh/h			1246				977				674	
Approach Delay, s/veh			35.0				34.9				25.5	
Approach LOS			D				C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	31.9	18.2	25.8	12.7	36.0	13.5	30.6				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.2	19.5	* 64	19.5	34.2				
Max Q Clear Time (g_c+I1), s	4.9	21.4	12.6	11.9	7.2	8.5	7.9	19.6				
Green Ext Time (p_c), s	0.1	4.0	0.2	3.4	0.1	4.0	0.1	3.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.9									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		57	↑↑↑	
Traffic Volume (veh/h)	8	173	843	162
Future Volume (veh/h)	8	173	843	162
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900
Adj Flow Rate, veh/h		197	958	184
Adj No. of Lanes		2	3	0
Peak Hour Factor		0.88	0.88	0.88
Percent Heavy Veh, %		2	2	2
Cap, veh/h		269	1206	231
Arrive On Green		0.08	0.28	0.28
Sat Flow, veh/h		3442	4263	816
Grp Volume(v), veh/h		197	761	381
Grp Sat Flow(s),veh/h/ln		1721	1695	1689
Q Serve(g_s), s		5.2	19.3	19.4
Cycle Q Clear(g_c), s		5.2	19.3	19.4
Prop In Lane		1.00		0.48
Lane Grp Cap(c), veh/h		269	959	478
V/C Ratio(X)		0.73	0.79	0.80
Avail Cap(c_a), veh/h		723	2352	1171
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		41.8	30.8	30.8
Incr Delay (d2), s/veh		1.5	0.6	1.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.5	9.1	9.1
LnGrp Delay(d),s/veh		43.3	31.4	32.0
LnGrp LOS		D	C	C
Approach Vol, veh/h			1339	
Approach Delay, s/veh			33.3	
Approach LOS			C	
Timer				

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		2<del>1</del>	1<del>1</del>			2<del>1</del>	1<del>1</del>	1<del>1</del>	2<del>1</del>	1<del>1</del>		2<del>1</del>
Traffic Volume (veh/h)	1	476	230	22	3	68	174	649	43	1137	11	337
Future Volume (veh/h)	1	476	230	22	3	68	174	649	43	1137	11	337
Number		3	8	18		7	4	14	1	6	16	5
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		0.97	1.00		0.98	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		501	242	23		78	200	746	46	1223	12	347
Adj No. of Lanes		2	3	0		2	1	2	2	3	0	2
Peak Hour Factor		0.95	0.95	0.95		0.87	0.87	0.87	0.93	0.93	0.93	0.97
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		551	1728	161		127	449	1112	81	1511	15	404
Arrive On Green		0.16	0.37	0.37		0.04	0.24	0.24	0.02	0.29	0.29	0.12
Sat Flow, veh/h		3442	4730	440		3548	1863	3074	3442	5192	51	3442
Grp Volume(v), veh/h		501	172	93		78	200	746	46	799	436	347
Grp Sat Flow(s),veh/h/ln		1721	1695	1780		1774	1863	1537	1721	1695	1853	1721
Q Serve(g_s), s		17.0	4.0	4.2		2.6	10.9	24.5	1.6	26.0	26.0	11.8
Cycle Q Clear(g_c), s		17.0	4.0	4.2		2.6	10.9	24.5	1.6	26.0	26.0	11.8
Prop In Lane		1.00		0.25		1.00		1.00	1.00		0.03	1.00
Lane Grp Cap(c), veh/h		551	1238	650		127	449	1112	81	987	539	404
V/C Ratio(X)		0.91	0.14	0.14		0.61	0.45	0.67	0.57	0.81	0.81	0.86
Avail Cap(c_a), veh/h		564	1822	957		581	1009	2036	564	1848	1010	708
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		49.2	25.3	25.3		56.6	38.4	32.4	57.5	39.2	39.2	51.6
Incr Delay (d2), s/veh		18.0	0.0	0.0		1.8	0.3	0.3	2.3	0.6	1.1	2.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		9.5	1.9	2.0		1.3	5.6	10.4	0.8	12.3	13.5	5.7
LnGrp Delay(d),s/veh		67.2	25.3	25.4		58.4	38.7	32.7	59.8	39.8	40.3	53.7
LnGrp LOS		E	C	C		E	D	C	E	D	D	D
Approach Vol, veh/h			766				1024			1281		
Approach Delay, s/veh			52.7				35.8			40.7		
Approach LOS			D				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	51.5	24.6	34.7	19.5	40.4	9.8	49.5				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	* 65	24.5	* 65	19.5	* 64				
Max Q Clear Time (g_c+I1), s	3.6	20.5	19.0	26.5	13.8	28.0	4.6	6.2				
Green Ext Time (p_c), s	0.0	6.7	0.0	1.5	0.2	6.6	0.0	1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			39.1									
HCM 2010 LOS			D									
<b>Notes</b>												



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	995	237
Future Volume (veh/h)	995	237
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	1026	244
Adj No. of Lanes	3	1
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	1957	604
Arrive On Green	0.38	0.38
Sat Flow, veh/h	5085	1569
Grp Volume(v), veh/h	1026	244
Grp Sat Flow(s),veh/h/ln	1695	1569
Q Serve(g_s), s	18.5	13.5
Cycle Q Clear(g_c), s	18.5	13.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1957	604
V/C Ratio(X)	0.52	0.40
Avail Cap(c_a), veh/h	2746	847
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	28.2	26.7
Incr Delay (d2), s/veh	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	5.9
LnGrp Delay(d),s/veh	28.3	26.9
LnGrp LOS	C	C
Approach Vol, veh/h	1617	
Approach Delay, s/veh	33.5	
Approach LOS	C	
Timer		

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Existing Conditions

PM Peak



Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	658	1	120	622	870	119	1812	411	4	996	135
Future Volume (vph)	658	1	120	622	870	119	1812	411	4	996	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	4.6		4.6			4.6	4.0
Lane Util. Factor	0.95	0.95	0.95	0.95	0.88		0.86			0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.98	0.98	1.00		1.00			1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.90	0.85	0.85		0.97			1.00	0.85
Flt Protected	0.95	0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1681	1562	1469	2787		6198			3539	1540
Flt Permitted	0.95	0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1681	1562	1469	2787		6198			3539	1540
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.86	0.86	0.88	0.88	0.88	0.92	0.92
Adj. Flow (vph)	693	1	126	655	1012	138	2059	467	5	1083	147
RTOR Reduction (vph)	0	0	47	47	12	0	0	0	0	0	0
Lane Group Flow (vph)	346	348	354	333	1138	0	2531	0	0	1083	147
Confl. Peds. (#/hr)	11	11		11	3	3		3	3		11
Confl. Bikes (#/hr)								8	8		5
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		2!		6!			2	
Permitted Phases				4	2						Free
Actuated Green, G (s)	34.8	34.8	34.8	34.8	78.8		78.8			78.8	125.0
Effective Green, g (s)	34.8	34.8	34.8	34.8	78.8		78.8			78.8	125.0
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.63		0.63			0.63	1.00
Clearance Time (s)	6.8	6.8	6.8	6.8	4.6		4.6			4.6	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	
Lane Grp Cap (vph)	467	467	434	408	1756		3907			2230	1540
v/s Ratio Prot	0.21	0.21	0.23		0.41		c0.41			0.31	
v/s Ratio Perm				c0.23							0.10
v/c Ratio	0.74	0.75	0.82	0.82	0.65		0.65			0.49	0.10
Uniform Delay, d1	41.0	41.1	42.1	42.1	14.4		14.4			12.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00			1.21	1.00
Incremental Delay, d2	5.5	5.6	10.7	11.3	1.9		0.8			0.7	0.1
Delay (s)	46.5	46.7	52.8	53.5	16.3		15.3			15.6	0.1
Level of Service	D	D	D	D	B		B			B	A
Approach Delay (s)			50.0				15.3			13.8	
Approach LOS			D				B			B	

Intersection Summary

HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		


















! Phase conflict between lane groups.

c Critical Lane Group

Jaeger Ranch  
20: Zinfandel Dr & US-50 WB Ramps

Existing Conditions

PM Peak






















													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (veh/h)	0	0	0	398	0	293	1	0	1627	1720	0	710	
Future Volume (veh/h)	0	0	0	398	0	293	1	0	1627	1720	0	710	
Number				3	8	18			1	6	16	5	2
Initial Q (Qb), veh				0	0	0			0	0	0	0	
Ped-Bike Adj(A_pbT)				1.00		1.00			1.00		1.00	1.00	
Parking Bus, Adj				1.00	1.00	1.00			1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln				1863	0	1863			0	1863	1863	0	1863
Adj Flow Rate, veh/h				428	0	315			0	1660	0	0	747
Adj No. of Lanes				2	0	1			0	3	2	0	2
Peak Hour Factor				0.93	0.93	0.93			0.98	0.98	0.98	0.95	0.95
Percent Heavy Veh, %				2	0	2			0	2	2	0	2
Cap, veh/h				740	0	340			0	3528	1933	0	2456
Arrive On Green				0.21	0.00	0.21			0.00	0.69	0.00	0.00	0.69
Sat Flow, veh/h				3442	0	1583			0	5253	2787	0	3632
Grp Volume(v), veh/h				428	0	315			0	1660	0	0	747
Grp Sat Flow(s),veh/h/ln				1721	0	1583			0	1695	1393	0	1770
Q Serve(g_s), s				13.9	0.0	24.4			0.0	18.5	0.0	0.0	10.2
Cycle Q Clear(g_c), s				13.9	0.0	24.4			0.0	18.5	0.0	0.0	10.2
Prop In Lane				1.00		1.00			0.00		1.00	0.00	
Lane Grp Cap(c), veh/h				740	0	340			0	3528	1933	0	2456
V/C Ratio(X)				0.58	0.00	0.93			0.00	0.47	0.00	0.00	0.30
Avail Cap(c_a), veh/h				1327	0	611			0	3528	1933	0	2456
HCM Platoon Ratio				1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00			0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				44.0	0.0	48.1			0.0	8.7	0.0	0.0	7.4
Incr Delay (d2), s/veh				0.3	0.0	6.1			0.0	0.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.7	0.0	11.2			0.0	8.8	0.0	0.0	5.1
LnGrp Delay(d),s/veh				44.3	0.0	54.2			0.0	9.2	0.0	0.0	7.7
LnGrp LOS				D		D			A				A
Approach Vol, veh/h					743				1660				747
Approach Delay, s/veh					48.5				9.2				7.7
Approach LOS					D				A				A
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2				6		8					
Phs Duration (G+Y+Rc), s		91.3				91.3		33.7					
Change Period (Y+Rc), s		4.6				4.6		6.8					
Max Green Setting (Gmax), s		65.4				65.4		48.2					
Max Q Clear Time (g_c+I1), s		12.2				20.5		26.4					
Green Ext Time (p_c), s		7.8				7.8		0.5					
<b>Intersection Summary</b>													
HCM 2010 Ctrl Delay				18.1									
HCM 2010 LOS				B									
<b>Notes</b>													

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	500
Future Volume (veh/h)	500
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	1099
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1099
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1099
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↕	↗		↔	↕	↗		↔	↕	↗
Traffic Volume (veh/h)	35	251	565	245	11	242	297	213	71	218	867	212
Future Volume (veh/h)	35	251	565	245	11	242	297	213	71	218	867	212
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		1.00		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		295	665	288		299	367	263		240	953	233
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.85	0.85	0.85		0.81	0.81	0.81		0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		330	889	395		334	1284	399		276	1733	537
Arrive On Green		0.11	0.28	0.28		0.11	0.28	0.28		0.09	0.38	0.38
Sat Flow, veh/h		3097	3185	1416		3097	4577	1422		3097	4577	1418
Grp Volume(v), veh/h		295	665	288		299	367	263		240	953	233
Grp Sat Flow(s),veh/h/ln		1549	1593	1416		1549	1526	1422		1549	1526	1418
Q Serve(g_s), s		15.5	31.3	30.2		15.7	10.3	26.8		12.6	26.8	20.1
Cycle Q Clear(g_c), s		15.5	31.3	30.2		15.7	10.3	26.8		12.6	26.8	20.1
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		330	889	395		334	1284	399		276	1733	537
V/C Ratio(X)		0.89	0.75	0.73		0.90	0.29	0.66		0.87	0.55	0.43
Avail Cap(c_a), veh/h		368	1241	551		368	1284	399		368	1794	556
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		72.5	54.0	53.6		72.4	46.2	52.2		73.9	40.0	37.9
Incr Delay (d2), s/veh		20.5	2.8	5.5		21.0	0.4	6.9		12.8	0.6	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		7.6	14.1	12.4		7.7	4.4	11.3		5.9	11.4	8.0
LnGrp Delay(d),s/veh		93.0	56.8	59.0		93.4	46.7	59.1		86.7	40.7	39.1
LnGrp LOS		F	E	E		F	D	E		F	D	D
Approach Vol, veh/h			1248				929				1426	
Approach Delay, s/veh			65.8				65.2				48.1	
Approach LOS			E				E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	69.1	23.0	52.1	21.2	68.0	23.2	51.9				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	64.0				
Max Q Clear Time (g_c+I1), s	14.6	45.5	17.5	28.8	15.6	28.8	17.7	33.3				
Green Ext Time (p_c), s	0.1	17.8	0.1	4.5	0.1	32.6	0.1	12.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			56.5									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	36	226	1199	132
Future Volume (veh/h)	36	226	1199	132
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		260	1378	152
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.87	0.87	0.87
Percent Heavy Veh, %		2	2	2
Cap, veh/h		296	1763	546
Arrive On Green		0.10	0.39	0.39
Sat Flow, veh/h		3097	4577	1418
Grp Volume(v), veh/h		260	1378	152
Grp Sat Flow(s),veh/h/ln		1549	1526	1418
Q Serve(g_s), s		13.6	43.5	12.1
Cycle Q Clear(g_c), s		13.6	43.5	12.1
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		296	1763	546
V/C Ratio(X)		0.88	0.78	0.28
Avail Cap(c_a), veh/h		368	1788	554
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		73.4	44.4	34.8
Incr Delay (d2), s/veh		15.8	2.6	0.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		6.5	18.8	4.9
LnGrp Delay(d),s/veh		89.2	47.1	35.4
LnGrp LOS		F	D	D
Approach Vol, veh/h			1790	
Approach Delay, s/veh			52.2	
Approach LOS			D	
Timer				

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	422	401	90	1	187	266	247	2	50	1119	154	1
Future Volume (veh/h)	422	401	90	1	187	266	247	2	50	1119	154	1
Number	3	8	18		7	4	14		1	6	16	
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98		1.00		0.98		1.00		0.99	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863		1863	1863	1863		1863	1863	1863	
Adj Flow Rate, veh/h	474	451	101		203	412	186		66	1472	203	
Adj No. of Lanes	2	2	1		2	2	1		2	4	1	
Peak Hour Factor	0.89	0.89	0.89		0.92	0.92	0.92		0.76	0.76	0.76	
Percent Heavy Veh, %	2	2	2		2	2	2		2	2	2	
Cap, veh/h	486	912	401		254	701	291		108	2711	661	
Arrive On Green	0.14	0.26	0.26		0.07	0.19	0.19		0.03	0.42	0.42	
Sat Flow, veh/h	3442	3539	1554		3548	3725	1546		3442	6408	1562	
Grp Volume(v), veh/h	474	451	101		203	412	186		66	1472	203	
Grp Sat Flow(s),veh/h/ln	1721	1770	1554		1774	1863	1546		1721	1602	1562	
Q Serve(g_s), s	18.9	15.0	7.1		7.8	13.9	15.3		2.6	23.8	11.9	
Cycle Q Clear(g_c), s	18.9	15.0	7.1		7.8	13.9	15.3		2.6	23.8	11.9	
Prop In Lane	1.00		1.00		1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	486	912	401		254	701	291		108	2711	661	
V/C Ratio(X)	0.98	0.49	0.25		0.80	0.59	0.64		0.61	0.54	0.31	
Avail Cap(c_a), veh/h	486	912	401		501	917	381		486	2979	726	
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh	59.0	43.6	40.7		63.1	51.2	51.7		66.1	29.8	26.4	
Incr Delay (d2), s/veh	34.2	0.6	0.5		2.2	1.3	4.0		3.4	0.1	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.3	7.4	3.1		3.9	7.3	6.9		1.3	10.5	5.1	
LnGrp Delay(d),s/veh	93.3	44.2	41.2		65.3	52.5	55.7		69.5	29.9	26.6	
LnGrp LOS	F	D	D		E	D	E		E	C	C	
Approach Vol, veh/h		1026				801				1741		
Approach Delay, s/veh		66.6				56.5				31.0		
Approach LOS		E				E				C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	71.3	25.0	32.0	16.9	64.2	15.4	41.6				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	* 34				
Max Q Clear Time (g_c+I1), s	4.6	27.5	20.9	17.3	11.3	25.8	9.8	17.0				
Green Ext Time (p_c), s	0.1	32.5	0.0	7.7	0.1	32.7	0.1	9.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.5									
HCM 2010 LOS			D									
<b>Notes</b>												





















Movement	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	216	1215	257
Future Volume (veh/h)	216	1215	257
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	235	1321	279
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	284	2412	748
Arrive On Green	0.08	0.47	0.47
Sat Flow, veh/h	3442	5085	1578
Grp Volume(v), veh/h	235	1321	279
Grp Sat Flow(s),veh/h/ln	1721	1695	1578
Q Serve(g_s), s	9.3	25.5	15.6
Cycle Q Clear(g_c), s	9.3	25.5	15.6
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	284	2412	748
V/C Ratio(X)	0.83	0.55	0.37
Avail Cap(c_a), veh/h	486	2412	748
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.4	25.8	23.2
Incr Delay (d2), s/veh	2.4	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	12.0	6.9
LnGrp Delay(d),s/veh	64.8	26.2	23.8
LnGrp LOS	E	C	C
Approach Vol, veh/h		1835	
Approach Delay, s/veh		30.8	
Approach LOS		C	
Timer			



Jaeger Ranch  
23: Sunrise Blvd & US-50 EB Ramps

Existing Conditions



















PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1230	0	322	0	0	0	0	1590	179	0	1362	403
Future Volume (veh/h)	1230	0	322	0	0	0	0	1590	179	0	1362	403
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1337	0	350				0	1787	0	0	1480	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.89	0.89	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1431	0	797				0	4548	966	0	3411	966
Arrive On Green	0.29	0.00	0.29				0.00	0.61	0.00	0.00	0.61	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1337	0	350				0	1787	0	0	1480	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	28.6	0.0	11.3				0.0	13.5	0.0	0.0	15.4	0.0
Cycle Q Clear(g_c), s	28.6	0.0	11.3				0.0	13.5	0.0	0.0	15.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1431	0	797				0	4548	966	0	3411	966
V/C Ratio(X)	0.93	0.00	0.44				0.00	0.39	0.00	0.00	0.43	0.00
Avail Cap(c_a), veh/h	1514	0	844				0	4548	966	0	3411	966
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	0.0	32.1				0.0	11.0	0.0	0.0	11.4	0.0
Incr Delay (d2), s/veh	10.4	0.0	0.1				0.0	0.3	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	0.0	4.3				0.0	7.0	0.0	0.0	7.9	0.0
LnGrp Delay(d),s/veh	48.7	0.0	32.2				0.0	11.2	0.0	0.0	11.8	0.0
LnGrp LOS	D		C					B			B	
Approach Vol, veh/h		1687						1787			1480	
Approach Delay, s/veh		45.3						11.2			11.8	
Approach LOS		D						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		71.8		38.2		71.8						
Change Period (Y+Rc), s		* 4.7		6.7		4.7						
Max Green Setting (Gmax), s		* 66		33.3		65.3						
Max Q Clear Time (g_c+I1), s		17.4		30.6		15.5						
Green Ext Time (p_c), s		13.8		0.8		13.9						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.0									
HCM 2010 LOS			C									
<b>Notes</b>												

Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps

Existing Conditions















PM Peak

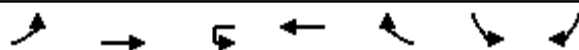
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	417	0	453	0	2431	359	0	1413	1217
Future Volume (veh/h)	0	0	0	417	0	453	0	2431	359	0	1413	1217
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				496	0	539	0	2731	0	0	1519	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.84	0.84	0.84	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				737	0	597	0	3782	1071	0	3441	1886
Arrive On Green				0.21	0.00	0.21	0.00	0.68	0.00	0.00	0.68	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				496	0	539	0	2731	0	0	1519	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				14.6	0.0	20.7	0.0	34.0	0.0	0.0	15.1	0.0
Cycle Q Clear(g_c), s				14.6	0.0	20.7	0.0	34.0	0.0	0.0	15.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				737	0	597	0	3782	1071	0	3441	1886
V/C Ratio(X)				0.67	0.00	0.90	0.00	0.72	0.00	0.00	0.44	0.00
Avail Cap(c_a), veh/h				1032	0	836	0	3782	1071	0	3441	1886
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				39.7	0.0	42.1	0.0	11.2	0.0	0.0	8.2	0.0
Incr Delay (d2), s/veh				0.4	0.0	8.2	0.0	1.2	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	8.7	0.0	17.6	0.0	0.0	7.2	0.0
LnGrp Delay(d),s/veh				40.1	0.0	50.3	0.0	12.5	0.0	0.0	8.6	0.0
LnGrp LOS				D		D		B			A	
Approach Vol, veh/h					1035			2731			1519	
Approach Delay, s/veh					45.4			12.5			8.6	
Approach LOS					D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		79.4				79.4		30.6				
Change Period (Y+Rc), s		* 5				5.0		7.0				
Max Green Setting (Gmax), s		* 65				65.0		33.0				
Max Q Clear Time (g_c+I1), s		17.1				36.0		22.7				
Green Ext Time (p_c), s		25.1				19.0		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.8								
HCM 2010 LOS				B								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	186	36	173	61	23	57	33	151	2609	23	2	62
Future Volume (veh/h)	186	36	173	61	23	57	33	151	2609	23	2	62
Number	7	4	14	3	8	18		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900		1863
Adj Flow Rate, veh/h	224	43	208	79	30	74		162	2805	25		68
Adj No. of Lanes	0	1	1	1	1	0		2	3	0		1
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77		0.93	0.93	0.93		0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	260	50	272	181	47	117		214	2685	24		87
Arrive On Green	0.17	0.17	0.17	0.10	0.10	0.10		0.06	0.52	0.52		0.05
Sat Flow, veh/h	1500	288	1567	1774	464	1145		3442	5198	46		1774
Grp Volume(v), veh/h	267	0	208	79	0	104		162	1827	1003		68
Grp Sat Flow(s),veh/h/ln	1788	0	1567	1774	0	1609		1721	1695	1854		1774
Q Serve(g_s), s	18.9	0.0	16.5	5.4	0.0	8.1		6.0	67.2	67.2		4.9
Cycle Q Clear(g_c), s	18.9	0.0	16.5	5.4	0.0	8.1		6.0	67.2	67.2		4.9
Prop In Lane	0.84		1.00	1.00		0.71		1.00		0.02		1.00
Lane Grp Cap(c), veh/h	310	0	272	181	0	164		214	1751	958		87
V/C Ratio(X)	0.86	0.00	0.76	0.44	0.00	0.63		0.76	1.04	1.05		0.79
Avail Cap(c_a), veh/h	474	0	415	470	0	426		526	1751	958		275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	52.2	0.0	51.2	54.9	0.0	56.1		60.1	31.5	31.5		61.2
Incr Delay (d2), s/veh	6.4	0.0	1.7	0.6	0.0	1.5		2.1	33.7	42.4		5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	7.3	2.7	0.0	3.7		2.9	39.6	45.6		2.6
LnGrp Delay(d),s/veh	58.6	0.0	53.0	55.5	0.0	57.6		62.1	65.2	73.8		67.0
LnGrp LOS	E		D	E		E		E	F	F		E
Approach Vol, veh/h		475			183				2992			
Approach Delay, s/veh		56.1			56.7				67.9			
Approach LOS		E			E				E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	70.1		28.1	11.2	72.1		18.8				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.5				
Max Q Clear Time (g_c+I1), s	8.0	67.0		20.9	6.9	69.2		10.1				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			58.6									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	2314	96
Future Volume (veh/h)	2314	96
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	2543	105
Adj No. of Lanes	3	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	2548	787
Arrive On Green	0.50	0.50
Sat Flow, veh/h	5085	1571
Grp Volume(v), veh/h	2543	105
Grp Sat Flow(s),veh/h/ln	1695	1571
Q Serve(g_s), s	65.0	4.7
Cycle Q Clear(g_c), s	65.0	4.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2548	787
V/C Ratio(X)	1.00	0.13
Avail Cap(c_a), veh/h	2548	787
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	32.4	17.4
Incr Delay (d2), s/veh	17.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.5	2.0
LnGrp Delay(d),s/veh	49.8	17.4
LnGrp LOS	D	B
Approach Vol, veh/h	2716	
Approach Delay, s/veh	49.0	
Approach LOS	D	
Timer		

								
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Volume (veh/h)	689	22	6	586	0	687	46	
Future Volume (veh/h)	689	22	6	586	0	687	46	
Number	7	14	1	6		2	12	
Initial Q (Qb), veh	0	0	0	0		0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863		1863	1863	
Adj Flow Rate, veh/h	861	28	6	604		799	53	
Adj No. of Lanes	2	1	1	2		2	1	
Peak Hour Factor	0.80	0.80	0.97	0.97		0.86	0.86	
Percent Heavy Veh, %	2	2	2	2		2	2	
Cap, veh/h	1012	473	9	1536		1093	954	
Arrive On Green	0.29	0.29	0.00	0.43		0.31	0.31	
Sat Flow, veh/h	3442	1583	1774	3632		3632	1583	
Grp Volume(v), veh/h	861	28	6	604		799	53	
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770		1770	1583	
Q Serve(g_s), s	10.7	0.6	0.2	5.3		9.2	0.6	
Cycle Q Clear(g_c), s	10.7	0.6	0.2	5.3		9.2	0.6	
Prop In Lane	1.00	1.00	1.00				1.00	
Lane Grp Cap(c), veh/h	1012	473	9	1536		1093	954	
V/C Ratio(X)	0.85	0.06	0.70	0.39		0.73	0.06	
Avail Cap(c_a), veh/h	4111	1899	758	4142		4119	2309	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00		1.00	1.00	
Uniform Delay (d), s/veh	15.2	11.4	22.7	8.8		14.1	3.7	
Incr Delay (d2), s/veh	0.8	0.0	32.1	0.1		0.4	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.1	0.6	0.1	2.6		4.5	0.5	
LnGrp Delay(d),s/veh	16.0	11.4	54.8	8.9		14.4	3.7	
LnGrp LOS	B	B	D	A		B	A	
Approach Vol, veh/h	889			610		852		
Approach Delay, s/veh	15.8			9.3		13.8		
Approach LOS	B			A		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.7	21.0		18.9		26.7		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	19.5	* 53		54.5		* 53		
Max Q Clear Time (g_c+I1), s	2.2	11.2		12.7		7.3		
Green Ext Time (p_c), s	0.0	2.9		0.7		2.9		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			13.4					
HCM 2010 LOS			B					
<b>Notes</b>								



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	659	643	3	208	115	143	464	
Future Volume (veh/h)	659	643	3	208	115	143	464	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	716	699		257	142	155	504	
Adj No. of Lanes	1	2		2	1	1	1	
Peak Hour Factor	0.92	0.92		0.81	0.81	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	599	1862		458	205	595	531	
Arrive On Green	0.34	0.53		0.13	0.13	0.34	0.34	
Sat Flow, veh/h	1774	3632		3632	1583	1774	1583	
Grp Volume(v), veh/h	716	699		257	142	155	504	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1583	1774	1583	
Q Serve(g_s), s	29.8	10.3		6.0	7.6	5.6	27.4	
Cycle Q Clear(g_c), s	29.8	10.3		6.0	7.6	5.6	27.4	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	599	1862		458	205	595	531	
V/C Ratio(X)	1.19	0.38		0.56	0.69	0.26	0.95	
Avail Cap(c_a), veh/h	599	2543		2539	1136	694	619	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.2	12.3		36.0	36.7	21.3	28.6	
Incr Delay (d2), s/veh	103.3	0.0		0.4	1.6	0.1	21.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	31.7	5.0		3.0	3.4	2.8	15.0	
LnGrp Delay(d),s/veh	132.5	12.4		36.4	38.3	21.4	50.0	
LnGrp LOS	F	B		D	D	C	D	
Approach Vol, veh/h		1415		399		659		
Approach Delay, s/veh		73.2		37.1		43.3		
Approach LOS		E		D		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	35.0	18.1				53.1		35.1
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 30	* 63				* 63		34.5
Max Q Clear Time (g_c+I1), s	31.8	9.6				12.3		29.4
Green Ext Time (p_c), s	0.0	1.9				1.9		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				59.4				
HCM 2010 LOS				E				
<b>Notes</b>								






















## Appendix C

*Analysis Worksheets for  
Existing (2017) plus Proposed Project Conditions*

Jaeger Ranch  
1: Bradshaw Rd & Jackson Rd/SR-16





















Existing Plus Project Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	311	251	90	15	324	127	1	190	1644	23	8	61
Future Volume (veh/h)	311	251	90	15	324	127	1	190	1644	23	8	61
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1900		1863
Adj Flow Rate, veh/h	362	292	105	16	356	140		216	1868	26		67
Adj No. of Lanes	1	1	1	1	1	1		1	2	0		1
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91		0.88	0.88	0.88		0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	288	662	563	19	380	323		229	1482	21		85
Arrive On Green	0.16	0.36	0.36	0.01	0.20	0.20		0.13	0.41	0.41		0.05
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583		1774	3573	50		1774
Grp Volume(v), veh/h	362	292	105	16	356	140		216	923	971		67
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583		1774	1770	1853		1774
Q Serve(g_s), s	24.5	18.1	6.9	1.4	28.4	11.7		18.2	62.6	62.6		5.6
Cycle Q Clear(g_c), s	24.5	18.1	6.9	1.4	28.4	11.7		18.2	62.6	62.6		5.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		0.03		1.00
Lane Grp Cap(c), veh/h	288	662	563	19	380	323		229	734	769		85
V/C Ratio(X)	1.26	0.44	0.19	0.83	0.94	0.43		0.94	1.26	1.26		0.79
Avail Cap(c_a), veh/h	288	662	563	229	402	342		229	734	769		288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	63.2	37.2	33.6	74.5	59.1	52.5		65.1	44.2	44.2		71.1
Incr Delay (d2), s/veh	140.7	0.2	0.1	26.7	28.0	0.3		43.1	126.7	128.8		6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	23.3	9.4	3.0	0.8	17.6	5.1		11.7	56.4	59.5		2.9
LnGrp Delay(d),s/veh	203.9	37.3	33.6	101.2	87.1	52.8		108.2	170.9	173.0		77.1
LnGrp LOS	F	D	C	F	F	D		F	F	F		E
Approach Vol, veh/h		759			512				2110			
Approach Delay, s/veh		116.3			78.2				165.4			
Approach LOS		F			E				F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	57.7	30.0	38.2	12.7	70.0	7.1	61.0				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	19.5	62.6	24.5	32.6	24.5	62.6	19.5	* 33				
Max Q Clear Time (g_c+I1), s	20.2	27.1	26.5	30.4	7.6	64.6	3.4	20.1				
Green Ext Time (p_c), s	0.0	9.0	0.0	0.4	0.1	0.0	0.0	2.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			123.3									
HCM 2010 LOS			F									
<b>Notes</b>												



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	643	294
Future Volume (veh/h)	643	294
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	707	0
Adj No. of Lanes	2	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	1180	528
Arrive On Green	0.33	0.00
Sat Flow, veh/h	3539	1583
Grp Volume(v), veh/h	707	0
Grp Sat Flow(s),veh/h/ln	1770	1583
Q Serve(g_s), s	25.1	0.0
Cycle Q Clear(g_c), s	25.1	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1180	528
V/C Ratio(X)	0.60	0.00
Avail Cap(c_a), veh/h	1468	657
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	0.00
Uniform Delay (d), s/veh	41.9	0.0
Incr Delay (d2), s/veh	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	0.0
LnGrp Delay(d),s/veh	42.3	0.0
LnGrp LOS	D	
Approach Vol, veh/h	774	
Approach Delay, s/veh	45.3	
Approach LOS	D	
Timer		

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	219	21	120	377	7	67	625	128	4	75	47
Future Volume (veh/h)	45	219	21	120	377	7	67	625	128	4	75	47
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	281	27	135	424	8	73	679	139	5	88	55
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.89	0.89	0.89	0.92	0.92	0.92	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	710	68	172	972	18	93	533	109	64	364	227
Arrive On Green	0.04	0.22	0.22	0.10	0.27	0.27	0.05	0.35	0.35	0.04	0.34	0.34
Sat Flow, veh/h	1774	3266	311	1774	3554	67	1774	1501	307	1774	1073	671
Grp Volume(v), veh/h	58	151	157	135	211	221	73	0	818	5	0	143
Grp Sat Flow(s),veh/h/ln	1774	1770	1808	1774	1770	1851	1774	0	1809	1774	0	1744
Q Serve(g_s), s	1.9	4.2	4.3	4.3	5.7	5.7	2.3	0.0	20.5	0.2	0.0	3.4
Cycle Q Clear(g_c), s	1.9	4.2	4.3	4.3	5.7	5.7	2.3	0.0	20.5	0.2	0.0	3.4
Prop In Lane	1.00		0.17	1.00		0.04	1.00		0.17	1.00		0.38
Lane Grp Cap(c), veh/h	72	385	393	172	484	506	93	0	642	64	0	591
V/C Ratio(X)	0.80	0.39	0.40	0.78	0.44	0.44	0.79	0.00	1.27	0.08	0.00	0.24
Avail Cap(c_a), veh/h	338	1701	1737	338	1701	1779	338	0	642	338	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	19.3	19.4	25.5	17.3	17.3	27.1	0.0	18.6	26.9	0.0	13.7
Incr Delay (d2), s/veh	7.5	0.9	0.9	2.9	0.9	0.8	5.5	0.0	135.3	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.2	2.2	2.2	2.9	3.0	1.3	0.0	34.1	0.1	0.0	1.8
LnGrp Delay(d),s/veh	34.9	20.3	20.3	28.4	18.2	18.1	32.5	0.0	153.9	27.1	0.0	14.7
LnGrp LOS	C	C	C	C	B	B	C		F	C		B
Approach Vol, veh/h		366			567			891				148
Approach Delay, s/veh		22.6			20.6			143.9				15.1
Approach LOS		C			C			F				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	20.3	7.0	24.1	9.6	17.0	6.1	25.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	11.0	55.5	11.0	20.5	11.0	55.5	11.0	20.5				
Max Q Clear Time (g_c+I1), s	3.9	7.7	4.3	5.4	6.3	6.3	2.2	22.5				
Green Ext Time (p_c), s	0.0	6.2	0.0	12.4	0.0	6.3	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			76.3									
HCM 2010 LOS			E									
<b>Notes</b>												

Intersection
























Int Delay, s/veh 18.1



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	325	4	5	459	1	9	142	31	0	2	12
Future Vol, veh/h	59	325	4	5	459	1	9	142	31	0	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	350	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	357	4	5	499	1	13	203	44	0	3	17

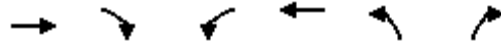
Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	500	0	0	362
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1064	-	-	1197
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1064	-	-	1197
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	80.9	12.9
HCM LOS			F	B

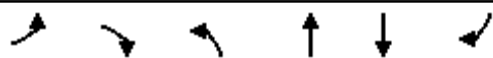
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	225	685	1064	-	-	1197	-	-	227	572
HCM Lane V/C Ratio	0.959	0.065	0.061	-	-	0.005	-	-	0.013	0.03
HCM Control Delay (s)	95.3	10.6	8.6	-	-	8	-	-	21.1	11.5
HCM Lane LOS	F	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	8.4	0.2	0.2	-	-	0	-	-	0	0.1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	181	3	21	403	293	7	761	16	131	450	114
Future Volume (veh/h)	114	181	3	21	403	293	7	761	16	131	450	114
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	125	199	3	23	433	315	8	855	18	139	479	121
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	554	471	29	429	365	37	802	17	162	953	942
Arrive On Green	0.08	0.30	0.30	0.02	0.23	0.23	0.02	0.44	0.44	0.09	0.51	0.51
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1818	38	1774	1863	1583
Grp Volume(v), veh/h	125	199	3	23	433	315	8	0	873	139	479	121
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1856	1774	1863	1583
Q Serve(g_s), s	10.0	12.1	0.2	1.9	33.2	27.5	0.6	0.0	63.6	11.1	24.4	4.8
Cycle Q Clear(g_c), s	10.0	12.1	0.2	1.9	33.2	27.5	0.6	0.0	63.6	11.1	24.4	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	147	554	471	29	429	365	37	0	819	162	953	942
V/C Ratio(X)	0.85	0.36	0.01	0.80	1.01	0.86	0.22	0.00	1.07	0.86	0.50	0.13
Avail Cap(c_a), veh/h	252	554	471	252	429	365	252	0	819	302	953	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	39.9	35.7	70.7	55.5	53.3	69.4	0.0	40.3	64.6	23.1	12.8
Incr Delay (d2), s/veh	5.1	0.1	0.0	17.2	45.7	18.1	1.1	0.0	50.5	5.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.3	0.1	1.1	22.5	13.9	0.3	0.0	44.0	5.7	12.6	2.1
LnGrp Delay(d),s/veh	70.3	40.0	35.7	87.9	101.2	71.4	70.5	0.0	90.8	69.5	23.3	12.8
LnGrp LOS	E	D	D	F	F	E	E		F	E	C	B
Approach Vol, veh/h		327			771			881			739	
Approach Delay, s/veh		51.5			88.6			90.6			30.3	
Approach LOS		D			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	40.0	7.5	80.2	6.8	49.6	17.7	70.0				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	20.5	33.2	20.5	* 64	20.5	33.2	24.5	63.6				
Max Q Clear Time (g_c+I1), s	12.0	35.2	2.6	26.4	3.9	14.1	13.1	65.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.8	0.0	2.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			68.9									
HCM 2010 LOS			E									
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	283	0	66	695	66	3	353	25	22	261	30
Future Volume (veh/h)	38	283	0	66	695	66	3	353	25	22	261	30
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	322	0	74	781	74	3	380	27	25	293	34
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	674	0	92	641	61	3	392	28	27	311	36
Arrive On Green	0.03	0.36	0.00	0.05	0.38	0.38	0.23	0.23	0.23	0.21	0.21	0.21
Sat Flow, veh/h	1774	1863	0	1774	1676	159	13	1706	121	130	1519	176
Grp Volume(v), veh/h	43	322	0	74	0	855	410	0	0	352	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	0	1835	1841	0	0	1825	0	0
Q Serve(g_s), s	4.0	22.1	0.0	6.8	0.0	63.2	36.5	0.0	0.0	31.4	0.0	0.0
Cycle Q Clear(g_c), s	4.0	22.1	0.0	6.8	0.0	63.2	36.5	0.0	0.0	31.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.09	0.01		0.07	0.07		0.10
Lane Grp Cap(c), veh/h	55	674	0	92	0	701	423	0	0	374	0	0
V/C Ratio(X)	0.78	0.48	0.00	0.81	0.00	1.22	0.97	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	274	716	0	220	0	701	423	0	0	422	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	79.5	40.7	0.0	77.6	0.0	51.1	63.1	0.0	0.0	64.7	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.2	0.0	6.1	0.0	111.3	35.5	0.0	0.0	26.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.4	0.0	3.5	0.0	53.6	22.7	0.0	0.0	18.6	0.0	0.0
LnGrp Delay(d),s/veh	87.9	40.9	0.0	83.7	0.0	162.4	98.6	0.0	0.0	91.3	0.0	0.0
LnGrp LOS	F	D		F		F	F			F		
Approach Vol, veh/h		365			929			410				352
Approach Delay, s/veh		46.5			156.2			98.6				91.3
Approach LOS		D			F			F				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	70.0		40.7	13.0	66.6		45.0				
Change Period (Y+Rc), s	4.5	6.8		6.8	4.5	* 6.8		7.0				
Max Green Setting (Gmax), s	25.5	63.2		38.2	20.5	* 64		38.0				
Max Q Clear Time (g_c+I1), s	6.0	65.2		33.4	8.8	24.1		38.5				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	4.7		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay	114.1											
HCM 2010 LOS	F											
<b>Notes</b>												



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (veh/h)	200	0	0	519	0	0			
Future Volume (veh/h)	200	0	0	519	0	0			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1863			
Adj Flow Rate, veh/h	217	0	0	564	0	0			
Adj No. of Lanes	1	0	0	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	1176	0	0	1176	15	13			
Arrive On Green	0.63	0.00	0.00	0.63	0.00	0.00			
Sat Flow, veh/h	1863	0	0	1863	1774	1583			
Grp Volume(v), veh/h	217	0	0	564	0	0			
Grp Sat Flow(s),veh/h/ln	1863	0	0	1863	1774	1583			
Q Serve(g_s), s	0.6	0.0	0.0	2.0	0.0	0.0			
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.0	0.0	0.0			
Prop In Lane		0.00	0.00		1.00	1.00			
Lane Grp Cap(c), veh/h	1176	0	0	1176	15	13			
V/C Ratio(X)	0.18	0.00	0.00	0.48	0.00	0.00			
Avail Cap(c_a), veh/h	2747	0	0	2747	727	649			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.9	0.0	0.0	1.2	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.0	0.0	0.0			
LnGrp Delay(d),s/veh	1.0	0.0	0.0	1.5	0.0	0.0			
LnGrp LOS	A			A					
Approach Vol, veh/h	217			564	0				
Approach Delay, s/veh	1.0			1.5	0.0				
Approach LOS	A			A					
Timer	1	2	3	4	5	6	7	8	
Assigned Phs		2		4				8	
Phs Duration (G+Y+Rc), s		0.0		12.2				12.2	
Change Period (Y+Rc), s		4.5		4.5				4.5	
Max Green Setting (Gmax), s		5.0		18.0				18.0	
Max Q Clear Time (g_c+I1), s		0.0		2.6				4.0	
Green Ext Time (p_c), s		0.0		4.5				4.3	
<b>Intersection Summary</b>									
HCM 2010 Ctrl Delay			1.4						
HCM 2010 LOS			A						



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	128	9	28	696	348	132		
Future Volume (veh/h)	128	9	28	696	348	132		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	160	11	30	740	419	159		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.80	0.80	0.94	0.94	0.83	0.83		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	210	188	38	1057	516	196		
Arrive On Green	0.12	0.12	0.02	0.57	0.40	0.40		
Sat Flow, veh/h	1774	1583	1774	1863	1288	489		
Grp Volume(v), veh/h	160	11	30	740	0	578		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1777		
Q Serve(g_s), s	3.3	0.2	0.6	10.8	0.0	10.9		
Cycle Q Clear(g_c), s	3.3	0.2	0.6	10.8	0.0	10.9		
Prop In Lane	1.00	1.00	1.00			0.28		
Lane Grp Cap(c), veh/h	210	188	38	1057	0	712		
V/C Ratio(X)	0.76	0.06	0.79	0.70	0.00	0.81		
Avail Cap(c_a), veh/h	1621	1446	984	3147	0	2978		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	16.2	14.8	18.4	5.9	0.0	10.1		
Incr Delay (d2), s/veh	2.1	0.0	12.5	0.3	0.0	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.4	5.4	0.0	5.5		
LnGrp Delay(d),s/veh	18.3	14.9	30.9	6.2	0.0	11.0		
LnGrp LOS	B	B	C	A		B		
Approach Vol, veh/h	171			770	578			
Approach Delay, s/veh	18.1			7.2	11.0			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.3	21.7				28.0		9.9
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 64				* 64		34.6
Max Q Clear Time (g_c+I1), s	2.6	12.9				12.8		5.3
Green Ext Time (p_c), s	0.0	2.2				2.2		0.1

**Intersection Summary**

HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

**Notes**

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	13	1	126	0	463	18	21	269	0
Future Vol, veh/h	0	0	0	13	1	126	0	463	18	21	269	0
Peak Hour Factor	0.97	0.97	0.97	0.70	0.70	0.70	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	19	1	180	0	487	19	24	306	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	10.8	18.6	12.8
HCM LOS	-	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	9%	7%
Vol Thru, %	96%	100%	1%	93%
Vol Right, %	4%	0%	90%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	481	0	140	290
LT Vol	0	0	13	21
Through Vol	463	0	1	269
RT Vol	18	0	126	0
Lane Flow Rate	506	0	200	330
Geometry Grp	1	1	1	1
Degree of Util (X)	0.698	0	0.301	0.475
Departure Headway (Hd)	4.962	6.443	5.424	5.184
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	0	662	695
Service Time	2.962	4.505	3.468	3.213
HCM Lane V/C Ratio	0.689	0	0.302	0.475
HCM Control Delay	18.6	9.5	10.8	12.8
HCM Lane LOS	C	N	B	B
HCM 95th-tile Q	5.7	0	1.3	2.6
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	694	403	8	0	320	8	7	33	5	3	8	348
Future Volume (veh/h)	694	403	8	0	320	8	7	33	5	3	8	348
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	708	411	0	0	438	11	7	34	5	4	10	414
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.73	0.73	0.73	0.98	0.98	0.98	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	1074	913	2	484	12	13	61	9	111	278	736
Arrive On Green	0.25	0.58	0.00	0.00	0.27	0.27	0.05	0.05	0.05	0.21	0.21	0.21
Sat Flow, veh/h	1774	1863	1583	1774	1809	45	275	1336	196	525	1312	1583
Grp Volume(v), veh/h	708	411	0	0	0	449	46	0	0	14	0	414
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1855	1808	0	0	1837	0	1583
Q Serve(g_s), s	24.5	11.6	0.0	0.0	0.0	22.7	2.4	0.0	0.0	0.6	0.0	18.4
Cycle Q Clear(g_c), s	24.5	11.6	0.0	0.0	0.0	22.7	2.4	0.0	0.0	0.6	0.0	18.4
Prop In Lane	1.00		1.00	1.00		0.02	0.15		0.11	0.29		1.00
Lane Grp Cap(c), veh/h	448	1074	913	2	0	496	83	0	0	390	0	736
V/C Ratio(X)	1.58	0.38	0.00	0.00	0.00	0.91	0.55	0.00	0.00	0.04	0.00	0.56
Avail Cap(c_a), veh/h	448	1233	1048	357	0	1224	664	0	0	651	0	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	11.1	0.0	0.0	0.0	34.3	45.3	0.0	0.0	30.3	0.0	18.8
Incr Delay (d2), s/veh	271.3	0.1	0.0	0.0	0.0	2.6	2.1	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.7	6.0	0.0	0.0	0.0	12.0	1.3	0.0	0.0	0.3	0.0	8.1
LnGrp Delay(d),s/veh	307.6	11.2	0.0	0.0	0.0	37.0	47.4	0.0	0.0	30.3	0.0	19.1
LnGrp LOS	F	B				D	D			C		B
Approach Vol, veh/h		1119			449			46				428
Approach Delay, s/veh		198.7			37.0			47.4				19.4
Approach LOS		F			D			D				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	31.9		26.2	0.0	61.9		8.9				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		4.4				
Max Green Setting (Gmax), s	24.5	64.0		* 34	19.5	* 64		35.6				
Max Q Clear Time (g_c+I1), s	26.5	24.7		20.4	0.0	13.6		4.4				
Green Ext Time (p_c), s	0.0	1.2		0.2	0.0	1.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			122.2									
HCM 2010 LOS			F									
<b>Notes</b>												

Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Existing Plus Project Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	354	197	14	1	29	396	432	7	179	47	148	28
Future Volume (veh/h)	354	197	14	1	29	396	432	7	179	47	148	28
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		0.98	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	389	216	15		33	450	491	8	195	51	183	35
Adj No. of Lanes	1	2	0		1	1	1	1	1	0	2	1
Peak Hour Factor	0.91	0.91	0.91		0.88	0.88	0.88	0.92	0.92	0.92	0.81	0.81
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	365	1770	122		41	633	526	11	227	59	253	423
Arrive On Green	0.21	0.53	0.53		0.02	0.34	0.34	0.01	0.16	0.16	0.07	0.23
Sat Flow, veh/h	1774	3360	232		1774	1863	1548	1774	1424	373	3442	1863
Grp Volume(v), veh/h	389	113	118		33	450	491	8	0	246	183	35
Grp Sat Flow(s),veh/h/ln	1774	1770	1822		1774	1863	1548	1774	0	1797	1721	1863
Q Serve(g_s), s	19.5	3.1	3.1		1.8	19.9	29.1	0.4	0.0	12.6	4.9	1.4
Cycle Q Clear(g_c), s	19.5	3.1	3.1		1.8	19.9	29.1	0.4	0.0	12.6	4.9	1.4
Prop In Lane	1.00		0.13		1.00		1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	365	932	960		41	633	526	11	0	287	253	423
V/C Ratio(X)	1.07	0.12	0.12		0.81	0.71	0.93	0.75	0.00	0.86	0.72	0.08
Avail Cap(c_a), veh/h	365	1215	1251		372	1281	1064	365	0	1235	708	1275
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	11.3	11.4		46.1	27.2	30.2	47.1	0.0	38.8	43.0	28.9
Incr Delay (d2), s/veh	65.9	0.0	0.0		12.9	0.6	3.4	31.6	0.0	2.9	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	1.5	1.5		1.0	10.3	12.9	0.3	0.0	6.5	2.4	0.7
LnGrp Delay(d),s/veh	103.5	11.4	11.4		59.0	27.8	33.7	78.7	0.0	41.7	44.5	28.9
LnGrp LOS	F	B	B		E	C	C	E		D	D	C
Approach Vol, veh/h		620				974			254			304
Approach Delay, s/veh		69.2				31.8			42.9			38.6
Approach LOS		E				C			D			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	37.1	6.1	26.6	7.3	54.9	12.5	20.2				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	19.5	* 65	19.5	* 65	* 20	* 65	19.5	* 65				
Max Q Clear Time (g_c+I1), s	21.5	31.1	2.4	6.2	3.8	5.1	6.9	14.6				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.5	0.0	1.2	0.1	0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.8									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	70
Future Volume (veh/h)	70
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	86
Adj No. of Lanes	1
Peak Hour Factor	0.81
Percent Heavy Veh, %	2
Cap, veh/h	359
Arrive On Green	0.23
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	86
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	4.2
Cycle Q Clear(g_c), s	4.2
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	359
V/C Ratio(X)	0.24
Avail Cap(c_a), veh/h	1083
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	30.0
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.9
LnGrp Delay(d),s/veh	30.1
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Jaeger Ranch  
11: Sunrise Blvd & Douglas Road

Existing Plus Project Conditions

AM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↑↑↑	↗		↔	↑↑	↗		↔	↑↑↑	↗
Traffic Volume (veh/h)	5	187	95	145	3	72	477	66	6	533	1875	122
Future Volume (veh/h)	5	187	95	145	3	72	477	66	6	533	1875	122
Number		7	4	14		3	8	18		5	2	12
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		205	104	159		81	536	74		579	2038	133
Adj No. of Lanes		2	3	1		2	2	1		2	3	1
Peak Hour Factor		0.91	0.91	0.91		0.89	0.89	0.89		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		270	1107	345		133	629	282		636	2344	721
Arrive On Green		0.08	0.22	0.22		0.04	0.18	0.18		0.18	0.46	0.46
Sat Flow, veh/h		3442	5085	1583		3442	3539	1583		3442	5085	1564
Grp Volume(v), veh/h		205	104	159		81	536	74		579	2038	133
Grp Sat Flow(s),veh/h/ln		1721	1695	1583		1721	1770	1583		1721	1695	1564
Q Serve(g_s), s		6.0	1.7	9.0		2.4	15.1	4.2		17.0	37.2	5.2
Cycle Q Clear(g_c), s		6.0	1.7	9.0		2.4	15.1	4.2		17.0	37.2	5.2
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		270	1107	345		133	629	282		636	2344	721
V/C Ratio(X)		0.76	0.09	0.46		0.61	0.85	0.26		0.91	0.87	0.18
Avail Cap(c_a), veh/h		651	1643	512		651	1140	510		651	3093	951
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		46.5	32.2	35.1		48.8	41.1	36.5		41.2	25.0	16.4
Incr Delay (d2), s/veh		1.7	0.0	0.4		1.7	1.3	0.2		16.4	1.8	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.9	0.8	3.9		1.2	7.5	1.8		9.5	17.8	2.2
LnGrp Delay(d),s/veh		48.2	32.2	35.4		50.4	42.3	36.7		57.6	26.8	16.4
LnGrp LOS		D	C	D		D	D	D		E	C	B
Approach Vol, veh/h			468				691				2750	
Approach Delay, s/veh			40.3				42.7				32.8	
Approach LOS			D				D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	54.9	9.5	29.2	24.5	39.8	13.6	25.1				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	19.5	* 63	19.5	* 33	19.5	* 63	19.5	33.2				
Max Q Clear Time (g_c+I1), s	4.4	39.2	4.4	11.0	19.0	14.9	8.0	17.1				
Green Ext Time (p_c), s	0.0	8.4	0.0	1.2	0.0	9.4	0.1	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			34.4									
HCM 2010 LOS			C									
<b>Notes</b>												

Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	3	64	629	66
Future Volume (veh/h)	3	64	629	66
Number		1	6	16
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863
Adj Flow Rate, veh/h		80	786	82
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.80	0.80	0.80
Percent Heavy Veh, %		2	2	2
Cap, veh/h		132	1600	498
Arrive On Green		0.04	0.31	0.31
Sat Flow, veh/h		3442	5085	1583
Grp Volume(v), veh/h		80	786	82
Grp Sat Flow(s),veh/h/ln		1721	1695	1583
Q Serve(g_s), s		2.4	12.9	3.9
Cycle Q Clear(g_c), s		2.4	12.9	3.9
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		132	1600	498
V/C Ratio(X)		0.61	0.49	0.16
Avail Cap(c_a), veh/h		651	3088	962
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		48.8	28.6	25.5
Incr Delay (d2), s/veh		1.7	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.2	6.1	1.7
LnGrp Delay(d),s/veh		50.5	28.7	25.6
LnGrp LOS		D	C	C
Approach Vol, veh/h			948	
Approach Delay, s/veh			30.3	
Approach LOS			C	
Timer				



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	243	21	108	487	288	104		
Future Volume (veh/h)	243	21	108	487	288	104		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900		
Adj Flow Rate, veh/h	283	24	121	547	335	121		
Adj No. of Lanes	0	0	1	1	1	0		
Peak Hour Factor	0.86	0.86	0.89	0.89	0.86	0.86		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	343	29	154	972	420	152		
Arrive On Green	0.21	0.21	0.09	0.52	0.32	0.32		
Sat Flow, veh/h	1615	137	1774	1863	1307	472		
Grp Volume(v), veh/h	308	0	121	547	0	456		
Grp Sat Flow(s),veh/h/ln	1758	0	1774	1863	0	1779		
Q Serve(g_s), s	6.8	0.0	2.7	8.1	0.0	9.5		
Cycle Q Clear(g_c), s	6.8	0.0	2.7	8.1	0.0	9.5		
Prop In Lane	0.92	0.08	1.00			0.27		
Lane Grp Cap(c), veh/h	373	0	154	972	0	572		
V/C Ratio(X)	0.83	0.00	0.78	0.56	0.00	0.80		
Avail Cap(c_a), veh/h	1529	0	892	2947	0	2802		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	15.3	0.0	18.2	6.6	0.0	12.6		
Incr Delay (d2), s/veh	1.8	0.0	3.3	0.2	0.0	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.4	0.0	1.5	4.2	0.0	4.7		
LnGrp Delay(d),s/veh	17.1	0.0	21.4	6.8	0.0	13.6		
LnGrp LOS	B		C	A		B		
Approach Vol, veh/h	308			668	456			
Approach Delay, s/veh	17.1			9.4	13.6			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.1	19.1				27.3		13.3
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1		4.7
Max Green Setting (Gmax), s	* 20	* 64				* 64		35.3
Max Q Clear Time (g_c+I1), s	4.7	11.5				10.1		8.8
Green Ext Time (p_c), s	0.0	1.5				1.5		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			12.4					
HCM 2010 LOS			B					
<b>Notes</b>								

Jaeger Ranch  
13: Mather Field Rd & Folsom Blvd

Existing Plus Project Conditions

AM Peak

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	12	468	196	478	749	23	238	103	464	6	74
Future Volume (veh/h)	2	12	468	196	478	749	23	238	103	464	6	74
Number		1	6	16	5	2	12	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.98	1.00		0.98	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		15	571	0	493	772	24	251	407	398	8	92
Adj No. of Lanes		1	2	1	2	2	0	1	1	1	0	2
Peak Hour Factor		0.82	0.82	0.82	0.97	0.97	0.97	0.77	0.77	0.77	0.80	0.80
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		19	821	367	567	1347	42	445	467	651	22	255
Arrive On Green		0.01	0.23	0.00	0.16	0.38	0.38	0.25	0.25	0.25	0.10	0.10
Sat Flow, veh/h		1774	3539	1583	3442	3501	109	1774	1863	1557	218	2524
Grp Volume(v), veh/h		15	571	0	493	390	406	251	407	398	68	0
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1721	1770	1841	1774	1863	1557	1852	0
Q Serve(g_s), s		0.7	12.1	0.0	11.4	14.2	14.3	10.1	17.1	16.4	2.8	0.0
Cycle Q Clear(g_c), s		0.7	12.1	0.0	11.4	14.2	14.3	10.1	17.1	16.4	2.8	0.0
Prop In Lane		1.00		1.00	1.00		0.06	1.00		1.00	0.12	
Lane Grp Cap(c), veh/h		19	821	367	567	681	708	445	467	651	187	0
V/C Ratio(X)		0.80	0.70	0.00	0.87	0.57	0.57	0.56	0.87	0.61	0.36	0.00
Avail Cap(c_a), veh/h		427	2823	1263	832	1414	1470	754	792	922	780	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		40.4	28.8	0.0	33.3	19.9	19.9	26.8	29.4	18.8	34.3	0.0
Incr Delay (d2), s/veh		24.0	0.4	0.0	4.9	0.3	0.3	0.4	2.6	0.3	0.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	5.9	0.0	5.8	7.0	7.3	5.0	9.2	7.1	1.5	0.0
LnGrp Delay(d),s/veh		64.4	29.2	0.0	38.2	20.2	20.2	27.2	32.0	19.1	34.8	0.0
LnGrp LOS		E	C		D	C	C	C	C	B	C	
Approach Vol, veh/h			586			1289			1056			128
Approach Delay, s/veh			30.1			27.1			26.0			34.8
Approach LOS			C			C			C			C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	36.2		13.8	18.7	23.7		25.7				
Change Period (Y+Rc), s	* 5.3	* 4.7		5.5	* 5.2	* 4.7		5.2				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.8				
Max Q Clear Time (g_c+I1), s	2.7	16.3		4.8	13.4	14.1		19.1				
Green Ext Time (p_c), s	0.0	2.3		0.1	0.0	2.3		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.6									
HCM 2010 LOS			C									
<b>Notes</b>												

















Movement	SBR
<b>Lane Configurations</b>	
Traffic Volume (veh/h)	22
Future Volume (veh/h)	22
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	28
Adj No. of Lanes	0
Peak Hour Factor	0.80
Percent Heavy Veh, %	2
Cap, veh/h	78
Arrive On Green	0.10
Sat Flow, veh/h	776
Grp Volume(v), veh/h	60
Grp Sat Flow(s),veh/h/ln	1667
Q Serve(g_s), s	2.8
Cycle Q Clear(g_c), s	2.8
Prop In Lane	0.47
Lane Grp Cap(c), veh/h	168
V/C Ratio(X)	0.36
Avail Cap(c_a), veh/h	702
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	34.3
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.3
LnGrp Delay(d),s/veh	34.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
<b>Timer</b>	



Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Existing Plus Project Conditions




















AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	996	0	300	0	749	528	0	724	278
Future Volume (veh/h)	0	0	0	996	0	300	0	749	528	0	724	278
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h				754	566	349	0	842	0	0	746	0
Adj No. of Lanes				1	1	0	0	2	0	0	2	0
Peak Hour Factor				0.86	0.86	0.86	0.89	0.89	0.89	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				566	343	211	0	2857	0	0	2857	0
Arrive On Green				0.32	0.32	0.32	0.00	0.81	0.00	0.00	0.81	0.00
Sat Flow, veh/h				1774	1074	662	0	3725	0	0	3725	0
Grp Volume(v), veh/h				754	0	915	0	842	0	0	746	0
Grp Sat Flow(s),veh/h/ln				1774	0	1736	0	1770	0	0	1770	0
Q Serve(g_s), s				35.1	0.0	35.1	0.0	6.6	0.0	0.0	5.7	0.0
Cycle Q Clear(g_c), s				35.1	0.0	35.1	0.0	6.6	0.0	0.0	5.7	0.0
Prop In Lane				1.00		0.38	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				566	0	554	0	2857	0	0	2857	0
V/C Ratio(X)				1.33	0.00	1.65	0.00	0.29	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h				566	0	554	0	2857	0	0	2857	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				37.5	0.0	37.5	0.0	2.7	0.0	0.0	2.6	0.0
Incr Delay (d2), s/veh				161.2	0.0	301.2	0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				42.5	0.0	63.1	0.0	3.3	0.0	0.0	2.8	0.0
LnGrp Delay(d),s/veh				198.7	0.0	338.7	0.0	2.9	0.0	0.0	2.8	0.0
LnGrp LOS				F		F		A			A	
Approach Vol, veh/h					1669			842			746	
Approach Delay, s/veh					275.4			2.9			2.8	
Approach LOS					F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		94.5				94.5		40.0				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 66				65.0		35.1				
Max Q Clear Time (g_c+l1), s		7.7				8.6		37.1				
Green Ext Time (p_c), s		3.9				3.9		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				142.5								
HCM 2010 LOS				F								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Existing Plus Project Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	0	1096	0	0	0	0	996	324	0	1473	273
Future Volume (veh/h)	250	0	1096	0	0	0	0	996	324	0	1473	273
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	175	0	1248				0	1132	0	0	1637	0
Adj No. of Lanes	1	0	2				0	3	0	0	2	1
Peak Hour Factor	0.95	0.95	0.95				0.88	0.88	0.88	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	558	0	993				0	3791	0	0	2638	1180
Arrive On Green	0.31	0.00	0.31				0.00	0.75	0.00	0.00	0.75	0.00
Sat Flow, veh/h	1774	0	3157				0	5421	0	0	3632	1583
Grp Volume(v), veh/h	175	0	1248				0	1132	0	0	1637	0
Grp Sat Flow(s),veh/h/ln	1774	0	1578				0	1695	0	0	1770	1583
Q Serve(g_s), s	8.3	0.0	34.6				0.0	8.0	0.0	0.0	24.1	0.0
Cycle Q Clear(g_c), s	8.3	0.0	34.6				0.0	8.0	0.0	0.0	24.1	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	558	0	993				0	3791	0	0	2638	1180
V/C Ratio(X)	0.31	0.00	1.26				0.00	0.30	0.00	0.00	0.62	0.00
Avail Cap(c_a), veh/h	558	0	993				0	3791	0	0	2638	1180
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	0.0	37.7				0.0	4.6	0.0	0.0	6.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	123.9				0.0	0.2	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	32.1				0.0	3.7	0.0	0.0	12.0	0.0
LnGrp Delay(d),s/veh	28.8	0.0	161.6				0.0	4.8	0.0	0.0	7.7	0.0
LnGrp LOS	C		F					A			A	
Approach Vol, veh/h		1423						1132			1637	
Approach Delay, s/veh		145.3						4.8			7.7	
Approach LOS		F						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		87.5		40.0		87.5						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 66		* 35		65.0						
Max Q Clear Time (g_c+l1), s		26.1		36.6		10.0						
Green Ext Time (p_c), s		10.0		0.0		10.3						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.6									
HCM 2010 LOS			D									
<b>Notes</b>												

	→	↘	↙	↗	←	↖	↘	
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↔	↑↑↑	↔	↗	
Traffic Volume (veh/h)	1020	745	18	85	683	269	62	
Future Volume (veh/h)	1020	745	18	85	683	269	62	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	1133	0		99	794	313	72	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.90	0.90		0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	3210	0		127	3916	405	186	
Arrive On Green	0.63	0.00		0.07	0.77	0.12	0.12	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	1133	0		99	794	313	72	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	8.0	0.0		4.2	3.2	6.7	3.2	
Cycle Q Clear(g_c), s	8.0	0.0		4.2	3.2	6.7	3.2	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	3210	0		127	3916	405	186	
V/C Ratio(X)	0.35	0.00		0.78	0.20	0.77	0.39	
Avail Cap(c_a), veh/h	4369	0		467	4369	1660	764	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	6.6	0.0		34.5	2.4	32.4	30.9	
Incr Delay (d2), s/veh	0.1	0.0		3.9	0.1	1.2	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.7	0.0		2.2	1.5	3.2	1.4	
LnGrp Delay(d),s/veh	6.8	0.0		38.4	2.4	33.6	31.3	
LnGrp LOS	A			D	A	C	C	
Approach Vol, veh/h	1133				893	385		
Approach Delay, s/veh	6.8				6.4	33.2		
Approach LOS	A				A	C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		63.3			10.5	52.8		12.4
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		65.0			* 20	65.0		36.5
Max Q Clear Time (g_c+I1), s		5.2			6.2	10.0		8.7
Green Ext Time (p_c), s		39.9			0.0	37.8		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				10.8				
HCM 2010 LOS				B				
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	10	91	392	96	16	101	389	202	19	291	901	116
Future Volume (veh/h)	10	91	392	96	16	101	389	202	19	291	901	116
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.98		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		101	436	107		109	418	217		303	939	121
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.90	0.90	0.90		0.93	0.93	0.93		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		172	807	192		183	1020	312		598	1716	533
Arrive On Green		0.05	0.20	0.20		0.05	0.20	0.20		0.17	0.34	0.34
Sat Flow, veh/h		3442	4092	971		3442	5085	1556		3442	5085	1579
Grp Volume(v), veh/h		101	359	184		109	418	217		303	939	121
Grp Sat Flow(s),veh/h/ln		1721	1695	1673		1721	1695	1556		1721	1695	1579
Q Serve(g_s), s		2.0	6.5	6.8		2.1	4.9	8.9		5.5	10.3	3.8
Cycle Q Clear(g_c), s		2.0	6.5	6.8		2.1	4.9	8.9		5.5	10.3	3.8
Prop In Lane		1.00		0.58		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		172	669	330		183	1020	312		598	1716	533
V/C Ratio(X)		0.59	0.54	0.56		0.60	0.41	0.70		0.51	0.55	0.23
Avail Cap(c_a), veh/h		974	1683	831		974	2525	772		974	4754	1476
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		32.0	24.8	24.9		31.9	24.0	25.6		25.8	18.5	16.4
Incr Delay (d2), s/veh		1.2	0.2	0.6		1.2	0.1	1.0		0.2	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	3.1	3.2		1.0	2.3	3.9		2.6	4.8	1.6
LnGrp Delay(d),s/veh		33.2	25.1	25.5		33.0	24.1	26.6		26.0	18.6	16.5
LnGrp LOS		C	C	C		C	C	C		C	B	B
Approach Vol, veh/h			644				744				1363	
Approach Delay, s/veh			26.5				26.1				20.1	
Approach LOS			C				C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	22.9	8.9	19.6	11.5	28.8	9.2	19.4				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.2	19.5	* 64	19.5	34.2				
Max Q Clear Time (g_c+I1), s	7.5	12.5	4.0	10.9	6.0	12.3	4.1	8.8				
Green Ext Time (p_c), s	0.2	4.3	0.0	2.1	0.1	4.3	0.0	2.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.7									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	
Traffic Volume (veh/h)	5	177	410	227
Future Volume (veh/h)	5	177	410	227
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900
Adj Flow Rate, veh/h		206	477	264
Adj No. of Lanes		2	3	0
Peak Hour Factor		0.86	0.86	0.86
Percent Heavy Veh, %		2	2	2
Cap, veh/h		299	850	391
Arrive On Green		0.09	0.25	0.25
Sat Flow, veh/h		3442	3390	1561
Grp Volume(v), veh/h		206	477	264
Grp Sat Flow(s),veh/h/ln		1721	1695	1561
Q Serve(g_s), s		4.0	8.5	10.5
Cycle Q Clear(g_c), s		4.0	8.5	10.5
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		299	850	391
V/C Ratio(X)		0.69	0.56	0.67
Avail Cap(c_a), veh/h		974	3170	1459
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		30.5	22.5	23.3
Incr Delay (d2), s/veh		1.1	0.2	0.8
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	4.0	4.6
LnGrp Delay(d),s/veh		31.6	22.7	24.0
LnGrp LOS		C	C	C
Approach Vol, veh/h			947	
Approach Delay, s/veh			25.0	
Approach LOS			C	
Timer				

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↔			↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	3	219	95	10	1	36	116	233	3	53	1076	34
Future Volume (veh/h)	3	219	95	10	1	36	116	233	3	53	1076	34
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.97		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1900
Adj Flow Rate, veh/h		255	110	12		37	120	240		62	1266	40
Adj No. of Lanes		2	3	0		2	1	2		2	3	0
Peak Hour Factor		0.86	0.86	0.86		0.97	0.97	0.97		0.85	0.85	0.85
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		316	1019	107		69	272	1153		106	1685	53
Arrive On Green		0.09	0.22	0.22		0.02	0.15	0.15		0.03	0.33	0.33
Sat Flow, veh/h		3442	4659	491		3548	1863	3060		3442	5063	160
Grp Volume(v), veh/h		255	79	43		37	120	240		62	848	458
Grp Sat Flow(s),veh/h/ln		1721	1695	1760		1774	1863	1530		1721	1695	1833
Q Serve(g_s), s		8.0	2.1	2.2		1.1	6.5	5.9		2.0	24.5	24.5
Cycle Q Clear(g_c), s		8.0	2.1	2.2		1.1	6.5	5.9		2.0	24.5	24.5
Prop In Lane		1.00		0.28		1.00		1.00		1.00		0.09
Lane Grp Cap(c), veh/h		316	742	385		69	272	1153		106	1128	610
V/C Ratio(X)		0.81	0.11	0.11		0.54	0.44	0.21		0.59	0.75	0.75
Avail Cap(c_a), veh/h		610	1972	1024		629	1092	2499		610	2000	1081
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		49.0	34.4	34.4		53.5	42.9	23.8		52.6	32.6	32.6
Incr Delay (d2), s/veh		1.9	0.0	0.0		2.4	0.4	0.0		1.9	0.4	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.9	1.0	1.1		0.6	3.4	2.5		1.0	11.5	12.5
LnGrp Delay(d),s/veh		50.8	34.4	34.5		55.9	43.3	23.8		54.5	33.0	33.4
LnGrp LOS		D	C	C		E	D	C		D	C	C
Approach Vol, veh/h			377				397				1368	
Approach Delay, s/veh			45.5				32.7				34.1	
Approach LOS			D				C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	63.4	15.6	22.1	30.0	42.3	7.6	30.1				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	* 65	24.5	* 65	19.5	* 64				
Max Q Clear Time (g_c+I1), s	4.0	48.6	10.0	8.5	24.7	26.5	3.1	4.2				
Green Ext Time (p_c), s	0.0	7.7	0.1	0.6	0.0	10.1	0.0	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			33.9									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	685	1359	696
Future Volume (veh/h)	685	1359	696
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	721	1431	733
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	766	2669	816
Arrive On Green	0.22	0.52	0.52
Sat Flow, veh/h	3442	5085	1556
Grp Volume(v), veh/h	721	1431	733
Grp Sat Flow(s),veh/h/ln	1721	1695	1556
Q Serve(g_s), s	22.7	20.5	46.6
Cycle Q Clear(g_c), s	22.7	20.5	46.6
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	766	2669	816
V/C Ratio(X)	0.94	0.54	0.90
Avail Cap(c_a), veh/h	766	2972	909
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	17.3	23.5
Incr Delay (d2), s/veh	19.3	0.1	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	9.6	22.1
LnGrp Delay(d),s/veh	61.3	17.3	33.7
LnGrp LOS	E	B	C
Approach Vol, veh/h		2885	
Approach Delay, s/veh		32.5	
Approach LOS		C	
Timer			

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Existing Plus Project Conditions

AM Peak



Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations		3	4TB	T	TT		TTTT			4T	T
Traffic Volume (vph)	345	1	913	1110	132	32	1179	457	11	1588	202
Future Volume (vph)	345	1	913	1110	132	32	1179	457	11	1588	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8	4.6		4.6			4.6	4.0
Lane Util. Factor		0.91	0.86	0.91	0.88		0.86			0.95	1.00
Frbp, ped/bikes		1.00	0.99	0.98	1.00		0.99			1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.95	0.85	0.85		0.96			1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1610	3022	1417	2787		6095			3539	1545
Flt Permitted		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1610	3022	1417	2787		6095			3539	1545
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.85	0.85
Adj. Flow (vph)	388	1	1026	1247	148	36	1268	491	12	1868	238
RTOR Reduction (vph)	0	0	5	9	16	0	0	0	0	0	0
Lane Group Flow (vph)	0	389	1557	702	168	0	1771	0	0	1868	238
Confl. Peds. (#/hr)	6	6		6	3	3		3	3		6
Confl. Bikes (#/hr)								2	2		3
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		2!		6!			2	
Permitted Phases				4	2						Free
Actuated Green, G (s)		48.2	48.2	48.2	65.4		65.4			65.4	125.0
Effective Green, g (s)		48.2	48.2	48.2	65.4		65.4			65.4	125.0
Actuated g/C Ratio		0.39	0.39	0.39	0.52		0.52			0.52	1.00
Clearance Time (s)		6.8	6.8	6.8	4.6		4.6			4.6	
Vehicle Extension (s)		1.0	1.0	1.0	1.0		1.0			1.0	
Lane Grp Cap (vph)		620	1165	546	1458		3188			1851	1545
v/s Ratio Prot		0.24	c0.52		0.06		0.29			c0.53	
v/s Ratio Perm				0.50							0.15
v/c Ratio		0.63	1.34	1.29	0.12		0.56			1.01	0.15
Uniform Delay, d1		31.1	38.4	38.4	15.1		20.0			29.8	0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00			1.07	1.00
Incremental Delay, d2		1.4	157.4	142.3	0.2		0.7			20.9	0.2
Delay (s)		32.6	195.8	180.7	15.3		20.7			52.7	0.2
Level of Service		C	F	F	B		C			D	A
Approach Delay (s)			167.9				20.7			46.8	
Approach LOS			F				C			D	

Intersection Summary

HCM 2000 Control Delay	87.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.



















c Critical Lane Group



Jaeger Ranch  
20: Zinfandel Dr & US-50 WB Ramps

Existing Plus Project Conditions

AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1000	0	161	0	928	725	0	800	346
Future Volume (veh/h)	0	0	0	1000	0	161	0	928	725	0	800	346
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				1099	0	177	0	987	0	0	851	0
Adj No. of Lanes				2	0	1	0	3	2	0	2	1
Peak Hour Factor				0.91	0.91	0.91	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1153	0	530	0	2918	1599	0	2031	909
Arrive On Green				0.33	0.00	0.33	0.00	0.57	0.00	0.00	0.57	0.00
Sat Flow, veh/h				3442	0	1583	0	5253	2787	0	3632	1583
Grp Volume(v), veh/h				1099	0	177	0	987	0	0	851	0
Grp Sat Flow(s),veh/h/ln				1721	0	1583	0	1695	1393	0	1770	1583
Q Serve(g_s), s				39.0	0.0	10.5	0.0	12.8	0.0	0.0	16.9	0.0
Cycle Q Clear(g_c), s				39.0	0.0	10.5	0.0	12.8	0.0	0.0	16.9	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1153	0	530	0	2918	1599	0	2031	909
V/C Ratio(X)				0.95	0.00	0.33	0.00	0.34	0.00	0.00	0.42	0.00
Avail Cap(c_a), veh/h				1327	0	611	0	2918	1599	0	2031	909
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				40.6	0.0	31.1	0.0	14.1	0.0	0.0	14.9	0.0
Incr Delay (d2), s/veh				13.3	0.0	0.1	0.0	0.3	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.6	0.0	4.6	0.0	6.0	0.0	0.0	8.3	0.0
LnGrp Delay(d),s/veh				54.0	0.0	31.3	0.0	14.4	0.0	0.0	15.6	0.0
LnGrp LOS				D		C		B			B	
Approach Vol, veh/h					1276			987			851	
Approach Delay, s/veh					50.8			14.4			15.6	
Approach LOS					D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.3				76.3		48.7				
Change Period (Y+Rc), s		4.6				4.6		6.8				
Max Green Setting (Gmax), s		65.4				65.4		48.2				
Max Q Clear Time (g_c+I1), s		18.9				14.8		41.0				
Green Ext Time (p_c), s		5.0				5.0		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.6								
HCM 2010 LOS				C								



















Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	45	110	168	82	1	149	301	139	42	319	1421	110
Future Volume (veh/h)	45	110	168	82	1	149	301	139	42	319	1421	110
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.99		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		118	181	88		159	320	148		347	1545	120
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.93	0.93	0.93		0.94	0.94	0.94		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		163	519	228		205	809	251		391	2299	706
Arrive On Green		0.05	0.16	0.16		0.07	0.18	0.18		0.13	0.50	0.50
Sat Flow, veh/h		3097	3185	1397		3097	4577	1418		3097	4577	1406
Grp Volume(v), veh/h		118	181	88		159	320	148		347	1545	120
Grp Sat Flow(s),veh/h/ln		1549	1593	1397		1549	1526	1418		1549	1526	1406
Q Serve(g_s), s		4.9	6.6	7.3		6.6	8.1	12.5		14.4	33.0	6.1
Cycle Q Clear(g_c), s		4.9	6.6	7.3		6.6	8.1	12.5		14.4	33.0	6.1
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		163	519	228		205	809	251		391	2299	706
V/C Ratio(X)		0.73	0.35	0.39		0.78	0.40	0.59		0.89	0.67	0.17
Avail Cap(c_a), veh/h		464	1565	686		464	1195	370		464	2299	706
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		60.8	48.4	48.7		59.9	47.5	49.3		56.0	24.3	17.6
Incr Delay (d2), s/veh		2.3	0.8	2.2		2.4	1.1	7.4		15.0	1.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.1	2.9	3.0		2.9	3.5	5.4		7.0	14.1	2.4
LnGrp Delay(d),s/veh		63.1	49.2	50.9		62.2	48.5	56.7		71.0	25.4	17.9
LnGrp LOS		E	D	D		E	D	E		E	C	B
Approach Vol, veh/h			387				627				2012	
Approach Delay, s/veh			53.8				53.9				32.8	
Approach LOS			D				D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	66.9	12.3	29.0	17.7	71.2	14.1	27.2				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	64.0				
Max Q Clear Time (g_c+l1), s	16.4	25.3	6.9	14.5	12.1	35.0	8.6	9.3				
Green Ext Time (p_c), s	0.1	35.8	0.1	7.8	0.1	28.3	0.1	11.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			36.4									
HCM 2010 LOS			D									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		57	↑↑↑	7
Traffic Volume (veh/h)	21	224	1009	326
Future Volume (veh/h)	21	224	1009	326
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		243	1097	354
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2
Cap, veh/h		289	2148	659
Arrive On Green		0.09	0.47	0.47
Sat Flow, veh/h		3097	4577	1404
Grp Volume(v), veh/h		243	1097	354
Grp Sat Flow(s),veh/h/ln		1549	1526	1404
Q Serve(g_s), s		10.1	21.8	23.3
Cycle Q Clear(g_c), s		10.1	21.8	23.3
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		289	2148	659
V/C Ratio(X)		0.84	0.51	0.54
Avail Cap(c_a), veh/h		464	2256	692
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		58.1	24.1	24.5
Incr Delay (d2), s/veh		3.9	0.4	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.5	9.2	9.2
LnGrp Delay(d),s/veh		62.0	24.5	26.0
LnGrp LOS		E	C	C
Approach Vol, veh/h			1694	
Approach Delay, s/veh			30.2	
Approach LOS			C	
Timer				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	194	143	73	333	284	166	1	81	1402	125	226	2178
Future Volume (veh/h)	194	143	73	333	284	166	1	81	1402	125	226	2178
Number	3	8	18	7	4	14		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	204	151	77	383	354	172		85	1476	132	246	2367
Adj No. of Lanes	2	2	1	2	2	1		2	4	1	2	3
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87		0.95	0.95	0.95	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	256	559	244	435	768	315		133	2941	725	297	2577
Arrive On Green	0.07	0.16	0.16	0.12	0.21	0.21		0.04	0.46	0.46	0.09	0.51
Sat Flow, veh/h	3442	3539	1544	3548	3725	1529		3442	6408	1579	3442	5085
Grp Volume(v), veh/h	204	151	77	383	354	172		85	1476	132	246	2367
Grp Sat Flow(s),veh/h/ln	1721	1770	1544	1774	1863	1529		1721	1602	1579	1721	1695
Q Serve(g_s), s	7.6	4.9	5.8	13.9	10.9	13.2		3.2	21.2	6.5	9.2	56.2
Cycle Q Clear(g_c), s	7.6	4.9	5.8	13.9	10.9	13.2		3.2	21.2	6.5	9.2	56.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	256	559	244	435	768	315		133	2941	725	297	2577
V/C Ratio(X)	0.80	0.27	0.32	0.88	0.46	0.55		0.64	0.50	0.18	0.83	0.92
Avail Cap(c_a), veh/h	513	922	402	528	967	397		513	3142	774	513	2577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	48.5	48.8	56.5	45.6	46.5		62.0	24.9	20.9	58.8	29.8
Incr Delay (d2), s/veh	2.2	0.4	1.1	12.3	0.7	2.5		3.1	0.1	0.1	2.3	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.4	2.5	7.6	5.7	5.8		1.6	9.3	2.8	4.5	27.5
LnGrp Delay(d),s/veh	61.8	48.9	49.9	68.8	46.3	49.0		65.1	25.0	21.0	61.1	35.9
LnGrp LOS	E	D	D	E	D	D		E	C	C	E	D
Approach Vol, veh/h		432			909				1693			2931
Approach Delay, s/veh		55.2			56.3				26.7			36.4
Approach LOS		E			E				C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	72.1	15.2	33.0	16.8	65.9	21.5	26.7				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	* 34				
Max Q Clear Time (g_c+I1), s	5.2	58.2	9.6	15.2	11.2	23.2	15.9	7.8				
Green Ext Time (p_c), s	0.1	6.1	0.1	6.3	0.1	36.9	0.1	7.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			38.0									
HCM 2010 LOS			D									
<b>Notes</b>												



















Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	293
Future Volume (veh/h)	293
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	318
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	795
Arrive On Green	0.51
Sat Flow, veh/h	1569
Grp Volume(v), veh/h	318
Grp Sat Flow(s),veh/h/ln	1569
Q Serve(g_s), s	16.4
Cycle Q Clear(g_c), s	16.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	795
V/C Ratio(X)	0.40
Avail Cap(c_a), veh/h	795
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	20.0
Incr Delay (d2), s/veh	0.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	7.3
LnGrp Delay(d),s/veh	20.6
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1222	0	531	0	0	0	0	1348	537	0	2121	441
Future Volume (veh/h)	1222	0	531	0	0	0	0	1348	537	0	2121	441
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1300	0	565				0	1404	0	0	2233	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.94	0.94	0.94				0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1404	0	782				0	4588	975	0	3441	975
Arrive On Green	0.28	0.00	0.28				0.00	0.62	0.00	0.00	0.62	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1300	0	565				0	1404	0	0	2233	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	27.8	0.0	20.1				0.0	9.8	0.0	0.0	28.1	0.0
Cycle Q Clear(g_c), s	27.8	0.0	20.1				0.0	9.8	0.0	0.0	28.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1404	0	782				0	4588	975	0	3441	975
V/C Ratio(X)	0.93	0.00	0.72				0.00	0.31	0.00	0.00	0.65	0.00
Avail Cap(c_a), veh/h	1514	0	844				0	4588	975	0	3441	975
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	38.5	0.0	35.7				0.0	10.0	0.0	0.0	13.5	0.0
Incr Delay (d2), s/veh	9.3	0.0	2.3				0.0	0.2	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	0.0	8.0				0.0	5.0	0.0	0.0	14.6	0.0
LnGrp Delay(d),s/veh	47.7	0.0	38.0				0.0	10.2	0.0	0.0	14.5	0.0
LnGrp LOS	D		D					B			B	
Approach Vol, veh/h		1865						1404			2233	
Approach Delay, s/veh		44.8						10.2			14.5	
Approach LOS		D						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		72.4		37.6		72.4						
Change Period (Y+Rc), s		* 4.7		6.7		4.7						
Max Green Setting (Gmax), s		* 66		33.3		65.3						
Max Q Clear Time (g_c+I1), s		30.1		29.8		11.8						
Green Ext Time (p_c), s		16.0		1.1		18.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.7									
HCM 2010 LOS			C									
<b>Notes</b>												

Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps

Existing Plus Project Conditions















AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	435	0	427	0	2280	262	0	2137	1520
Future Volume (veh/h)	0	0	0	435	0	427	0	2280	262	0	2137	1520
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				478	0	469	0	2375	0	0	2181	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.91	0.91	0.91	0.96	0.96	0.96	0.98	0.98	0.98
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				651	0	527	0	3921	1111	0	3568	1955
Arrive On Green				0.19	0.00	0.19	0.00	0.70	0.00	0.00	0.70	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				478	0	469	0	2375	0	0	2181	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				14.4	0.0	18.0	0.0	24.3	0.0	0.0	24.6	0.0
Cycle Q Clear(g_c), s				14.4	0.0	18.0	0.0	24.3	0.0	0.0	24.6	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				651	0	527	0	3921	1111	0	3568	1955
V/C Ratio(X)				0.73	0.00	0.89	0.00	0.61	0.00	0.00	0.61	0.00
Avail Cap(c_a), veh/h				1032	0	836	0	3921	1111	0	3568	1955
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				42.0	0.0	43.5	0.0	8.5	0.0	0.0	8.6	0.0
Incr Delay (d2), s/veh				0.6	0.0	4.8	0.0	0.7	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	7.3	0.0	12.6	0.0	0.0	11.6	0.0
LnGrp Delay(d),s/veh				42.6	0.0	48.3	0.0	9.2	0.0	0.0	9.4	0.0
LnGrp LOS				D		D		A			A	
Approach Vol, veh/h					947			2375			2181	
Approach Delay, s/veh					45.4			9.2			9.4	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		82.2				82.2		27.8				
Change Period (Y+Rc), s		* 5				5.0		7.0				
Max Green Setting (Gmax), s		* 65				65.0		33.0				
Max Q Clear Time (g_c+I1), s		26.6				26.3		20.0				
Green Ext Time (p_c), s		24.3				24.4		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.5								
HCM 2010 LOS				B								
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	112	13	245	34	25	39	34	272	2440	20	36	3317
Future Volume (veh/h)	112	13	245	34	25	39	34	272	2440	20	36	3317
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	129	118	213	43	32	49		280	2515	21	39	3567
Adj No. of Lanes	0	1	1	1	1	0		2	3	0	1	3
Peak Hour Factor	0.87	0.87	0.87	0.79	0.79	0.79		0.97	0.97	0.97	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	151	138	251	119	44	68		333	3032	25	50	2604
Arrive On Green	0.16	0.16	0.16	0.07	0.07	0.07		0.10	0.58	0.58	0.03	0.51
Sat Flow, veh/h	948	867	1571	1774	663	1015		3442	5202	43	1774	5085
Grp Volume(v), veh/h	247	0	213	43	0	81		280	1638	898	39	3567
Grp Sat Flow(s),veh/h/ln	1815	0	1571	1774	0	1678		1721	1695	1855	1774	1695
Q Serve(g_s), s	16.9	0.0	16.8	3.0	0.0	6.0		10.2	49.6	49.9	2.8	65.2
Cycle Q Clear(g_c), s	16.9	0.0	16.8	3.0	0.0	6.0		10.2	49.6	49.9	2.8	65.2
Prop In Lane	0.52		1.00	1.00		0.60		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	289	0	251	119	0	112		333	1976	1081	50	2604
V/C Ratio(X)	0.85	0.00	0.85	0.36	0.00	0.72		0.84	0.83	0.83	0.78	1.37
Avail Cap(c_a), veh/h	492	0	426	481	0	455		538	1976	1081	281	2604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	52.0	56.8	0.0	58.2		56.6	21.4	21.5	61.5	31.1
Incr Delay (d2), s/veh	2.9	0.0	3.1	0.7	0.0	3.2		3.2	2.9	5.3	9.4	169.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	7.5	1.5	0.0	2.9		5.0	23.8	27.0	1.5	71.1
LnGrp Delay(d),s/veh	55.0	0.0	55.2	57.5	0.0	61.5		59.8	24.3	26.7	70.9	200.0
LnGrp LOS	D		E	E		E		E	C	C	E	F
Approach Vol, veh/h		460			124				2816			3691
Approach Delay, s/veh		55.1			60.1				28.6			194.4
Approach LOS		E			E				C			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	70.1		25.8	8.4	79.1		14.0				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.5				
Max Q Clear Time (g_c+I1), s	12.2	67.2		18.9	4.8	51.9		8.0				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.0	12.7		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			117.2									
HCM 2010 LOS			F									
<b>Notes</b>												
























Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	79
Future Volume (veh/h)	79
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	85
Adj No. of Lanes	1
Peak Hour Factor	0.93
Percent Heavy Veh, %	2
Cap, veh/h	790
Arrive On Green	0.51
Sat Flow, veh/h	1543
Grp Volume(v), veh/h	85
Grp Sat Flow(s),veh/h/ln	1543
Q Serve(g_s), s	3.6
Cycle Q Clear(g_c), s	3.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	790
V/C Ratio(X)	0.11
Avail Cap(c_a), veh/h	790
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	16.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.5
LnGrp Delay(d),s/veh	16.1
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	





















								
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Volume (veh/h)	36	3	10	779	1	414	338	
Future Volume (veh/h)	36	3	10	779	1	414	338	
Number	7	14	1	6		2	12	
Initial Q (Qb), veh	0	0	0	0		0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863		1863	1863	
Adj Flow Rate, veh/h	44	4	11	895		445	363	
Adj No. of Lanes	2	1	1	2		2	1	
Peak Hour Factor	0.81	0.81	0.87	0.87		0.93	0.93	
Percent Heavy Veh, %	2	2	2	2		2	2	
Cap, veh/h	114	66	16	1929		1235	605	
Arrive On Green	0.03	0.03	0.01	0.54		0.35	0.35	
Sat Flow, veh/h	3442	1583	1774	3632		3632	1583	
Grp Volume(v), veh/h	44	4	11	895		445	363	
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770		1770	1583	
Q Serve(g_s), s	0.4	0.1	0.2	4.5		2.8	5.4	
Cycle Q Clear(g_c), s	0.4	0.1	0.2	4.5		2.8	5.4	
Prop In Lane	1.00	1.00	1.00				1.00	
Lane Grp Cap(c), veh/h	114	66	16	1929		1235	605	
V/C Ratio(X)	0.39	0.06	0.71	0.46		0.36	0.60	
Avail Cap(c_a), veh/h	6383	2950	1177	6432		6396	2914	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00		1.00	1.00	
Uniform Delay (d), s/veh	13.9	13.5	14.5	4.1		7.1	7.3	
Incr Delay (d2), s/veh	0.8	0.1	19.5	0.1		0.1	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.2	2.1		1.3	2.5	
LnGrp Delay(d),s/veh	14.7	13.7	34.0	4.1		7.2	7.6	
LnGrp LOS	B	B	C	A		A	A	
Approach Vol, veh/h	48			906		808		
Approach Delay, s/veh	14.6			4.5		7.4		
Approach LOS	B			A		A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.8	17.2		6.5		22.9		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	19.5	* 53		54.5		* 53		
Max Q Clear Time (g_c+I1), s	2.2	7.4		2.4		6.5		
Green Ext Time (p_c), s	0.0	2.9		0.0		2.9		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.1					
HCM 2010 LOS			A					
<b>Notes</b>								



Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↔	↕	↕	↔	↕
Traffic Volume (veh/h)	1	571	234	0	347	165	43	443
Future Volume (veh/h)	1	571	234	0	347	165	43	443
Number		1	6		2	12	3	18
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00				1.00	1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h		672	275		403	192	48	492
Adj No. of Lanes		1	2		2	1	1	1
Peak Hour Factor		0.85	0.85		0.86	0.86	0.90	0.90
Percent Heavy Veh, %		2	2		2	2	2	2
Cap, veh/h		582	1905		541	242	581	518
Arrive On Green		0.33	0.54		0.15	0.15	0.33	0.33
Sat Flow, veh/h		1774	3632		3632	1583	1774	1583
Grp Volume(v), veh/h		672	275		403	192	48	492
Grp Sat Flow(s),veh/h/ln		1774	1770		1770	1583	1774	1583
Q Serve(g_s), s		29.8	3.5		9.9	10.6	1.7	27.5
Cycle Q Clear(g_c), s		29.8	3.5		9.9	10.6	1.7	27.5
Prop In Lane		1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h		582	1905		541	242	581	518
V/C Ratio(X)		1.15	0.14		0.74	0.79	0.08	0.95
Avail Cap(c_a), veh/h		582	2471		2467	1104	674	602
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		30.5	10.5		36.8	37.1	21.1	29.8
Incr Delay (d2), s/veh		87.7	0.0		0.8	2.2	0.0	22.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		28.7	1.7		4.9	4.8	0.8	15.2
LnGrp Delay(d),s/veh		118.2	10.5		37.5	39.3	21.1	51.8
LnGrp LOS		F	B		D	D	C	D
Approach Vol, veh/h			947		595		540	
Approach Delay, s/veh			87.0		38.1		49.1	
Approach LOS			F		D		D	
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	35.0	20.6				55.6		35.2
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 30	* 63				* 63		34.5
Max Q Clear Time (g_c+I1), s	31.8	12.6				5.5		29.5
Green Ext Time (p_c), s	0.0	1.3				1.3		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			63.2					
HCM 2010 LOS			E					
<b>Notes</b>								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	168	427	198	38	279	86	11	106	750	24	4	198
Future Volume (veh/h)	168	427	198	38	279	86	11	106	750	24	4	198
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1900		1863
Adj Flow Rate, veh/h	179	454	211	41	303	93		115	815	26		208
Adj No. of Lanes	1	1	1	1	1	1		1	2	0		1
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92		0.92	0.92	0.92		0.95
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	203	491	418	53	334	284		138	1373	44		232
Arrive On Green	0.11	0.26	0.26	0.03	0.18	0.18		0.08	0.39	0.39		0.13
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583		1774	3501	112		1774
Grp Volume(v), veh/h	179	454	211	41	303	93		115	412	429		208
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583		1774	1770	1843		1774
Q Serve(g_s), s	14.0	33.4	15.9	3.2	22.4	7.2		9.0	25.9	25.9		16.2
Cycle Q Clear(g_c), s	14.0	33.4	15.9	3.2	22.4	7.2		9.0	25.9	25.9		16.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		0.06		1.00
Lane Grp Cap(c), veh/h	203	491	418	53	334	284		138	694	723		232
V/C Ratio(X)	0.88	0.92	0.51	0.78	0.91	0.33		0.83	0.59	0.59		0.90
Avail Cap(c_a), veh/h	309	491	418	246	432	367		246	788	820		309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	61.3	50.4	44.0	67.7	56.6	50.3		63.9	33.8	33.8		60.2
Incr Delay (d2), s/veh	12.1	22.9	0.4	8.7	17.0	0.2		4.9	0.5	0.4		19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	7.5	20.3	7.0	1.7	13.1	3.2		4.6	12.8	13.3		9.2
LnGrp Delay(d),s/veh	73.5	73.3	44.4	76.4	73.6	50.6		68.9	34.3	34.3		79.3
LnGrp LOS	E	E	D	E	E	D		E	C	C		E
Approach Vol, veh/h		844			437				956			
Approach Delay, s/veh		66.1			69.0				38.5			
Approach LOS		E			E				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	70.0	21.6	32.6	23.9	62.6	9.7	44.5				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	19.5	62.6	24.5	32.6	24.5	62.6	19.5	* 33				
Max Q Clear Time (g_c+l1), s	11.0	64.6	16.0	24.4	18.2	27.9	5.2	35.4				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.8	0.1	16.9	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			80.1									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1711	153
Future Volume (veh/h)	1711	153
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	1801	0
Adj No. of Lanes	2	1
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	1576	705
Arrive On Green	0.45	0.00
Sat Flow, veh/h	3539	1583
Grp Volume(v), veh/h	1801	0
Grp Sat Flow(s),veh/h/ln	1770	1583
Q Serve(g_s), s	62.6	0.0
Cycle Q Clear(g_c), s	62.6	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1576	705
V/C Ratio(X)	1.14	0.00
Avail Cap(c_a), veh/h	1576	705
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	0.00
Uniform Delay (d), s/veh	39.0	0.0
Incr Delay (d2), s/veh	72.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	46.3	0.0
LnGrp Delay(d),s/veh	111.5	0.0
LnGrp LOS	F	
Approach Vol, veh/h	2009	
Approach Delay, s/veh	108.2	
Approach LOS	F	
Timer		

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	456	78	130	299	5	29	87	96	11	537	67
Future Volume (veh/h)	71	456	78	130	299	5	29	87	96	11	537	67
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	461	79	148	340	6	34	101	112	12	610	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	860	147	186	1202	21	41	248	274	67	522	65
Arrive On Green	0.05	0.28	0.28	0.11	0.34	0.34	0.02	0.31	0.31	0.04	0.32	0.32
Sat Flow, veh/h	1774	3026	516	1774	3559	63	1774	808	896	1774	1625	202
Grp Volume(v), veh/h	72	269	271	148	169	177	34	0	213	12	0	686
Grp Sat Flow(s),veh/h/ln	1774	1770	1772	1774	1770	1852	1774	0	1705	1774	0	1827
Q Serve(g_s), s	2.6	8.2	8.3	5.2	4.5	4.5	1.2	0.0	6.3	0.4	0.0	20.5
Cycle Q Clear(g_c), s	2.6	8.2	8.3	5.2	4.5	4.5	1.2	0.0	6.3	0.4	0.0	20.5
Prop In Lane	1.00		0.29	1.00		0.03	1.00		0.53	1.00		0.11
Lane Grp Cap(c), veh/h	92	503	504	186	598	625	41	0	522	67	0	587
V/C Ratio(X)	0.78	0.53	0.54	0.79	0.28	0.28	0.84	0.00	0.41	0.18	0.00	1.17
Avail Cap(c_a), veh/h	306	1539	1541	306	1539	1611	306	0	548	306	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	19.3	19.3	27.9	15.5	15.5	31.1	0.0	17.5	29.7	0.0	21.7
Incr Delay (d2), s/veh	5.4	1.3	1.3	2.9	0.4	0.3	15.2	0.0	2.4	0.5	0.0	93.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.1	4.2	2.7	2.2	2.3	0.8	0.0	3.3	0.2	0.0	25.5
LnGrp Delay(d),s/veh	35.3	20.5	20.6	30.8	15.8	15.8	46.2	0.0	19.9	30.2	0.0	114.9
LnGrp LOS	D	C	C	C	B	B	D		B	C		F
Approach Vol, veh/h		612			494			247			698	
Approach Delay, s/veh		22.3			20.3			23.5			113.4	
Approach LOS		C			C			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	26.1	5.5	25.0	10.7	22.6	6.4	24.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	11.0	55.5	11.0	20.5	11.0	55.5	11.0	20.5				
Max Q Clear Time (g_c+I1), s	4.6	6.5	3.2	22.5	7.2	10.3	2.4	8.3				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.0	0.0	7.9	0.0	9.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.0									
HCM 2010 LOS			D									
<b>Notes</b>												

Intersection

Int Delay, s/veh 18.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Vol, veh/h	19	551	0	15	315	2	4	6	1	0	158	115
Future Vol, veh/h	19	551	0	15	315	2	4	6	1	0	158	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	-	350	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	79	79	79	70	70	70	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	592	0	19	399	3	6	9	1	0	216	158

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	401	0	0	592
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1158	-	-	984
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1158	-	-	984
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4		70.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	506	1158	-	-	984	-	-	213	650
HCM Lane V/C Ratio	-	0.003	0.018	-	-	0.019	-	-	1.016	0.242
HCM Control Delay (s)	-	12.1	8.2	-	-	8.7	-	-	113.5	12.3
HCM Lane LOS	-	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	-	0	0.1	-	-	0.1	-	-	9.2	0.9
























Notes

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



















Jaeger Ranch  
4: Sunrise Blvd & Jackson Rd/SR-16

Existing Plus Project Conditions

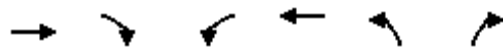
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	453	12	28	250	137	7	331	23	227	844	93
Future Volume (veh/h)	125	453	12	28	250	137	7	331	23	227	844	93
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	133	482	13	30	269	147	7	341	24	232	861	95
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	512	435	38	384	327	46	633	45	259	910	916
Arrive On Green	0.09	0.28	0.28	0.02	0.21	0.21	0.03	0.37	0.37	0.15	0.49	0.49
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1720	121	1774	1863	1583
Grp Volume(v), veh/h	133	482	13	30	269	147	7	0	365	232	861	95
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1841	1774	1863	1583
Q Serve(g_s), s	8.6	29.6	0.7	2.0	15.7	9.5	0.5	0.0	18.3	15.0	51.4	3.1
Cycle Q Clear(g_c), s	8.6	29.6	0.7	2.0	15.7	9.5	0.5	0.0	18.3	15.0	51.4	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	159	512	435	38	384	327	46	0	678	259	910	916
V/C Ratio(X)	0.83	0.94	0.03	0.80	0.70	0.45	0.15	0.00	0.54	0.90	0.95	0.10
Avail Cap(c_a), veh/h	311	529	449	311	529	449	311	0	1001	372	1019	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	41.5	31.0	57.0	43.1	40.6	55.7	0.0	29.1	49.1	28.5	11.1
Incr Delay (d2), s/veh	4.3	24.4	0.0	13.3	1.0	0.4	0.6	0.0	0.2	14.1	15.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	18.7	0.3	1.1	8.2	4.2	0.2	0.0	9.4	8.4	30.2	1.4
LnGrp Delay(d),s/veh	56.7	65.9	31.0	70.3	44.1	41.0	56.3	0.0	29.4	63.2	43.8	11.1
LnGrp LOS	E	E	C	E	D	D	E		C	E	D	B
Approach Vol, veh/h		628			446			372			1188	
Approach Delay, s/veh		63.2			44.8			29.9			44.9	
Approach LOS		E			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	30.9	7.5	63.5	7.0	39.0	21.6	49.4				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	20.5	33.2	20.5	* 64	20.5	33.2	24.5	63.6				
Max Q Clear Time (g_c+I1), s	10.6	17.7	2.5	53.4	4.0	31.6	17.0	20.3				
Green Ext Time (p_c), s	0.0	2.4	0.0	3.7	0.0	0.6	0.1	5.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			47.2									
HCM 2010 LOS			D									
<b>Notes</b>												

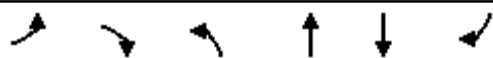


												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	32	661	3	1	53	344	41	3	324	67	61	378
Future Volume (veh/h)	32	661	3	1	53	344	41	3	324	67	61	378
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		0.98	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1900	1900	1863	1900	1900	1863
Adj Flow Rate, veh/h	36	743	3		62	400	48	3	352	73	69	430
Adj No. of Lanes	1	1	0		1	1	0	0	1	0	0	1
Peak Hour Factor	0.89	0.89	0.89		0.86	0.86	0.86	0.92	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	46	684	3		78	629	76	3	328	68	50	312
Arrive On Green	0.03	0.37	0.37		0.04	0.39	0.39	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	1854	7		1774	1628	195	13	1487	308	226	1409
Grp Volume(v), veh/h	36	0	746		62	0	448	428	0	0	555	0
Grp Sat Flow(s),veh/h/ln	1774	0	1861		1774	0	1823	1808	0	0	1819	0
Q Serve(g_s), s	3.5	0.0	63.6		6.0	0.0	34.5	38.0	0.0	0.0	38.2	0.0
Cycle Q Clear(g_c), s	3.5	0.0	63.6		6.0	0.0	34.5	38.0	0.0	0.0	38.2	0.0
Prop In Lane	1.00		0.00		1.00		0.11	0.01		0.17	0.12	
Lane Grp Cap(c), veh/h	46	0	686		78	0	705	398	0	0	403	0
V/C Ratio(X)	0.78	0.00	1.09		0.80	0.00	0.64	1.07	0.00	0.00	1.38	0.00
Avail Cap(c_a), veh/h	262	0	686		211	0	705	398	0	0	403	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	83.5	0.0	54.4		81.7	0.0	43.0	67.2	0.0	0.0	67.1	0.0
Incr Delay (d2), s/veh	9.8	0.0	60.3		6.7	0.0	1.5	66.5	0.0	0.0	184.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	44.1		3.1	0.0	17.7	26.3	0.0	0.0	39.8	0.0
LnGrp Delay(d),s/veh	93.3	0.0	114.8		88.4	0.0	44.5	133.7	0.0	0.0	252.0	0.0
LnGrp LOS	F		F		F		D	F			F	
Approach Vol, veh/h		782				510			428			555
Approach Delay, s/veh		113.8				49.8			133.7			252.0
Approach LOS		F				D			F			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	73.5		45.0	12.1	70.4		45.0				
Change Period (Y+Rc), s	4.5	6.8		6.8	4.5	* 6.8		7.0				
Max Green Setting (Gmax), s	25.5	63.2		38.2	20.5	* 64		38.0				
Max Q Clear Time (g_c+I1), s	5.5	36.5		40.2	8.0	65.6		40.0				
Green Ext Time (p_c), s	0.0	4.4		0.0	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			136.9									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	49
Future Volume (veh/h)	49
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	56
Adj No. of Lanes	0
Peak Hour Factor	0.88
Percent Heavy Veh, %	2
Cap, veh/h	41
Arrive On Green	0.22
Sat Flow, veh/h	184
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.10
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (veh/h)	577	0	0	352	0	0			
Future Volume (veh/h)	577	0	0	352	0	0			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1863			
Adj Flow Rate, veh/h	627	0	0	383	0	0			
Adj No. of Lanes	1	0	0	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	1274	0	0	1274	12	11			
Arrive On Green	0.68	0.00	0.00	0.68	0.00	0.00			
Sat Flow, veh/h	1863	0	0	1863	1774	1583			
Grp Volume(v), veh/h	627	0	0	383	0	0			
Grp Sat Flow(s),veh/h/ln	1863	0	0	1863	1774	1583			
Q Serve(g_s), s	2.3	0.0	0.0	1.2	0.0	0.0			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.2	0.0	0.0			
Prop In Lane		0.00	0.00		1.00	1.00			
Lane Grp Cap(c), veh/h	1274	0	0	1274	12	11			
V/C Ratio(X)	0.49	0.00	0.00	0.30	0.00	0.00			
Avail Cap(c_a), veh/h	2353	0	0	2353	2241	2000			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	1.1	0.0	0.0	0.9	0.0	0.0			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.6	0.0	0.0			
LnGrp Delay(d),s/veh	1.4	0.0	0.0	1.0	0.0	0.0			
LnGrp LOS	A			A					
Approach Vol, veh/h	627			383	0				
Approach Delay, s/veh	1.4			1.0	0.0				
Approach LOS	A			A					
Timer	1	2	3	4	5	6	7	8	
Assigned Phs		2		4				8	
Phs Duration (G+Y+Rc), s		0.0		14.2				14.2	
Change Period (Y+Rc), s		4.5		4.5				4.5	
Max Green Setting (Gmax), s		18.0		18.0				18.0	
Max Q Clear Time (g_c+I1), s		0.0		4.3				3.2	
Green Ext Time (p_c), s		0.0		5.6				5.9	
<b>Intersection Summary</b>									
HCM 2010 Ctrl Delay				1.2					
HCM 2010 LOS				A					



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	96	29	5	283	772	152		
Future Volume (veh/h)	96	29	5	283	772	152		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	104	32	6	329	788	155		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.92	0.92	0.86	0.86	0.98	0.98		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	148	132	9	1265	850	167		
Arrive On Green	0.08	0.08	0.00	0.68	0.56	0.56		
Sat Flow, veh/h	1774	1583	1774	1863	1507	296		
Grp Volume(v), veh/h	104	32	6	329	0	943		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1803		
Q Serve(g_s), s	2.9	0.9	0.2	3.4	0.0	23.9		
Cycle Q Clear(g_c), s	2.9	0.9	0.2	3.4	0.0	23.9		
Prop In Lane	1.00	1.00	1.00			0.16		
Lane Grp Cap(c), veh/h	148	132	9	1265	0	1017		
V/C Ratio(X)	0.70	0.24	0.71	0.26	0.00	0.93		
Avail Cap(c_a), veh/h	1226	1094	744	2382	0	2287		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	22.3	21.5	24.9	3.1	0.0	10.0		
Incr Delay (d2), s/veh	2.3	0.3	32.5	0.0	0.0	1.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	0.4	0.2	1.8	0.0	12.0		
LnGrp Delay(d),s/veh	24.6	21.8	57.4	3.2	0.0	11.7		
LnGrp LOS	C	C	E	A		B		
Approach Vol, veh/h	136			335	943			
Approach Delay, s/veh	23.9			4.1	11.7			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.7	34.7				40.5		9.6
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 64				* 64		34.6
Max Q Clear Time (g_c+I1), s	2.2	25.9				5.4		4.9
Green Ext Time (p_c), s	0.0	2.3				2.3		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			11.1					
HCM 2010 LOS			B					
<b>Notes</b>								

Intersection	
Intersection Delay, s/veh	27.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	0	14	0	31	0	384	4	176	452	2
Future Vol, veh/h	3	2	0	14	0	31	0	384	4	176	452	2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	0	20	0	44	0	400	4	198	508	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	9.9	13.9	36.6
HCM LOS	A	A	B	E























Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	31%	28%
Vol Thru, %	99%	40%	0%	72%
Vol Right, %	1%	0%	69%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	5	45	630
LT Vol	0	3	14	176
Through Vol	384	2	0	452
RT Vol	4	0	31	2
Lane Flow Rate	404	7	64	708
Geometry Grp	1	1	1	1
Degree of Util (X)	0.551	0.013	0.109	0.915
Departure Headway (Hd)	4.904	6.793	6.126	4.654
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	530	589	772
Service Time	2.978	4.797	4.126	2.716
HCM Lane V/C Ratio	0.555	0.013	0.109	0.917
HCM Control Delay	13.9	9.9	9.9	36.6
HCM Lane LOS	B	A	A	E
HCM 95th-tile Q	3.4	0	0.4	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	352	7	1	443	9	7	15	1	11	35	762
Future Volume (veh/h)	268	352	7	1	443	9	7	15	1	11	35	762
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	288	378	0	1	461	9	8	18	1	12	38	819
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.85	0.85	0.85	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	843	717	2	501	10	18	40	2	140	442	772
Arrive On Green	0.18	0.45	0.00	0.00	0.28	0.28	0.03	0.03	0.03	0.32	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	1820	36	540	1216	68	442	1399	1550
Grp Volume(v), veh/h	288	378	0	1	0	470	27	0	0	50	0	819
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1856	1824	0	0	1841	0	1550
Q Serve(g_s), s	17.3	15.2	0.0	0.1	0.0	26.8	1.6	0.0	0.0	2.1	0.0	34.4
Cycle Q Clear(g_c), s	17.3	15.2	0.0	0.1	0.0	26.8	1.6	0.0	0.0	2.1	0.0	34.4
Prop In Lane	1.00		1.00	1.00		0.02	0.30		0.04	0.24		1.00
Lane Grp Cap(c), veh/h	316	843	717	2	0	511	60	0	0	582	0	772
V/C Ratio(X)	0.91	0.45	0.00	0.61	0.00	0.92	0.45	0.00	0.00	0.09	0.00	1.06
Avail Cap(c_a), veh/h	399	1098	934	318	0	1091	596	0	0	582	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.9	20.5	0.0	54.4	0.0	38.3	51.7	0.0	0.0	26.2	0.0	27.7
Incr Delay (d2), s/veh	19.2	0.1	0.0	91.9	0.0	3.0	1.9	0.0	0.0	0.0	0.0	49.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	7.8	0.0	0.1	0.0	14.1	0.8	0.0	0.0	1.1	0.0	33.7
LnGrp Delay(d),s/veh	63.1	20.6	0.0	146.2	0.0	41.3	53.6	0.0	0.0	26.2	0.0	77.6
LnGrp LOS	E	C		F		D	D			C		F
Approach Vol, veh/h		666			471			27			869	
Approach Delay, s/veh		39.0			41.5			53.6			74.6	
Approach LOS		D			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.9	36.0		40.0	5.6	55.3		8.0				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		4.4				
Max Green Setting (Gmax), s	24.5	64.0		* 34	19.5	* 64		35.6				
Max Q Clear Time (g_c+I1), s	19.3	28.8		36.4	2.1	17.2		3.6				
Green Ext Time (p_c), s	0.1	1.2		0.0	0.0	1.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			55.0									
HCM 2010 LOS			D									
<b>Notes</b>												

Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Existing Plus Project Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	292	18	58	196	204	5	54	29	523	156	362
Future Volume (veh/h)	67	292	18	58	196	204	5	54	29	523	156	362
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	317	20	76	258	268	6	68	37	581	173	402
Adj No. of Lanes	1	2	0	1	1	1	1	1	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.76	0.76	0.76	0.79	0.79	0.79	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	751	47	96	404	343	9	123	67	713	579	492
Arrive On Green	0.05	0.22	0.22	0.05	0.22	0.22	0.00	0.11	0.11	0.21	0.31	0.31
Sat Flow, veh/h	1774	3377	212	1774	1863	1583	1774	1136	618	3442	1863	1583
Grp Volume(v), veh/h	73	165	172	76	258	268	6	0	105	581	173	402
Grp Sat Flow(s),veh/h/ln	1774	1770	1819	1774	1863	1583	1774	0	1754	1721	1863	1583
Q Serve(g_s), s	2.1	4.0	4.1	2.1	6.4	8.1	0.2	0.0	2.9	8.1	3.6	11.8
Cycle Q Clear(g_c), s	2.1	4.0	4.1	2.1	6.4	8.1	0.2	0.0	2.9	8.1	3.6	11.8
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	92	394	405	96	404	343	9	0	190	713	579	492
V/C Ratio(X)	0.80	0.42	0.42	0.79	0.64	0.78	0.71	0.00	0.55	0.82	0.30	0.82
Avail Cap(c_a), veh/h	685	2281	2345	699	2405	2044	685	0	2264	1329	2394	2035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	16.8	16.9	23.6	18.0	18.6	25.1	0.0	21.3	19.1	13.2	16.1
Incr Delay (d2), s/veh	5.8	0.3	0.3	5.5	0.6	1.5	32.5	0.0	0.9	0.9	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	2.1	1.2	3.3	3.6	0.2	0.0	1.4	4.0	1.8	5.3
LnGrp Delay(d),s/veh	29.5	17.1	17.1	29.1	18.6	20.1	57.6	0.0	22.3	20.0	13.3	17.4
LnGrp LOS	C	B	B	C	B	C	E		C	B	B	B
Approach Vol, veh/h		410			602			111			1156	
Approach Delay, s/veh		19.3			20.6			24.2			18.1	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	15.9	5.7	20.8	7.8	16.1	16.0	10.6				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	19.5	* 65	19.5	* 65	* 20	* 65	19.5	* 65				
Max Q Clear Time (g_c+I1), s	4.1	10.1	2.2	13.8	4.1	6.1	10.1	4.9				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.6	0.0	0.9	0.3	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									
<b>Notes</b>												

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		2T	3T	T	2T	3T	T		2T	3T	T	
Traffic Volume (veh/h)	5	58	305	452	137	107	104	3	177	805	111	3
Future Volume (veh/h)	5	58	305	452	137	107	104	3	177	805	111	3
Number		7	4	14	3	8	18		5	2	12	
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.99		1.00		0.99	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1863		1863	1863	1863	
Adj Flow Rate, veh/h		60	318	471	167	130	127		195	885	122	
Adj No. of Lanes		2	3	1	2	2	1		2	3	1	
Peak Hour Factor		0.96	0.96	0.96	0.82	0.82	0.82		0.91	0.91	0.91	
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	
Cap, veh/h		98	1213	378	215	964	426		243	2171	668	
Arrive On Green		0.03	0.24	0.24	0.06	0.27	0.27		0.07	0.43	0.43	
Sat Flow, veh/h		3442	5085	1583	3442	3539	1563		3442	5085	1564	
Grp Volume(v), veh/h		60	318	471	167	130	127		195	885	122	
Grp Sat Flow(s),veh/h/ln		1721	1695	1583	1721	1770	1563		1721	1695	1564	
Q Serve(g_s), s		2.4	7.1	33.3	6.7	3.9	9.0		7.8	16.9	6.8	
Cycle Q Clear(g_c), s		2.4	7.1	33.3	6.7	3.9	9.0		7.8	16.9	6.8	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h		98	1213	378	215	964	426		243	2171	668	
V/C Ratio(X)		0.61	0.26	1.25	0.78	0.13	0.30		0.80	0.41	0.18	
Avail Cap(c_a), veh/h		481	1213	378	481	964	426		481	2284	702	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh		67.0	43.2	53.1	64.5	38.4	40.2		63.9	27.8	24.9	
Incr Delay (d2), s/veh		2.3	0.0	131.5	2.3	0.0	0.1		2.3	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		1.2	3.3	28.3	3.2	1.9	3.9		3.8	7.9	2.9	
LnGrp Delay(d),s/veh		69.3	43.2	184.7	66.7	38.4	40.4		66.2	27.8	24.9	
LnGrp LOS		E	D	F	E	D	D		E	C	C	
Approach Vol, veh/h			849			424				1202		
Approach Delay, s/veh			123.5			50.1				33.7		
Approach LOS			F			D				C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	67.0	14.2	40.1	15.4	69.9	9.5	44.8				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	19.5	* 63	19.5	* 33	19.5	* 63	19.5	33.2				
Max Q Clear Time (g_c+l1), s	12.7	18.9	8.7	35.3	9.8	61.9	4.4	11.0				
Green Ext Time (p_c), s	0.1	11.3	0.1	0.0	0.1	0.6	0.0	1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			59.3									
HCM 2010 LOS			E									
<b>Notes</b>												





Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	243	2023	124
Future Volume (veh/h)	243	2023	124
Number	1	6	16
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	267	2223	136
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2
Cap, veh/h	315	2277	709
Arrive On Green	0.09	0.45	0.45
Sat Flow, veh/h	3442	5085	1583
Grp Volume(v), veh/h	267	2223	136
Grp Sat Flow(s),veh/h/ln	1721	1695	1583
Q Serve(g_s), s	10.7	59.9	7.2
Cycle Q Clear(g_c), s	10.7	59.9	7.2
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	315	2277	709
V/C Ratio(X)	0.85	0.98	0.19
Avail Cap(c_a), veh/h	481	2280	710
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	37.8	23.3
Incr Delay (d2), s/veh	5.4	13.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	30.9	3.2
LnGrp Delay(d),s/veh	67.8	51.5	23.3
LnGrp LOS	E	D	C
Approach Vol, veh/h		2626	
Approach Delay, s/veh		51.7	
Approach LOS		D	
Timer			



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	185	120	37	403	501	172		
Future Volume (veh/h)	185	120	37	403	501	172		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900		
Adj Flow Rate, veh/h	206	133	40	433	611	210		
Adj No. of Lanes	0	0	1	1	1	0		
Peak Hour Factor	0.90	0.90	0.93	0.93	0.82	0.82		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	234	151	48	1115	659	227		
Arrive On Green	0.23	0.23	0.03	0.60	0.50	0.50		
Sat Flow, veh/h	1027	663	1774	1863	1326	456		
Grp Volume(v), veh/h	340	0	40	433	0	821		
Grp Sat Flow(s),veh/h/ln	1694	0	1774	1863	0	1782		
Q Serve(g_s), s	12.0	0.0	1.4	7.5	0.0	26.7		
Cycle Q Clear(g_c), s	12.0	0.0	1.4	7.5	0.0	26.7		
Prop In Lane	0.61	0.39	1.00			0.26		
Lane Grp Cap(c), veh/h	386	0	48	1115	0	886		
V/C Ratio(X)	0.88	0.00	0.83	0.39	0.00	0.93		
Avail Cap(c_a), veh/h	964	0	583	1927	0	1835		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	23.2	0.0	30.0	6.5	0.0	14.6		
Incr Delay (d2), s/veh	2.7	0.0	12.2	0.1	0.0	1.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.8	3.9	0.0	13.5		
LnGrp Delay(d),s/veh	25.8	0.0	42.3	6.6	0.0	16.5		
LnGrp LOS	C		D	A		B		
Approach Vol, veh/h	340			473	821			
Approach Delay, s/veh	25.8			9.6	16.5			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.3	36.9				43.2		18.8
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1		4.7
Max Green Setting (Gmax), s	* 20	* 64				* 64		35.3
Max Q Clear Time (g_c+I1), s	3.4	28.7				9.5		14.0
Green Ext Time (p_c), s	0.0	2.2				2.2		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			16.4					
HCM 2010 LOS			B					
<b>Notes</b>								

Jaeger Ranch  
13: Mather Field Rd & Folsom Blvd

Existing Plus Project Conditions

PM Peak

















Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	20	907	184	392	659	27	184	167	687	18	54
Future Volume (veh/h)	2	20	907	184	392	659	27	184	167	687	18	54
Number		1	6	16	5	2	12	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.97	1.00		0.96	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		24	1093	0	431	724	30	205	477	494	24	72
Adj No. of Lanes		1	2	1	2	2	0	1	1	1	0	2
Peak Hour Factor		0.83	0.83	0.83	0.91	0.91	0.91	0.87	0.87	0.87	0.75	0.75
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		30	1194	534	476	1585	66	456	479	609	79	240
Arrive On Green		0.02	0.34	0.00	0.14	0.46	0.46	0.26	0.26	0.26	0.12	0.12
Sat Flow, veh/h		1774	3539	1583	3442	3459	143	1774	1863	1518	690	2085
Grp Volume(v), veh/h		24	1093	0	431	370	384	205	477	494	64	0
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1721	1770	1833	1774	1863	1518	1828	0
Q Serve(g_s), s		1.8	40.1	0.0	16.7	19.4	19.4	13.1	34.6	34.8	4.3	0.0
Cycle Q Clear(g_c), s		1.8	40.1	0.0	16.7	19.4	19.4	13.1	34.6	34.8	4.3	0.0
Prop In Lane		1.00		1.00	1.00		0.08	1.00		1.00	0.38	
Lane Grp Cap(c), veh/h		30	1194	534	476	811	840	456	479	609	210	0
V/C Ratio(X)		0.80	0.92	0.00	0.91	0.46	0.46	0.45	1.00	0.81	0.30	0.00
Avail Cap(c_a), veh/h		258	1707	764	503	855	885	456	479	609	466	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		66.3	43.0	0.0	57.5	25.1	25.1	42.2	50.2	36.7	54.9	0.0
Incr Delay (d2), s/veh		16.7	4.9	0.0	18.6	0.1	0.1	0.3	40.0	7.6	0.3	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	20.4	0.0	9.2	9.5	9.8	6.5	23.1	17.7	2.2	0.0
LnGrp Delay(d),s/veh		83.1	47.9	0.0	76.1	25.3	25.3	42.5	90.3	44.3	55.2	0.0
LnGrp LOS		F	D		E	C	C	D	F	D	E	
Approach Vol, veh/h			1117			1185			1176			120
Approach Delay, s/veh			48.6			43.8			62.6			55.2
Approach LOS			D			D			E			E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	66.7		21.1	23.9	50.4		40.0				
Change Period (Y+Rc), s	* 5.3	* 4.7		5.5	* 5.2	* 4.7		5.2				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.8				
Max Q Clear Time (g_c+I1), s	3.8	21.4		6.3	18.7	42.1		36.8				
Green Ext Time (p_c), s	0.0	3.7		0.1	0.0	3.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.8									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
<b>Lane Configurations</b>	
Traffic Volume (veh/h)	18
Future Volume (veh/h)	18
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.90
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	24
Adj No. of Lanes	0
Peak Hour Factor	0.75
Percent Heavy Veh, %	2
Cap, veh/h	81
Arrive On Green	0.12
Sat Flow, veh/h	701
Grp Volume(v), veh/h	56
Grp Sat Flow(s),veh/h/ln	1648
Q Serve(g_s), s	4.2
Cycle Q Clear(g_c), s	4.2
Prop In Lane	0.43
Lane Grp Cap(c), veh/h	190
V/C Ratio(X)	0.30
Avail Cap(c_a), veh/h	420
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	54.9
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.0
LnGrp Delay(d),s/veh	55.2
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
<b>Timer</b>	

Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Existing Plus Project Conditions



















PM Peak








												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	343	0	310	0	1102	1059	0	568	326
Future Volume (veh/h)	0	0	0	343	0	310	0	1102	1059	0	568	326
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1900	0	1863	1900
Adj Flow Rate, veh/h				371	27	352	0	1136	0	0	684	0
Adj No. of Lanes				1	1	0	0	2	0	0	2	0
Peak Hour Factor				0.88	0.88	0.88	0.97	0.97	0.97	0.83	0.83	0.83
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				463	29	380	0	2297	0	0	2297	0
Arrive On Green				0.26	0.26	0.26	0.00	0.65	0.00	0.00	0.65	0.00
Sat Flow, veh/h				1774	112	1456	0	3725	0	0	3725	0
Grp Volume(v), veh/h				371	0	379	0	1136	0	0	684	0
Grp Sat Flow(s),veh/h/ln				1774	0	1568	0	1770	0	0	1770	0
Q Serve(g_s), s				21.5	0.0	25.9	0.0	18.3	0.0	0.0	9.3	0.0
Cycle Q Clear(g_c), s				21.5	0.0	25.9	0.0	18.3	0.0	0.0	9.3	0.0
Prop In Lane				1.00		0.93	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				463	0	409	0	2297	0	0	2297	0
V/C Ratio(X)				0.80	0.00	0.93	0.00	0.49	0.00	0.00	0.30	0.00
Avail Cap(c_a), veh/h				566	0	500	0	2297	0	0	2297	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				38.0	0.0	39.6	0.0	10.0	0.0	0.0	8.4	0.0
Incr Delay (d2), s/veh				5.4	0.0	19.3	0.0	0.8	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.2	0.0	13.4	0.0	9.1	0.0	0.0	4.6	0.0
LnGrp Delay(d),s/veh				43.4	0.0	58.9	0.0	10.7	0.0	0.0	8.7	0.0
LnGrp LOS				D		E		B			A	
Approach Vol, veh/h					750			1136			684	
Approach Delay, s/veh					51.2			10.7			8.7	
Approach LOS					D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.4				76.4		33.6				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 66				65.0		35.1				
Max Q Clear Time (g_c+I1), s		11.3				20.3		27.9				
Green Ext Time (p_c), s		4.9				4.8		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.0								
HCM 2010 LOS				C								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Existing Plus Project Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	0	614	0	0	0	0	1527	828	0	664	215
Future Volume (veh/h)	534	0	614	0	0	0	0	1527	828	0	664	215
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	819	0	440				0	1776	0	0	706	0
Adj No. of Lanes	2	0	1				0	3	0	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.86	0.86	0.86	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	1047	0	466				0	3104	0	0	2160	966
Arrive On Green	0.30	0.00	0.30				0.00	0.61	0.00	0.00	0.61	0.00
Sat Flow, veh/h	3548	0	1579				0	5421	0	0	3632	1583
Grp Volume(v), veh/h	819	0	440				0	1776	0	0	706	0
Grp Sat Flow(s),veh/h/ln	1774	0	1579				0	1695	0	0	1770	1583
Q Serve(g_s), s	23.3	0.0	30.0				0.0	23.0	0.0	0.0	10.7	0.0
Cycle Q Clear(g_c), s	23.3	0.0	30.0				0.0	23.0	0.0	0.0	10.7	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1047	0	466				0	3104	0	0	2160	966
V/C Ratio(X)	0.78	0.00	0.94				0.00	0.57	0.00	0.00	0.33	0.00
Avail Cap(c_a), veh/h	1116	0	497				0	3104	0	0	2160	966
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.5	0.0	37.9				0.0	12.8	0.0	0.0	10.4	0.0
Incr Delay (d2), s/veh	3.1	0.0	25.7				0.0	0.8	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	0.0	16.4				0.0	10.9	0.0	0.0	5.3	0.0
LnGrp Delay(d),s/veh	38.6	0.0	63.5				0.0	13.6	0.0	0.0	10.8	0.0
LnGrp LOS	D		E					B			B	
Approach Vol, veh/h		1259						1776			706	
Approach Delay, s/veh		47.3						13.6			10.8	
Approach LOS		D						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		72.1		37.9		72.1						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 66		* 35		65.0						
Max Q Clear Time (g_c+I1), s		12.7		32.0		25.0						
Green Ext Time (p_c), s		8.3		0.5		8.2						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									
<b>Notes</b>												

								
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↔	↑↑↑	↔	↔	
Traffic Volume (veh/h)	705	234	7	142	1123	623	102	
Future Volume (veh/h)	705	234	7	142	1123	623	102	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	820	0		160	1262	890	146	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.86	0.86		0.89	0.89	0.70	0.70	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	2461	0		190	3257	955	439	
Arrive On Green	0.48	0.00		0.11	0.64	0.28	0.28	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	820	0		160	1262	890	146	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	10.3	0.0		9.1	12.3	26.1	7.6	
Cycle Q Clear(g_c), s	10.3	0.0		9.1	12.3	26.1	7.6	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2461	0		190	3257	955	439	
V/C Ratio(X)	0.33	0.00		0.84	0.39	0.93	0.33	
Avail Cap(c_a), veh/h	3198	0		342	3257	1215	559	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	16.4	0.0		45.3	8.9	36.4	29.7	
Incr Delay (d2), s/veh	0.2	0.0		3.8	0.2	9.9	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.8	0.0		4.7	5.8	13.7	3.3	
LnGrp Delay(d),s/veh	16.6	0.0		49.1	9.0	46.3	29.9	
LnGrp LOS	B			D	A	D	C	
Approach Vol, veh/h	820				1422	1036		
Approach Delay, s/veh	16.6				13.6	44.0		
Approach LOS	B				B	D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		71.2			16.2	55.0		32.2
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		65.0			* 20	65.0		36.5
Max Q Clear Time (g_c+I1), s		14.3			11.1	12.3		28.1
Green Ext Time (p_c), s		38.5			0.0	37.8		0.6
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			23.9					
HCM 2010 LOS			C					
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↑↑↑			↔	↑↑↑	↔		↔	↑↑↑	↔
Traffic Volume (veh/h)	14	321	452	253	30	184	487	220	14	112	460	75
Future Volume (veh/h)	14	321	452	253	30	184	487	220	14	112	460	75
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.96		1.00		0.97
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		401	565	316		224	594	268		117	479	78
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.80	0.80	0.80		0.82	0.82	0.82		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		468	1002	455		292	1243	373		402	1412	427
Arrive On Green		0.14	0.30	0.30		0.08	0.24	0.24		0.12	0.28	0.28
Sat Flow, veh/h		3442	3390	1540		3442	5085	1525		3442	5085	1537
Grp Volume(v), veh/h		401	565	316		224	594	268		117	479	78
Grp Sat Flow(s),veh/h/ln		1721	1695	1540		1721	1695	1525		1721	1695	1537
Q Serve(g_s), s		11.2	13.9	17.9		6.3	9.9	15.9		3.1	7.4	3.8
Cycle Q Clear(g_c), s		11.2	13.9	17.9		6.3	9.9	15.9		3.1	7.4	3.8
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		468	1002	455		292	1243	373		402	1412	427
V/C Ratio(X)		0.86	0.56	0.69		0.77	0.48	0.72		0.29	0.34	0.18
Avail Cap(c_a), veh/h		680	1175	534		680	1763	529		680	3320	1003
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		41.7	29.4	30.8		44.2	31.9	34.2		39.8	28.4	27.1
Incr Delay (d2), s/veh		5.2	0.2	2.2		1.6	0.1	1.1		0.1	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.7	6.5	7.9		3.1	4.6	6.8		1.5	3.5	1.6
LnGrp Delay(d),s/veh		46.9	29.6	33.0		45.8	32.0	35.3		40.0	28.5	27.2
LnGrp LOS		D	C	C		D	C	D		D	C	C
Approach Vol, veh/h			1282				1086				674	
Approach Delay, s/veh			35.8				35.7				30.3	
Approach LOS			D				D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	32.8	18.9	29.9	16.8	33.0	13.9	35.0				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.2	19.5	* 64	19.5	34.2				
Max Q Clear Time (g_c+I1), s	5.1	22.8	13.2	17.9	11.2	9.4	8.3	19.9				
Green Ext Time (p_c), s	0.1	4.0	0.2	3.5	0.2	4.0	0.1	3.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			35.2									
HCM 2010 LOS			D									
<b>Notes</b>												





Movement	SBU	SBL	SBT	SBR
Lane Configurations		57	↑↑↑	
Traffic Volume (veh/h)	8	288	843	162
Future Volume (veh/h)	8	288	843	162
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900
Adj Flow Rate, veh/h		327	958	184
Adj No. of Lanes		2	3	0
Peak Hour Factor		0.88	0.88	0.88
Percent Heavy Veh, %		2	2	2
Cap, veh/h		395	1176	225
Arrive On Green		0.11	0.28	0.28
Sat Flow, veh/h		3442	4263	816
Grp Volume(v), veh/h		327	761	381
Grp Sat Flow(s),veh/h/ln		1721	1695	1688
Q Serve(g_s), s		9.2	20.7	20.8
Cycle Q Clear(g_c), s		9.2	20.7	20.8
Prop In Lane		1.00		0.48
Lane Grp Cap(c), veh/h		395	935	466
V/C Ratio(X)		0.83	0.81	0.82
Avail Cap(c_a), veh/h		680	2213	1102
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		42.7	33.4	33.4
Incr Delay (d2), s/veh		1.7	0.7	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.5	9.7	9.9
LnGrp Delay(d),s/veh		44.4	34.0	34.8
LnGrp LOS		D	C	C
Approach Vol, veh/h			1469	
Approach Delay, s/veh			36.5	
Approach LOS			D	
Timer				

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		57	↑↑↑			57	↑↑	↑	57	↑↑↑		57
Traffic Volume (veh/h)	1	476	230	22	3	68	174	649	43	1208	11	337
Future Volume (veh/h)	1	476	230	22	3	68	174	649	43	1208	11	337
Number		3	8	18		7	4	14	1	6	16	5
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		0.97	1.00		0.98	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		501	242	23		78	200	746	46	1299	12	347
Adj No. of Lanes		2	3	0		2	1	2	2	3	0	2
Peak Hour Factor		0.95	0.95	0.95		0.87	0.87	0.87	0.93	0.93	0.93	0.97
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		539	1695	158		126	442	1098	81	1597	15	401
Arrive On Green		0.16	0.36	0.36		0.04	0.24	0.24	0.02	0.31	0.31	0.12
Sat Flow, veh/h		3442	4730	440		3548	1863	3073	3442	5195	48	3442
Grp Volume(v), veh/h		501	172	93		78	200	746	46	848	463	347
Grp Sat Flow(s),veh/h/ln		1721	1695	1780		1774	1863	1536	1721	1695	1853	1721
Q Serve(g_s), s		17.9	4.3	4.4		2.7	11.4	25.8	1.6	28.8	28.8	12.3
Cycle Q Clear(g_c), s		17.9	4.3	4.4		2.7	11.4	25.8	1.6	28.8	28.8	12.3
Prop In Lane		1.00		0.25		1.00		1.00	1.00		0.03	1.00
Lane Grp Cap(c), veh/h		539	1215	638		126	442	1098	81	1042	570	401
V/C Ratio(X)		0.93	0.14	0.15		0.62	0.45	0.68	0.57	0.81	0.81	0.86
Avail Cap(c_a), veh/h		539	1741	914		555	964	1960	539	1766	965	677
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		51.9	27.0	27.1		59.3	40.6	34.3	60.2	39.8	39.8	54.1
Incr Delay (d2), s/veh		22.6	0.0	0.0		1.9	0.3	0.3	2.3	0.6	1.1	2.8
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		10.2	2.0	2.2		1.4	5.9	11.0	0.8	13.5	14.8	6.0
LnGrp Delay(d),s/veh		74.5	27.0	27.1		61.1	40.9	34.6	62.6	40.4	40.9	56.9
LnGrp LOS		E	C	C		E	D	C	E	D	D	E
Approach Vol, veh/h			766				1024			1357		
Approach Delay, s/veh			58.1				37.9			41.4		
Approach LOS			E				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	55.6	25.0	35.6	20.0	44.0	9.9	50.7				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	* 65	24.5	* 65	19.5	* 64				
Max Q Clear Time (g_c+I1), s	3.6	23.7	19.9	27.8	14.3	30.8	4.7	6.4				
Green Ext Time (p_c), s	0.0	7.6	0.0	1.5	0.2	7.5	0.0	1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			40.7									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	1110	237
Future Volume (veh/h)	1110	237
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	1144	244
Adj No. of Lanes	3	1
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	2037	629
Arrive On Green	0.40	0.40
Sat Flow, veh/h	5085	1569
Grp Volume(v), veh/h	1144	244
Grp Sat Flow(s),veh/h/ln	1695	1569
Q Serve(g_s), s	21.7	13.8
Cycle Q Clear(g_c), s	21.7	13.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2037	629
V/C Ratio(X)	0.56	0.39
Avail Cap(c_a), veh/h	2624	810
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	28.9	26.5
Incr Delay (d2), s/veh	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	6.0
LnGrp Delay(d),s/veh	29.0	26.7
LnGrp LOS	C	C
Approach Vol, veh/h	1735	
Approach Delay, s/veh	34.2	
Approach LOS	C	
Timer		

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Existing Plus Project Conditions

PM Peak



Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	658	1	120	720	870	119	1883	411	4	1013	135
Future Volume (vph)	658	1	120	720	870	119	1883	411	4	1013	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	4.6		4.6			4.6	4.0
Lane Util. Factor	0.95	0.95	0.95	0.95	0.88		0.86			0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.98	0.98	1.00		1.00			1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.89	0.85	0.85		0.97			1.00	0.85
Flt Protected	0.95	0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1681	1553	1470	2787		6204			3539	1540
Flt Permitted	0.95	0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1681	1553	1470	2787		6204			3539	1540
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.86	0.86	0.88	0.88	0.88	0.92	0.92
Adj. Flow (vph)	693	1	126	758	1012	138	2140	467	5	1101	147
RTOR Reduction (vph)	0	0	43	43	13	0	0	0	0	0	0
Lane Group Flow (vph)	346	348	409	389	1137	0	2612	0	0	1101	147
Confl. Peds. (#/hr)	11	11		11	3	3		3	3		11
Confl. Bikes (#/hr)								8	8		5
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		2!		6!			2	
Permitted Phases				4	2						Free
Actuated Green, G (s)	38.7	38.7	38.7	38.7	74.9		74.9			74.9	125.0
Effective Green, g (s)	38.7	38.7	38.7	38.7	74.9		74.9			74.9	125.0
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.60		0.60			0.60	1.00
Clearance Time (s)	6.8	6.8	6.8	6.8	4.6		4.6			4.6	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	
Lane Grp Cap (vph)	520	520	480	455	1669		3717			2120	1540
v/s Ratio Prot	0.21	0.21	0.26		0.41		c0.42			0.31	
v/s Ratio Perm				c0.26							0.10
v/c Ratio	0.67	0.67	0.85	0.86	0.68		0.70			0.52	0.10
Uniform Delay, d1	37.5	37.6	40.5	40.5	17.0		17.3			14.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00			0.99	1.00
Incremental Delay, d2	2.5	2.5	13.2	14.0	2.3		1.1			0.9	0.1
Delay (s)	40.0	40.1	53.7	54.6	19.2		18.5			15.3	0.1
Level of Service	D	D	D	D	B		B			B	A
Approach Delay (s)			47.9				18.5			13.5	
Approach LOS			D				B			B	

Intersection Summary

HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		


















! Phase conflict between lane groups.

c Critical Lane Group

Jaeger Ranch  
20: Zinfandel Dr & US-50 WB Ramps

Existing Plus Project Conditions

PM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (veh/h)	0	0	0	398	0	293	1	0	1638	1780	0	727	
Future Volume (veh/h)	0	0	0	398	0	293	1	0	1638	1780	0	727	
Number				3	8	18			1	6	16	5	2
Initial Q (Qb), veh				0	0	0			0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00			1.00		1.00	1.00	
Parking Bus, Adj				1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863			0	1863	1863	0	1863
Adj Flow Rate, veh/h				428	0	315			0	1671	0	0	765
Adj No. of Lanes				2	0	1			0	3	2	0	2
Peak Hour Factor				0.93	0.93	0.93			0.98	0.98	0.98	0.95	0.95
Percent Heavy Veh, %				2	0	2			0	2	2	0	2
Cap, veh/h				740	0	340			0	3528	1933	0	2456
Arrive On Green				0.21	0.00	0.21			0.00	0.69	0.00	0.00	0.69
Sat Flow, veh/h				3442	0	1583			0	5253	2787	0	3632
Grp Volume(v), veh/h				428	0	315			0	1671	0	0	765
Grp Sat Flow(s),veh/h/ln				1721	0	1583			0	1695	1393	0	1770
Q Serve(g_s), s				13.9	0.0	24.4			0.0	18.7	0.0	0.0	10.6
Cycle Q Clear(g_c), s				13.9	0.0	24.4			0.0	18.7	0.0	0.0	10.6
Prop In Lane				1.00		1.00			0.00		1.00	0.00	
Lane Grp Cap(c), veh/h				740	0	340			0	3528	1933	0	2456
V/C Ratio(X)				0.58	0.00	0.93			0.00	0.47	0.00	0.00	0.31
Avail Cap(c_a), veh/h				1327	0	611			0	3528	1933	0	2456
HCM Platoon Ratio				1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00			0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				44.0	0.0	48.1			0.0	8.7	0.0	0.0	7.5
Incr Delay (d2), s/veh				0.3	0.0	6.1			0.0	0.5	0.0	0.0	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.7	0.0	11.2			0.0	8.8	0.0	0.0	5.2
LnGrp Delay(d),s/veh				44.3	0.0	54.2			0.0	9.2	0.0	0.0	7.8
LnGrp LOS				D		D			A				A
Approach Vol, veh/h					743				1671				765
Approach Delay, s/veh					48.5				9.2				7.8
Approach LOS					D				A				A
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2				6		8					
Phs Duration (G+Y+Rc), s		91.3				91.3		33.7					
Change Period (Y+Rc), s		4.6				4.6		6.8					
Max Green Setting (Gmax), s		65.4				65.4		48.2					
Max Q Clear Time (g_c+I1), s		12.6				20.7		26.4					
Green Ext Time (p_c), s		8.0				7.9		0.5					
<b>Intersection Summary</b>													
HCM 2010 Ctrl Delay				18.0									
HCM 2010 LOS				B									
<b>Notes</b>													






















Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	500
Future Volume (veh/h)	500
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	1099
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1099
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1099
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		🚗	↑↑	↗		🚗	↑↑↑	↗		🚗	↑↑↑	↗
Traffic Volume (veh/h)	35	251	565	256	11	248	297	213	71	225	1006	216
Future Volume (veh/h)	35	251	565	256	11	248	297	213	71	225	1006	216
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		1.00		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		295	665	301		306	367	263		247	1105	237
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.85	0.85	0.85		0.81	0.81	0.81		0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		329	890	395		340	1294	402		282	1736	538
Arrive On Green		0.11	0.28	0.28		0.11	0.28	0.28		0.09	0.38	0.38
Sat Flow, veh/h		3097	3185	1416		3097	4577	1422		3097	4577	1418
Grp Volume(v), veh/h		295	665	301		306	367	263		247	1105	237
Grp Sat Flow(s),veh/h/ln		1549	1593	1416		1549	1526	1422		1549	1526	1418
Q Serve(g_s), s		15.7	31.8	32.6		16.3	10.5	27.2		13.2	33.1	20.8
Cycle Q Clear(g_c), s		15.7	31.8	32.6		16.3	10.5	27.2		13.2	33.1	20.8
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		329	890	395		340	1294	402		282	1736	538
V/C Ratio(X)		0.90	0.75	0.76		0.90	0.28	0.65		0.87	0.64	0.44
Avail Cap(c_a), veh/h		361	1218	542		361	1294	402		361	1761	546
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		73.9	54.9	55.2		73.6	46.8	52.8		75.1	42.5	38.7
Incr Delay (d2), s/veh		21.4	2.9	6.9		22.8	0.4	6.7		14.8	1.1	1.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		7.7	14.4	13.5		8.1	4.5	11.5		6.2	14.1	8.3
LnGrp Delay(d),s/veh		95.3	57.8	62.1		96.4	47.2	59.5		89.9	43.5	39.8
LnGrp LOS		F	E	E		F	D	E		F	D	D
Approach Vol, veh/h			1261				936				1589	
Approach Delay, s/veh			67.6				66.7				50.2	
Approach LOS			E				E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	70.0	23.3	53.3	21.4	69.3	23.9	52.7				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	64.0				
Max Q Clear Time (g_c+I1), s	15.2	60.4	17.7	29.2	15.9	35.1	18.3	34.6				
Green Ext Time (p_c), s	0.1	3.7	0.0	4.2	0.1	28.4	0.0	12.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			61.1									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	36	226	1440	132
Future Volume (veh/h)	36	226	1440	132
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		260	1655	152
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.87	0.87	0.87
Percent Heavy Veh, %		2	2	2
Cap, veh/h		295	1755	544
Arrive On Green		0.10	0.38	0.38
Sat Flow, veh/h		3097	4577	1418
Grp Volume(v), veh/h		260	1655	152
Grp Sat Flow(s),veh/h/ln		1549	1526	1418
Q Serve(g_s), s		13.9	58.4	12.4
Cycle Q Clear(g_c), s		13.9	58.4	12.4
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		295	1755	544
V/C Ratio(X)		0.88	0.94	0.28
Avail Cap(c_a), veh/h		361	1756	544
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		74.8	49.8	35.6
Incr Delay (d2), s/veh		16.7	11.1	0.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		6.6	26.5	4.9
LnGrp Delay(d),s/veh		91.5	60.9	36.2
LnGrp LOS		F	E	D
Approach Vol, veh/h			2067	
Approach Delay, s/veh			62.9	
Approach LOS			E	
Timer				



												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	422	401	101	1	198	266	247	2	57	1230	161	1
Future Volume (veh/h)	422	401	101	1	198	266	247	2	57	1230	161	1
Number	3	8	18		7	4	14		1	6	16	
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98		1.00		0.98		1.00		0.99	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863		1863	1863	1863		1863	1863	1863	
Adj Flow Rate, veh/h	474	451	113		215	412	186		75	1618	212	
Adj No. of Lanes	2	2	1		2	2	1		2	4	1	
Peak Hour Factor	0.89	0.89	0.89		0.92	0.92	0.92		0.76	0.76	0.76	
Percent Heavy Veh, %	2	2	2		2	2	2		2	2	2	
Cap, veh/h	480	895	393		265	701	291		119	2738	668	
Arrive On Green	0.14	0.25	0.25		0.07	0.19	0.19		0.03	0.43	0.43	
Sat Flow, veh/h	3442	3539	1554		3548	3725	1546		3442	6408	1562	
Grp Volume(v), veh/h	474	451	113		215	412	186		75	1618	212	
Grp Sat Flow(s),veh/h/ln	1721	1770	1554		1774	1863	1546		1721	1602	1562	
Q Serve(g_s), s	19.2	15.3	8.2		8.4	14.1	15.5		3.0	27.1	12.6	
Cycle Q Clear(g_c), s	19.2	15.3	8.2		8.4	14.1	15.5		3.0	27.1	12.6	
Prop In Lane	1.00		1.00		1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	480	895	393		265	701	291		119	2738	668	
V/C Ratio(X)	0.99	0.50	0.29		0.81	0.59	0.64		0.63	0.59	0.32	
Avail Cap(c_a), veh/h	480	895	393		494	905	376		480	2940	717	
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh	60.1	44.8	42.1		63.8	51.8	52.4		66.7	30.7	26.6	
Incr Delay (d2), s/veh	37.8	0.7	0.6		2.3	1.3	4.0		3.4	0.2	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.7	7.5	3.6		4.2	7.4	7.0		1.5	11.9	5.5	
LnGrp Delay(d),s/veh	97.9	45.4	42.7		66.0	53.2	56.4		70.0	30.9	26.7	
LnGrp LOS	F	D	D		E	D	E		E	C	C	
Approach Vol, veh/h		1038				813				1905		
Approach Delay, s/veh		69.1				57.3				32.0		
Approach LOS		E				E				C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	72.3	25.0	32.3	17.0	65.6	16.0	41.4				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	19.5	* 64	19.5	34.0	19.5	* 64	19.5	* 34				
Max Q Clear Time (g_c+I1), s	5.0	33.7	21.2	17.5	11.4	29.1	10.4	17.3				
Green Ext Time (p_c), s	0.1	28.8	0.0	7.8	0.1	30.7	0.1	9.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.2									
HCM 2010 LOS			D									
<b>Notes</b>												







































Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	216	1411	257
Future Volume (veh/h)	216	1411	257
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	235	1534	279
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	283	2416	750
Arrive On Green	0.08	0.48	0.48
Sat Flow, veh/h	3442	5085	1578
Grp Volume(v), veh/h	235	1534	279
Grp Sat Flow(s),veh/h/ln	1721	1695	1578
Q Serve(g_s), s	9.4	31.7	15.8
Cycle Q Clear(g_c), s	9.4	31.7	15.8
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	283	2416	750
V/C Ratio(X)	0.83	0.64	0.37
Avail Cap(c_a), veh/h	480	2416	750
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.2	27.6	23.4
Incr Delay (d2), s/veh	2.4	0.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	14.9	7.0
LnGrp Delay(d),s/veh	65.6	28.4	24.0
LnGrp LOS	E	C	C
Approach Vol, veh/h		2048	
Approach Delay, s/veh		32.1	
Approach LOS		C	
Timer			




















Jaeger Ranch  
23: Sunrise Blvd & US-50 EB Ramps

Existing Plus Project Conditions

PM Peak















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1230	0	322	0	0	0	0	1652	228	0	1558	403
Future Volume (veh/h)	1230	0	322	0	0	0	0	1652	228	0	1558	403
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1337	0	350				0	1856	0	0	1693	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.89	0.89	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1431	0	797				0	4548	966	0	3411	966
Arrive On Green	0.29	0.00	0.29				0.00	0.61	0.00	0.00	0.61	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1337	0	350				0	1856	0	0	1693	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	28.6	0.0	11.3				0.0	14.2	0.0	0.0	18.6	0.0
Cycle Q Clear(g_c), s	28.6	0.0	11.3				0.0	14.2	0.0	0.0	18.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1431	0	797				0	4548	966	0	3411	966
V/C Ratio(X)	0.93	0.00	0.44				0.00	0.41	0.00	0.00	0.50	0.00
Avail Cap(c_a), veh/h	1514	0	844				0	4548	966	0	3411	966
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	0.0	32.1				0.0	11.1	0.0	0.0	12.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	0.1				0.0	0.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	0.0	4.3				0.0	7.3	0.0	0.0	9.7	0.0
LnGrp Delay(d),s/veh	48.7	0.0	32.2				0.0	11.4	0.0	0.0	12.5	0.0
LnGrp LOS	D		C					B			B	
Approach Vol, veh/h		1687						1856			1693	
Approach Delay, s/veh		45.3						11.4			12.5	
Approach LOS		D						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		71.8		38.2		71.8						
Change Period (Y+Rc), s		* 4.7		6.7		4.7						
Max Green Setting (Gmax), s		* 66		33.3		65.3						
Max Q Clear Time (g_c+I1), s		20.6		30.6		16.2						
Green Ext Time (p_c), s		16.2		0.8		16.5						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.7									
HCM 2010 LOS			C									
<b>Notes</b>												

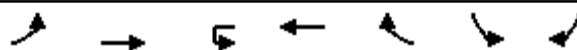
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	497	0	453	0	2493	359	0	1529	1217
Future Volume (veh/h)	0	0	0	497	0	453	0	2493	359	0	1529	1217
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				592	0	539	0	2801	0	0	1644	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.84	0.84	0.84	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				739	0	598	0	3778	1071	0	3438	1884
Arrive On Green				0.21	0.00	0.21	0.00	0.68	0.00	0.00	0.68	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				592	0	539	0	2801	0	0	1644	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				17.9	0.0	20.7	0.0	35.8	0.0	0.0	17.0	0.0
Cycle Q Clear(g_c), s				17.9	0.0	20.7	0.0	35.8	0.0	0.0	17.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				739	0	598	0	3778	1071	0	3438	1884
V/C Ratio(X)				0.80	0.00	0.90	0.00	0.74	0.00	0.00	0.48	0.00
Avail Cap(c_a), veh/h				1032	0	836	0	3778	1071	0	3438	1884
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				41.0	0.0	42.0	0.0	11.6	0.0	0.0	8.5	0.0
Incr Delay (d2), s/veh				2.1	0.0	8.0	0.0	1.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.8	0.0	8.6	0.0	18.6	0.0	0.0	8.1	0.0
LnGrp Delay(d),s/veh				43.0	0.0	50.1	0.0	12.9	0.0	0.0	9.0	0.0
LnGrp LOS				D		D		B			A	
Approach Vol, veh/h					1131			2801			1644	
Approach Delay, s/veh					46.4			12.9			9.0	
Approach LOS					D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		79.4				79.4		30.6				
Change Period (Y+Rc), s		* 5				5.0		7.0				
Max Green Setting (Gmax), s		* 65				65.0		33.0				
Max Q Clear Time (g_c+I1), s		19.0				37.8		22.7				
Green Ext Time (p_c), s		26.7				19.2		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.5								
HCM 2010 LOS				B								
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	186	36	179	61	23	57	33	155	2667	23	2	62
Future Volume (veh/h)	186	36	179	61	23	57	33	155	2667	23	2	62
Number	7	4	14	3	8	18		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900		1863
Adj Flow Rate, veh/h	224	43	216	79	30	74		167	2868	25		68
Adj No. of Lanes	0	1	1	1	1	0		2	3	0		1
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77		0.93	0.93	0.93		0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	260	50	272	181	47	117		219	2688	23		87
Arrive On Green	0.17	0.17	0.17	0.10	0.10	0.10		0.06	0.52	0.52		0.05
Sat Flow, veh/h	1500	288	1567	1774	464	1145		3442	5199	45		1774
Grp Volume(v), veh/h	267	0	216	79	0	104		167	1867	1026		68
Grp Sat Flow(s),veh/h/ln	1788	0	1567	1774	0	1609		1721	1695	1854		1774
Q Serve(g_s), s	18.9	0.0	17.2	5.5	0.0	8.1		6.2	67.4	67.4		4.9
Cycle Q Clear(g_c), s	18.9	0.0	17.2	5.5	0.0	8.1		6.2	67.4	67.4		4.9
Prop In Lane	0.84		1.00	1.00		0.71		1.00		0.02		1.00
Lane Grp Cap(c), veh/h	310	0	272	181	0	164		219	1753	958		87
V/C Ratio(X)	0.86	0.00	0.79	0.44	0.00	0.63		0.76	1.07	1.07		0.79
Avail Cap(c_a), veh/h	473	0	415	469	0	426		525	1753	958		275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	52.4	0.0	51.7	55.0	0.0	56.2		60.1	31.5	31.5		61.3
Incr Delay (d2), s/veh	6.5	0.0	2.9	0.6	0.0	1.5		2.1	41.3	49.8		5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	7.7	2.7	0.0	3.7		3.0	41.5	47.6		2.6
LnGrp Delay(d),s/veh	58.8	0.0	54.6	55.7	0.0	57.7		62.2	72.8	81.3		67.1
LnGrp LOS	E		D	E		E		E	F	F		E
Approach Vol, veh/h		483			183				3060			
Approach Delay, s/veh		56.9			56.8				75.1			
Approach LOS		E			E				E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	70.1		28.1	11.2	72.3		18.8				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 20	* 65		34.5	* 20	* 65		34.5				
Max Q Clear Time (g_c+I1), s	8.2	67.2		20.9	6.9	69.4		10.1				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			68.0									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	2424	96
Future Volume (veh/h)	2424	96
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	2664	105
Adj No. of Lanes	3	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	2542	785
Arrive On Green	0.50	0.50
Sat Flow, veh/h	5085	1571
Grp Volume(v), veh/h	2664	105
Grp Sat Flow(s),veh/h/ln	1695	1571
Q Serve(g_s), s	65.2	4.7
Cycle Q Clear(g_c), s	65.2	4.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2542	785
V/C Ratio(X)	1.05	0.13
Avail Cap(c_a), veh/h	2542	785
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	32.6	17.5
Incr Delay (d2), s/veh	32.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	37.9	2.0
LnGrp Delay(d),s/veh	64.6	17.5
LnGrp LOS	F	B
Approach Vol, veh/h	2837	
Approach Delay, s/veh	62.9	
Approach LOS	E	
Timer		

								
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Volume (veh/h)	689	22	6	597	0	704	46	
Future Volume (veh/h)	689	22	6	597	0	704	46	
Number	7	14	1	6		2	12	
Initial Q (Qb), veh	0	0	0	0		0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863		1863	1863	
Adj Flow Rate, veh/h	861	28	6	615		819	53	
Adj No. of Lanes	2	1	1	2		2	1	
Peak Hour Factor	0.80	0.80	0.97	0.97		0.86	0.86	
Percent Heavy Veh, %	2	2	2	2		2	2	
Cap, veh/h	1011	473	9	1550		1112	962	
Arrive On Green	0.29	0.29	0.00	0.44		0.31	0.31	
Sat Flow, veh/h	3442	1583	1774	3632		3632	1583	
Grp Volume(v), veh/h	861	28	6	615		819	53	
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770		1770	1583	
Q Serve(g_s), s	10.9	0.6	0.2	5.5		9.5	0.6	
Cycle Q Clear(g_c), s	10.9	0.6	0.2	5.5		9.5	0.6	
Prop In Lane	1.00	1.00	1.00				1.00	
Lane Grp Cap(c), veh/h	1011	473	9	1550		1112	962	
V/C Ratio(X)	0.85	0.06	0.70	0.40		0.74	0.06	
Avail Cap(c_a), veh/h	4060	1876	749	4091		4068	2285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00		1.00	1.00	
Uniform Delay (d), s/veh	15.4	11.6	23.0	8.8		14.1	3.7	
Incr Delay (d2), s/veh	0.8	0.0	32.2	0.1		0.4	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.3	0.6	0.2	2.7		4.6	0.5	
LnGrp Delay(d),s/veh	16.2	11.6	55.1	8.9		14.5	3.7	
LnGrp LOS	B	B	E	A		B	A	
Approach Vol, veh/h	889			621		872		
Approach Delay, s/veh	16.0			9.3		13.8		
Approach LOS	B			A		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.7	21.4		19.1		27.1		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	19.5	* 53		54.5		* 53		
Max Q Clear Time (g_c+I1), s	2.2	11.5		12.9		7.5		
Green Ext Time (p_c), s	0.0	3.0		0.7		3.0		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			13.5					
HCM 2010 LOS			B					
<b>Notes</b>								



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	663	650	3	219	115	143	470	
Future Volume (veh/h)	663	650	3	219	115	143	470	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	721	707		270	142	155	511	
Adj No. of Lanes	1	2		2	1	1	1	
Peak Hour Factor	0.92	0.92		0.81	0.81	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	594	1852		459	205	603	538	
Arrive On Green	0.34	0.52		0.13	0.13	0.34	0.34	
Sat Flow, veh/h	1774	3632		3632	1583	1774	1583	
Grp Volume(v), veh/h	721	707		270	142	155	511	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1583	1774	1583	
Q Serve(g_s), s	29.8	10.6		6.4	7.6	5.6	28.0	
Cycle Q Clear(g_c), s	29.8	10.6		6.4	7.6	5.6	28.0	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	594	1852		459	205	603	538	
V/C Ratio(X)	1.21	0.38		0.59	0.69	0.26	0.95	
Avail Cap(c_a), veh/h	594	2523		2519	1127	688	614	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.6	12.6		36.5	37.0	21.2	28.6	
Incr Delay (d2), s/veh	110.7	0.0		0.4	1.6	0.1	22.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	32.8	5.1		3.1	3.4	2.8	15.5	
LnGrp Delay(d),s/veh	140.3	12.7		36.9	38.6	21.3	50.8	
LnGrp LOS	F	B		D	D	C	D	
Approach Vol, veh/h		1428		412		666		
Approach Delay, s/veh		77.1		37.5		44.0		
Approach LOS		E		D		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	35.0	18.2				53.2		35.7
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 30	* 63				* 63		34.5
Max Q Clear Time (g_c+I1), s	31.8	9.6				12.6		30.0
Green Ext Time (p_c), s	0.0	1.9				1.9		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				61.8				
HCM 2010 LOS				E				
<b>Notes</b>								


























## Appendix D

*Analysis Worksheets for  
Cumulative Conditions*

Jaeger Ranch  
1: Bradshaw Rd & Jackson Rd/SR-16

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	510	230	160	650	90	190	2720	90	20	980	70
Future Volume (veh/h)	160	510	230	160	650	90	190	2720	90	20	980	70
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	174	554	250	174	707	98	207	2957	98	22	1065	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	530	450	126	530	450	229	2296	75	27	1731	539
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.13	0.45	0.45	0.02	0.34	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5054	165	1774	5085	1583
Grp Volume(v), veh/h	174	554	250	174	707	98	207	1972	1083	22	1065	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1829	1774	1695	1583
Q Serve(g_s), s	10.5	42.0	19.8	10.5	42.0	7.0	17.0	67.1	67.1	1.8	25.8	0.0
Cycle Q Clear(g_c), s	10.5	42.0	19.8	10.5	42.0	7.0	17.0	67.1	67.1	1.8	25.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	126	530	450	126	530	450	229	1540	831	27	1731	539
V/C Ratio(X)	1.38	1.05	0.56	1.38	1.33	0.22	0.90	1.28	1.30	0.81	0.62	0.00
Avail Cap(c_a), veh/h	126	530	450	126	530	450	287	1540	831	60	1731	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.6	52.8	44.9	68.6	52.8	40.3	63.4	40.3	40.3	72.5	40.6	0.0
Incr Delay (d2), s/veh	212.4	51.6	0.9	212.4	163.0	0.1	23.1	131.1	145.2	18.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	29.1	8.8	12.6	45.5	3.1	9.8	59.3	67.2	1.0	12.1	0.0
LnGrp Delay(d),s/veh	281.0	104.4	45.8	281.0	215.9	40.4	86.5	171.4	185.5	90.6	41.2	0.0
LnGrp LOS	F	F	D	F	F	D	F	F	F	F	D	
Approach Vol, veh/h		978			979			3262			1087	
Approach Delay, s/veh		120.9			209.9			170.7			42.2	
Approach LOS		F			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.6	57.7	16.0	49.4	7.8	74.5	16.0	49.4				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	23.9	48.2	10.5	41.6	5.0	67.1	10.5	* 42				
Max Q Clear Time (g_c+I1), s	19.0	27.8	12.5	44.0	3.8	69.1	12.5	44.0				
Green Ext Time (p_c), s	0.1	14.9	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			146.9									
HCM 2010 LOS			F									
<b>Notes</b>												



















Jaeger Ranch  
2: Excelsior Rd & Jackson Rd/SR-16

Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	490	10	70	770	10	40	760	160	10	130	130
Future Volume (veh/h)	120	490	10	70	770	10	40	760	160	10	130	130
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	130	533	11	76	837	11	43	826	174	11	141	141
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	958	20	96	892	12	55	788	166	37	964	819
Arrive On Green	0.07	0.27	0.27	0.05	0.25	0.25	0.03	0.53	0.53	0.02	0.52	0.52
Sat Flow, veh/h	1774	3546	73	1774	3577	47	1774	1493	314	1774	1863	1583
Grp Volume(v), veh/h	130	266	278	76	414	434	43	0	1000	11	141	141
Grp Sat Flow(s),veh/h/ln	1774	1770	1850	1774	1770	1854	1774	0	1807	1774	1863	1583
Q Serve(g_s), s	9.8	17.2	17.3	5.7	30.6	30.6	3.2	0.0	70.5	0.8	5.3	6.3
Cycle Q Clear(g_c), s	9.8	17.2	17.3	5.7	30.6	30.6	3.2	0.0	70.5	0.8	5.3	6.3
Prop In Lane	1.00		0.04	1.00		0.03	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	133	478	500	96	441	462	55	0	953	37	964	819
V/C Ratio(X)	0.98	0.56	0.56	0.79	0.94	0.94	0.78	0.00	1.05	0.29	0.15	0.17
Avail Cap(c_a), veh/h	133	478	500	130	450	472	122	0	953	246	1112	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	41.9	41.9	62.5	49.2	49.2	64.3	0.0	31.6	64.4	16.8	17.1
Incr Delay (d2), s/veh	71.3	1.8	1.7	14.7	27.7	26.9	8.4	0.0	42.8	1.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	8.7	9.1	3.2	18.3	19.1	1.7	0.0	46.3	0.4	2.8	2.9
LnGrp Delay(d),s/veh	133.0	43.7	43.6	77.2	76.8	76.0	72.7	0.0	74.4	66.0	17.1	17.5
LnGrp LOS	F	D	D	E	E	E	E		F	E	B	B
Approach Vol, veh/h		674			924			1043			293	
Approach Delay, s/veh		60.9			76.5			74.3			19.2	
Approach LOS		E			E			E			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	37.8	8.2	73.7	11.2	40.6	6.8	75.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	10.0	34.0	9.2	79.8	9.8	34.2	18.5	70.5				
Max Q Clear Time (g_c+I1), s	11.8	32.6	5.2	8.3	7.7	19.3	2.8	72.5				
Green Ext Time (p_c), s	0.0	0.7	0.0	55.8	0.0	8.7	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			66.4									
HCM 2010 LOS			E									
<b>Notes</b>												

























Jaeger Ranch  
3: Eagles Nest Rd & Jackson Rd/SR-16

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	600	10	10	700	10	10	250	30	10	10	110
Future Volume (veh/h)	90	600	10	10	700	10	10	250	30	10	10	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	98	652	11	11	761	11	11	272	33	11	11	120
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	1053	18	409	1056	15	82	385	46	91	48	327
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	695	1826	31	769	1832	26	25	1602	190	49	200	1360
Grp Volume(v), veh/h	98	0	663	11	0	772	316	0	0	142	0	0
Grp Sat Flow(s),veh/h/ln	695	0	1857	769	0	1858	1817	0	0	1609	0	0
Q Serve(g_s), s	5.8	0.0	11.5	0.5	0.0	14.8	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.6	0.0	11.5	12.0	0.0	14.8	7.8	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.01	0.03		0.10	0.08		0.85
Lane Grp Cap(c), veh/h	338	0	1071	409	0	1071	512	0	0	465	0	0
V/C Ratio(X)	0.29	0.00	0.62	0.03	0.00	0.72	0.62	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	384	0	1192	460	0	1193	795	0	0	708	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.0	0.0	6.8	10.8	0.0	7.5	17.1	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.0	0.0	1.9	1.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.0	0.1	0.0	7.9	4.0	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	15.5	0.0	7.7	10.8	0.0	9.4	18.3	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	B		A	B		A	B			B		
Approach Vol, veh/h		761			783			316				142
Approach Delay, s/veh		8.7			9.5			18.3				15.9
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		32.8		16.3		32.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		31.5		19.5		31.5				
Max Q Clear Time (g_c+I1), s		9.8		22.6		5.6		16.8				
Green Ext Time (p_c), s		2.0		5.7		2.4		8.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

Jaeger Ranch  
4: Sunrise Blvd & Jackson Rd/SR-16

























Cumulative No Project  
AM Peak













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	360	30	150	600	370	10	1170	40	160	600	190
Future Volume (veh/h)	290	360	30	150	600	370	10	1170	40	160	600	190
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	315	391	33	163	652	402	11	1272	43	174	652	207
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	606	515	186	557	473	38	1068	478	197	1386	827
Arrive On Green	0.13	0.33	0.33	0.10	0.30	0.30	0.02	0.30	0.30	0.11	0.39	0.39
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	315	391	33	163	652	402	11	1272	43	174	652	207
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	18.5	25.3	2.0	12.8	42.2	33.7	0.9	42.6	2.8	13.6	19.4	10.1
Cycle Q Clear(g_c), s	18.5	25.3	2.0	12.8	42.2	33.7	0.9	42.6	2.8	13.6	19.4	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	606	515	186	557	473	38	1068	478	197	1386	827
V/C Ratio(X)	1.36	0.65	0.06	0.88	1.17	0.85	0.29	1.19	0.09	0.88	0.47	0.25
Avail Cap(c_a), veh/h	232	606	515	225	557	473	239	1068	478	308	1386	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	40.7	32.8	62.3	49.5	46.5	68.0	49.3	35.4	61.8	32.0	18.5
Incr Delay (d2), s/veh	185.3	1.9	0.0	23.9	94.9	13.0	1.6	95.5	0.0	11.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	13.3	0.9	7.5	36.3	16.4	0.4	34.9	1.2	7.3	9.5	4.4
LnGrp Delay(d),s/veh	246.6	42.5	32.8	86.2	144.4	59.5	69.6	144.8	35.4	73.2	32.1	18.6
LnGrp LOS	F	D	C	F	F	E	E	F	D	E	C	B
Approach Vol, veh/h		739			1217			1326			1033	
Approach Delay, s/veh		129.1			108.6			140.6			36.3	
Approach LOS		F			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	49.0	7.5	61.7	19.3	52.7	20.2	49.0				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	18.5	42.2	19.0	* 49	17.9	42.8	24.5	42.6				
Max Q Clear Time (g_c+I1), s	20.5	44.2	2.9	21.4	14.8	27.3	15.6	44.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	9.9	0.0	4.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			104.6									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	330	0	60	740	70	10	570	40	40	720	380
Future Volume (veh/h)	220	330	0	60	740	70	10	570	40	40	720	380
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	239	359	0	65	804	76	11	620	43	43	783	413
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	948	0	82	730	69	13	866	60	55	632	332
Arrive On Green	0.12	0.51	0.00	0.05	0.44	0.44	0.01	0.26	0.26	0.03	0.28	0.28
Sat Flow, veh/h	1774	1863	0	1774	1676	158	1774	3359	233	1774	2245	1179
Grp Volume(v), veh/h	239	359	0	65	0	880	11	326	337	43	616	580
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	0	1835	1774	1770	1822	1774	1770	1655
Q Serve(g_s), s	17.5	17.2	0.0	5.3	0.0	63.7	0.9	24.5	24.6	3.5	41.2	41.2
Cycle Q Clear(g_c), s	17.5	17.2	0.0	5.3	0.0	63.7	0.9	24.5	24.6	3.5	41.2	41.2
Prop In Lane	1.00		0.00	1.00		0.09	1.00		0.13	1.00		0.71
Lane Grp Cap(c), veh/h	212	948	0	82	0	799	13	456	470	55	498	466
V/C Ratio(X)	1.13	0.38	0.00	0.79	0.00	1.10	0.84	0.72	0.72	0.78	1.24	1.24
Avail Cap(c_a), veh/h	212	948	0	147	0	799	61	478	492	79	498	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	21.9	0.0	69.0	0.0	41.3	72.5	49.4	49.4	70.4	52.5	52.5
Incr Delay (d2), s/veh	99.8	0.1	0.0	6.2	0.0	63.3	37.6	4.0	3.9	16.1	122.8	126.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	8.8	0.0	2.7	0.0	46.2	0.6	12.5	12.9	2.0	37.1	35.2
LnGrp Delay(d),s/veh	164.2	22.0	0.0	75.2	0.0	104.6	110.1	53.4	53.4	86.4	175.4	179.3
LnGrp LOS	F	C		E		F	F	D	D	F	F	F
Approach Vol, veh/h		598			945			674			1239	
Approach Delay, s/veh		78.8			102.5			54.3			174.1	
Approach LOS		E			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	70.5	5.6	48.2	11.3	81.2	9.1	44.7				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 7	4.5	* 6.8	4.5	7.0				
Max Green Setting (Gmax), s	17.5	63.7	5.0	* 41	12.1	* 70	6.5	39.5				
Max Q Clear Time (g_c+I1), s	19.5	65.7	2.9	43.2	7.3	19.2	5.5	26.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.1	0.0	5.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			114.7									
HCM 2010 LOS			F									
<b>Notes</b>												

Jaeger Ranch  
6: Chrysanthy Blvd & Rancho Cordova Parkway

Cumulative No Project  
AM Peak

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	20	10	10	130	190	70	310	10	90	120	30
Future Volume (veh/h)	50	20	10	10	130	190	70	310	10	90	120	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	22	11	11	141	207	76	337	11	98	130	33
Adj No. of Lanes	2	1	1	2	1	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	760	417	354	1011	417	354	724	745	333	526	541	242
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.21	0.21	0.21	0.15	0.15	0.15
Sat Flow, veh/h	1996	1863	1583	2658	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	54	22	11	11	141	207	76	337	11	98	130	33
Grp Sat Flow(s),veh/h/ln	998	1863	1583	1329	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.8	0.3	0.2	0.1	2.1	3.8	0.6	2.7	0.2	0.8	1.1	0.6
Cycle Q Clear(g_c), s	2.8	0.3	0.2	0.4	2.1	3.8	0.6	2.7	0.2	0.8	1.1	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	760	417	354	1011	417	354	724	745	333	526	541	242
V/C Ratio(X)	0.07	0.05	0.03	0.01	0.34	0.58	0.10	0.45	0.03	0.19	0.24	0.14
Avail Cap(c_a), veh/h	1443	1054	896	1920	1054	896	2105	2165	968	1894	1948	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	10.0	9.9	10.1	10.7	11.3	10.4	11.3	10.3	12.1	12.2	12.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.5	1.5	0.1	0.4	0.0	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.0	1.1	1.8	0.3	1.4	0.1	0.4	0.5	0.3
LnGrp Delay(d),s/veh	11.9	10.0	10.0	10.1	11.1	12.9	10.5	11.7	10.3	12.2	12.4	12.2
LnGrp LOS	B	B	A	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		87			359			424			261	
Approach Delay, s/veh		11.2			12.1			11.4			12.3	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.4		11.8		9.5		11.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.0		18.5		18.0		18.5				
Max Q Clear Time (g_c+I1), s		4.7		4.8		3.1		5.8				
Green Ext Time (p_c), s		2.2		1.7		1.0		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.8									
HCM 2010 LOS			B									

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	220	0	30	1040	480	300		
Future Volume (veh/h)	220	0	30	1040	480	300		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	239	0	33	1130	522	326		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	300	268	41	1866	762	475		
Arrive On Green	0.17	0.00	0.02	0.53	0.36	0.36		
Sat Flow, veh/h	1774	1583	1774	3632	2189	1306		
Grp Volume(v), veh/h	239	0	33	1130	441	407		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1632		
Q Serve(g_s), s	5.1	0.0	0.7	8.7	8.3	8.3		
Cycle Q Clear(g_c), s	5.1	0.0	0.7	8.7	8.3	8.3		
Prop In Lane	1.00	1.00	1.00			0.80		
Lane Grp Cap(c), veh/h	300	268	41	1866	644	594		
V/C Ratio(X)	0.80	0.00	0.81	0.61	0.68	0.69		
Avail Cap(c_a), veh/h	1068	953	951	4967	1264	1166		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.6	0.0	19.1	6.4	10.6	10.6		
Incr Delay (d2), s/veh	1.8	0.0	12.7	0.1	0.5	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.5	4.1	4.0	3.7		
LnGrp Delay(d),s/veh	17.5	0.0	31.7	6.6	11.0	11.1		
LnGrp LOS	B		C	A	B	B		
Approach Vol, veh/h	239			1163	848			
Approach Delay, s/veh	17.5			7.3	11.1			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.4	20.8				27.2		12.0
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 28				* 55		23.6
Max Q Clear Time (g_c+I1), s	2.7	10.3				10.7		7.1
Green Ext Time (p_c), s	0.0	4.0				4.2		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			9.8					
HCM 2010 LOS			A					
<b>Notes</b>								























Jaeger Ranch  
8: Grant Line Rd & Kiefer Blvd

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	10	60	30	70	200	20	1210	20	70	1190	40
Future Volume (veh/h)	90	10	60	30	70	200	20	1210	20	70	1190	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	11	65	33	76	217	22	1315	22	76	1293	43
Adj No. of Lanes	2	1	1	1	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	363	308	59	315	268	85	1618	724	125	1779	796
Arrive On Green	0.06	0.19	0.19	0.03	0.17	0.17	0.02	0.46	0.46	0.07	0.50	0.50
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	98	11	65	33	76	217	22	1315	22	76	1293	43
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.0	0.4	2.5	1.3	2.6	9.7	0.5	23.6	0.6	3.1	21.1	1.0
Cycle Q Clear(g_c), s	2.0	0.4	2.5	1.3	2.6	9.7	0.5	23.6	0.6	3.1	21.1	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	363	308	59	315	268	85	1618	724	125	1779	796
V/C Ratio(X)	0.48	0.03	0.21	0.56	0.24	0.81	0.26	0.81	0.03	0.61	0.73	0.05
Avail Cap(c_a), veh/h	234	456	387	121	456	387	234	1618	724	434	2117	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	24.0	24.9	35.0	26.5	29.4	35.2	17.3	11.0	33.2	14.3	9.3
Incr Delay (d2), s/veh	1.8	0.0	0.3	8.0	0.4	8.1	1.6	3.3	0.0	4.8	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.2	1.1	0.8	1.4	4.8	0.2	12.2	0.2	1.7	10.5	0.4
LnGrp Delay(d),s/veh	35.3	24.0	25.2	43.0	26.9	37.5	36.8	20.5	11.0	38.0	15.4	9.4
LnGrp LOS	D	C	C	D	C	D	D	C	B	D	B	A
Approach Vol, veh/h		174			326			1359			1412	
Approach Delay, s/veh		30.8			35.6			20.6			16.4	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	41.5	7.0	18.8	9.7	38.1	8.8	16.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	44.0	5.0	18.0	18.0	31.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.5	23.1	3.3	4.5	5.1	25.6	4.0	11.7				
Green Ext Time (p_c), s	0.0	13.9	0.0	1.1	0.1	4.9	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									

Jaeger Ranch  
9: Sunrise Blvd & Grant Line Rd

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1030	620	10	40	730	10	10	50	20	10	10	460
Future Volume (veh/h)	1030	620	10	40	730	10	10	50	20	10	10	460
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	1120	674	0	43	793	11	11	54	22	11	11	500
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	683	2032	909	55	787	11	14	70	28	149	149	870
Arrive On Green	0.39	0.57	0.00	0.03	0.22	0.22	0.06	0.06	0.06	0.16	0.16	0.16
Sat Flow, veh/h	1774	3539	1583	1774	3574	50	223	1095	446	909	909	1583
Grp Volume(v), veh/h	1120	674	0	43	393	411	87	0	0	22	0	500
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1854	1765	0	0	1817	0	1583
Q Serve(g_s), s	52.5	13.7	0.0	3.3	30.0	30.0	6.6	0.0	0.0	1.4	0.0	22.4
Cycle Q Clear(g_c), s	52.5	13.7	0.0	3.3	30.0	30.0	6.6	0.0	0.0	1.4	0.0	22.4
Prop In Lane	1.00		1.00	1.00		0.03	0.13		0.25	0.50		1.00
Lane Grp Cap(c), veh/h	683	2032	909	55	390	408	113	0	0	299	0	870
V/C Ratio(X)	1.64	0.33	0.00	0.78	1.01	1.01	0.77	0.00	0.00	0.07	0.00	0.57
Avail Cap(c_a), veh/h	683	2032	909	120	390	408	290	0	0	299	0	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	15.3	0.0	65.6	53.1	53.1	62.8	0.0	0.0	48.2	0.0	20.2
Incr Delay (d2), s/veh	294.1	0.0	0.0	8.4	47.6	46.6	4.2	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	81.5	6.7	0.0	1.7	19.8	20.6	3.4	0.0	0.0	0.7	0.0	12.4
LnGrp Delay(d),s/veh	336.0	15.3	0.0	74.0	100.8	99.8	67.0	0.0	0.0	48.2	0.0	20.8
LnGrp LOS	F	B		E	F	F	E			D		C
Approach Vol, veh/h		1794			847			87				522
Approach Delay, s/veh		215.5			98.9			67.0				22.0
Approach LOS		F			F			E				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.0	36.0		14.3	9.7	84.3		28.0				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		5.6				
Max Green Setting (Gmax), s	52.5	30.0		* 22	9.2	* 74		22.4				
Max Q Clear Time (g_c+I1), s	54.5	32.0		8.6	5.3	15.7		24.4				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				150.1								
HCM 2010 LOS				F								
<b>Notes</b>												

Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	490	590	30	10	30	1200	1020	80	130	50	260	10
Future Volume (veh/h)	490	590	30	10	30	1200	1020	80	130	50	260	10
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		0.99	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	533	641	33		33	1304	1109	87	141	54	283	11
Adj No. of Lanes	1	2	0		2	3	1	1	1	0	2	2
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	383	2154	111		60	2173	668	108	161	62	248	484
Arrive On Green	0.22	0.63	0.63		0.02	0.43	0.43	0.06	0.13	0.13	0.07	0.14
Sat Flow, veh/h	1774	3425	176		3442	5085	1563	1774	1284	492	3442	3539
Grp Volume(v), veh/h	533	331	343		33	1304	1109	87	0	195	283	11
Grp Sat Flow(s),veh/h/ln	1774	1770	1832		1721	1695	1563	1774	0	1776	1721	1770
Q Serve(g_s), s	28.5	11.3	11.3		1.3	26.1	56.4	6.4	0.0	14.2	9.5	0.4
Cycle Q Clear(g_c), s	28.5	11.3	11.3		1.3	26.1	56.4	6.4	0.0	14.2	9.5	0.4
Prop In Lane	1.00		0.10		1.00		1.00	1.00		0.28	1.00	
Lane Grp Cap(c), veh/h	383	1113	1152		60	2173	668	108	0	223	248	484
V/C Ratio(X)	1.39	0.30	0.30		0.55	0.60	1.66	0.80	0.00	0.87	1.14	0.02
Avail Cap(c_a), veh/h	383	1113	1152		138	2173	668	113	0	471	248	960
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	11.2	11.2		64.3	29.1	37.8	61.2	0.0	56.7	61.2	49.3
Incr Delay (d2), s/veh	191.5	0.1	0.1		3.0	0.3	304.0	29.6	0.0	4.2	101.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.3	5.5	5.7		0.6	12.3	80.6	4.0	0.0	7.2	8.0	0.2
LnGrp Delay(d),s/veh	243.2	11.2	11.2		67.3	29.4	341.8	90.8	0.0	60.8	162.3	49.3
LnGrp LOS	F	B	B		E	C	F	F		E	F	D
Approach Vol, veh/h		1207				2446			282			392
Approach Delay, s/veh		113.7				171.6			70.1			131.8
Approach LOS		F				F			E			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	61.3	13.5	23.1	7.4	87.9	15.0	21.7				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	28.5	* 56	8.4	* 36	* 5.3	* 80	9.5	* 35				
Max Q Clear Time (g_c+I1), s	30.5	58.4	8.4	9.5	3.3	13.3	11.5	16.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	5.4	0.0	0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			145.2									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
Lane Configurations	↑
Traffic Volume (veh/h)	90
Future Volume (veh/h)	90
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	98
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	216
Arrive On Green	0.14
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	98
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	7.5
Cycle Q Clear(g_c), s	7.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	216
V/C Ratio(X)	0.45
Avail Cap(c_a), veh/h	429
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	52.4
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.3
LnGrp Delay(d),s/veh	53.0
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	
















Jaeger Ranch  
11: Sunrise Blvd & Douglas Road

Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗	↑↑↑	↗	🚗	↑↑↑	↗	🚗	↑↑↑	↗	🚗	↑↑↑	↗
Traffic Volume (veh/h)	270	280	280	130	1220	180	1020	2250	160	20	800	170
Future Volume (veh/h)	270	280	280	130	1220	180	1020	2250	160	20	800	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	293	304	304	141	1326	196	1109	2446	174	22	870	185
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1534	478	189	1460	455	767	2273	699	43	1203	375
Arrive On Green	0.07	0.30	0.30	0.05	0.29	0.29	0.22	0.45	0.45	0.01	0.24	0.24
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1564	3442	5085	1583
Grp Volume(v), veh/h	293	304	304	141	1326	196	1109	2446	174	22	870	185
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1564	1721	1695	1583
Q Serve(g_s), s	9.5	6.1	22.7	5.5	34.4	13.8	30.5	61.2	9.5	0.9	21.6	13.8
Cycle Q Clear(g_c), s	9.5	6.1	22.7	5.5	34.4	13.8	30.5	61.2	9.5	0.9	21.6	13.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1534	478	189	1460	455	767	2273	699	43	1203	375
V/C Ratio(X)	1.23	0.20	0.64	0.75	0.91	0.43	1.45	1.08	0.25	0.51	0.72	0.49
Avail Cap(c_a), veh/h	239	1575	490	287	1642	511	767	2273	699	126	1322	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	35.5	41.3	63.8	47.1	39.7	53.2	37.9	23.6	67.2	48.1	45.2
Incr Delay (d2), s/veh	133.4	0.0	2.0	2.2	6.8	0.2	208.3	43.1	0.1	3.5	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.8	10.2	2.7	17.0	6.1	36.7	37.7	4.1	0.4	10.2	6.1
LnGrp Delay(d),s/veh	197.1	35.5	43.3	66.0	53.8	39.9	261.5	81.0	23.6	70.7	49.6	45.5
LnGrp LOS	F	D	D	E	D	D	F	F	C	E	D	D
Approach Vol, veh/h		901			1663			3729			1077	
Approach Delay, s/veh		90.7			53.2			132.0			49.3	
Approach LOS		F			D			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	68.6	13.0	48.1	36.0	39.8	15.0	46.1				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	5.0	* 61	11.4	* 42	30.5	* 36	9.5	44.2				
Max Q Clear Time (g_c+I1), s	2.9	63.2	7.5	24.7	32.5	23.6	11.5	36.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.8	0.0	7.6	0.0	2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			97.1									
HCM 2010 LOS			F									
<b>Notes</b>												

Jaeger Ranch  
12: Grant Line Rd & Douglas Road

Cumulative No Project  
AM Peak

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	 		 	 	 				
Traffic Volume (veh/h)	380	120	410	1170	800	160			
Future Volume (veh/h)	380	120	410	1170	800	160			
Number	3	18	1	6	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	272	282	446	1272	870	174			
Adj No. of Lanes	1	1	2	2	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	2	2	2	2			
Cap, veh/h	371	338	574	2064	1160	519			
Arrive On Green	0.21	0.21	0.17	0.58	0.33	0.33			
Sat Flow, veh/h	1774	1615	3442	3632	3632	1583			
Grp Volume(v), veh/h	272	282	446	1272	870	174			
Grp Sat Flow(s),veh/h/ln	1774	1615	1721	1770	1770	1583			
Q Serve(g_s), s	7.4	8.7	6.5	12.2	11.4	4.3			
Cycle Q Clear(g_c), s	7.4	8.7	6.5	12.2	11.4	4.3			
Prop In Lane	1.00	1.00	1.00			1.00			
Lane Grp Cap(c), veh/h	371	338	574	2064	1160	519			
V/C Ratio(X)	0.73	0.83	0.78	0.62	0.75	0.34			
Avail Cap(c_a), veh/h	607	553	1323	3178	1483	664			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	19.2	19.7	20.7	7.1	15.6	13.2			
Incr Delay (d2), s/veh	1.1	2.6	0.9	0.1	1.1	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	4.1	3.1	5.9	5.7	1.9			
LnGrp Delay(d),s/veh	20.3	22.3	21.6	7.2	16.7	13.3			
LnGrp LOS	C	C	C	A	B	B			
Approach Vol, veh/h	554			1718	1044				
Approach Delay, s/veh	21.3			10.9	16.1				
Approach LOS	C			B	B				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	1	2				6		8	
Phs Duration (G+Y+Rc), s	13.3	23.2				36.4		15.6	
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1		4.7	
Max Green Setting (Gmax), s	* 20	* 22				* 47		17.8	
Max Q Clear Time (g_c+I1), s	8.5	13.4				14.2		10.7	
Green Ext Time (p_c), s	0.2	3.7				5.3		0.2	
<b>Intersection Summary</b>									
HCM 2010 Ctrl Delay				14.3					
HCM 2010 LOS				B					
<b>Notes</b>									



















Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	10	630	350	400	740	60	380	160	580	60	180
Future Volume (veh/h)	10	10	630	350	400	740	60	380	160	580	60	180
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.96	1.00		0.99	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		11	685	0	435	804	65	333	461	442	65	196
Adj No. of Lanes		1	2	1	2	2	0	1	1	1	0	2
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		14	807	361	492	1198	97	516	542	454	94	292
Arrive On Green		0.01	0.23	0.00	0.14	0.36	0.36	0.29	0.29	0.29	0.14	0.14
Sat Flow, veh/h		1774	3539	1583	3442	3305	267	1774	1863	1560	658	2031
Grp Volume(v), veh/h		11	685	0	435	430	439	333	461	442	181	0
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1721	1770	1803	1774	1863	1560	1830	0
Q Serve(g_s), s		0.7	19.6	0.0	13.1	21.7	21.7	17.4	24.7	29.7	9.9	0.0
Cycle Q Clear(g_c), s		0.7	19.6	0.0	13.1	21.7	21.7	17.4	24.7	29.7	9.9	0.0
Prop In Lane		1.00		1.00	1.00		0.15	1.00		1.00	0.36	
Lane Grp Cap(c), veh/h		14	807	361	492	641	653	516	542	454	263	0
V/C Ratio(X)		0.79	0.85	0.00	0.88	0.67	0.67	0.65	0.85	0.97	0.69	0.00
Avail Cap(c_a), veh/h		72	906	405	504	641	653	516	542	454	449	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		52.5	39.1	0.0	44.5	28.5	28.5	32.8	35.4	37.2	43.1	0.0
Incr Delay (d2), s/veh		29.9	6.3	0.0	16.0	2.2	2.2	2.2	11.7	35.3	1.2	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	10.3	0.0	7.3	11.0	11.2	8.8	14.4	17.2	5.1	0.0
LnGrp Delay(d),s/veh		82.3	45.4	0.0	60.6	30.7	30.7	35.0	47.1	72.4	44.3	0.0
LnGrp LOS		F	D		E	C	C	C	D	E	D	
Approach Vol, veh/h			696			1304			1236			337
Approach Delay, s/veh			46.0			40.6			52.9			44.1
Approach LOS			D			D			D			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	43.1		36.0	20.3	28.9		20.7				
Change Period (Y+Rc), s	* 5.3	* 4.7		* 5.2	* 5.2	* 4.7		5.5				
Max Green Setting (Gmax), s	* 4.3	* 38		* 31	* 16	* 27		26.0				
Max Q Clear Time (g_c+I1), s	2.7	23.7		31.7	15.1	21.6		11.9				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	1.7		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			46.3									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	70
Future Volume (veh/h)	70
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.95
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	76
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	117
Arrive On Green	0.14
Sat Flow, veh/h	814
Grp Volume(v), veh/h	156
Grp Sat Flow(s),veh/h/ln	1673
Q Serve(g_s), s	9.3
Cycle Q Clear(g_c), s	9.3
Prop In Lane	0.49
Lane Grp Cap(c), veh/h	240
V/C Ratio(X)	0.65
Avail Cap(c_a), veh/h	411
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	42.8
Incr Delay (d2), s/veh	1.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	4.4
LnGrp Delay(d),s/veh	43.9
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	





















Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1180	0	350	0	1020	670	0	1120	150
Future Volume (veh/h)	0	0	0	1180	0	350	0	1020	670	0	1120	150
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				832	632	380	0	1109	0	0	1217	0
Adj No. of Lanes				1	1	0	0	3	1	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				991	608	365	0	1464	456	0	1464	456
Arrive On Green				0.56	0.56	0.56	0.00	0.29	0.00	0.00	0.29	0.00
Sat Flow, veh/h				1774	1088	654	0	5253	1583	0	5253	1583
Grp Volume(v), veh/h				832	0	1012	0	1109	0	0	1217	0
Grp Sat Flow(s),veh/h/ln				1774	0	1742	0	1695	1583	0	1695	1583
Q Serve(g_s), s				25.2	0.0	36.1	0.0	12.8	0.0	0.0	14.5	0.0
Cycle Q Clear(g_c), s				25.2	0.0	36.1	0.0	12.8	0.0	0.0	14.5	0.0
Prop In Lane				1.00		0.38	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				991	0	973	0	1464	456	0	1464	456
V/C Ratio(X)				0.84	0.00	1.04	0.00	0.76	0.00	0.00	0.83	0.00
Avail Cap(c_a), veh/h				991	0	973	0	1496	466	0	1551	483
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.8	0.0	14.3	0.0	20.9	0.0	0.0	21.5	0.0
Incr Delay (d2), s/veh				6.2	0.0	39.7	0.0	2.0	0.0	0.0	3.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.7	0.0	27.8	0.0	6.2	0.0	0.0	7.2	0.0
LnGrp Delay(d),s/veh				18.0	0.0	53.9	0.0	22.9	0.0	0.0	25.0	0.0
LnGrp LOS				B		F		C			C	
Approach Vol, veh/h					1844			1109			1217	
Approach Delay, s/veh					37.7			22.9			25.0	
Approach LOS					D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		23.6				23.6		41.0				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 20				19.0		36.1				
Max Q Clear Time (g_c+I1), s		16.5				14.8		38.1				
Green Ext Time (p_c), s		2.1				2.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				30.1								
HCM 2010 LOS				C								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	0	1220	0	0	0	0	1300	490	0	1720	420
Future Volume (veh/h)	280	0	1220	0	0	0	0	1300	490	0	1720	420
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	203	0	1435				0	1413	0	0	1870	0
Adj No. of Lanes	1	0	2				0	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	818	0	1457				0	2037	0	0	2037	634
Arrive On Green	0.46	0.00	0.46				0.00	0.40	0.00	0.00	0.40	0.00
Sat Flow, veh/h	1774	0	3163				0	5421	0	0	5253	1583
Grp Volume(v), veh/h	203	0	1435				0	1413	0	0	1870	0
Grp Sat Flow(s),veh/h/ln	1774	0	1581				0	1695	0	0	1695	1583
Q Serve(g_s), s	5.2	0.0	33.6				0.0	17.3	0.0	0.0	26.2	0.0
Cycle Q Clear(g_c), s	5.2	0.0	33.6				0.0	17.3	0.0	0.0	26.2	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	818	0	1457				0	2037	0	0	2037	634
V/C Ratio(X)	0.25	0.00	0.98				0.00	0.69	0.00	0.00	0.92	0.00
Avail Cap(c_a), veh/h	818	0	1457				0	2037	0	0	2066	643
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	20.0				0.0	18.7	0.0	0.0	21.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	19.8				0.0	0.9	0.0	0.0	6.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	18.6				0.0	8.1	0.0	0.0	13.4	0.0
LnGrp Delay(d),s/veh	12.4	0.0	39.8				0.0	19.5	0.0	0.0	28.2	0.0
LnGrp LOS	B		D					B			C	
Approach Vol, veh/h		1638						1413			1870	
Approach Delay, s/veh		36.4						19.5			28.2	
Approach LOS		D						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		35.1		40.0		35.1						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 31		* 35		30.0						
Max Q Clear Time (g_c+I1), s		28.2		35.6		19.3						
Green Ext Time (p_c), s		1.9		0.0		7.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.5									
HCM 2010 LOS			C									
<b>Notes</b>												

	→	↘	↶	↙	←	↖	↗	
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↘	↑↑↑	↖↗	↗	
Traffic Volume (veh/h)	1020	750	20	10	670	270	10	
Future Volume (veh/h)	1020	750	20	10	670	270	10	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	1109	0		11	728	293	11	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	2915	0		15	3517	433	199	
Arrive On Green	0.57	0.00		0.01	0.69	0.13	0.13	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	1109	0		11	728	293	11	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	5.5	0.0		0.3	2.4	3.8	0.3	
Cycle Q Clear(g_c), s	5.5	0.0		0.3	2.4	3.8	0.3	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2915	0		15	3517	433	199	
V/C Ratio(X)	0.38	0.00		0.73	0.21	0.68	0.06	
Avail Cap(c_a), veh/h	3379	0		248	4647	2146	987	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	5.4	0.0		23.0	2.6	19.4	17.9	
Incr Delay (d2), s/veh	0.2	0.0		21.4	0.1	0.7	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.6	0.0		0.2	1.1	1.8	0.1	
LnGrp Delay(d),s/veh	5.6	0.0		44.4	2.6	20.1	17.9	
LnGrp LOS	A			D	A	C	B	
Approach Vol, veh/h	1109				739	304		
Approach Delay, s/veh	5.6				3.3	20.0		
Approach LOS	A				A	C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		37.2			5.5	31.7		9.3
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		42.5			* 6.5	30.9		29.0
Max Q Clear Time (g_c+I1), s		4.4			2.3	7.5		5.8
Green Ext Time (p_c), s		27.8			0.0	18.9		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.8					
HCM 2010 LOS			A					
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	10	220	750	220	20	200	840	70	20	440	1360	220
Future Volume (veh/h)	10	220	750	220	20	200	840	70	20	440	1360	220
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.98		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		239	815	239		217	913	76		478	1478	239
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		273	986	287		281	1299	398		541	1774	551
Arrive On Green		0.08	0.25	0.25		0.08	0.26	0.26		0.16	0.35	0.35
Sat Flow, veh/h		3442	3898	1134		3442	5085	1557		3442	5085	1579
Grp Volume(v), veh/h		239	708	346		217	913	76		478	1478	239
Grp Sat Flow(s),veh/h/ln		1721	1695	1642		1721	1695	1557		1721	1695	1579
Q Serve(g_s), s		6.8	19.6	19.9		6.2	16.2	3.8		13.5	26.6	11.6
Cycle Q Clear(g_c), s		6.8	19.6	19.9		6.2	16.2	3.8		13.5	26.6	11.6
Prop In Lane		1.00		0.69		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		273	858	415		281	1299	398		541	1774	551
V/C Ratio(X)		0.88	0.83	0.83		0.77	0.70	0.19		0.88	0.83	0.43
Avail Cap(c_a), veh/h		273	974	472		287	1481	454		605	1782	554
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		45.3	35.1	35.2		44.8	33.6	29.0		41.1	29.8	24.9
Incr Delay (d2), s/veh		24.7	4.7	9.8		10.8	1.0	0.1		12.6	3.3	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.2	9.7	10.1		3.3	7.7	1.6		7.4	13.0	5.1
LnGrp Delay(d),s/veh		70.1	39.8	45.0		55.6	34.6	29.1		53.6	33.1	25.1
LnGrp LOS		E	D	D		E	C	C		D	C	C
Approach Vol, veh/h			1293				1206				2195	
Approach Delay, s/veh			46.8				38.0				36.7	
Approach LOS			D				D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.1	33.8	13.4	31.2	14.6	40.3	13.6	31.0				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	17.5	* 28	7.9	29.0	10.8	* 35	8.3	28.6				
Max Q Clear Time (g_c+I1), s	15.5	30.2	8.8	18.2	9.1	28.6	8.2	21.9				
Green Ext Time (p_c), s	0.1	0.0	0.0	4.0	0.0	3.9	0.0	3.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			45.3									
HCM 2010 LOS			D									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	230	480	450
Future Volume (veh/h)	230	480	450
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900
Adj Flow Rate, veh/h	250	522	489
Adj No. of Lanes	2	3	0
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	315	960	442
Arrive On Green	0.09	0.28	0.28
Sat Flow, veh/h	3442	3390	1561
Grp Volume(v), veh/h	250	522	489
Grp Sat Flow(s),veh/h/ln	1721	1695	1561
Q Serve(g_s), s	7.1	13.0	28.2
Cycle Q Clear(g_c), s	7.1	13.0	28.2
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	315	960	442
V/C Ratio(X)	0.79	0.54	1.11
Avail Cap(c_a), veh/h	373	960	442
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	30.2	35.7
Incr Delay (d2), s/veh	7.9	0.4	74.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.1	21.2
LnGrp Delay(d),s/veh	52.3	30.6	110.4
LnGrp LOS	D	C	F
Approach Vol, veh/h		1261	
Approach Delay, s/veh		65.8	
Approach LOS		E	
Timer			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	👉👈	↑↑↓		👉👈	↑↓	↗	👉👈	↑↑↓		👉👈	↑↑↑	↗
Traffic Volume (veh/h)	30	110	10	130	140	620	50	1600	140	720	1780	750
Future Volume (veh/h)	30	110	10	130	140	620	50	1600	140	720	1780	750
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	33	120	11	141	152	674	54	1739	152	783	1935	815
Adj No. of Lanes	2	3	0	2	1	2	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	741	66	190	359	1350	90	1838	160	823	3046	932
Arrive On Green	0.02	0.16	0.16	0.05	0.19	0.19	0.03	0.39	0.39	0.24	0.60	0.60
Sat Flow, veh/h	3442	4740	422	3548	1863	3077	3442	4761	415	3442	5085	1557
Grp Volume(v), veh/h	33	85	46	141	152	674	54	1237	654	783	1935	815
Grp Sat Flow(s),veh/h/ln	1721	1695	1772	1774	1863	1538	1721	1695	1786	1721	1695	1557
Q Serve(g_s), s	1.3	3.0	3.1	5.4	9.9	21.9	2.1	48.5	48.8	30.8	33.9	60.6
Cycle Q Clear(g_c), s	1.3	3.0	3.1	5.4	9.9	21.9	2.1	48.5	48.8	30.8	33.9	60.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	59	530	277	190	359	1350	90	1309	689	823	3046	932
V/C Ratio(X)	0.56	0.16	0.17	0.74	0.42	0.50	0.60	0.95	0.95	0.95	0.64	0.87
Avail Cap(c_a), veh/h	133	690	361	191	414	1442	123	1331	701	838	3046	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	50.2	50.3	64.2	48.8	28.4	66.3	40.8	40.9	51.5	17.9	23.2
Incr Delay (d2), s/veh	3.0	0.1	0.1	12.8	0.3	0.1	2.3	13.4	21.8	19.7	0.3	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.4	1.5	3.0	5.1	9.3	1.0	25.1	28.1	16.9	15.9	28.1
LnGrp Delay(d),s/veh	70.1	50.3	50.4	77.0	49.1	28.5	68.6	54.2	62.7	71.2	18.2	32.1
LnGrp LOS	E	D	D	E	D	C	E	D	E	E	B	C
Approach Vol, veh/h		164			967			1945			3533	
Approach Delay, s/veh		54.3			38.8			57.5			33.2	
Approach LOS		D			D			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	88.1	7.9	32.5	38.4	58.8	12.9	27.5				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	4.9	* 82	5.3	* 31	33.5	* 54	7.4	* 28				
Max Q Clear Time (g_c+I1), s	4.1	62.6	3.3	23.9	32.8	50.8	7.4	5.1				
Green Ext Time (p_c), s	0.0	13.0	0.0	0.9	0.1	2.3	0.0	1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.7									
HCM 2010 LOS			D									
<b>Notes</b>												

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Cumulative No Project  
AM Peak



Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↑↑↑			↑↑↑	↔
Traffic Volume (vph)	450	10	910	1310	170	50	1390	710	10	1890	220
Future Volume (vph)	450	10	910	1310	170	50	1390	710	10	1890	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8	4.5		4.6			4.6	4.0
Lane Util. Factor		0.91	0.86	0.91	0.88		0.86			0.91	1.00
Frbp, ped/bikes		1.00	0.99	0.98	1.00		0.99			1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.94	0.85	0.85		0.95			1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1610	2991	1418	2787		6031			5085	1545
Flt Permitted		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1610	2991	1418	2787		6031			5085	1545
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	489	11	989	1424	185	54	1511	772	11	2054	239
RTOR Reduction (vph)	0	0	1	30	72	0	1	0	0	0	0
Lane Group Flow (vph)	0	499	1658	725	167	0	2293	0	0	2054	239
Confl. Peds. (#/hr)	6	6		6	3	3		3	3		6
Confl. Bikes (#/hr)								2	2		3
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		5		6			2	
Permitted Phases				4							Free
Actuated Green, G (s)		55.2	55.2	55.2	6.5		42.4			53.4	120.0
Effective Green, g (s)		55.2	55.2	55.2	6.5		42.4			53.4	120.0
Actuated g/C Ratio		0.46	0.46	0.46	0.05		0.35			0.44	1.00
Clearance Time (s)		6.8	6.8	6.8	4.5		4.6			4.6	
Vehicle Extension (s)		1.0	1.0	1.0	3.0		1.0			1.0	
Lane Grp Cap (vph)		740	1375	652	150		2130			2262	1545
v/s Ratio Prot		0.31	c0.55		0.06		c0.38			c0.40	
v/s Ratio Perm				0.51							0.15
v/c Ratio		0.67	1.21	1.11	1.11		1.39dr			0.91	0.15
Uniform Delay, d1		25.4	32.4	32.4	56.8		38.8			31.0	0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2		1.9	99.7	70.3	107.4		43.8			5.7	0.2
Delay (s)		27.3	132.1	102.7	164.1		82.6			36.7	0.2
Level of Service		C	F	F	F		F			D	A
Approach Delay (s)			106.5				82.6			32.9	
Approach LOS			F				F			C	

Intersection Summary



















HCM 2000 Control Delay	79.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Jaeger Ranch  
20: Zinfandel Dr & US-50 WB Ramps

Cumulative No Project  
AM Peak

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1210	0	170	0	850	830	0	1150	480
Future Volume (veh/h)	0	0	0	1210	0	170	0	850	830	0	1150	480
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				1315	0	185	0	924	0	0	1250	0
Adj No. of Lanes				2	0	1	0	3	2	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1604	0	738	0	1730	948	0	1730	539
Arrive On Green				0.47	0.00	0.47	0.00	0.34	0.00	0.00	0.34	0.00
Sat Flow, veh/h				3442	0	1583	0	5253	2787	0	5253	1583
Grp Volume(v), veh/h				1315	0	185	0	924	0	0	1250	0
Grp Sat Flow(s),veh/h/ln				1721	0	1583	0	1695	1393	0	1695	1583
Q Serve(g_s), s				15.5	0.0	3.3	0.0	6.9	0.0	0.0	10.1	0.0
Cycle Q Clear(g_c), s				15.5	0.0	3.3	0.0	6.9	0.0	0.0	10.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1604	0	738	0	1730	948	0	1730	539
V/C Ratio(X)				0.82	0.00	0.25	0.00	0.53	0.00	0.00	0.72	0.00
Avail Cap(c_a), veh/h				1940	0	893	0	2099	1150	0	2099	653
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				10.8	0.0	7.6	0.0	12.5	0.0	0.0	13.6	0.0
Incr Delay (d2), s/veh				2.4	0.0	0.2	0.0	0.1	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	0.0	1.5	0.0	3.2	0.0	0.0	4.7	0.0
LnGrp Delay(d),s/veh				13.3	0.0	7.8	0.0	12.6	0.0	0.0	14.3	0.0
LnGrp LOS				B		A		B			B	
Approach Vol, veh/h					1500			924			1250	
Approach Delay, s/veh					12.6			12.6			14.3	
Approach LOS					B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		20.6				20.6		26.4				
Change Period (Y+Rc), s		4.6				4.6		4.5				
Max Green Setting (Gmax), s		19.4				19.4		26.5				
Max Q Clear Time (g_c+I1), s		8.9				12.1		17.5				
Green Ext Time (p_c), s		4.6				3.7		4.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.2								
HCM 2010 LOS				B								





















Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↕	↗		↔	↕	↗		↔	↕	↗
Traffic Volume (veh/h)	50	240	340	200	10	250	1090	180	40	290	1530	140
Future Volume (veh/h)	50	240	340	200	10	250	1090	180	40	290	1530	140
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		1.00		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		261	370	217		272	1185	196		315	1663	152
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		283	831	365		283	1194	370		310	1974	606
Arrive On Green		0.09	0.26	0.26		0.09	0.26	0.26		0.10	0.43	0.43
Sat Flow, veh/h		3097	3185	1401		3097	4577	1420		3097	4577	1405
Grp Volume(v), veh/h		261	370	217		272	1185	196		315	1663	152
Grp Sat Flow(s),veh/h/ln		1549	1593	1401		1549	1526	1420		1549	1526	1405
Q Serve(g_s), s		9.6	11.2	15.6		10.1	29.7	13.6		11.5	37.3	7.9
Cycle Q Clear(g_c), s		9.6	11.2	15.6		10.1	29.7	13.6		11.5	37.3	7.9
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		283	831	365		283	1194	370		310	1974	606
V/C Ratio(X)		0.92	0.45	0.59		0.96	0.99	0.53		1.02	0.84	0.25
Avail Cap(c_a), veh/h		283	831	365		283	1194	370		310	1974	606
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		51.8	35.5	37.2		52.1	42.4	36.4		51.8	29.2	20.8
Incr Delay (d2), s/veh		33.3	0.8	3.8		42.7	24.3	4.1		55.5	3.8	0.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.4	5.0	6.4		6.0	15.2	5.8		7.3	16.4	3.1
LnGrp Delay(d),s/veh		85.2	36.3	41.0		94.8	66.7	40.5		107.4	33.0	21.3
LnGrp LOS		F	D	D		F	E	D		F	C	C
Approach Vol, veh/h			848				1653				2130	
Approach Delay, s/veh			52.6				68.2				43.2	
Approach LOS			D				E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	46.0	16.0	36.0	7.6	55.4	16.0	36.0				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	11.5	* 40	10.5	30.0	4.0	* 48	10.5	30.0				
Max Q Clear Time (g_c+I1), s	13.5	42.2	11.6	31.7	3.2	39.3	12.1	17.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	8.5	0.0	11.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			65.5									
HCM 2010 LOS			E									
<b>Notes</b>												





















Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	20	30	900	600
Future Volume (veh/h)	20	30	900	600
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		33	978	652
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2
Cap, veh/h		56	1600	490
Arrive On Green		0.02	0.35	0.35
Sat Flow, veh/h		3097	4577	1402
Grp Volume(v), veh/h		33	978	652
Grp Sat Flow(s),veh/h/ln		1549	1526	1402
Q Serve(g_s), s		1.2	20.3	40.2
Cycle Q Clear(g_c), s		1.2	20.3	40.2
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		56	1600	490
V/C Ratio(X)		0.58	0.61	1.33
Avail Cap(c_a), veh/h		108	1600	490
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		56.0	30.9	37.4
Incr Delay (d2), s/veh		3.5	1.0	162.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.6	8.7	37.6
LnGrp Delay(d),s/veh		59.5	31.9	199.5
LnGrp LOS		E	C	F
Approach Vol, veh/h			1663	
Approach Delay, s/veh			98.2	
Approach LOS			F	
Timer				

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	170	20	140	430	140	30	1600	120	170	2000	450
Future Volume (veh/h)	400	170	20	140	430	140	30	1600	120	170	2000	450
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	435	185	22	152	467	152	33	1739	130	185	2174	489
Adj No. of Lanes	2	2	1	2	2	1	2	4	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	474	1022	451	205	779	320	60	2594	639	237	2321	715
Arrive On Green	0.14	0.29	0.29	0.06	0.21	0.21	0.02	0.40	0.40	0.07	0.46	0.46
Sat Flow, veh/h	3442	3539	1562	3548	3725	1529	3442	6408	1579	3442	5085	1568
Grp Volume(v), veh/h	435	185	22	152	467	152	33	1739	130	185	2174	489
Grp Sat Flow(s),veh/h/ln	1721	1770	1562	1774	1863	1529	1721	1602	1579	1721	1695	1568
Q Serve(g_s), s	15.8	5.0	1.3	5.4	14.4	11.1	1.2	28.2	6.8	6.7	51.6	31.3
Cycle Q Clear(g_c), s	15.8	5.0	1.3	5.4	14.4	11.1	1.2	28.2	6.8	6.7	51.6	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	1022	451	205	779	320	60	2594	639	237	2321	715
V/C Ratio(X)	0.92	0.18	0.05	0.74	0.60	0.48	0.55	0.67	0.20	0.78	0.94	0.68
Avail Cap(c_a), veh/h	474	1075	475	307	938	385	108	2594	639	341	2358	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	33.9	32.6	58.9	45.4	44.1	61.9	30.9	24.5	58.2	32.8	27.3
Incr Delay (d2), s/veh	22.4	0.1	0.1	2.0	1.3	1.9	4.8	0.6	0.1	4.1	8.2	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	2.5	0.6	2.7	7.5	4.8	0.6	12.5	3.0	3.3	25.7	14.1
LnGrp Delay(d),s/veh	76.4	34.0	32.6	60.9	46.7	46.0	66.7	31.5	24.6	62.3	40.9	30.7
LnGrp LOS	E	C	C	E	D	D	E	C	C	E	D	C
Approach Vol, veh/h		642			771			1902			2848	
Approach Delay, s/veh		62.7			49.4			31.6			40.6	
Approach LOS		E			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	63.8	23.0	32.6	14.3	57.2	12.9	42.7				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	4.0	* 59	17.5	32.0	12.6	* 50	11.0	* 39				
Max Q Clear Time (g_c+I1), s	3.2	53.6	17.8	16.4	8.7	30.2	7.4	7.0				
Green Ext Time (p_c), s	0.0	4.4	0.0	6.6	0.0	19.8	0.0	9.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.2									
HCM 2010 LOS			D									
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1330	0	670	0	0	0	0	1770	500	0	1900	440
Future Volume (veh/h)	1330	0	670	0	0	0	0	1770	500	0	1900	440
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1446	0	728				0	1924	0	0	2065	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1713	0	954				0	3598	765	0	2699	765
Arrive On Green	0.34	0.00	0.34				0.00	0.48	0.00	0.00	0.48	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1446	0	728				0	1924	0	0	2065	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	14.1	0.0	12.2				0.0	9.5	0.0	0.0	16.0	0.0
Cycle Q Clear(g_c), s	14.1	0.0	12.2				0.0	9.5	0.0	0.0	16.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1713	0	954				0	3598	765	0	2699	765
V/C Ratio(X)	0.84	0.00	0.76				0.00	0.53	0.00	0.00	0.77	0.00
Avail Cap(c_a), veh/h	1757	0	979				0	3919	833	0	2897	821
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	15.4				0.0	9.5	0.0	0.0	11.2	0.0
Incr Delay (d2), s/veh	3.9	0.0	3.5				0.0	0.0	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	5.1				0.0	4.8	0.0	0.0	8.3	0.0
LnGrp Delay(d),s/veh	19.9	0.0	18.9				0.0	9.5	0.0	0.0	12.2	0.0
LnGrp LOS	B		B					A			B	
Approach Vol, veh/h		2174						1924			2065	
Approach Delay, s/veh		19.6						9.5			12.2	
Approach LOS		B						A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		30.1		22.5		30.1						
Change Period (Y+Rc), s		* 4.7		4.5		4.7						
Max Green Setting (Gmax), s		* 28		18.5		27.3						
Max Q Clear Time (g_c+I1), s		11.5		16.1		18.0						
Green Ext Time (p_c), s		11.5		2.0		7.5						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									
<b>Notes</b>												
















Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps

Cumulative No Project  
AM Peak

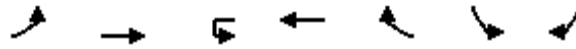
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	190	0	400	0	2780	370	0	2180	1670
Future Volume (veh/h)	0	0	0	190	0	400	0	2780	370	0	2180	1670
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				207	0	435	0	3022	0	0	2370	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				638	0	516	0	3911	1108	0	3559	1950
Arrive On Green				0.19	0.00	0.19	0.00	0.70	0.00	0.00	0.70	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				207	0	435	0	3022	0	0	2370	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				4.3	0.0	12.5	0.0	29.2	0.0	0.0	21.7	0.0
Cycle Q Clear(g_c), s				4.3	0.0	12.5	0.0	29.2	0.0	0.0	21.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				638	0	516	0	3911	1108	0	3559	1950
V/C Ratio(X)				0.32	0.00	0.84	0.00	0.77	0.00	0.00	0.67	0.00
Avail Cap(c_a), veh/h				729	0	590	0	4279	1212	0	3876	2124
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				29.2	0.0	32.5	0.0	8.1	0.0	0.0	7.0	0.0
Incr Delay (d2), s/veh				0.3	0.0	9.7	0.0	0.7	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	5.5	0.0	15.1	0.0	0.0	10.0	0.0
LnGrp Delay(d),s/veh				29.5	0.0	42.2	0.0	8.8	0.0	0.0	7.3	0.0
LnGrp LOS				C		D		A			A	
Approach Vol, veh/h					642			3022			2370	
Approach Delay, s/veh					38.1			8.8			7.3	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		62.8				62.8		19.8				
Change Period (Y+Rc), s		* 5				5.0		4.5				
Max Green Setting (Gmax), s		* 63				63.0		17.5				
Max Q Clear Time (g_c+I1), s		31.2				23.7		14.5				
Green Ext Time (p_c), s		26.6				31.4		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				11.3								
HCM 2010 LOS				B								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	120	10	410	30	30	40	30	460	2730	20	40	3340
Future Volume (veh/h)	120	10	410	30	30	40	30	460	2730	20	40	3340
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	130	240	294	33	33	43		500	2967	22	43	3630
Adj No. of Lanes	0	1	1	1	1	0		2	3	0	1	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	144	266	353	114	47	62		299	2598	19	55	2239
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06		0.09	0.50	0.50	0.03	0.44
Sat Flow, veh/h	643	1187	1575	1774	733	956		3442	5208	39	1774	5085
Grp Volume(v), veh/h	370	0	294	33	0	76		500	1929	1060	43	3630
Grp Sat Flow(s),veh/h/ln	1831	0	1575	1774	0	1689		1721	1695	1856	1774	1695
Q Serve(g_s), s	22.4	0.0	20.3	2.0	0.0	5.0		9.9	56.9	56.9	2.7	50.2
Cycle Q Clear(g_c), s	22.4	0.0	20.3	2.0	0.0	5.0		9.9	56.9	56.9	2.7	50.2
Prop In Lane	0.35		1.00	1.00		0.57		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	410	0	353	114	0	109		299	1691	926	55	2239
V/C Ratio(X)	0.90	0.00	0.83	0.29	0.00	0.70		1.67	1.14	1.14	0.78	1.62
Avail Cap(c_a), veh/h	514	0	442	498	0	474		299	1691	926	73	2239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	42.2	50.8	0.0	52.2		52.1	28.6	28.6	54.9	31.9
Incr Delay (d2), s/veh	14.6	0.0	8.7	0.5	0.0	3.0		317.2	71.0	78.1	23.1	281.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	0.0	9.7	1.0	0.0	2.4		17.9	43.2	49.1	1.7	81.8
LnGrp Delay(d),s/veh	57.6	0.0	50.9	51.4	0.0	55.2		369.2	99.6	106.6	78.0	313.5
LnGrp LOS	E		D	D		E		F	F	F	E	F
Approach Vol, veh/h		664			109				3489			3716
Approach Delay, s/veh		54.7			54.1				140.4			307.4
Approach LOS		D			D				F			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.1		31.1	8.3	61.8		12.8				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 9.9	* 50		32.0	* 4.7	* 56		32.0				
Max Q Clear Time (g_c+l1), s	11.9	52.2		24.4	4.7	58.9		7.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			209.8									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
*** Lane Configurations	***
Traffic Volume (veh/h)	40
Future Volume (veh/h)	40
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	43
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	679
Arrive On Green	0.44
Sat Flow, veh/h	1542
Grp Volume(v), veh/h	43
Grp Sat Flow(s),veh/h/ln	1542
Q Serve(g_s), s	1.8
Cycle Q Clear(g_c), s	1.8
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	679
V/C Ratio(X)	0.06
Avail Cap(c_a), veh/h	679
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	18.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.8
LnGrp Delay(d),s/veh	18.4
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	330	20	10	1730	950	920		
Future Volume (veh/h)	330	20	10	1730	950	920		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	359	22	11	1880	1033	1000		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	463	226	15	2404	2083	1145		
Arrive On Green	0.13	0.13	0.01	0.68	0.59	0.59		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1583		
Grp Volume(v), veh/h	359	22	11	1880	1033	1000		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1583		
Q Serve(g_s), s	6.7	0.8	0.4	24.2	11.3	31.6		
Cycle Q Clear(g_c), s	6.7	0.8	0.4	24.2	11.3	31.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	463	226	15	2404	2083	1145		
V/C Ratio(X)	0.78	0.10	0.75	0.78	0.50	0.87		
Avail Cap(c_a), veh/h	1343	631	107	2757	2237	1214		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.9	24.8	33.0	7.3	8.0	6.9		
Incr Delay (d2), s/veh	1.1	0.1	23.9	1.1	0.1	6.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.3	0.8	0.3	11.9	5.5	20.1		
LnGrp Delay(d),s/veh	28.9	24.9	56.9	8.4	8.0	13.5		
LnGrp LOS	C	C	E	A	A	B		
Approach Vol, veh/h	381			1891	2033			
Approach Delay, s/veh	28.7			8.7	10.7			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.1	46.1		14.5		52.2		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	4.0	* 42		26.0		* 52		
Max Q Clear Time (g_c+I1), s	2.4	33.6		8.7		26.2		
Green Ext Time (p_c), s	0.0	5.6		0.3		10.0		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			11.4					
HCM 2010 LOS			B					
<b>Notes</b>								





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations	↔↔	↑↑	↔	↑↑	↔	↔	↔	
Traffic Volume (veh/h)	850	1190	0	1300	110	50	610	
Future Volume (veh/h)	850	1190	0	1300	110	50	610	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	924	1293		1413	120	54	663	
Adj No. of Lanes	2	2		2	1	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	964	2488		1313	587	310	277	
Arrive On Green	0.28	0.70		0.37	0.37	0.17	0.17	
Sat Flow, veh/h	3442	3632		3632	1583	1774	1583	
Grp Volume(v), veh/h	924	1293		1413	120	54	663	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1583	1774	1583	
Q Serve(g_s), s	26.4	17.1		37.1	5.2	2.6	17.5	
Cycle Q Clear(g_c), s	26.4	17.1		37.1	5.2	2.6	17.5	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	964	2488		1313	587	310	277	
V/C Ratio(X)	0.96	0.52		1.08	0.20	0.17	2.39	
Avail Cap(c_a), veh/h	964	2488		1313	587	310	277	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	35.4	6.9		31.4	21.4	35.1	41.3	
Incr Delay (d2), s/veh	19.6	0.1		48.1	0.1	0.1	637.7	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	15.2	8.3		26.8	2.3	1.3	56.7	
LnGrp Delay(d),s/veh	55.0	7.0		79.5	21.5	35.2	679.0	
LnGrp LOS	D	A		F	C	D	F	
Approach Vol, veh/h		2217		1533		717		
Approach Delay, s/veh		27.0		75.0		630.5		
Approach LOS		C		E		F		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	33.2	43.8				77.0		23.0
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 28	* 37				* 61		17.5
Max Q Clear Time (g_c+I1), s	28.4	39.1				19.1		19.5
Green Ext Time (p_c), s	0.0	0.0				8.0		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				140.3				
HCM 2010 LOS				F				
<b>Notes</b>								

Jaeger Ranch  
28: Rancho Cordova Parkway & Folsom Boulevard

Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	50	10	60	360	0	10	0	30	0	0	0
Future Volume (veh/h)	0	50	10	60	360	0	10	0	30	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	54	11	65	391	0	11	0	33	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	407	182	110	978	438	25	2665	830	4	2085	649
Arrive On Green	0.00	0.11	0.11	0.06	0.28	0.00	0.01	0.00	0.52	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	0	54	11	65	391	0	11	0	33	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	0.0	0.6	0.3	1.6	4.1	0.0	0.3	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.6	0.3	1.6	4.1	0.0	0.3	0.0	0.5	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	407	182	110	978	438	25	2665	830	4	2085	649
V/C Ratio(X)	0.00	0.13	0.06	0.59	0.40	0.00	0.43	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	197	1412	632	216	1451	649	197	2665	830	197	2085	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.9	17.8	20.6	13.3	0.0	22.1	0.0	5.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	5.0	0.3	0.0	11.3	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.1	0.9	2.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	18.1	17.9	25.7	13.5	0.0	33.4	0.0	5.3	0.0	0.0	0.0
LnGrp LOS		B	B	C	B		C		A			
Approach Vol, veh/h		65			456			44			0	
Approach Delay, s/veh		18.1			15.3			12.3			0.0	
Approach LOS		B			B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	28.1	7.3	9.7	5.1	23.0	0.0	17.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	0.0	2.5	3.6	2.6	2.3	0.0	0.0	6.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	2.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.4									
HCM 2010 LOS			B									

























Jaeger Ranch  
29: Rancho Cordova Parkway & White Rock Road

Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	140	250	0	450	300	330	1100	0	100	820	490
Future Volume (veh/h)	200	140	250	0	450	300	330	1100	0	100	820	490
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	152	272	0	489	326	359	1196	0	109	891	533
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	1288	576	4	800	358	439	2082	648	197	1724	537
Arrive On Green	0.08	0.36	0.36	0.00	0.23	0.23	0.13	0.41	0.00	0.06	0.34	0.34
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	217	152	272	0	489	326	359	1196	0	109	891	533
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	4.9	2.3	10.5	0.0	9.9	16.0	8.1	14.5	0.0	2.5	11.2	26.7
Cycle Q Clear(g_c), s	4.9	2.3	10.5	0.0	9.9	16.0	8.1	14.5	0.0	2.5	11.2	26.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	1288	576	4	800	358	439	2082	648	197	1724	537
V/C Ratio(X)	0.77	0.12	0.47	0.00	0.61	0.91	0.82	0.57	0.00	0.55	0.52	0.99
Avail Cap(c_a), veh/h	281	1288	576	216	800	358	454	2082	648	255	1724	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	16.8	19.4	0.0	27.7	30.0	33.8	18.2	0.0	36.6	21.1	26.2
Incr Delay (d2), s/veh	12.5	0.0	0.6	0.0	1.4	26.7	11.0	1.2	0.0	2.4	1.1	37.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.1	4.7	0.0	5.0	9.6	4.5	7.0	0.0	1.2	5.4	17.2
LnGrp Delay(d),s/veh	48.3	16.9	20.0	0.0	29.1	56.7	44.8	19.3	0.0	39.0	22.2	63.4
LnGrp LOS	D	B	C		C	E	D	B		D	C	E
Approach Vol, veh/h		641			815			1555			1533	
Approach Delay, s/veh		28.9			40.1			25.2			37.7	
Approach LOS		C			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	37.1	0.0	33.5	14.7	31.5	11.0	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	31.6	5.0	19.5	10.5	27.0	6.5	18.0				
Max Q Clear Time (g_c+I1), s	4.5	16.5	0.0	12.5	10.1	28.7	6.9	18.0				
Green Ext Time (p_c), s	0.0	12.6	0.0	3.6	0.1	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.6									
HCM 2010 LOS			C									

























Jaeger Ranch  
30: Rancho Cordova Parkway & Rio Del Oro Parkway

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	100	30	10	140	10	50	720	70	10	230	240
Future Volume (veh/h)	290	100	30	10	140	10	50	720	70	10	230	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	315	109	33	11	152	11	54	783	76	11	250	261
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	1138	509	25	237	202	86	1307	585	25	1185	530
Arrive On Green	0.21	0.32	0.32	0.01	0.13	0.13	0.05	0.37	0.37	0.01	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	315	109	33	11	152	11	54	783	76	11	250	261
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.9	1.4	0.9	0.4	5.0	0.4	1.9	11.5	2.0	0.4	3.2	8.4
Cycle Q Clear(g_c), s	10.9	1.4	0.9	0.4	5.0	0.4	1.9	11.5	2.0	0.4	3.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1138	509	25	237	202	86	1307	585	25	1185	530
V/C Ratio(X)	0.85	0.10	0.06	0.45	0.64	0.05	0.63	0.60	0.13	0.45	0.21	0.49
Avail Cap(c_a), veh/h	486	1689	756	139	525	446	142	1307	585	139	1185	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	15.2	15.0	31.3	26.5	24.5	29.9	16.3	13.4	31.3	15.2	16.9
Incr Delay (d2), s/veh	10.9	0.0	0.1	12.2	2.9	0.1	7.4	2.0	0.5	12.2	0.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.7	0.4	0.3	2.7	0.2	1.1	5.9	0.9	0.3	1.6	4.1
LnGrp Delay(d),s/veh	35.3	15.2	15.1	43.4	29.4	24.6	37.3	18.4	13.8	43.4	15.6	20.2
LnGrp LOS	D	B	B	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		457			174			913			522	
Approach Delay, s/veh		29.1			30.0			19.1			18.5	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	28.1	5.4	25.0	7.6	25.9	17.8	12.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	21.5	5.0	30.5	5.1	21.4	17.5	18.0				
Max Q Clear Time (g_c+I1), s	2.4	13.5	2.4	3.4	3.9	10.4	12.9	7.0				
Green Ext Time (p_c), s	0.0	4.8	0.0	1.7	0.0	6.0	0.4	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									

























Jaeger Ranch  
31: Rancho Cordova Parkway & Douglas Road

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	220	100	60	830	220	240	300	90	60	120	20
Future Volume (veh/h)	30	220	100	60	830	220	240	300	90	60	120	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	239	109	65	902	239	261	326	98	65	130	22
Adj No. of Lanes	2	3	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1660	517	204	1236	553	432	698	312	204	465	208
Arrive On Green	0.04	0.33	0.33	0.06	0.35	0.35	0.13	0.20	0.20	0.06	0.13	0.13
Sat Flow, veh/h	3442	5085	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	33	239	109	65	902	239	261	326	98	65	130	22
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.5	1.7	2.5	0.9	11.2	5.8	3.6	4.1	2.7	0.9	1.7	0.6
Cycle Q Clear(g_c), s	0.5	1.7	2.5	0.9	11.2	5.8	3.6	4.1	2.7	0.9	1.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1660	517	204	1236	553	432	698	312	204	465	208
V/C Ratio(X)	0.26	0.14	0.21	0.32	0.73	0.43	0.60	0.47	0.31	0.32	0.28	0.11
Avail Cap(c_a), veh/h	342	2071	645	342	1441	645	1230	2214	991	342	1301	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	12.0	12.3	22.7	14.3	12.6	20.8	17.9	17.3	22.7	19.7	19.3
Incr Delay (d2), s/veh	1.1	0.0	0.2	0.9	1.6	0.5	1.4	0.5	0.6	0.9	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	1.1	0.5	5.7	2.6	1.8	2.0	1.2	0.5	0.8	0.3
LnGrp Delay(d),s/veh	24.7	12.0	12.5	23.6	15.9	13.1	22.2	18.3	17.9	23.6	20.0	19.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		381			1206			685			217	
Approach Delay, s/veh		13.2			15.8			19.7			21.1	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	14.4	7.5	20.9	10.8	11.1	6.3	22.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.5	5.0	20.5	18.0	18.5	5.0	20.5				
Max Q Clear Time (g_c+I1), s	2.9	6.1	2.9	4.5	5.6	3.7	2.5	13.2				
Green Ext Time (p_c), s	0.0	3.5	0.0	7.3	0.7	2.9	0.0	4.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			B									

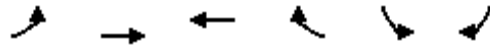
Jaeger Ranch  
32: Rancho Cordova Parkway & Keifer Boulevard

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	50	40	230	80	140	80	70	40	90	30
Future Volume (veh/h)	20	80	50	40	230	80	140	80	70	40	90	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	87	54	43	250	87	152	87	76	43	98	33
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	327	278	152	361	307	192	1416	634	152	1189	532
Arrive On Green	0.03	0.18	0.18	0.04	0.19	0.19	0.11	0.40	0.40	0.04	0.34	0.34
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	22	87	54	43	250	87	152	87	76	43	98	33
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.7	2.2	1.6	0.6	6.7	2.5	4.5	0.8	1.6	0.6	1.0	0.8
Cycle Q Clear(g_c), s	0.7	2.2	1.6	0.6	6.7	2.5	4.5	0.8	1.6	0.6	1.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	327	278	152	361	307	192	1416	634	152	1189	532
V/C Ratio(X)	0.48	0.27	0.19	0.28	0.69	0.28	0.79	0.06	0.12	0.28	0.08	0.06
Avail Cap(c_a), veh/h	166	626	532	321	626	532	199	1416	634	321	1189	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	19.1	18.8	24.8	20.1	18.4	23.3	9.9	10.1	24.8	12.1	12.1
Incr Delay (d2), s/veh	7.4	0.4	0.3	1.0	2.4	0.5	18.7	0.1	0.4	1.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.7	0.3	3.6	1.1	3.2	0.4	0.8	0.3	0.5	0.4
LnGrp Delay(d),s/veh	33.1	19.5	19.2	25.8	22.5	18.9	42.0	10.0	10.5	25.8	12.3	12.3
LnGrp LOS	C	B	B	C	C	B	D	A	B	C	B	B
Approach Vol, veh/h		163			380			315			174	
Approach Delay, s/veh		21.3			22.1			25.5			15.6	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	25.9	6.9	13.9	10.3	22.5	5.9	14.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	6.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.6	3.6	2.6	4.2	6.5	3.0	2.7	8.7				
Green Ext Time (p_c), s	0.0	1.3	0.0	2.1	0.0	1.3	0.0	1.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			21.9									
HCM 2010 LOS			C									

Jaeger Ranch  
33: Grant Line Road & Rancho Cordova Parkway

Cumulative No Project  
AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↗↗	↗↗	↗↗	↗	↗	↗		
Traffic Volume (veh/h)	30	0	0	0	0	30		
Future Volume (veh/h)	30	0	0	0	0	30		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	0	0	0	0	33		
Adj No. of Lanes	2	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	139	143	12	6	1145	1022		
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.65		
Sat Flow, veh/h	3442	3632	-82054	1583	1774	1583		
Grp Volume(v), veh/h	33	0	0	0	0	33		
Grp Sat Flow(s),veh/h/ln	1721	1770	1770	1583	1774	1583		
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.2		
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.0	0.0	0.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	139	143	12	6	1145	1022		
V/C Ratio(X)	0.24	0.00	0.00	0.00	0.00	0.03		
Avail Cap(c_a), veh/h	601	3397	2223	995	1145	1022		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	13.3	0.0	0.0	0.0	0.0	1.8		
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.4		
LnGrp Delay(d),s/veh	14.2	0.0	0.0	0.0	0.0	1.9		
LnGrp LOS	B					A		
Approach Vol, veh/h		33	0		33			
Approach Delay, s/veh		14.2	0.0		1.9			
Approach LOS		B			A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				5.7		23.0	5.7	0.0
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5		18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				0.0		2.2	2.3	0.0
Green Ext Time (p_c), s				0.0		0.0	0.0	0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					

Jaeger Ranch  
34: Americanos Boulevard & International Drive

























Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	50	60	0	400	0	130	0	150	0	0	0
Future Volume (veh/h)	0	50	60	0	400	0	130	0	150	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	54	65	0	435	0	141	0	163	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	1134	507	9	1134	507	238	452	384	9	9	8
Arrive On Green	0.00	0.32	0.32	0.00	0.32	0.00	0.13	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	0	54	65	0	435	0	141	0	163	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.0	0.2	0.6	0.0	2.0	0.0	1.5	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.6	0.0	2.0	0.0	1.5	0.0	1.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	9	1134	507	9	1134	507	238	452	384	9	9	8
V/C Ratio(X)	0.00	0.05	0.13	0.00	0.38	0.00	0.59	0.00	0.42	0.00	0.00	0.00
Avail Cap(c_a), veh/h	431	3093	1384	431	3093	1384	508	1718	1460	431	1637	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.8	5.0	0.0	5.4	0.0	8.4	0.0	6.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.2	0.0	2.3	0.0	0.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.0	0.9	0.0	0.9	0.0	0.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	4.8	5.1	0.0	5.6	0.0	10.7	0.0	7.3	0.0	0.0	0.0
LnGrp LOS		A	A		A		B		A			
Approach Vol, veh/h		119			435			304			0	
Approach Delay, s/veh		5.0			5.6			8.9			0.0	
Approach LOS		A			A			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	9.5	0.0	11.1	7.3	2.2	0.0	11.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	3.8	0.0	2.6	3.5	0.0	0.0	4.0				
Green Ext Time (p_c), s	0.0	0.4	0.0	3.1	0.1	0.0	0.0	2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									



Jaeger Ranch  
35: Americanos Boulevard & Centennial Drive

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	20	10	10	0	80	30	10	0	20	10
Future Volume (veh/h)	40	10	20	10	10	0	80	30	10	0	20	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	11	22	11	11	0	87	33	11	0	22	11
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	164	139	25	104	88	132	1099	934	4	769	654
Arrive On Green	0.05	0.09	0.09	0.01	0.06	0.00	0.07	0.59	0.59	0.00	0.41	0.41
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	43	11	22	11	11	0	87	33	11	0	22	11
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.0	0.2	0.6	0.3	0.2	0.0	2.1	0.3	0.1	0.0	0.3	0.2
Cycle Q Clear(g_c), s	1.0	0.2	0.6	0.3	0.2	0.0	2.1	0.3	0.1	0.0	0.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	164	139	25	104	88	132	1099	934	4	769	654
V/C Ratio(X)	0.52	0.07	0.16	0.43	0.11	0.00	0.66	0.03	0.01	0.00	0.03	0.02
Avail Cap(c_a), veh/h	202	765	650	202	765	650	239	1099	934	202	769	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	18.3	18.5	21.4	19.7	0.0	19.7	3.8	3.7	0.0	7.6	7.6
Incr Delay (d2), s/veh	5.0	0.2	0.5	11.2	0.4	0.0	5.5	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.3	0.2	0.1	0.0	1.2	0.2	0.1	0.0	0.2	0.1
LnGrp Delay(d),s/veh	25.4	18.5	19.0	32.7	20.1	0.0	25.2	3.8	3.7	0.0	7.7	7.7
LnGrp LOS	C	B	B	C	C		C	A	A		A	A
Approach Vol, veh/h		76			22			131			33	
Approach Delay, s/veh		22.6			26.4			18.0			7.7	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	30.4	5.1	8.4	7.8	22.6	6.5	6.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	2.3	2.3	2.6	4.1	2.3	3.0	2.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.7									
HCM 2010 LOS			B									

























Jaeger Ranch  
36: Rancho Cordova Parkway & Douglas Drive

Cumulative No Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	270	50	20	530	30	250	20	50	20	10	80
Future Volume (veh/h)	20	270	50	20	530	30	250	20	50	20	10	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	293	54	22	576	33	272	22	54	22	11	87
Adj No. of Lanes	1	3	1	2	2	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1240	386	89	863	386	353	730	620	46	586	498
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.10	0.39	0.39	0.03	0.31	0.31
Sat Flow, veh/h	1774	5085	1583	3442	3539	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	22	293	54	22	576	33	272	22	54	22	11	87
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1770	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.7	2.7	1.5	0.4	8.5	0.9	4.4	0.4	1.2	0.7	0.2	2.3
Cycle Q Clear(g_c), s	0.7	2.7	1.5	0.4	8.5	0.9	4.4	0.4	1.2	0.7	0.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1240	386	89	863	386	353	730	620	46	586	498
V/C Ratio(X)	0.48	0.24	0.14	0.25	0.67	0.09	0.77	0.03	0.09	0.48	0.02	0.17
Avail Cap(c_a), veh/h	154	1592	496	299	1108	496	353	730	620	154	586	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	17.4	17.0	27.5	19.6	16.8	25.1	10.8	11.0	27.6	13.6	14.3
Incr Delay (d2), s/veh	7.6	0.1	0.2	1.4	1.0	0.1	10.0	0.1	0.3	7.6	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	0.7	0.2	4.2	0.4	2.6	0.2	0.6	0.4	0.1	1.1
LnGrp Delay(d),s/veh	35.3	17.5	17.2	28.9	20.7	16.9	35.1	10.8	11.3	35.3	13.6	15.0
LnGrp LOS	D	B	B	C	C	B	D	B	B	D	B	B
Approach Vol, veh/h		369			631			348			120	
Approach Delay, s/veh		18.5			20.8			29.9			18.6	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	27.0	6.0	18.5	10.4	22.6	6.0	18.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.7	3.2	2.4	4.7	6.4	4.3	2.7	10.5				
Green Ext Time (p_c), s	0.0	0.5	0.0	5.2	0.0	0.5	0.0	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.2								
HCM 2010 LOS				C								

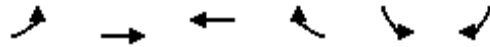
Jaeger Ranch  
37: Americanos Boulevard & Chrysanthy Boulevard

Cumulative No Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	100	10	20	280	20	50	10	100	20	10	10
Future Volume (veh/h)	10	100	10	20	280	20	50	10	100	20	10	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	109	11	22	304	22	54	11	109	22	11	11
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	392	333	47	415	353	180	720	612	47	671	570
Arrive On Green	0.01	0.21	0.21	0.03	0.22	0.22	0.05	0.39	0.39	0.03	0.36	0.36
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	11	109	11	22	304	22	54	11	109	22	11	11
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.2	2.5	0.3	0.6	7.8	0.6	0.8	0.2	2.3	0.6	0.2	0.2
Cycle Q Clear(g_c), s	0.2	2.5	0.3	0.6	7.8	0.6	0.8	0.2	2.3	0.6	0.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	392	333	47	415	353	180	720	612	47	671	570
V/C Ratio(X)	0.23	0.28	0.03	0.47	0.73	0.06	0.30	0.02	0.18	0.47	0.02	0.02
Avail Cap(c_a), veh/h	335	671	570	173	671	570	335	720	612	173	671	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	17.0	16.1	24.6	18.5	15.7	23.4	9.7	10.4	24.6	10.6	10.6
Incr Delay (d2), s/veh	2.3	0.4	0.0	7.3	2.5	0.1	0.9	0.0	0.6	7.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.1	0.4	4.3	0.3	0.4	0.1	1.1	0.4	0.1	0.1
LnGrp Delay(d),s/veh	27.4	17.4	16.1	31.9	21.1	15.8	24.3	9.8	11.0	31.9	10.6	10.6
LnGrp LOS	C	B	B	C	C	B	C	A	B	C	B	B
Approach Vol, veh/h		131			348			174			44	
Approach Delay, s/veh		18.1			21.4			15.1			21.3	
Approach LOS		B			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	24.3	5.8	15.3	7.2	23.0	5.2	15.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	2.6	4.3	2.6	4.5	2.8	2.2	2.2	9.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	2.2	0.0	0.4	0.0	1.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.2									
HCM 2010 LOS			B									













Jaeger Ranch  
38: Keifer Boulevard & Americanos Boulevard

Cumulative No Project  
AM Peak

























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↶	↷	↷	↷	↶	↷		
Traffic Volume (veh/h)	30	100	100	30	60	120		
Future Volume (veh/h)	30	100	100	30	60	120		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	109	109	33	65	130		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	74	1513	635	284	282	252		
Arrive On Green	0.04	0.43	0.18	0.18	0.16	0.16		
Sat Flow, veh/h	1774	3632	3632	1583	1774	1583		
Grp Volume(v), veh/h	33	109	109	33	65	130		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1583	1774	1583		
Q Serve(g_s), s	0.4	0.4	0.6	0.4	0.7	1.6		
Cycle Q Clear(g_c), s	0.4	0.4	0.6	0.4	0.7	1.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	74	1513	635	284	282	252		
V/C Ratio(X)	0.45	0.07	0.17	0.12	0.23	0.52		
Avail Cap(c_a), veh/h	432	4519	2926	1309	1483	1324		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.2	3.7	7.6	7.5	8.0	8.4		
Incr Delay (d2), s/veh	4.2	0.0	0.1	0.2	0.4	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.3	0.4	0.4	1.5		
LnGrp Delay(d),s/veh	14.4	3.7	7.7	7.7	8.4	10.0		
LnGrp LOS	B	A	A	A	A	B		
Approach Vol, veh/h		142	142		195			
Approach Delay, s/veh		6.2	7.7		9.5			
Approach LOS		A	A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				13.8		8.0	5.4	8.4
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.8		18.2	5.3	18.0
Max Q Clear Time (g_c+I1), s				2.4		3.6	2.4	2.6
Green Ext Time (p_c), s				1.5		0.5	0.0	1.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	50	280	1490	30	40	660		
Future Volume (veh/h)	50	280	1490	30	40	660		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	54	304	1620	33	43	717		
Adj No. of Lanes	1	1	3	1	2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	2	2	2	2		
Cap, veh/h	403	367	2443	761	151	2149		
Arrive On Green	0.23	0.23	0.48	0.48	0.04	0.61		
Sat Flow, veh/h	1774	1615	5253	1583	3442	3632		
Grp Volume(v), veh/h	54	304	1620	33	43	717		
Grp Sat Flow(s),veh/h/ln	1774	1615	1695	1583	1721	1770		
Q Serve(g_s), s	1.3	9.7	13.2	0.6	0.7	5.4		
Cycle Q Clear(g_c), s	1.3	9.7	13.2	0.6	0.7	5.4		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	403	367	2443	761	151	2149		
V/C Ratio(X)	0.13	0.83	0.66	0.04	0.28	0.33		
Avail Cap(c_a), veh/h	588	535	2443	761	317	2149		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.7	20.0	10.8	7.5	25.2	5.3		
Incr Delay (d2), s/veh	0.1	7.0	1.4	0.1	1.0	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	5.0	6.5	0.3	0.3	2.7		
LnGrp Delay(d),s/veh	16.9	27.0	12.2	7.6	26.2	5.7		
LnGrp LOS	B	C	B	A	C	A		
Approach Vol, veh/h	358		1653			760		
Approach Delay, s/veh	25.5		12.1			6.8		
Approach LOS	C		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.9	30.6				37.5		16.9
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	5.0	23.5				33.0		18.0
Max Q Clear Time (g_c+I1), s	2.7	15.2				7.4		11.7
Green Ext Time (p_c), s	0.0	7.0				17.3		0.7
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			12.4					
HCM 2010 LOS			B					
<b>Notes</b>								

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	140	30	20	730	740	20		
Future Volume (veh/h)	140	30	20	730	740	20		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	152	33	22	793	804	22		
Adj No. of Lanes	1	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	218	195	48	2349	1876	839		
Arrive On Green	0.12	0.12	0.03	0.66	0.53	0.53		
Sat Flow, veh/h	1774	1583	1774	3632	3632	1583		
Grp Volume(v), veh/h	152	33	22	793	804	22		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1583		
Q Serve(g_s), s	3.5	0.8	0.5	4.1	5.8	0.3		
Cycle Q Clear(g_c), s	3.5	0.8	0.5	4.1	5.8	0.3		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	218	195	48	2349	1876	839		
V/C Ratio(X)	0.70	0.17	0.46	0.34	0.43	0.03		
Avail Cap(c_a), veh/h	757	676	210	2349	1876	839		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	17.7	16.6	20.2	3.1	6.0	4.7		
Incr Delay (d2), s/veh	4.0	0.4	6.8	0.4	0.7	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.9	0.7	0.3	2.1	3.0	0.1		
LnGrp Delay(d),s/veh	21.7	17.0	27.0	3.5	6.7	4.8		
LnGrp LOS	C	B	C	A	A	A		
Approach Vol, veh/h	185			815	826			
Approach Delay, s/veh	20.9			4.1	6.7			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	32.5		9.7		5.6	26.9		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	28.0		18.0		5.0	18.5		
Max Q Clear Time (g_c+I1), s	6.1		5.5		2.5	7.8		
Green Ext Time (p_c), s	12.1		0.4		0.0	7.3		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			7.0					
HCM 2010 LOS			A					

Jaeger Ranch  
1: Bradshaw Rd & Jackson Rd/SR-16

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	50	710	240	110	600	0	10	240	1150	140	10	150
Future Volume (veh/h)	50	710	240	110	600	0	10	240	1150	140	10	150
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1900		1863
Adj Flow Rate, veh/h	54	772	261	120	652	0		261	1250	152		163
Adj No. of Lanes	1	1	1	1	1	1		1	3	0		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	69	570	484	100	603	512		183	1658	202		185
Arrive On Green	0.04	0.31	0.31	0.06	0.32	0.00		0.10	0.36	0.36		0.10
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583		1774	4583	557		1774
Grp Volume(v), veh/h	54	772	261	120	652	0		261	925	477		163
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583		1774	1695	1750		1774
Q Serve(g_s), s	4.5	46.0	20.6	8.5	48.6	0.0		15.5	36.0	36.0		13.6
Cycle Q Clear(g_c), s	4.5	46.0	20.6	8.5	48.6	0.0		15.5	36.0	36.0		13.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		0.32		1.00
Lane Grp Cap(c), veh/h	69	570	484	100	603	512		183	1226	633		185
V/C Ratio(X)	0.78	1.36	0.54	1.20	1.08	0.00		1.43	0.75	0.75		0.88
Avail Cap(c_a), veh/h	71	570	484	100	603	512		183	1226	633		250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	71.6	52.2	43.4	70.9	50.9	0.0		67.4	42.1	42.1		66.4
Incr Delay (d2), s/veh	38.0	171.0	0.7	152.1	60.9	0.0		221.0	2.4	4.6		19.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.0	50.6	9.1	8.4	35.1	0.0		18.8	17.2	18.2		7.7
LnGrp Delay(d),s/veh	109.7	223.2	44.0	223.1	111.7	0.0		288.5	44.5	46.7		85.4
LnGrp LOS	F	F	D	F	F			F	D	D		F
Approach Vol, veh/h		1087			772				1663			
Approach Delay, s/veh		174.6			129.1				83.4			
Approach LOS		F			F				F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	62.0	11.4	56.0	21.2	61.8	14.0	53.4				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	15.5	54.6	6.0	48.1	21.2	48.9	8.5	* 46				
Max Q Clear Time (g_c+I1), s	17.5	56.6	6.5	50.6	15.6	38.0	10.5	48.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.3	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			194.9									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	2610	70
Future Volume (veh/h)	2610	70
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	2837	0
Adj No. of Lanes	3	1
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	1846	575
Arrive On Green	0.36	0.00
Sat Flow, veh/h	5085	1583
Grp Volume(v), veh/h	2837	0
Grp Sat Flow(s),veh/h/ln	1695	1583
Q Serve(g_s), s	54.6	0.0
Cycle Q Clear(g_c), s	54.6	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1846	575
V/C Ratio(X)	1.54	0.00
Avail Cap(c_a), veh/h	1846	575
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	0.00
Uniform Delay (d), s/veh	47.9	0.0
Incr Delay (d2), s/veh	244.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	67.2	0.0
LnGrp Delay(d),s/veh	292.2	0.0
LnGrp LOS	F	
Approach Vol, veh/h	3000	
Approach Delay, s/veh	281.0	
Approach LOS	F	
Timer		





















Jaeger Ranch  
2: Excelsior Rd & Jackson Rd/SR-16

Cumulative No Project  
PM Peak





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	780	50	150	580	10	10	150	70	20	680	160
Future Volume (veh/h)	160	780	50	150	580	10	10	150	70	20	680	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	174	848	54	163	630	11	11	163	76	22	739	174
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	872	56	149	919	16	12	502	234	64	832	707
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.01	0.42	0.42	0.04	0.45	0.45
Sat Flow, veh/h	1774	3379	215	1774	3559	62	1774	1203	561	1774	1863	1583
Grp Volume(v), veh/h	174	444	458	163	313	328	11	0	239	22	739	174
Grp Sat Flow(s),veh/h/ln	1774	1770	1825	1774	1770	1852	1774	0	1764	1774	1863	1583
Q Serve(g_s), s	7.0	20.7	20.7	7.0	13.3	13.3	0.5	0.0	7.6	1.0	30.3	5.7
Cycle Q Clear(g_c), s	7.0	20.7	20.7	7.0	13.3	13.3	0.5	0.0	7.6	1.0	30.3	5.7
Prop In Lane	1.00		0.12	1.00		0.03	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	149	457	471	149	457	478	12	0	736	64	832	707
V/C Ratio(X)	1.17	0.97	0.97	1.09	0.69	0.69	0.91	0.00	0.32	0.34	0.89	0.25
Avail Cap(c_a), veh/h	149	457	471	149	457	478	117	0	736	394	872	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	30.6	30.6	38.1	27.8	27.8	41.3	0.0	16.3	39.2	21.1	14.3
Incr Delay (d2), s/veh	125.5	34.9	34.3	100.8	4.7	4.5	53.3	0.0	1.2	1.2	13.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	14.5	14.9	7.6	7.0	7.3	0.4	0.0	4.0	0.5	18.5	2.6
LnGrp Delay(d),s/veh	163.7	65.5	64.9	138.9	32.5	32.3	94.6	0.0	17.5	40.3	34.6	15.1
LnGrp LOS	F	E	E	F	C	C	F		B	D	C	B
Approach Vol, veh/h		1076			804			250			935	
Approach Delay, s/veh		81.1			54.0			20.9			31.1	
Approach LOS		F			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	26.0	4.6	41.7	11.0	26.0	7.0	39.3				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	7.0	21.5	5.5	39.0	7.0	21.5	18.5	26.0				
Max Q Clear Time (g_c+I1), s	9.0	15.3	2.5	32.3	9.0	22.7	3.0	9.6				
Green Ext Time (p_c), s	0.0	4.7	0.0	4.9	0.0	0.0	0.0	14.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.8									
HCM 2010 LOS			D									
<b>Notes</b>												

Jaeger Ranch  
3: Eagles Nest Rd & Jackson Rd/SR-16

Cumulative No Project  
PM Peak

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	780	0	20	610	10	10	10	10	10	230	130
Future Volume (veh/h)	80	780	0	20	610	10	10	10	10	10	230	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	87	848	0	22	663	11	11	11	11	11	250	141
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	1033	0	254	1013	17	184	177	135	75	308	169
Arrive On Green	0.55	0.55	0.00	0.55	0.55	0.55	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	761	1863	0	647	1827	30	338	641	490	18	1117	613
Grp Volume(v), veh/h	87	848	0	22	0	674	33	0	0	402	0	0
Grp Sat Flow(s),veh/h/ln	761	1863	0	647	0	1857	1469	0	0	1748	0	0
Q Serve(g_s), s	4.8	19.8	0.0	1.5	0.0	13.5	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	18.3	19.8	0.0	21.3	0.0	13.5	0.7	0.0	0.0	11.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	0.33		0.33	0.03		0.35
Lane Grp Cap(c), veh/h	365	1033	0	254	0	1030	496	0	0	552	0	0
V/C Ratio(X)	0.24	0.82	0.00	0.09	0.00	0.65	0.07	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	410	1143	0	292	0	1140	593	0	0	674	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	9.7	0.0	18.4	0.0	8.3	14.2	0.0	0.0	18.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	4.5	0.0	0.1	0.0	1.2	0.1	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.2	0.0	0.3	0.0	7.1	0.4	0.0	0.0	6.0	0.0	0.0
LnGrp Delay(d),s/veh	15.0	14.2	0.0	18.5	0.0	9.5	14.2	0.0	0.0	21.2	0.0	0.0
LnGrp LOS	B	B		B		A	B			C		
Approach Vol, veh/h		935			696			33			402	
Approach Delay, s/veh		14.3			9.7			14.2			21.2	
Approach LOS		B			A			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		34.0		19.2		34.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4		32.6		18.4		32.6				
Max Q Clear Time (g_c+I1), s		2.7		21.8		13.5		23.3				
Green Ext Time (p_c), s		2.5		6.9		1.2		6.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.1									
HCM 2010 LOS			B									













Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	620	20	50	440	160	20	480	100	260	1170	260
Future Volume (veh/h)	210	620	20	50	440	160	20	480	100	260	1170	260
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	228	674	22	54	478	174	22	522	109	283	1272	283
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	712	605	69	521	442	49	837	374	307	1351	829
Arrive On Green	0.14	0.38	0.38	0.04	0.28	0.28	0.03	0.24	0.24	0.17	0.38	0.38
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	228	674	22	54	478	174	22	522	109	283	1272	283
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	16.6	45.9	1.1	4.0	32.6	11.7	1.6	17.3	7.4	20.6	45.4	13.6
Cycle Q Clear(g_c), s	16.6	45.9	1.1	4.0	32.6	11.7	1.6	17.3	7.4	20.6	45.4	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	712	605	69	521	442	49	837	374	307	1351	829
V/C Ratio(X)	0.91	0.95	0.04	0.78	0.92	0.39	0.45	0.62	0.29	0.92	0.94	0.34
Avail Cap(c_a), veh/h	263	752	639	72	552	469	257	921	412	481	1378	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	39.2	25.4	62.4	45.8	38.2	62.7	44.8	41.0	53.3	39.1	18.1
Incr Delay (d2), s/veh	30.4	19.9	0.0	36.5	19.2	0.2	2.4	0.7	0.2	12.5	12.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	27.5	0.5	2.6	19.5	5.1	0.8	8.6	3.3	11.1	24.6	5.9
LnGrp Delay(d),s/veh	85.7	59.0	25.4	98.9	65.0	38.4	65.1	45.5	41.2	65.9	51.6	18.2
LnGrp LOS	F	E	C	F	E	D	E	D	D	E	D	B
Approach Vol, veh/h		924			706			653			1838	
Approach Delay, s/veh		64.8			61.0			45.5			48.6	
Approach LOS		E			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.1	43.4	8.1	56.4	9.6	56.9	27.2	37.4				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	19.4	38.8	19.0	* 51	5.3	52.9	35.5	34.1				
Max Q Clear Time (g_c+I1), s	18.6	34.6	3.6	47.4	6.0	47.9	22.6	19.3				
Green Ext Time (p_c), s	0.0	1.9	0.0	2.6	0.0	2.2	0.1	7.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.9									
HCM 2010 LOS			D									
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	680	10	70	380	60	10	700	70	70	620	250
Future Volume (veh/h)	300	680	10	70	380	60	10	700	70	70	620	250
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	326	739	11	76	413	65	11	761	76	76	674	272
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	766	11	97	441	69	14	795	79	90	708	286
Arrive On Green	0.19	0.42	0.42	0.05	0.28	0.28	0.01	0.24	0.24	0.05	0.29	0.29
Sat Flow, veh/h	1774	1831	27	1774	1572	247	1774	3251	325	1774	2463	994
Grp Volume(v), veh/h	326	0	750	76	0	478	11	414	423	76	484	462
Grp Sat Flow(s),veh/h/ln	1774	0	1858	1774	0	1819	1774	1770	1805	1774	1770	1687
Q Serve(g_s), s	17.9	0.0	38.8	4.2	0.0	25.3	0.6	22.7	22.8	4.2	26.4	26.5
Cycle Q Clear(g_c), s	17.9	0.0	38.8	4.2	0.0	25.3	0.6	22.7	22.8	4.2	26.4	26.5
Prop In Lane	1.00		0.01	1.00		0.14	1.00		0.18	1.00		0.59
Lane Grp Cap(c), veh/h	342	0	777	97	0	510	14	433	442	90	509	485
V/C Ratio(X)	0.95	0.00	0.96	0.78	0.00	0.94	0.78	0.96	0.96	0.84	0.95	0.95
Avail Cap(c_a), veh/h	342	0	777	207	0	537	90	433	442	90	509	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	27.9	46.0	0.0	34.6	48.8	36.7	36.7	46.4	34.4	34.4
Incr Delay (d2), s/veh	36.0	0.0	23.8	5.0	0.0	23.1	28.7	32.0	31.8	46.5	27.9	28.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	24.9	2.2	0.0	15.9	0.4	14.9	15.2	3.2	16.9	16.2
LnGrp Delay(d),s/veh	75.3	0.0	51.7	51.0	0.0	57.7	77.4	68.7	68.5	92.8	62.3	63.2
LnGrp LOS	E		D	D		E	E	E	E	F	E	E
Approach Vol, veh/h		1076			554			848			1022	
Approach Delay, s/veh		58.9			56.8			68.7			65.0	
Approach LOS		E			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	34.4	5.3	35.3	9.9	48.0	9.5	31.1				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 7	4.5	* 6.8	4.5	7.0				
Max Green Setting (Gmax), s	19.0	29.1	5.0	* 24	11.5	* 37	5.0	24.1				
Max Q Clear Time (g_c+I1), s	19.9	27.3	2.6	28.5	6.2	40.8	6.2	24.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			62.7									
HCM 2010 LOS			E									
<b>Notes</b>												

Jaeger Ranch  
6: Chrysanthy Blvd & Rancho Cordova Parkway

























Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	20	20	10	20	110	10	170	10	180	320	40
Future Volume (veh/h)	30	20	20	10	20	110	10	170	10	180	320	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	22	22	11	22	120	11	185	11	196	348	43
Adj No. of Lanes	2	1	1	2	1	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	800	265	226	829	265	226	575	592	265	823	846	378
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.17	0.17	0.17	0.24	0.24	0.24
Sat Flow, veh/h	2408	1863	1583	2632	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	33	22	22	11	22	120	11	185	11	196	348	43
Grp Sat Flow(s),veh/h/ln	1204	1863	1583	1316	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.4	0.3	0.4	0.1	0.3	2.1	0.1	1.4	0.2	1.4	2.5	0.6
Cycle Q Clear(g_c), s	0.7	0.3	0.4	0.4	0.3	2.1	0.1	1.4	0.2	1.4	2.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	800	265	226	829	265	226	575	592	265	823	846	378
V/C Ratio(X)	0.04	0.08	0.10	0.01	0.08	0.53	0.02	0.31	0.04	0.24	0.41	0.11
Avail Cap(c_a), veh/h	1946	1152	979	2082	1152	979	2244	2307	1032	2129	2189	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	11.1	11.2	11.3	11.1	11.9	10.4	10.9	10.4	9.2	9.6	8.9
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.1	1.9	0.0	0.3	0.1	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.2	0.0	0.2	1.0	0.0	0.7	0.1	0.7	1.2	0.3
LnGrp Delay(d),s/veh	11.4	11.3	11.3	11.3	11.3	13.8	10.4	11.2	10.5	9.3	9.9	9.0
LnGrp LOS	B	B	B	B	B	B	B	B	B	A	A	A
Approach Vol, veh/h		77			153			207			587	
Approach Delay, s/veh		11.4			13.3			11.2			9.7	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		8.8		11.6		8.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		18.5		18.5		18.5				
Max Q Clear Time (g_c+I1), s		3.4		2.7		4.5		4.1				
Green Ext Time (p_c), s		1.0		0.7		2.7		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			10.6									
HCM 2010 LOS			B									

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	230	30	10	400	1040	240		
Future Volume (veh/h)	230	30	10	400	1040	240		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	250	33	11	435	1130	261		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	310	277	15	2065	1325	304		
Arrive On Green	0.17	0.17	0.01	0.58	0.46	0.46		
Sat Flow, veh/h	1774	1583	1774	3632	2954	656		
Grp Volume(v), veh/h	250	33	11	435	696	695		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1747		
Q Serve(g_s), s	6.7	0.9	0.3	2.9	17.1	17.5		
Cycle Q Clear(g_c), s	6.7	0.9	0.3	2.9	17.1	17.5		
Prop In Lane	1.00	1.00	1.00			0.38		
Lane Grp Cap(c), veh/h	310	277	15	2065	820	809		
V/C Ratio(X)	0.81	0.12	0.73	0.21	0.85	0.86		
Avail Cap(c_a), veh/h	851	759	757	4676	1367	1349		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.5	17.1	24.3	4.9	11.7	11.8		
Incr Delay (d2), s/veh	1.9	0.1	21.7	0.0	1.2	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.4	0.4	0.2	1.4	8.6	8.6		
LnGrp Delay(d),s/veh	21.4	17.2	46.1	4.9	12.9	13.2		
LnGrp LOS	C	B	D	A	B	B		
Approach Vol, veh/h	283			446	1391			
Approach Delay, s/veh	20.9			5.9	13.0			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.9	29.3				35.2		14.0
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 38				* 65		23.6
Max Q Clear Time (g_c+I1), s	2.3	19.5				4.9		8.7
Green Ext Time (p_c), s	0.0	3.3				3.5		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			12.6					
HCM 2010 LOS			B					
<b>Notes</b>								





















Jaeger Ranch  
8: Grant Line Rd & Kiefer Blvd

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	70	40	20	20	80	40	1090	20	250	1120	90
Future Volume (veh/h)	40	70	40	20	20	80	40	1090	20	250	1120	90
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	76	43	22	22	87	43	1185	22	272	1217	98
Adj No. of Lanes	2	1	1	1	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	200	170	44	171	145	140	1511	676	323	2012	900
Arrive On Green	0.04	0.11	0.11	0.02	0.09	0.09	0.04	0.43	0.43	0.18	0.57	0.57
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	43	76	43	22	22	87	43	1185	22	272	1217	98
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.8	2.6	1.7	0.9	0.8	3.7	0.8	20.1	0.6	10.3	15.7	2.0
Cycle Q Clear(g_c), s	0.8	2.6	1.7	0.9	0.8	3.7	0.8	20.1	0.6	10.3	15.7	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	200	170	44	171	145	140	1511	676	323	2012	900
V/C Ratio(X)	0.31	0.38	0.25	0.50	0.13	0.60	0.31	0.78	0.03	0.84	0.60	0.11
Avail Cap(c_a), veh/h	247	482	410	127	482	410	247	1577	706	459	2238	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	28.9	28.5	33.5	29.1	30.4	32.4	17.2	11.6	27.5	9.9	6.9
Incr Delay (d2), s/veh	1.2	1.2	0.8	8.4	0.3	3.9	1.2	2.6	0.0	9.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	0.8	0.5	0.4	1.8	0.4	10.3	0.2	5.9	7.7	0.9
LnGrp Delay(d),s/veh	33.7	30.1	29.3	41.9	29.4	34.3	33.7	19.7	11.6	36.9	10.3	7.0
LnGrp LOS	C	C	C	D	C	C	C	B	B	D	B	A
Approach Vol, veh/h		162			131			1250			1587	
Approach Delay, s/veh		30.8			34.8			20.1			14.6	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	44.1	6.2	12.0	17.2	34.2	7.3	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	44.0	5.0	18.0	18.0	31.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.8	17.7	2.9	4.6	12.3	22.1	2.8	5.7				
Green Ext Time (p_c), s	0.0	18.5	0.0	0.7	0.4	7.6	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.5									
HCM 2010 LOS			B									

Jaeger Ranch  
9: Sunrise Blvd & Grant Line Rd























Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	690	10	30	670	10	10	20	40	10	50	1010
Future Volume (veh/h)	370	690	10	30	670	10	10	20	40	10	50	1010
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	402	750	0	33	728	11	11	22	43	11	54	1098
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	1620	725	41	848	13	16	32	62	70	346	742
Arrive On Green	0.24	0.46	0.00	0.02	0.24	0.24	0.07	0.07	0.07	0.23	0.23	0.23
Sat Flow, veh/h	1774	3539	1583	1774	3569	54	241	483	943	313	1535	1583
Grp Volume(v), veh/h	402	750	0	33	361	378	76	0	0	65	0	1098
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1853	1667	0	0	1847	0	1583
Q Serve(g_s), s	22.0	14.5	0.0	1.8	19.4	19.4	4.4	0.0	0.0	2.8	0.0	22.4
Cycle Q Clear(g_c), s	22.0	14.5	0.0	1.8	19.4	19.4	4.4	0.0	0.0	2.8	0.0	22.4
Prop In Lane	1.00		1.00	1.00		0.03	0.14		0.57	0.17		1.00
Lane Grp Cap(c), veh/h	431	1620	725	41	421	440	109	0	0	416	0	742
V/C Ratio(X)	0.93	0.46	0.00	0.80	0.86	0.86	0.70	0.00	0.00	0.16	0.00	1.48
Avail Cap(c_a), veh/h	919	2695	1206	125	552	578	376	0	0	416	0	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	18.5	0.0	48.3	36.3	36.3	45.5	0.0	0.0	30.9	0.0	26.4
Incr Delay (d2), s/veh	4.0	0.1	0.0	12.7	8.3	8.0	3.0	0.0	0.0	0.1	0.0	223.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	7.1	0.0	1.0	10.4	10.9	2.1	0.0	0.0	1.4	0.0	66.2
LnGrp Delay(d),s/veh	40.9	18.6	0.0	61.0	44.6	44.3	48.4	0.0	0.0	31.0	0.0	249.8
LnGrp LOS	D	B		E	D	D	D			C		F
Approach Vol, veh/h		1152			772			76			1163	
Approach Delay, s/veh		26.4			45.2			48.4			237.6	
Approach LOS		C			D			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.7	29.6		12.1	7.8	51.5		28.0				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		5.6				
Max Green Setting (Gmax), s	51.5	31.0		* 22	7.0	* 76		22.4				
Max Q Clear Time (g_c+I1), s	24.0	21.4		6.4	3.8	16.5		24.4				
Green Ext Time (p_c), s	0.1	2.2		0.1	0.0	2.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			109.2									
HCM 2010 LOS			F									
<b>Notes</b>												



Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Cumulative No Project  
PM Peak












												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	940	160	50	730	380	20	20	30	960	140	490
Future Volume (veh/h)	110	940	160	50	730	380	20	20	30	960	140	490
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	120	1022	174	54	793	413	22	22	33	1043	152	533
Adj No. of Lanes	1	2	0	2	3	1	1	1	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	1145	195	95	1617	497	26	40	60	1110	1297	580
Arrive On Green	0.08	0.38	0.38	0.03	0.32	0.32	0.01	0.06	0.06	0.32	0.37	0.37
Sat Flow, veh/h	1774	3027	515	3442	5085	1562	1774	674	1011	3442	3539	1583
Grp Volume(v), veh/h	120	597	599	54	793	413	22	0	55	1043	152	533
Grp Sat Flow(s),veh/h/ln	1774	1770	1772	1721	1695	1562	1774	0	1684	1721	1770	1583
Q Serve(g_s), s	6.4	30.6	30.8	1.5	12.2	23.7	1.2	0.0	3.1	28.5	2.8	31.1
Cycle Q Clear(g_c), s	6.4	30.6	30.8	1.5	12.2	23.7	1.2	0.0	3.1	28.5	2.8	31.1
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	149	669	670	95	1617	497	26	0	99	1110	1297	580
V/C Ratio(X)	0.81	0.89	0.89	0.57	0.49	0.83	0.84	0.00	0.55	0.94	0.12	0.92
Avail Cap(c_a), veh/h	244	864	865	181	2037	626	112	0	609	1503	2591	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	28.2	28.3	46.5	26.7	30.6	47.6	0.0	44.3	31.9	20.3	29.3
Incr Delay (d2), s/veh	3.9	8.2	8.4	2.0	0.1	6.2	22.1	0.0	1.8	8.4	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.4	16.5	0.7	5.7	11.1	0.7	0.0	1.5	14.8	1.4	13.9
LnGrp Delay(d),s/veh	47.5	36.4	36.6	48.5	26.8	36.8	69.7	0.0	46.1	40.4	20.3	31.9
LnGrp LOS	D	D	D	D	C	D	E		D	D	C	C
Approach Vol, veh/h		1316			1260			77			1728	
Approach Delay, s/veh		37.5			31.0			52.9			36.0	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	35.7	6.9	40.6	7.8	41.5	36.7	10.8				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	13.3	* 39	6.1	* 71	* 5.1	* 47	42.3	* 35				
Max Q Clear Time (g_c+I1), s	8.4	25.7	3.2	33.1	3.5	32.8	30.5	5.1				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.6	0.0	3.9	0.7	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			35.3									
HCM 2010 LOS			D									
<b>Notes</b>												

Jaeger Ranch  
11: Sunrise Blvd & Douglas Road

Cumulative No Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	🚗	↑↑↑	↗	🚗	↑↑↑	↗		🚗	↑↑↑	↗	🚗	↑↑↑
Traffic Volume (veh/h)	160	1000	650	170	410	120	10	380	930	160	370	2140
Future Volume (veh/h)	160	1000	650	170	410	120	10	380	930	160	370	2140
Number	7	4	14	3	8	18		5	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	174	1087	707	185	446	130		413	1011	174	402	2326
Adj No. of Lanes	2	3	1	2	3	1		2	3	1	2	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	220	1447	451	154	1351	421		344	1866	574	448	2019
Arrive On Green	0.06	0.28	0.28	0.04	0.27	0.27		0.10	0.37	0.37	0.13	0.40
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583		3442	5085	1563	3442	5085
Grp Volume(v), veh/h	174	1087	707	185	446	130		413	1011	174	402	2326
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583		1721	1695	1563	1721	1695
Q Serve(g_s), s	7.2	28.2	41.3	6.5	10.2	9.5		14.5	22.8	11.5	16.7	57.6
Cycle Q Clear(g_c), s	7.2	28.2	41.3	6.5	10.2	9.5		14.5	22.8	11.5	16.7	57.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	220	1447	451	154	1351	421		344	1866	574	448	2019
V/C Ratio(X)	0.79	0.75	1.57	1.20	0.33	0.31		1.20	0.54	0.30	0.90	1.15
Avail Cap(c_a), veh/h	296	1447	451	154	1351	421		344	1866	574	600	2019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	47.2	51.9	69.3	42.9	42.6		65.3	36.3	32.7	62.2	43.8
Incr Delay (d2), s/veh	7.0	2.0	266.5	136.2	0.1	0.2		115.0	0.2	0.1	11.2	74.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	13.5	51.4	6.0	4.8	4.2		12.4	10.7	5.0	8.6	40.9
LnGrp Delay(d),s/veh	74.0	49.2	318.4	205.5	42.9	42.8		180.3	36.5	32.8	73.4	118.4
LnGrp LOS	E	D	F	F	D	D		F	D	C	E	F
Approach Vol, veh/h		1968			761				1598			2956
Approach Delay, s/veh		148.1			82.4				73.2			105.6
Approach LOS		F			F				E			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	60.6	12.0	48.1	20.0	65.0	14.8	45.3				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	25.3	* 47	6.5	* 41	14.5	* 58	12.5	35.2				
Max Q Clear Time (g_c+I1), s	18.7	24.8	8.5	43.3	16.5	59.6	9.2	12.2				
Green Ext Time (p_c), s	0.2	10.7	0.0	0.0	0.0	0.0	0.0	3.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			107.6									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	210
Future Volume (veh/h)	210
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	228
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	629
Arrive On Green	0.40
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	228
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	14.7
Cycle Q Clear(g_c), s	14.7
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	629
V/C Ratio(X)	0.36
Avail Cap(c_a), veh/h	629
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	30.8
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	6.5
LnGrp Delay(d),s/veh	31.0
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	260	380	200	860	1130	240		
Future Volume (veh/h)	260	380	200	860	1130	240		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	283	413	217	935	1228	261		
Adj No. of Lanes	1	1	2	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	2	2	2	2		
Cap, veh/h	492	448	316	1962	1383	619		
Arrive On Green	0.28	0.28	0.09	0.55	0.39	0.39		
Sat Flow, veh/h	1774	1615	3442	3632	3632	1583		
Grp Volume(v), veh/h	283	413	217	935	1228	261		
Grp Sat Flow(s),veh/h/ln	1774	1615	1721	1770	1770	1583		
Q Serve(g_s), s	8.8	15.9	3.9	10.3	20.8	7.7		
Cycle Q Clear(g_c), s	8.8	15.9	3.9	10.3	20.8	7.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	492	448	316	1962	1383	619		
V/C Ratio(X)	0.58	0.92	0.69	0.48	0.89	0.42		
Avail Cap(c_a), veh/h	492	448	1073	2851	1478	661		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.9	22.5	28.2	8.7	18.2	14.3		
Incr Delay (d2), s/veh	1.1	24.1	1.0	0.1	6.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.5	10.0	1.9	5.0	11.3	3.4		
LnGrp Delay(d),s/veh	21.0	46.6	29.2	8.7	24.6	14.4		
LnGrp LOS	C	D	C	A	C	B		
Approach Vol, veh/h	696			1152	1489			
Approach Delay, s/veh	36.2			12.6	22.8			
Approach LOS	D			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	10.5	31.2				41.7	22.5	
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1	4.7	
Max Green Setting (Gmax), s	* 20	* 27				* 52	17.8	
Max Q Clear Time (g_c+I1), s	5.9	22.8				12.3	17.9	
Green Ext Time (p_c), s	0.1	2.3				5.5	0.0	
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			22.1					
HCM 2010 LOS			C					
<b>Notes</b>								



















Jaeger Ranch  
13: Mather Field Rd & Folsom Blvd

Cumulative No Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	870	350	400	690	70	360	330	710	70	120	20
Future Volume (veh/h)	80	870	350	400	690	70	360	330	710	70	120	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	87	946	0	435	750	76	380	562	571	76	130	22
Adj No. of Lanes	1	2	1	2	2	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	1075	481	180	943	96	474	497	416	146	264	46
Arrive On Green	0.06	0.30	0.00	0.05	0.29	0.29	0.27	0.27	0.27	0.13	0.13	0.13
Sat Flow, veh/h	1774	3539	1583	3442	3230	327	1774	1863	1558	1146	2075	361
Grp Volume(v), veh/h	87	946	0	435	411	415	380	562	571	120	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1788	1774	1863	1558	1805	0	1776
Q Serve(g_s), s	4.0	20.9	0.0	4.3	17.6	17.7	16.5	22.0	22.0	5.1	0.0	4.7
Cycle Q Clear(g_c), s	4.0	20.9	0.0	4.3	17.6	17.7	16.5	22.0	22.0	5.1	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	0.63		0.20
Lane Grp Cap(c), veh/h	111	1075	481	180	517	522	474	497	416	230	0	226
V/C Ratio(X)	0.78	0.88	0.00	2.42	0.79	0.80	0.80	1.13	1.37	0.52	0.00	0.48
Avail Cap(c_a), veh/h	144	1164	521	180	530	536	474	497	416	570	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	27.3	0.0	39.1	26.9	26.9	28.2	30.2	30.2	33.6	0.0	33.4
Incr Delay (d2), s/veh	13.7	7.1	0.0	656.8	7.3	7.3	8.9	81.3	182.3	0.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.2	0.0	18.4	9.6	9.7	9.2	22.4	30.5	2.6	0.0	2.3
LnGrp Delay(d),s/veh	51.8	34.4	0.0	695.9	34.2	34.2	37.1	111.5	212.6	34.3	0.0	34.0
LnGrp LOS	D	C		F	C	C	D	F	F	C		C
Approach Vol, veh/h		1033			1261			1513			228	
Approach Delay, s/veh		35.8			262.4			131.0			34.2	
Approach LOS		D			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	28.8		27.2	9.5	29.7		16.0				
Change Period (Y+Rc), s	* 5.3	* 4.7		* 5.2	* 5.2	* 4.7		5.5				
Max Green Setting (Gmax), s	* 6.7	* 25		* 22	* 4.3	* 27		26.0				
Max Q Clear Time (g_c+I1), s	6.0	19.7		24.0	6.3	22.9		7.1				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.8		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			142.2									
HCM 2010 LOS			F									
<b>Notes</b>												



















Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps








Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	460	0	450	0	1240	1280	0	970	310
Future Volume (veh/h)	0	0	0	460	0	450	0	1240	1280	0	970	310
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				494	8	489	0	1348	0	0	1054	0
Adj No. of Lanes				1	1	0	0	3	1	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				642	9	559	0	2020	629	0	2020	629
Arrive On Green				0.36	0.36	0.36	0.00	0.40	0.00	0.00	0.40	0.00
Sat Flow, veh/h				1774	25	1545	0	5253	1583	0	5253	1583
Grp Volume(v), veh/h				494	0	497	0	1348	0	0	1054	0
Grp Sat Flow(s),veh/h/ln				1774	0	1570	0	1695	1583	0	1695	1583
Q Serve(g_s), s				10.1	0.0	12.1	0.0	8.9	0.0	0.0	6.5	0.0
Cycle Q Clear(g_c), s				10.1	0.0	12.1	0.0	8.9	0.0	0.0	6.5	0.0
Prop In Lane				1.00		0.98	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				642	0	569	0	2020	629	0	2020	629
V/C Ratio(X)				0.77	0.00	0.87	0.00	0.67	0.00	0.00	0.52	0.00
Avail Cap(c_a), veh/h				759	0	672	0	2783	866	0	2869	893
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.6	0.0	12.2	0.0	10.2	0.0	0.0	9.4	0.0
Incr Delay (d2), s/veh				3.2	0.0	9.8	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.5	0.0	6.8	0.0	4.1	0.0	0.0	3.0	0.0
LnGrp Delay(d),s/veh				14.8	0.0	22.0	0.0	10.3	0.0	0.0	9.5	0.0
LnGrp LOS				B		C		B			A	
Approach Vol, veh/h					991			1348			1054	
Approach Delay, s/veh					18.4			10.3			9.5	
Approach LOS					B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		21.3				21.3		19.8				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 23				22.5		17.6				
Max Q Clear Time (g_c+I1), s		8.5				10.9		14.1				
Green Ext Time (p_c), s		6.0				5.4		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.4								
HCM 2010 LOS				B								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	0	0	0	0	0	820	390	0	80	120
Future Volume (veh/h)	270	0	0	0	0	0	0	820	390	0	80	120
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	293	0	0				0	891	0	0	87	0
Adj No. of Lanes	2	0	1				0	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	528	0	236				0	1750	0	0	1750	545
Arrive On Green	0.15	0.00	0.00				0.00	0.34	0.00	0.00	0.34	0.00
Sat Flow, veh/h	3548	0	1583				0	5421	0	0	5253	1583
Grp Volume(v), veh/h	293	0	0				0	891	0	0	87	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583				0	1695	0	0	1695	1583
Q Serve(g_s), s	1.6	0.0	0.0				0.0	2.9	0.0	0.0	0.2	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0				0.0	2.9	0.0	0.0	0.2	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	528	0	236				0	1750	0	0	1750	545
V/C Ratio(X)	0.55	0.00	0.00				0.00	0.51	0.00	0.00	0.05	0.00
Avail Cap(c_a), veh/h	3217	0	1436				0	5206	0	0	5330	1659
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0				0.0	5.3	0.0	0.0	4.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0				0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0				0.0	1.3	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh	8.4	0.0	0.0				0.0	5.4	0.0	0.0	4.5	0.0
LnGrp LOS	A							A			A	
Approach Vol, veh/h		293						891			87	
Approach Delay, s/veh		8.4						5.4			4.5	
Approach LOS		A						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		12.1		8.5		12.1						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 22		* 19		21.0						
Max Q Clear Time (g_c+l1), s		2.2		3.6		4.9						
Green Ext Time (p_c), s		2.3		0.2		2.2						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			6.1									
HCM 2010 LOS			A									
<b>Notes</b>												

								
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↓	↑↑↑	↑↑	↑	
Traffic Volume (veh/h)	690	230	10	10	1120	620	20	
Future Volume (veh/h)	690	230	10	10	1120	620	20	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	750	0		11	1217	674	22	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	2381	0		15	2970	816	375	
Arrive On Green	0.47	0.00		0.01	0.58	0.24	0.24	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	750	0		11	1217	674	22	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	4.4	0.0		0.3	6.2	8.8	0.5	
Cycle Q Clear(g_c), s	4.4	0.0		0.3	6.2	8.8	0.5	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2381	0		15	2970	816	375	
V/C Ratio(X)	0.31	0.00		0.73	0.41	0.83	0.06	
Avail Cap(c_a), veh/h	2381	0		198	3423	2136	983	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	7.9	0.0		23.5	5.4	17.2	14.0	
Incr Delay (d2), s/veh	0.2	0.0		21.5	0.2	0.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.0	0.0		0.2	2.9	4.2	0.2	
LnGrp Delay(d),s/veh	8.0	0.0		45.0	5.6	18.0	14.1	
LnGrp LOS	A			D	A	B	B	
Approach Vol, veh/h	750				1228	696		
Approach Delay, s/veh	8.0				5.9	17.9		
Approach LOS	A				A	B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		32.8			5.5	27.3		14.8
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		32.0			* 5.3	21.6		29.5
Max Q Clear Time (g_c+I1), s		8.2			2.3	6.4		10.8
Green Ext Time (p_c), s		19.5			0.0	13.4		0.4
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			9.6					
HCM 2010 LOS			A					
<b>Notes</b>								



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↔↔			↔	↔↔	↔		↔	↔↔	↔
Traffic Volume (veh/h)	10	440	900	520	30	320	920	220	10	230	560	170
Future Volume (veh/h)	10	440	900	520	30	320	920	220	10	230	560	170
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		0.98		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		478	978	565		348	1000	239		250	609	185
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		524	1027	472		393	1345	412		298	1936	601
Arrive On Green		0.15	0.30	0.30		0.11	0.26	0.26		0.09	0.38	0.38
Sat Flow, veh/h		3442	3390	1560		3442	5085	1558		3442	5085	1580
Grp Volume(v), veh/h		478	978	565		348	1000	239		250	609	185
Grp Sat Flow(s),veh/h/ln		1721	1695	1560		1721	1695	1558		1721	1695	1580
Q Serve(g_s), s		19.1	39.4	42.2		13.9	25.1	18.6		10.0	11.7	11.4
Cycle Q Clear(g_c), s		19.1	39.4	42.2		13.9	25.1	18.6		10.0	11.7	11.4
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		524	1027	472		393	1345	412		298	1936	601
V/C Ratio(X)		0.91	0.95	1.20		0.89	0.74	0.58		0.84	0.31	0.31
Avail Cap(c_a), veh/h		615	1027	472		398	1345	412		432	2022	628
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		58.1	47.6	48.6		60.8	46.9	44.5		62.7	30.4	30.3
Incr Delay (d2), s/veh		15.2	17.6	107.3		19.9	2.0	1.4		6.5	0.0	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		10.2	21.0	32.2		7.7	12.0	8.2		5.0	5.5	5.0
LnGrp Delay(d),s/veh		73.3	65.2	155.9		80.7	48.9	45.9		69.2	30.4	30.4
LnGrp LOS		E	E	F		F	D	D		E	C	C
Approach Vol, veh/h			2021				1587				1044	
Approach Delay, s/veh			92.5				55.4				39.7	
Approach LOS			F				E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	52.4	26.7	42.7	11.3	58.7	21.4	48.0				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	17.5	* 47	24.9	33.4	8.9	* 55	16.1	42.2				
Max Q Clear Time (g_c+l1), s	12.0	46.8	21.1	27.1	5.9	13.7	15.9	44.2				
Green Ext Time (p_c), s	0.1	0.0	0.2	3.9	0.0	6.6	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			68.2									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	90	1180	330
Future Volume (veh/h)	90	1180	330
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900
Adj Flow Rate, veh/h	98	1283	359
Adj No. of Lanes	2	3	0
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	143	1323	370
Arrive On Green	0.04	0.34	0.34
Sat Flow, veh/h	3442	3940	1101
Grp Volume(v), veh/h	98	1104	538
Grp Sat Flow(s),veh/h/ln	1721	1695	1651
Q Serve(g_s), s	3.9	44.7	44.8
Cycle Q Clear(g_c), s	3.9	44.7	44.8
Prop In Lane	1.00		0.67
Lane Grp Cap(c), veh/h	143	1139	554
V/C Ratio(X)	0.68	0.97	0.97
Avail Cap(c_a), veh/h	220	1139	554
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	45.6	45.6
Incr Delay (d2), s/veh	2.2	19.5	30.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	23.9	25.1
LnGrp Delay(d),s/veh	68.0	65.1	76.3
LnGrp LOS	E	E	E
Approach Vol, veh/h		1740	
Approach Delay, s/veh		68.7	
Approach LOS		E	
Timer			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗	🚗	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗🚗	🚗
Traffic Volume (veh/h)	540	260	20	220	170	420	40	1490	130	690	1450	170
Future Volume (veh/h)	540	260	20	220	170	420	40	1490	130	690	1450	170
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	587	283	22	239	185	457	43	1620	141	750	1576	185
Adj No. of Lanes	2	3	0	2	1	2	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	534	1135	87	289	302	1103	75	1560	136	658	2528	773
Arrive On Green	0.16	0.24	0.24	0.08	0.16	0.16	0.02	0.33	0.33	0.19	0.50	0.50
Sat Flow, veh/h	3442	4810	367	3548	1863	3067	3442	4761	414	3442	5085	1555
Grp Volume(v), veh/h	587	198	107	239	185	457	43	1153	608	750	1576	185
Grp Sat Flow(s),veh/h/ln	1721	1695	1787	1774	1863	1534	1721	1695	1785	1721	1695	1555
Q Serve(g_s), s	21.5	6.6	6.7	9.2	12.8	15.7	1.7	45.4	45.4	26.5	31.3	9.4
Cycle Q Clear(g_c), s	21.5	6.6	6.7	9.2	12.8	15.7	1.7	45.4	45.4	26.5	31.3	9.4
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	534	800	422	289	302	1103	75	1111	585	658	2528	773
V/C Ratio(X)	1.10	0.25	0.25	0.83	0.61	0.41	0.58	1.04	1.04	1.14	0.62	0.24
Avail Cap(c_a), veh/h	534	834	440	433	403	1269	129	1111	585	658	2528	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	43.0	43.0	62.7	54.0	34.0	67.2	46.6	46.6	56.0	25.4	19.9
Incr Delay (d2), s/veh	68.9	0.1	0.1	5.0	0.7	0.1	2.6	37.4	48.0	80.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	3.1	3.3	4.7	6.6	6.7	0.8	26.9	30.0	19.9	14.7	4.1
LnGrp Delay(d),s/veh	127.5	43.0	43.1	67.7	54.7	34.1	69.7	84.0	94.6	136.4	25.8	19.9
LnGrp LOS	F	D	D	E	D	C	E	F	F	F	C	B
Approach Vol, veh/h		892			881			1804			2511	
Approach Delay, s/veh		98.6			47.6			87.2			58.4	
Approach LOS		F			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	74.6	27.0	28.5	32.0	51.1	16.8	38.7				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	5.2	* 66	21.5	* 30	26.5	* 45	16.9	* 34				
Max Q Clear Time (g_c+I1), s	3.7	33.3	23.5	17.7	28.5	47.4	11.2	8.7				
Green Ext Time (p_c), s	0.0	12.8	0.0	1.2	0.0	0.0	0.1	1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				71.2								
HCM 2010 LOS				E								
<b>Notes</b>												

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Cumulative No Project  
PM Peak





















Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↑↑↑			↑↑↑	↔
Traffic Volume (vph)	690	10	120	1090	910	140	1900	490	10	1270	170
Future Volume (vph)	690	10	120	1090	910	140	1900	490	10	1270	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8	4.5		4.6			4.6	4.0
Lane Util. Factor		0.91	0.86	0.91	0.88		0.86			0.91	1.00
Frbp, ped/bikes		1.00	0.99	0.98	1.00		1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.88	0.85	0.85		0.97			1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1610	2773	1415	2787		6177			5085	1545
Flt Permitted		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1610	2773	1415	2787		6177			5085	1545
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	750	11	130	1185	989	152	2065	533	11	1380	185
RTOR Reduction (vph)	0	0	32	38	59	0	1	0	0	0	0
Lane Group Flow (vph)	0	751	701	554	1082	0	2608	0	0	1380	185
Confl. Peds. (#/hr)	6	6		6	3	3		3	3		6
Confl. Bikes (#/hr)								2	2		3
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		5		6			2	
Permitted Phases				4							Free
Actuated Green, G (s)		37.2	37.2	37.2	26.5		40.4			71.4	120.0
Effective Green, g (s)		37.2	37.2	37.2	26.5		40.4			71.4	120.0
Actuated g/C Ratio		0.31	0.31	0.31	0.22		0.34			0.60	1.00
Clearance Time (s)		6.8	6.8	6.8	4.5		4.6			4.6	
Vehicle Extension (s)		1.0	1.0	1.0	3.0		1.0			1.0	
Lane Grp Cap (vph)		499	859	438	615		2079			3025	1545
v/s Ratio Prot		c0.47	0.25		c0.39		c0.42			0.27	
v/s Ratio Perm				0.39							0.12
v/c Ratio		1.51	1.26dr	1.26	1.76		1.25			0.46	0.12
Uniform Delay, d1		41.4	38.2	41.4	46.8		39.8			13.5	0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2		237.5	5.7	136.4	348.2		118.7			0.0	0.2
Delay (s)		278.9	43.9	177.8	395.0		158.5			13.5	0.2
Level of Service		F	D	F	F		F			B	A
Approach Delay (s)			167.1				158.5			12.0	
Approach LOS			F				F			B	

Intersection Summary

HCM 2000 Control Delay	166.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.47		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	114.6%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	660	0	340	0	1460	2050	0	1100	670
Future Volume (veh/h)	0	0	0	660	0	340	0	1460	2050	0	1100	670
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				717	0	370	0	1587	0	0	1196	0
Adj No. of Lanes				2	0	1	0	3	2	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1096	0	504	0	2255	1236	0	2255	702
Arrive On Green				0.32	0.00	0.32	0.00	0.44	0.00	0.00	0.44	0.00
Sat Flow, veh/h				3442	0	1583	0	5253	2787	0	5253	1583
Grp Volume(v), veh/h				717	0	370	0	1587	0	0	1196	0
Grp Sat Flow(s),veh/h/ln				1721	0	1583	0	1695	1393	0	1695	1583
Q Serve(g_s), s				6.9	0.0	7.9	0.0	9.7	0.0	0.0	6.5	0.0
Cycle Q Clear(g_c), s				6.9	0.0	7.9	0.0	9.7	0.0	0.0	6.5	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1096	0	504	0	2255	1236	0	2255	702
V/C Ratio(X)				0.65	0.00	0.73	0.00	0.70	0.00	0.00	0.53	0.00
Avail Cap(c_a), veh/h				1396	0	642	0	2714	1487	0	2714	845
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.2	0.0	11.6	0.0	8.6	0.0	0.0	7.7	0.0
Incr Delay (d2), s/veh				0.7	0.0	3.2	0.0	0.4	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	0.0	3.8	0.0	4.5	0.0	0.0	3.0	0.0
LnGrp Delay(d),s/veh				11.9	0.0	14.8	0.0	9.1	0.0	0.0	7.8	0.0
LnGrp LOS				B		B		A			A	
Approach Vol, veh/h					1087			1587			1196	
Approach Delay, s/veh					12.9			9.1			7.8	
Approach LOS					B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		21.5				21.5		16.7				
Change Period (Y+Rc), s		4.6				4.6		4.5				
Max Green Setting (Gmax), s		20.4				20.4		15.5				
Max Q Clear Time (g_c+I1), s		11.7				8.5		9.9				
Green Ext Time (p_c), s		5.3				6.4		2.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				9.8								
HCM 2010 LOS				A								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		🚗	↑↑	↗		🚗	↑↑↑	↗		🚗	↑↑↑	↗
Traffic Volume (veh/h)	40	530	1340	410	10	350	690	40	70	450	1070	340
Future Volume (veh/h)	40	530	1340	410	10	350	690	40	70	450	1070	340
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		1.00		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		576	1457	446		380	750	43		489	1163	370
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		613	1098	484		267	1067	331		374	1472	452
Arrive On Green		0.20	0.34	0.34		0.09	0.23	0.23		0.12	0.32	0.32
Sat Flow, veh/h		3097	3185	1403		3097	4577	1420		3097	4577	1404
Grp Volume(v), veh/h		576	1457	446		380	750	43		489	1163	370
Grp Sat Flow(s),veh/h/ln		1549	1593	1403		1549	1526	1420		1549	1526	1404
Q Serve(g_s), s		26.6	50.0	44.3		12.5	21.8	3.5		17.5	33.5	35.2
Cycle Q Clear(g_c), s		26.6	50.0	44.3		12.5	21.8	3.5		17.5	33.5	35.2
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		613	1098	484		267	1067	331		374	1472	452
V/C Ratio(X)		0.94	1.33	0.92		1.42	0.70	0.13		1.31	0.79	0.82
Avail Cap(c_a), veh/h		641	1098	484		267	1067	331		374	1472	452
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		57.3	47.5	45.6		66.3	51.0	44.0		63.8	44.7	45.3
Incr Delay (d2), s/veh		21.1	153.3	23.9		210.9	3.3	0.6		156.7	3.4	12.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		13.2	45.4	20.3		13.2	9.5	1.4		15.6	14.6	15.2
LnGrp Delay(d),s/veh		78.4	200.8	69.5		277.1	54.3	44.6		220.5	48.1	57.8
LnGrp LOS		E	F	E		F	D	D		F	D	E
Approach Vol, veh/h			2479				1173				2022	
Approach Delay, s/veh			148.7				126.1				91.6	
Approach LOS			F				F				F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	48.0	34.2	39.8	18.6	52.4	18.0	56.0				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	17.5	* 42	30.0	32.5	14.2	* 46	12.5	50.0				
Max Q Clear Time (g_c+l1), s	19.5	44.2	28.6	23.8	13.0	37.2	14.5	52.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	8.5	0.0	8.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			120.1									
HCM 2010 LOS			F									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	40	220	1390	170
Future Volume (veh/h)	40	220	1390	170
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		239	1511	185
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2
Cap, veh/h		279	1332	408
Arrive On Green		0.09	0.29	0.29
Sat Flow, veh/h		3097	4577	1401
Grp Volume(v), veh/h		239	1511	185
Grp Sat Flow(s),veh/h/ln		1549	1526	1401
Q Serve(g_s), s		11.0	42.2	15.6
Cycle Q Clear(g_c), s		11.0	42.2	15.6
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		279	1332	408
V/C Ratio(X)		0.86	1.13	0.45
Avail Cap(c_a), veh/h		303	1332	408
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		65.1	51.4	42.0
Incr Delay (d2), s/veh		18.3	70.3	1.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.4	26.4	6.2
LnGrp Delay(d),s/veh		83.4	121.7	43.6
LnGrp LOS		F	F	D
Approach Vol, veh/h			1935	
Approach Delay, s/veh			109.5	
Approach LOS			F	
Timer				



















Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	510	340	30	10	180	300	210	90	1020	60	190	1340
Future Volume (veh/h)	510	340	30	10	180	300	210	90	1020	60	190	1340
Number	3	8	18		7	4	14	1	6	16	5	2
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99		1.00		0.97	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863		1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	554	370	33		196	391	185	98	1109	65	207	1457
Adj No. of Lanes	2	2	1		2	2	1	2	4	1	2	3
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	382	1028	454		267	949	391	156	2003	493	277	1768
Arrive On Green	0.11	0.29	0.29		0.08	0.25	0.25	0.05	0.31	0.31	0.08	0.35
Sat Flow, veh/h	3442	3539	1562		3548	3725	1536	3442	6408	1577	3442	5085
Grp Volume(v), veh/h	554	370	33		196	391	185	98	1109	65	207	1457
Grp Sat Flow(s),veh/h/ln	1721	1770	1562		1774	1863	1536	1721	1602	1577	1721	1695
Q Serve(g_s), s	10.5	7.8	1.4		5.1	8.3	9.7	2.6	13.6	2.8	5.6	24.8
Cycle Q Clear(g_c), s	10.5	7.8	1.4		5.1	8.3	9.7	2.6	13.6	2.8	5.6	24.8
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	382	1028	454		267	949	391	156	2003	493	277	1768
V/C Ratio(X)	1.45	0.36	0.07		0.73	0.41	0.47	0.63	0.55	0.13	0.75	0.82
Avail Cap(c_a), veh/h	382	1202	530		394	1261	520	160	2003	493	491	1909
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	26.6	24.3		42.8	29.3	29.8	44.3	27.0	23.3	42.5	28.2
Incr Delay (d2), s/veh	216.5	0.3	0.1		1.5	0.5	1.5	6.1	0.3	0.1	1.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	3.8	0.6		2.6	4.3	4.2	1.4	6.0	1.2	2.7	12.2
LnGrp Delay(d),s/veh	258.5	26.9	24.4		44.3	29.8	31.4	50.5	27.3	23.4	44.1	31.6
LnGrp LOS	F	C	C		D	C	C	D	C	C	D	C
Approach Vol, veh/h		957				772			1272			1936
Approach Delay, s/veh		160.9				33.9			28.9			32.1
Approach LOS		F				C			C			C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	38.7	16.0	30.1	13.1	35.4	12.6	33.5				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	4.4	* 36	10.5	32.0	13.5	* 26	10.5	* 32				
Max Q Clear Time (g_c+I1), s	4.6	26.8	12.5	11.7	7.6	15.6	7.1	9.8				
Green Ext Time (p_c), s	0.0	6.1	0.0	8.8	0.1	10.0	0.1	9.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			56.5									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	250
Future Volume (veh/h)	250
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	272
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	543
Arrive On Green	0.35
Sat Flow, veh/h	1563
Grp Volume(v), veh/h	272
Grp Sat Flow(s),veh/h/ln	1563
Q Serve(g_s), s	13.0
Cycle Q Clear(g_c), s	13.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	543
V/C Ratio(X)	0.50
Avail Cap(c_a), veh/h	587
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	24.4
Incr Delay (d2), s/veh	1.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	5.8
LnGrp Delay(d),s/veh	25.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



















Jaeger Ranch  
23: Sunrise Blvd & US-50 EB Ramps

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1260	0	350	0	0	0	0	1610	110	0	1430	400
Future Volume (veh/h)	1260	0	350	0	0	0	0	1610	110	0	1430	400
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1370	0	380				0	1750	0	0	1554	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1855	0	1034				0	3240	689	0	2430	689
Arrive On Green	0.37	0.00	0.37				0.00	0.43	0.00	0.00	0.43	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1370	0	380				0	1750	0	0	1554	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	11.2	0.0	4.7				0.0	8.2	0.0	0.0	10.3	0.0
Cycle Q Clear(g_c), s	11.2	0.0	4.7				0.0	8.2	0.0	0.0	10.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1855	0	1034				0	3240	689	0	2430	689
V/C Ratio(X)	0.74	0.00	0.37				0.00	0.54	0.00	0.00	0.64	0.00
Avail Cap(c_a), veh/h	2165	0	1206				0	4042	859	0	2985	846
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	10.9				0.0	9.9	0.0	0.0	10.5	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.2				0.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	1.8				0.0	4.1	0.0	0.0	5.2	0.0
LnGrp Delay(d),s/veh	14.1	0.0	11.1				0.0	9.9	0.0	0.0	10.6	0.0
LnGrp LOS	B		B					A			B	
Approach Vol, veh/h		1750						1750			1554	
Approach Delay, s/veh		13.4						9.9			10.6	
Approach LOS		B						A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		25.3		22.1		25.3						
Change Period (Y+Rc), s		* 4.7		4.5		4.7						
Max Green Setting (Gmax), s		* 26		20.5		25.3						
Max Q Clear Time (g_c+I1), s		10.2		13.2		12.3						
Green Ext Time (p_c), s		9.1		4.3		8.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.4									
HCM 2010 LOS			B									
<b>Notes</b>												
















Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps

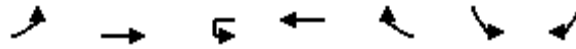
Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	270	0	640	0	2450	390	0	1570	1350
Future Volume (veh/h)	0	0	0	270	0	640	0	2450	390	0	1570	1350
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				293	0	696	0	2663	0	0	1707	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				972	0	787	0	3296	934	0	3000	1644
Arrive On Green				0.28	0.00	0.28	0.00	0.59	0.00	0.00	0.59	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				293	0	696	0	2663	0	0	1707	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				5.0	0.0	17.8	0.0	27.8	0.0	0.0	15.4	0.0
Cycle Q Clear(g_c), s				5.0	0.0	17.8	0.0	27.8	0.0	0.0	15.4	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				972	0	787	0	3296	934	0	3000	1644
V/C Ratio(X)				0.30	0.00	0.88	0.00	0.81	0.00	0.00	0.57	0.00
Avail Cap(c_a), veh/h				1041	0	843	0	3629	1028	0	3282	1798
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				20.9	0.0	25.5	0.0	11.9	0.0	0.0	9.4	0.0
Incr Delay (d2), s/veh				0.2	0.0	10.6	0.0	1.2	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	7.9	0.0	14.4	0.0	0.0	7.1	0.0
LnGrp Delay(d),s/veh				21.1	0.0	36.1	0.0	13.1	0.0	0.0	9.5	0.0
LnGrp LOS				C		D		B			A	
Approach Vol, veh/h					989			2663			1707	
Approach Delay, s/veh					31.7			13.1			9.5	
Approach LOS					C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		48.9				48.9		25.5				
Change Period (Y+Rc), s		* 5				5.0		4.5				
Max Green Setting (Gmax), s		* 48				48.0		22.5				
Max Q Clear Time (g_c+I1), s		29.8				17.4		19.8				
Green Ext Time (p_c), s		14.1				20.2		1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.4								
HCM 2010 LOS				B								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	130	40	310	60	20	60	30	360	2610	20	60	2480
Future Volume (veh/h)	130	40	310	60	20	60	30	360	2610	20	60	2480
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	141	158	260	65	22	65		391	2837	22	65	2696
Adj No. of Lanes	0	1	1	1	1	0		2	3	0	1	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	164	184	300	132	31	91		309	2604	20	83	2313
Arrive On Green	0.19	0.19	0.19	0.07	0.07	0.07		0.09	0.50	0.50	0.05	0.45
Sat Flow, veh/h	858	962	1573	1774	415	1226		3442	5205	40	1774	5085
Grp Volume(v), veh/h	299	0	260	65	0	87		391	1845	1014	65	2696
Grp Sat Flow(s),veh/h/ln	1820	0	1573	1774	0	1641		1721	1695	1856	1774	1695
Q Serve(g_s), s	17.6	0.0	17.7	3.9	0.0	5.7		9.9	55.2	55.2	4.0	50.2
Cycle Q Clear(g_c), s	17.6	0.0	17.7	3.9	0.0	5.7		9.9	55.2	55.2	4.0	50.2
Prop In Lane	0.47		1.00	1.00		0.75		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	347	0	300	132	0	122		309	1696	928	83	2313
V/C Ratio(X)	0.86	0.00	0.87	0.49	0.00	0.71		1.27	1.09	1.09	0.78	1.17
Avail Cap(c_a), veh/h	528	0	456	514	0	476		309	1696	928	180	2313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	43.3	49.1	0.0	49.9		50.2	27.6	27.6	52.0	30.1
Incr Delay (d2), s/veh	5.9	0.0	7.2	1.1	0.0	2.9		143.2	50.1	57.9	5.8	79.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	8.3	2.0	0.0	2.7		10.8	37.5	43.0	2.1	40.4
LnGrp Delay(d),s/veh	49.2	0.0	50.5	50.1	0.0	52.8		193.4	77.6	85.5	57.8	109.7
LnGrp LOS	D		D	D		D		F	F	F	E	F
Approach Vol, veh/h		559			152				3250			2891
Approach Delay, s/veh		49.8			51.7				94.0			104.5
Approach LOS		D			D				F			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.1		26.6	10.0	60.1		13.7				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 9.9	* 50		32.0	* 11	* 49		32.0				
Max Q Clear Time (g_c+l1), s	11.9	52.2		19.7	6.0	57.2		7.7				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			93.9									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
▲▲▲ Configurations	▲
Traffic Volume (veh/h)	120
Future Volume (veh/h)	120
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	130
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	701
Arrive On Green	0.45
Sat Flow, veh/h	1542
Grp Volume(v), veh/h	130
Grp Sat Flow(s),veh/h/ln	1542
Q Serve(g_s), s	5.5
Cycle Q Clear(g_c), s	5.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	701
V/C Ratio(X)	0.19
Avail Cap(c_a), veh/h	701
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	17.9
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.4
LnGrp Delay(d),s/veh	18.0
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	1160	20	20	1130	1470	340		
Future Volume (veh/h)	1160	20	20	1130	1470	340		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1261	22	22	1228	1598	370		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1299	622	27	1858	1651	738		
Arrive On Green	0.38	0.38	0.02	0.52	0.47	0.47		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1583		
Grp Volume(v), veh/h	1261	22	22	1228	1598	370		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1583		
Q Serve(g_s), s	45.7	1.1	1.6	32.0	55.8	20.7		
Cycle Q Clear(g_c), s	45.7	1.1	1.6	32.0	55.8	20.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	1299	622	27	1858	1651	738		
V/C Ratio(X)	0.97	0.04	0.82	0.66	0.97	0.50		
Avail Cap(c_a), veh/h	1315	629	56	1935	1662	743		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	38.8	23.7	62.3	21.9	33.0	23.6		
Incr Delay (d2), s/veh	18.0	0.0	19.4	0.6	15.0	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	25.0	1.2	0.9	15.7	30.5	9.1		
LnGrp Delay(d),s/veh	56.8	23.8	81.7	22.6	48.0	23.8		
LnGrp LOS	E	C	F	C	D	C		
Approach Vol, veh/h	1283			1250	1968			
Approach Delay, s/veh	56.2			23.6	43.4			
Approach LOS	E			C	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.4	66.1		53.4		73.5		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	4.0	* 60		48.5		* 69		
Max Q Clear Time (g_c+l1), s	3.6	57.8		47.7		34.0		
Green Ext Time (p_c), s	0.0	1.4		0.2		8.9		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			41.6					
HCM 2010 LOS			D					
<b>Notes</b>								



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	880	1430	0	990	120	50	760	
Future Volume (veh/h)	880	1430	0	990	120	50	760	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	957	1554		1076	130	54	826	
Adj No. of Lanes	2	2		2	1	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	1021	2307		1048	469	372	332	
Arrive On Green	0.30	0.65		0.30	0.30	0.21	0.21	
Sat Flow, veh/h	3442	3632		3632	1583	1774	1583	
Grp Volume(v), veh/h	957	1554		1076	130	54	826	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1583	1774	1583	
Q Serve(g_s), s	23.9	24.0		26.1	5.6	2.2	18.5	
Cycle Q Clear(g_c), s	23.9	24.0		26.1	5.6	2.2	18.5	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	1021	2307		1048	469	372	332	
V/C Ratio(X)	0.94	0.67		1.03	0.28	0.15	2.49	
Avail Cap(c_a), veh/h	1093	2307		1048	469	372	332	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.2	9.5		31.0	23.8	28.4	34.8	
Incr Delay (d2), s/veh	13.7	0.6		34.9	0.1	0.1	677.6	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.2	11.6		17.7	2.4	1.1	70.6	
LnGrp Delay(d),s/veh	43.9	10.2		65.9	23.9	28.5	712.5	
LnGrp LOS	D	B		F	C	C	F	
Approach Vol, veh/h		2511		1206		880		
Approach Delay, s/veh		23.0		61.4		670.5		
Approach LOS		C		E		F		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	31.4	32.8				64.2		24.0
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 28	* 26				* 50		18.5
Max Q Clear Time (g_c+I1), s	25.9	28.1				26.0		20.5
Green Ext Time (p_c), s	0.3	0.0				7.1		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				157.0				
HCM 2010 LOS				F				
<b>Notes</b>								

Jaeger Ranch  
28: Rancho Cordova Parkway & Folsom Boulevard

Cumulative No Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	170	10	180	70	0	10	0	110	0	0	0
Future Volume (veh/h)	0	170	10	180	70	0	10	0	110	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	185	11	196	76	0	11	0	120	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	410	184	188	1124	503	25	2500	778	4	1942	605
Arrive On Green	0.00	0.12	0.12	0.11	0.32	0.00	0.01	0.00	0.49	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	0	185	11	196	76	0	11	0	120	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	0.0	2.3	0.3	5.0	0.7	0.0	0.3	0.0	2.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.3	0.3	5.0	0.7	0.0	0.3	0.0	2.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	410	184	188	1124	503	25	2500	778	4	1942	605
V/C Ratio(X)	0.00	0.45	0.06	1.04	0.07	0.00	0.44	0.00	0.15	0.00	0.00	0.00
Avail Cap(c_a), veh/h	188	1352	605	188	1352	605	188	2500	778	188	1942	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.4	18.5	21.1	11.2	0.0	23.0	0.0	6.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.1	76.9	0.0	0.0	11.4	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.1	6.4	0.3	0.0	0.2	0.0	0.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	20.2	18.7	98.1	11.2	0.0	34.4	0.0	7.0	0.0	0.0	0.0
LnGrp LOS		C	B	F	B		C		A			
Approach Vol, veh/h		196			272			131			0	
Approach Delay, s/veh		20.1			73.8			9.3			0.0	
Approach LOS		C			E			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	27.7	9.5	10.0	5.2	22.5	0.0	19.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	4.0	7.0	4.3	2.3	0.0	0.0	2.7				
Green Ext Time (p_c), s	0.0	0.3	0.0	1.3	0.0	0.0	0.0	1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.1									
HCM 2010 LOS			D									



























Jaeger Ranch  
29: Rancho Cordova Parkway & White Rock Road

Cumulative No Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	470	380	340	0	160	170	230	880	0	280	970	370
Future Volume (veh/h)	470	380	340	0	160	170	230	880	0	280	970	370
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	511	413	370	0	174	185	250	957	0	304	1054	402
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1425	638	5	562	252	334	1435	447	391	1519	473
Arrive On Green	0.18	0.40	0.40	0.00	0.16	0.16	0.10	0.28	0.00	0.11	0.30	0.30
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	511	413	370	0	174	185	250	957	0	304	1054	402
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	9.6	5.3	12.2	0.0	2.9	7.5	4.7	11.1	0.0	5.8	12.3	16.0
Cycle Q Clear(g_c), s	9.6	5.3	12.2	0.0	2.9	7.5	4.7	11.1	0.0	5.8	12.3	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	608	1425	638	5	562	252	334	1435	447	391	1519	473
V/C Ratio(X)	0.84	0.29	0.58	0.00	0.31	0.74	0.75	0.67	0.00	0.78	0.69	0.85
Avail Cap(c_a), veh/h	642	1425	638	257	951	426	334	1435	447	391	1519	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	13.5	15.6	0.0	24.9	26.8	29.4	21.2	0.0	28.9	20.8	22.1
Incr Delay (d2), s/veh	9.4	0.1	1.3	0.0	0.3	4.2	9.0	2.5	0.0	9.6	2.6	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	2.6	5.5	0.0	1.5	3.5	2.7	5.6	0.0	3.3	6.1	9.2
LnGrp Delay(d),s/veh	36.1	13.6	16.9	0.0	25.2	31.0	38.4	23.7	0.0	38.5	23.4	39.3
LnGrp LOS	D	B	B		C	C	D	C		D	C	D
Approach Vol, veh/h		1294			359			1207			1760	
Approach Delay, s/veh		23.4			28.2			26.8			29.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	23.4	0.0	31.5	11.0	24.5	16.3	15.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.6	18.9	5.0	25.5	6.5	20.0	12.5	18.0				
Max Q Clear Time (g_c+l1), s	7.8	13.1	0.0	14.2	6.7	18.0	11.6	9.5				
Green Ext Time (p_c), s	0.0	5.1	0.0	4.6	0.0	1.9	0.2	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.0									
HCM 2010 LOS			C									

Jaeger Ranch  
30: Rancho Cordova Parkway & Rio Del Oro Parkway

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	140	50	50	100	10	40	300	10	10	600	280
Future Volume (veh/h)	250	140	50	50	100	10	40	300	10	10	600	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	272	152	54	54	109	11	43	326	11	11	652	304
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	878	393	91	217	184	78	1271	569	25	1166	522
Arrive On Green	0.18	0.25	0.25	0.05	0.12	0.12	0.04	0.36	0.36	0.01	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	272	152	54	54	109	11	43	326	11	11	652	304
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	8.1	1.9	1.5	1.6	3.0	0.3	1.3	3.6	0.2	0.3	8.3	8.8
Cycle Q Clear(g_c), s	8.1	1.9	1.5	1.6	3.0	0.3	1.3	3.6	0.2	0.3	8.3	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	878	393	91	217	184	78	1271	569	25	1166	522
V/C Ratio(X)	0.84	0.17	0.14	0.60	0.50	0.06	0.55	0.26	0.02	0.44	0.56	0.58
Avail Cap(c_a), veh/h	352	1449	648	207	610	519	161	1271	569	161	1166	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	16.2	16.1	25.5	22.8	21.6	25.7	12.4	11.4	26.9	15.1	15.3
Incr Delay (d2), s/veh	15.4	0.1	0.2	6.1	1.8	0.1	6.0	0.5	0.1	11.7	1.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.9	0.7	0.9	1.7	0.2	0.8	1.8	0.1	0.2	4.4	4.5
LnGrp Delay(d),s/veh	37.0	16.3	16.2	31.6	24.6	21.7	31.8	12.9	11.4	38.6	17.1	20.0
LnGrp LOS	D	B	B	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		478			174			380			967	
Approach Delay, s/veh		28.1			26.6			15.0			18.2	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	24.2	7.3	18.1	6.9	22.6	14.5	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.1	6.4	22.5	5.0	18.1	10.9	18.0				
Max Q Clear Time (g_c+I1), s	2.3	5.6	3.6	3.9	3.3	10.8	10.1	5.0				
Green Ext Time (p_c), s	0.0	6.2	0.0	1.6	0.0	4.3	0.1	1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.7									
HCM 2010 LOS			C									

Jaeger Ranch  
31: Rancho Cordova Parkway & Douglas Road

Cumulative No Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	740	280	50	350	90	140	150	60	160	280	40
Future Volume (veh/h)	20	740	280	50	350	90	140	150	60	160	280	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	804	304	54	380	98	152	163	65	174	304	43
Adj No. of Lanes	2	3	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1556	484	182	1177	526	347	659	295	316	627	280
Arrive On Green	0.03	0.31	0.31	0.05	0.33	0.33	0.10	0.19	0.19	0.09	0.18	0.18
Sat Flow, veh/h	3442	5085	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	22	804	304	54	380	98	152	163	65	174	304	43
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.3	6.5	8.2	0.7	4.0	2.2	2.1	1.9	1.7	2.4	3.8	1.1
Cycle Q Clear(g_c), s	0.3	6.5	8.2	0.7	4.0	2.2	2.1	1.9	1.7	2.4	3.8	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	1556	484	182	1177	526	347	659	295	316	627	280
V/C Ratio(X)	0.24	0.52	0.63	0.30	0.32	0.19	0.44	0.25	0.22	0.55	0.48	0.15
Avail Cap(c_a), veh/h	347	1898	591	347	1321	591	1250	2142	958	590	1464	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	14.2	14.8	22.6	12.4	11.8	21.0	17.2	17.1	21.5	18.4	17.3
Incr Delay (d2), s/veh	1.4	0.3	1.5	0.9	0.2	0.2	0.9	0.2	0.4	1.5	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.0	3.7	0.4	1.9	1.0	1.0	1.0	0.8	1.2	1.9	0.5
LnGrp Delay(d),s/veh	25.0	14.4	16.3	23.5	12.5	11.9	21.8	17.4	17.5	23.0	18.9	17.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1130			532			380			521	
Approach Delay, s/veh		15.1			13.5			19.2			20.2	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	13.7	7.1	19.7	9.5	13.3	5.8	21.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	30.0	5.0	18.5	18.0	20.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	4.4	3.9	2.7	10.2	4.1	5.8	2.3	6.0				
Green Ext Time (p_c), s	0.2	3.5	0.0	5.0	0.4	2.9	0.0	6.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.4									
HCM 2010 LOS			B									

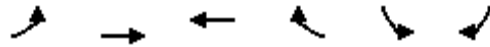
Jaeger Ranch  
32: Rancho Cordova Parkway & Keifer Boulevard

Cumulative No Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	180	120	50	90	70	70	80	40	90	100	20
Future Volume (veh/h)	30	180	120	50	90	70	70	80	40	90	100	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	196	130	54	98	76	76	87	43	98	109	22
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	318	270	179	347	295	113	1274	570	250	1305	584
Arrive On Green	0.04	0.17	0.17	0.05	0.19	0.19	0.06	0.36	0.36	0.07	0.37	0.37
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	33	196	130	54	98	76	76	87	43	98	109	22
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	1.0	5.1	3.9	0.8	2.4	2.1	2.2	0.8	0.9	1.4	1.0	0.5
Cycle Q Clear(g_c), s	1.0	5.1	3.9	0.8	2.4	2.1	2.2	0.8	0.9	1.4	1.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	318	270	179	347	295	113	1274	570	250	1305	584
V/C Ratio(X)	0.51	0.62	0.48	0.30	0.28	0.26	0.67	0.07	0.08	0.39	0.08	0.04
Avail Cap(c_a), veh/h	170	642	546	330	642	546	187	1274	570	343	1305	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	20.1	19.6	23.8	18.3	18.2	23.9	11.0	11.0	23.1	10.7	10.5
Incr Delay (d2), s/veh	6.1	2.0	1.3	0.9	0.4	0.5	6.7	0.1	0.3	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.8	1.8	0.4	1.2	1.0	1.3	0.4	0.4	0.7	0.5	0.2
LnGrp Delay(d),s/veh	30.8	22.0	20.9	24.8	18.7	18.6	30.6	11.1	11.2	24.1	10.9	10.7
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		359			228			206			229	
Approach Delay, s/veh		22.4			20.1			18.3			16.5	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	23.3	7.2	13.4	7.8	23.8	6.4	14.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.2	18.8	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.4	2.9	2.8	7.1	4.2	3.0	3.0	4.4				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.8	0.0	1.2	0.0	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.7									
HCM 2010 LOS			B									

Jaeger Ranch  
33: Grant Line Road & Rancho Cordova Parkway

























Cumulative No Project  
PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↖↖	↗↗	↖↖	↗	↖	↗		
Traffic Volume (veh/h)	30	0	0	0	0	30		
Future Volume (veh/h)	30	0	0	0	0	30		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	0	0	0	0	33		
Adj No. of Lanes	2	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	139	143	12	6	1145	1022		
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.65		
Sat Flow, veh/h	3442	3632	-82054	1583	1774	1583		
Grp Volume(v), veh/h	33	0	0	0	0	33		
Grp Sat Flow(s),veh/h/ln	1721	1770	1770	1583	1774	1583		
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.2		
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.0	0.0	0.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	139	143	12	6	1145	1022		
V/C Ratio(X)	0.24	0.00	0.00	0.00	0.00	0.03		
Avail Cap(c_a), veh/h	601	3397	2223	995	1145	1022		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	13.3	0.0	0.0	0.0	0.0	1.8		
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.4		
LnGrp Delay(d),s/veh	14.2	0.0	0.0	0.0	0.0	1.9		
LnGrp LOS	B					A		
Approach Vol, veh/h		33	0		33			
Approach Delay, s/veh		14.2	0.0		1.9			
Approach LOS		B			A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				5.7		23.0	5.7	0.0
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5		18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				0.0		2.2	2.3	0.0
Green Ext Time (p_c), s				0.0		0.0	0.0	0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					

























Jaeger Ranch  
34: Americanos Boulevard & International Drive

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	320	90	100	100	0	70	0	20	0	0	0
Future Volume (veh/h)	0	320	90	100	100	0	70	0	20	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	348	98	109	109	0	76	0	22	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	1345	602	613	1345	602	149	412	351	8	8	7
Arrive On Green	0.00	0.38	0.38	0.38	0.38	0.00	0.08	0.00	0.22	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	940	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	0	348	98	109	109	0	76	0	22	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	940	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.0	1.5	0.9	2.0	0.4	0.0	0.9	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.5	0.9	3.6	0.4	0.0	0.9	0.0	0.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	1345	602	613	1345	602	149	412	351	8	8	7
V/C Ratio(X)	0.00	0.26	0.16	0.18	0.08	0.00	0.51	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	393	4310	1928	1005	2821	1262	432	1567	1332	393	1526	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.8	4.6	6.0	4.5	0.0	9.9	0.0	6.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.0	0.0	2.7	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.4	0.5	0.2	0.0	0.6	0.0	0.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	4.9	4.8	6.2	4.5	0.0	12.6	0.0	7.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	A		B		A			
Approach Vol, veh/h		446			218			98				0
Approach Delay, s/veh		4.9			5.3			11.3				0.0
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	9.5		13.1	6.4	3.1	0.0	13.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0		27.5	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	2.2		3.5	2.9	0.0	0.0	5.6				
Green Ext Time (p_c), s	0.0	0.0		4.0	0.0	0.0	0.0	3.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			5.8									
HCM 2010 LOS			A									

























Jaeger Ranch  
35: Americanos Boulevard & Centennial Drive

Cumulative No Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	70	10	10	0	20	20	10	0	20	30
Future Volume (veh/h)	20	10	70	10	10	0	20	20	10	0	20	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	11	76	11	11	0	22	22	11	0	22	33
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	183	156	25	160	136	48	1052	894	4	801	681
Arrive On Green	0.03	0.10	0.10	0.01	0.09	0.00	0.03	0.56	0.56	0.00	0.43	0.43
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	22	11	76	11	11	0	22	22	11	0	22	33
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.5	0.2	1.9	0.3	0.2	0.0	0.5	0.2	0.1	0.0	0.3	0.5
Cycle Q Clear(g_c), s	0.5	0.2	1.9	0.3	0.2	0.0	0.5	0.2	0.1	0.0	0.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	183	156	25	160	136	48	1052	894	4	801	681
V/C Ratio(X)	0.46	0.06	0.49	0.43	0.07	0.00	0.46	0.02	0.01	0.00	0.03	0.05
Avail Cap(c_a), veh/h	212	801	681	212	801	681	212	1052	894	212	801	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	17.1	17.9	20.5	17.6	0.0	20.1	4.0	4.0	0.0	6.9	6.9
Incr Delay (d2), s/veh	6.7	0.1	2.4	11.2	0.2	0.0	6.7	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.9	0.2	0.1	0.0	0.3	0.1	0.1	0.0	0.2	0.2
LnGrp Delay(d),s/veh	26.8	17.2	20.2	31.6	17.8	0.0	26.8	4.1	4.0	0.0	6.9	7.1
LnGrp LOS	C	B	C	C	B		C	A	A		A	A
Approach Vol, veh/h		109			22			55			55	
Approach Delay, s/veh		21.2			24.7			13.1			7.0	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	28.1	5.1	8.6	5.6	22.5	5.6	8.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	2.2	2.3	3.9	2.5	2.5	2.5	2.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									

Jaeger Ranch  
36: Rancho Cordova Parkway & Douglas Drive

























Cumulative No Project  
PM Peak

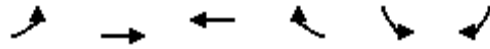
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	480	210	30	310	20	60	10	20	30	10	30
Future Volume (veh/h)	70	480	210	30	310	20	60	10	20	30	10	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	522	228	33	337	22	65	11	22	33	11	33
Adj No. of Lanes	1	3	1	2	2	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	1243	387	124	771	345	198	656	558	64	616	524
Arrive On Green	0.06	0.24	0.24	0.04	0.22	0.22	0.06	0.35	0.35	0.04	0.33	0.33
Sat Flow, veh/h	1774	5085	1583	3442	3539	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	76	522	228	33	337	22	65	11	22	33	11	33
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1770	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.3	4.7	6.9	0.5	4.5	0.6	1.0	0.2	0.5	1.0	0.2	0.8
Cycle Q Clear(g_c), s	2.3	4.7	6.9	0.5	4.5	0.6	1.0	0.2	0.5	1.0	0.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	1243	387	124	771	345	198	656	558	64	616	524
V/C Ratio(X)	0.68	0.42	0.59	0.27	0.44	0.06	0.33	0.02	0.04	0.52	0.02	0.06
Avail Cap(c_a), veh/h	163	1683	524	316	1171	524	316	656	558	163	616	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	17.3	18.1	25.5	18.4	16.9	24.6	11.5	11.6	25.7	12.2	12.4
Incr Delay (d2), s/veh	7.1	0.2	1.4	1.1	0.4	0.1	1.0	0.0	0.1	6.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	3.1	0.3	2.2	0.3	0.5	0.1	0.2	0.6	0.1	0.4
LnGrp Delay(d),s/veh	32.1	17.5	19.6	26.6	18.8	16.9	25.6	11.5	11.7	32.0	12.3	12.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		826			392			98				77
Approach Delay, s/veh		19.4			19.3			20.9				20.9
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	23.7	6.5	17.8	7.6	22.5	7.9	16.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.0	2.5	2.5	8.9	3.0	2.8	4.3	6.5				
Green Ext Time (p_c), s	0.0	0.2	0.0	4.4	0.0	0.2	0.0	5.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS			B									




Jaeger Ranch  
 37: Americanos Boulevard & Chrysanthy Boulevard













Cumulative No Project  
 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	160	50	60	110	20	20	10	30	20	10	10
Future Volume (veh/h)	10	160	50	60	110	20	20	10	30	20	10	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	174	54	65	120	22	22	11	33	22	11	11
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	295	251	107	382	324	91	703	597	47	703	597
Arrive On Green	0.01	0.16	0.16	0.06	0.20	0.20	0.03	0.38	0.38	0.03	0.38	0.38
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	11	174	54	65	120	22	22	11	33	22	11	11
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.2	4.1	1.4	1.7	2.6	0.5	0.3	0.2	0.6	0.6	0.2	0.2
Cycle Q Clear(g_c), s	0.2	4.1	1.4	1.7	2.6	0.5	0.3	0.2	0.6	0.6	0.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	295	251	107	382	324	91	703	597	47	703	597
V/C Ratio(X)	0.22	0.59	0.22	0.61	0.31	0.07	0.24	0.02	0.06	0.47	0.02	0.02
Avail Cap(c_a), veh/h	361	703	597	186	703	597	361	703	597	186	703	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	18.6	17.5	21.9	16.1	15.3	22.8	9.3	9.5	22.9	9.3	9.3
Incr Delay (d2), s/veh	2.3	1.9	0.4	5.4	0.5	0.1	1.3	0.0	0.2	7.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	0.6	1.0	1.4	0.2	0.2	0.1	0.3	0.4	0.1	0.1
LnGrp Delay(d),s/veh	25.6	20.5	17.9	27.3	16.6	15.4	24.1	9.3	9.6	30.0	9.3	9.4
LnGrp LOS	C	C	B	C	B	B	C	A	A	C	A	A
Approach Vol, veh/h		239			207			66			44	
Approach Delay, s/veh		20.1			19.8			14.4			19.7	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	22.5	7.4	12.1	5.8	22.5	5.2	14.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.6	2.6	3.7	6.1	2.3	2.2	2.2	4.6				
Green Ext Time (p_c), s	0.0	0.1	0.0	1.5	0.0	0.1	0.0	1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	100	100	100	50	40	40		
Future Volume (veh/h)	100	100	100	50	40	40		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	109	109	109	54	43	43		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	196	1765	651	291	165	147		
Arrive On Green	0.11	0.50	0.18	0.18	0.09	0.09		
Sat Flow, veh/h	1774	3632	3632	1583	1774	1583		
Grp Volume(v), veh/h	109	109	109	54	43	43		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1583	1774	1583		
Q Serve(g_s), s	1.3	0.4	0.6	0.6	0.5	0.6		
Cycle Q Clear(g_c), s	1.3	0.4	0.6	0.6	0.5	0.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	196	1765	651	291	165	147		
V/C Ratio(X)	0.56	0.06	0.17	0.19	0.26	0.29		
Avail Cap(c_a), veh/h	427	4465	2891	1293	1465	1308		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.3	2.9	7.6	7.6	9.3	9.3		
Incr Delay (d2), s/veh	2.5	0.0	0.1	0.3	0.8	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.3	0.0	0.3	0.0		
LnGrp Delay(d),s/veh	11.7	2.9	7.7	7.9	10.1	10.4		
LnGrp LOS	B	A	A	A	B	B		
Approach Vol, veh/h		218	163		86			
Approach Delay, s/veh		7.3	7.8		10.3			
Approach LOS		A	A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				15.5		6.5	6.9	8.6
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.8		18.2	5.3	18.0
Max Q Clear Time (g_c+I1), s				2.4		2.6	3.3	2.6
Green Ext Time (p_c), s				1.5		0.2	0.0	1.3
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	40	60	790	40	110	1090		
Future Volume (veh/h)	40	60	790	40	110	1090		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	43	65	859	43	120	1185		
Adj No. of Lanes	1	1	3	1	2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	2	2	2	2		
Cap, veh/h	176	160	3055	951	1101	2126		
Arrive On Green	0.10	0.10	0.60	0.60	0.60	0.60		
Sat Flow, veh/h	1774	1615	5253	1583	1194	3632		
Grp Volume(v), veh/h	43	65	859	43	120	1185		
Grp Sat Flow(s),veh/h/ln	1774	1615	1695	1583	597	1770		
Q Serve(g_s), s	0.7	1.1	2.4	0.3	1.6	6.0		
Cycle Q Clear(g_c), s	0.7	1.1	2.4	0.3	4.0	6.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	176	160	3055	951	1101	2126		
V/C Ratio(X)	0.24	0.41	0.28	0.05	0.11	0.56		
Avail Cap(c_a), veh/h	1066	970	3055	951	1101	2126		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.5	12.7	2.9	2.5	3.8	3.6		
Incr Delay (d2), s/veh	0.7	1.7	0.2	0.1	0.2	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	0.6	1.2	0.2	0.3	3.1		
LnGrp Delay(d),s/veh	13.2	14.3	3.1	2.5	4.0	4.7		
LnGrp LOS	B	B	A	A	A	A		
Approach Vol, veh/h	108		902			1305		
Approach Delay, s/veh	13.9		3.1			4.6		
Approach LOS	B		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		22.5				22.5		7.5
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		18.0				18.0		18.0
Max Q Clear Time (g_c+I1), s		4.4				8.0		3.1
Green Ext Time (p_c), s		10.3				8.0		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			4.4					
HCM 2010 LOS			A					
<b>Notes</b>								

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	30	20	30	600	640	100		
Future Volume (veh/h)	30	20	30	600	640	100		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	22	33	652	696	109		
Adj No. of Lanes	1	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	110	98	610	2214	2214	990		
Arrive On Green	0.06	0.06	0.63	0.63	0.63	0.63		
Sat Flow, veh/h	1774	1583	674	3632	3632	1583		
Grp Volume(v), veh/h	33	22	33	652	696	109		
Grp Sat Flow(s),veh/h/ln	1774	1583	674	1770	1770	1583		
Q Serve(g_s), s	0.5	0.4	0.7	2.4	2.6	0.8		
Cycle Q Clear(g_c), s	0.5	0.4	3.3	2.4	2.6	0.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	110	98	610	2214	2214	990		
V/C Ratio(X)	0.30	0.22	0.05	0.29	0.31	0.11		
Avail Cap(c_a), veh/h	1110	990	610	2214	2214	990		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.9	12.8	3.3	2.5	2.5	2.2		
Incr Delay (d2), s/veh	1.5	1.1	0.2	0.3	0.4	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	1.3	1.4	0.4		
LnGrp Delay(d),s/veh	14.4	14.0	3.5	2.8	2.9	2.4		
LnGrp LOS	B	B	A	A	A	A		
Approach Vol, veh/h	55			685	805			
Approach Delay, s/veh	14.3			2.8	2.8			
Approach LOS	B			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		22.5		6.3		22.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		18.0		18.0		18.0		
Max Q Clear Time (g_c+I1), s		5.3		2.5		4.6		
Green Ext Time (p_c), s		7.6		0.1		7.9		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			3.2					
HCM 2010 LOS			A					

## Appendix E

*Analysis Worksheets for  
Cumulative plus Proposed Project Conditions*

Jaeger Ranch  
1: Bradshaw Rd & Jackson Rd/SR-16



















Cumulative Plus Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	512	230	160	655	90	190	2720	90	20	980	70
Future Volume (veh/h)	160	512	230	160	655	90	190	2720	90	20	980	70
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	174	557	250	174	712	98	207	2957	98	22	1065	0
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	530	450	126	530	450	229	2296	75	27	1731	539
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.13	0.45	0.45	0.02	0.34	0.00
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5054	165	1774	5085	1583
Grp Volume(v), veh/h	174	557	250	174	712	98	207	1972	1083	22	1065	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1829	1774	1695	1583
Q Serve(g_s), s	10.5	42.0	19.8	10.5	42.0	7.0	17.0	67.1	67.1	1.8	25.8	0.0
Cycle Q Clear(g_c), s	10.5	42.0	19.8	10.5	42.0	7.0	17.0	67.1	67.1	1.8	25.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	126	530	450	126	530	450	229	1540	831	27	1731	539
V/C Ratio(X)	1.38	1.05	0.56	1.38	1.34	0.22	0.90	1.28	1.30	0.81	0.62	0.00
Avail Cap(c_a), veh/h	126	530	450	126	530	450	287	1540	831	60	1731	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.6	52.8	44.9	68.6	52.8	40.3	63.4	40.3	40.3	72.5	40.6	0.0
Incr Delay (d2), s/veh	212.4	53.3	0.9	212.4	167.1	0.1	23.1	131.1	145.2	18.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	29.3	8.8	12.6	46.1	3.1	9.8	59.3	67.2	1.0	12.1	0.0
LnGrp Delay(d),s/veh	281.0	106.1	45.8	281.0	219.9	40.4	86.5	171.4	185.5	90.6	41.2	0.0
LnGrp LOS	F	F	D	F	F	D	F	F	F	F	D	
Approach Vol, veh/h		981			984			3262			1087	
Approach Delay, s/veh		121.8			212.8			170.7			42.2	
Approach LOS		F			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.6	57.7	16.0	49.4	7.8	74.5	16.0	49.4				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	23.9	48.2	10.5	41.6	5.0	67.1	10.5	* 42				
Max Q Clear Time (g_c+I1), s	19.0	27.8	12.5	44.0	3.8	69.1	12.5	44.0				
Green Ext Time (p_c), s	0.1	14.9	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			147.5									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	492	10	75	775	10	40	760	162	10	130	130
Future Volume (veh/h)	120	492	10	75	775	10	40	760	162	10	130	130
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	130	535	11	82	842	11	43	826	176	11	141	141
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	947	19	103	894	12	55	785	167	37	963	819
Arrive On Green	0.07	0.27	0.27	0.06	0.25	0.25	0.03	0.53	0.53	0.02	0.52	0.52
Sat Flow, veh/h	1774	3547	73	1774	3577	47	1774	1489	317	1774	1863	1583
Grp Volume(v), veh/h	130	267	279	82	416	437	43	0	1002	11	141	141
Grp Sat Flow(s),veh/h/ln	1774	1770	1850	1774	1770	1854	1774	0	1807	1774	1863	1583
Q Serve(g_s), s	9.8	17.4	17.4	6.1	30.9	30.9	3.2	0.0	70.5	0.8	5.3	6.3
Cycle Q Clear(g_c), s	9.8	17.4	17.4	6.1	30.9	30.9	3.2	0.0	70.5	0.8	5.3	6.3
Prop In Lane	1.00		0.04	1.00		0.03	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	133	472	494	103	442	464	55	0	952	37	963	819
V/C Ratio(X)	0.98	0.56	0.57	0.80	0.94	0.94	0.78	0.00	1.05	0.29	0.15	0.17
Avail Cap(c_a), veh/h	133	472	494	130	450	471	122	0	952	245	1111	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	42.3	42.3	62.2	49.2	49.2	64.3	0.0	31.6	64.5	16.9	17.1
Incr Delay (d2), s/veh	71.6	1.9	1.9	18.7	28.3	27.5	8.4	0.0	43.9	1.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	8.8	9.2	3.5	18.5	19.3	1.7	0.0	46.5	0.4	2.8	2.9
LnGrp Delay(d),s/veh	133.4	44.3	44.2	80.9	77.5	76.7	72.8	0.0	75.5	66.1	17.2	17.6
LnGrp LOS	F	D	D	F	E	E	E		F	E	B	B
Approach Vol, veh/h		676			935			1045			293	
Approach Delay, s/veh		61.4			77.4			75.4			19.2	
Approach LOS		E			E			E			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	37.9	8.2	73.7	11.7	40.2	6.8	75.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	10.0	34.0	9.2	79.8	9.8	34.2	18.5	70.5				
Max Q Clear Time (g_c+I1), s	11.8	32.9	5.2	8.3	8.1	19.4	2.8	72.5				
Green Ext Time (p_c), s	0.0	0.6	0.0	55.9	0.0	8.6	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			67.2									
HCM 2010 LOS			E									
<b>Notes</b>												





















Jaeger Ranch  
3: Eagles Nest Rd & Jackson Rd/SR-16

Cumulative Plus Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	604	10	10	710	10	10	250	30	10	10	110
Future Volume (veh/h)	90	604	10	10	710	10	10	250	30	10	10	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	98	657	11	11	772	11	11	272	33	11	11	120
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	1057	18	407	1060	15	81	384	45	90	48	326
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	688	1827	31	766	1832	26	25	1602	190	49	200	1361
Grp Volume(v), veh/h	98	0	668	11	0	783	316	0	0	142	0	0
Grp Sat Flow(s),veh/h/ln	688	0	1857	766	0	1858	1817	0	0	1610	0	0
Q Serve(g_s), s	6.0	0.0	11.7	0.5	0.0	15.2	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	21.2	0.0	11.7	12.2	0.0	15.2	7.9	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.01	0.03		0.10	0.08		0.85
Lane Grp Cap(c), veh/h	332	0	1075	407	0	1075	510	0	0	464	0	0
V/C Ratio(X)	0.29	0.00	0.62	0.03	0.00	0.73	0.62	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	373	0	1183	452	0	1183	789	0	0	703	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	0.0	6.9	10.9	0.0	7.6	17.3	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.9	0.0	0.0	2.1	1.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.2	0.1	0.0	8.2	4.1	0.0	0.0	1.7	0.0	0.0
LnGrp Delay(d),s/veh	15.8	0.0	7.7	10.9	0.0	9.7	18.5	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	B		A	B		A	B			B		
Approach Vol, veh/h		766			794			316				142
Approach Delay, s/veh		8.8			9.7			18.5				16.0
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		33.1		16.3		33.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		31.5		19.5		31.5				
Max Q Clear Time (g_c+I1), s		9.9		23.2		5.6		17.2				
Green Ext Time (p_c), s		2.0		5.5		2.4		8.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.2									
HCM 2010 LOS			B									







































Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	360	30	150	600	370	10	1172	40	160	605	200
Future Volume (veh/h)	294	360	30	150	600	370	10	1172	40	160	605	200
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	320	391	33	163	652	402	11	1274	43	174	658	217
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	606	515	186	557	473	38	1068	478	197	1386	827
Arrive On Green	0.13	0.33	0.33	0.10	0.30	0.30	0.02	0.30	0.30	0.11	0.39	0.39
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	320	391	33	163	652	402	11	1274	43	174	658	217
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	18.5	25.3	2.0	12.8	42.2	33.7	0.9	42.6	2.8	13.6	19.6	10.7
Cycle Q Clear(g_c), s	18.5	25.3	2.0	12.8	42.2	33.7	0.9	42.6	2.8	13.6	19.6	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	606	515	186	557	473	38	1068	478	197	1386	827
V/C Ratio(X)	1.38	0.65	0.06	0.88	1.17	0.85	0.29	1.19	0.09	0.88	0.47	0.26
Avail Cap(c_a), veh/h	232	606	515	225	557	473	239	1068	478	308	1386	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	40.7	32.8	62.3	49.5	46.5	68.0	49.3	35.4	61.8	32.1	18.6
Incr Delay (d2), s/veh	194.2	1.9	0.0	23.9	94.9	13.0	1.6	96.3	0.0	11.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	13.3	0.9	7.5	36.3	16.4	0.4	35.0	1.2	7.3	9.6	4.7
LnGrp Delay(d),s/veh	255.5	42.5	32.8	86.2	144.4	59.5	69.6	145.6	35.4	73.2	32.2	18.7
LnGrp LOS	F	D	C	F	F	E	E	F	D	E	C	B
Approach Vol, veh/h		744			1217			1328			1049	
Approach Delay, s/veh		133.7			108.6			141.4			36.2	
Approach LOS		F			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	49.0	7.5	61.7	19.3	52.7	20.2	49.0				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	18.5	42.2	19.0	* 49	17.9	42.8	24.5	42.6				
Max Q Clear Time (g_c+I1), s	20.5	44.2	2.9	21.6	14.8	27.3	15.6	44.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	10.0	0.0	4.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			105.4									
HCM 2010 LOS			F									
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	330	0	60	740	70	10	578	40	40	741	380
Future Volume (veh/h)	220	330	0	60	740	70	10	578	40	40	741	380
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	239	359	0	65	804	76	11	628	43	43	805	413
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	948	0	82	730	69	13	867	59	55	639	326
Arrive On Green	0.12	0.51	0.00	0.05	0.44	0.44	0.01	0.26	0.26	0.03	0.28	0.28
Sat Flow, veh/h	1774	1863	0	1774	1676	158	1774	3362	230	1774	2270	1158
Grp Volume(v), veh/h	239	359	0	65	0	880	11	330	341	43	627	591
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	0	1835	1774	1770	1822	1774	1770	1658
Q Serve(g_s), s	17.5	17.2	0.0	5.3	0.0	63.7	0.9	24.9	25.0	3.5	41.2	41.2
Cycle Q Clear(g_c), s	17.5	17.2	0.0	5.3	0.0	63.7	0.9	24.9	25.0	3.5	41.2	41.2
Prop In Lane	1.00		0.00	1.00		0.09	1.00		0.13	1.00		0.70
Lane Grp Cap(c), veh/h	212	948	0	82	0	799	13	456	470	55	498	467
V/C Ratio(X)	1.13	0.38	0.00	0.79	0.00	1.10	0.84	0.72	0.73	0.78	1.26	1.27
Avail Cap(c_a), veh/h	212	948	0	147	0	799	61	478	492	79	498	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	21.9	0.0	69.0	0.0	41.3	72.5	49.5	49.5	70.4	52.5	52.5
Incr Delay (d2), s/veh	99.8	0.1	0.0	6.2	0.0	63.3	37.6	4.3	4.2	16.1	131.3	135.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	8.8	0.0	2.7	0.0	46.2	0.6	12.7	13.1	2.0	38.3	36.4
LnGrp Delay(d),s/veh	164.2	22.0	0.0	75.2	0.0	104.6	110.1	53.8	53.8	86.4	183.9	188.4
LnGrp LOS	F	C		E		F	F	D	D	F	F	F
Approach Vol, veh/h		598			945			682			1261	
Approach Delay, s/veh		78.8			102.5			54.7			182.7	
Approach LOS		E			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	70.5	5.6	48.2	11.3	81.2	9.1	44.7				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 7	4.5	* 6.8	4.5	7.0				
Max Green Setting (Gmax), s	17.5	63.7	5.0	* 41	12.1	* 70	6.5	39.5				
Max Q Clear Time (g_c+l1), s	19.5	65.7	2.9	43.2	7.3	19.2	5.5	27.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.1	0.0	5.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			118.1									
HCM 2010 LOS			F									
<b>Notes</b>												

Jaeger Ranch  
6: Chrysanthy Blvd & Rancho Cordova Parkway

Cumulative Plus Project  
AM Peak





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	50	10	41	208	508	70	310	22	214	120	30
Future Volume (veh/h)	50	50	10	41	208	508	70	310	22	214	120	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	54	11	45	226	552	76	337	24	233	130	33
Adj No. of Lanes	2	1	1	2	1	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	724	724	615	1273	724	615	610	627	281	474	488	218
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.18	0.18	0.18	0.14	0.14	0.14
Sat Flow, veh/h	1340	1863	1583	2583	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	54	54	11	45	226	552	76	337	24	233	130	33
Grp Sat Flow(s),veh/h/ln	670	1863	1583	1291	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	1.3	0.8	0.2	0.5	3.8	14.9	0.8	3.9	0.6	2.9	1.5	0.8
Cycle Q Clear(g_c), s	5.2	0.8	0.2	1.3	3.8	14.9	0.8	3.9	0.6	2.9	1.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	724	724	615	1273	724	615	610	627	281	474	488	218
V/C Ratio(X)	0.07	0.07	0.02	0.04	0.31	0.90	0.12	0.54	0.09	0.49	0.27	0.15
Avail Cap(c_a), veh/h	747	756	643	1318	756	643	1511	1554	695	1360	1398	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	8.8	8.6	9.2	9.7	13.1	15.8	17.0	15.7	18.2	17.6	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	15.0	0.1	0.7	0.1	0.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.1	0.2	2.0	9.0	0.4	2.0	0.3	1.4	0.7	0.4
LnGrp Delay(d),s/veh	11.5	8.8	8.6	9.2	9.9	28.1	15.9	17.8	15.8	18.9	17.9	17.6
LnGrp LOS	B	A	A	A	A	C	B	B	B	B	B	B
Approach Vol, veh/h		119			823			437			396	
Approach Delay, s/veh		10.0			22.1			17.3			18.5	
Approach LOS		B			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.6		22.2		10.8		22.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.0		18.5		18.0		18.5				
Max Q Clear Time (g_c+I1), s		5.9		7.2		4.9		16.9				
Green Ext Time (p_c), s		2.1		3.6		1.4		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	222	0	30	1040	480	305		
Future Volume (veh/h)	222	0	30	1040	480	305		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	241	0	33	1130	522	332		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	302	270	41	1867	759	482		
Arrive On Green	0.17	0.00	0.02	0.53	0.36	0.36		
Sat Flow, veh/h	1774	1583	1774	3632	2172	1320		
Grp Volume(v), veh/h	241	0	33	1130	444	410		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1630		
Q Serve(g_s), s	5.1	0.0	0.7	8.7	8.4	8.4		
Cycle Q Clear(g_c), s	5.1	0.0	0.7	8.7	8.4	8.4		
Prop In Lane	1.00	1.00	1.00			0.81		
Lane Grp Cap(c), veh/h	302	270	41	1867	646	595		
V/C Ratio(X)	0.80	0.00	0.81	0.61	0.69	0.69		
Avail Cap(c_a), veh/h	1062	948	945	4940	1257	1158		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.7	0.0	19.2	6.5	10.6	10.6		
Incr Delay (d2), s/veh	1.8	0.0	12.7	0.1	0.5	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.5	4.3	4.2	3.8		
LnGrp Delay(d),s/veh	17.5	0.0	31.9	6.6	11.1	11.2		
LnGrp LOS	B		C	A	B	B		
Approach Vol, veh/h	241			1163	854			
Approach Delay, s/veh	17.5			7.3	11.1			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.4	20.9				27.3		12.1
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 28				* 55		23.6
Max Q Clear Time (g_c+I1), s	2.7	10.4				10.7		7.1
Green Ext Time (p_c), s	0.0	4.0				4.3		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			9.8					
HCM 2010 LOS			A					
<b>Notes</b>								

Jaeger Ranch  
8: Grant Line Rd & Kiefer Blvd

Cumulative Plus Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	10	60	30	70	202	20	1210	20	75	1190	40
Future Volume (veh/h)	90	10	60	30	70	202	20	1210	20	75	1190	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	11	65	33	76	220	22	1315	22	82	1293	43
Adj No. of Lanes	2	1	1	1	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	365	310	59	318	270	85	1605	718	130	1778	795
Arrive On Green	0.06	0.20	0.20	0.03	0.17	0.17	0.02	0.45	0.45	0.07	0.50	0.50
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	98	11	65	33	76	220	22	1315	22	82	1293	43
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.0	0.4	2.5	1.4	2.6	9.9	0.5	23.9	0.6	3.3	21.2	1.0
Cycle Q Clear(g_c), s	2.0	0.4	2.5	1.4	2.6	9.9	0.5	23.9	0.6	3.3	21.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	365	310	59	318	270	85	1605	718	130	1778	795
V/C Ratio(X)	0.49	0.03	0.21	0.56	0.24	0.81	0.26	0.82	0.03	0.63	0.73	0.05
Avail Cap(c_a), veh/h	233	454	386	120	454	386	233	1605	718	432	2107	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	24.0	24.9	35.2	26.5	29.5	35.4	17.6	11.2	33.2	14.4	9.4
Incr Delay (d2), s/veh	1.8	0.0	0.3	8.0	0.4	8.6	1.6	3.5	0.0	4.9	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.2	1.1	0.8	1.4	4.9	0.2	12.3	0.3	1.8	10.5	0.4
LnGrp Delay(d),s/veh	35.5	24.1	25.2	43.2	26.9	38.1	37.0	21.1	11.2	38.1	15.5	9.4
LnGrp LOS	D	C	C	D	C	D	D	C	B	D	B	A
Approach Vol, veh/h		174			329			1359			1418	
Approach Delay, s/veh		30.9			36.0			21.2			16.6	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	41.6	7.0	19.0	9.9	38.0	8.8	17.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	44.0	5.0	18.0	18.0	31.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.5	23.2	3.4	4.5	5.3	25.9	4.0	11.9				
Green Ext Time (p_c), s	0.0	14.0	0.0	1.1	0.1	4.7	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			21.2									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1030	626	10	45	746	10	10	50	22	10	10	460
Future Volume (veh/h)	1030	626	10	45	746	10	10	50	22	10	10	460
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	1120	680	0	49	811	11	11	54	24	11	11	500
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	682	2014	901	63	786	11	14	69	31	149	149	869
Arrive On Green	0.38	0.57	0.00	0.04	0.22	0.22	0.07	0.07	0.07	0.16	0.16	0.16
Sat Flow, veh/h	1774	3539	1583	1774	3575	48	217	1068	474	909	909	1583
Grp Volume(v), veh/h	1120	680	0	49	401	421	89	0	0	22	0	500
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1854	1759	0	0	1817	0	1583
Q Serve(g_s), s	52.5	14.0	0.0	3.7	30.0	30.0	6.8	0.0	0.0	1.4	0.0	22.4
Cycle Q Clear(g_c), s	52.5	14.0	0.0	3.7	30.0	30.0	6.8	0.0	0.0	1.4	0.0	22.4
Prop In Lane	1.00		1.00	1.00		0.03	0.12		0.27	0.50		1.00
Lane Grp Cap(c), veh/h	682	2014	901	63	389	408	114	0	0	298	0	869
V/C Ratio(X)	1.64	0.34	0.00	0.78	1.03	1.03	0.78	0.00	0.00	0.07	0.00	0.58
Avail Cap(c_a), veh/h	682	2014	901	120	389	408	289	0	0	298	0	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.0	15.7	0.0	65.3	53.2	53.2	62.8	0.0	0.0	48.3	0.0	20.3
Incr Delay (d2), s/veh	295.1	0.0	0.0	7.5	54.1	53.1	4.2	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	81.5	6.8	0.0	2.0	20.4	21.3	3.4	0.0	0.0	0.7	0.0	12.5
LnGrp Delay(d),s/veh	337.1	15.7	0.0	72.7	107.3	106.3	67.1	0.0	0.0	48.3	0.0	20.9
LnGrp LOS	F	B		E	F	F	E			D		C
Approach Vol, veh/h		1800			871			89				522
Approach Delay, s/veh		215.7			104.9			67.1				22.1
Approach LOS		F			F			E				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.0	36.0		14.5	10.3	83.7		28.0				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		5.6				
Max Green Setting (Gmax), s	52.5	30.0		* 22	9.2	* 74		22.4				
Max Q Clear Time (g_c+I1), s	54.5	32.0		8.8	5.7	16.0		24.4				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				151.5								
HCM 2010 LOS				F								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	490	620	30	10	30	1277	1081	80	130	50	284	10
Future Volume (veh/h)	490	620	30	10	30	1277	1081	80	130	50	284	10
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		0.99	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	533	674	33		33	1388	1175	87	141	54	309	11
Adj No. of Lanes	1	2	0		2	3	1	1	1	0	2	2
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	383	2160	106		60	2173	668	108	161	62	248	484
Arrive On Green	0.22	0.63	0.63		0.02	0.43	0.43	0.06	0.13	0.13	0.07	0.14
Sat Flow, veh/h	1774	3435	168		3442	5085	1563	1774	1284	492	3442	3539
Grp Volume(v), veh/h	533	347	360		33	1388	1175	87	0	195	309	11
Grp Sat Flow(s),veh/h/ln	1774	1770	1833		1721	1695	1563	1774	0	1776	1721	1770
Q Serve(g_s), s	28.5	11.9	12.0		1.3	28.4	56.4	6.4	0.0	14.2	9.5	0.4
Cycle Q Clear(g_c), s	28.5	11.9	12.0		1.3	28.4	56.4	6.4	0.0	14.2	9.5	0.4
Prop In Lane	1.00		0.09		1.00		1.00	1.00		0.28	1.00	
Lane Grp Cap(c), veh/h	383	1113	1153		60	2173	668	108	0	223	248	484
V/C Ratio(X)	1.39	0.31	0.31		0.55	0.64	1.76	0.80	0.00	0.87	1.25	0.02
Avail Cap(c_a), veh/h	383	1113	1153		138	2173	668	113	0	471	248	960
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	11.3	11.3		64.3	29.8	37.8	61.2	0.0	56.7	61.2	49.3
Incr Delay (d2), s/veh	191.5	0.1	0.1		3.0	0.5	348.0	29.6	0.0	4.2	140.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.3	5.8	6.0		0.6	13.3	88.8	4.0	0.0	7.2	9.3	0.2
LnGrp Delay(d),s/veh	243.2	11.4	11.4		67.3	30.3	385.8	90.8	0.0	60.8	201.6	49.3
LnGrp LOS	F	B	B		E	C	F	F		E	F	D
Approach Vol, veh/h		1240				2596			282			418
Approach Delay, s/veh		111.0				191.6			70.1			162.8
Approach LOS		F				F			E			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	61.3	13.5	23.1	7.4	87.9	15.0	21.7				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	28.5	* 56	8.4	* 36	* 5.3	* 80	9.5	* 35				
Max Q Clear Time (g_c+I1), s	30.5	58.4	8.4	9.5	3.3	14.0	11.5	16.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	6.1	0.0	0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			159.4									
HCM 2010 LOS			F									
<b>Notes</b>												












Movement	SBR
Lane Configurations	T
Traffic Volume (veh/h)	90
Future Volume (veh/h)	90
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	98
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	216
Arrive On Green	0.14
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	98
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	7.5
Cycle Q Clear(g_c), s	7.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	216
V/C Ratio(X)	0.45
Avail Cap(c_a), veh/h	429
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	52.4
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.3
LnGrp Delay(d),s/veh	53.0
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



Jaeger Ranch  
11: Sunrise Blvd & Douglas Road

Cumulative Plus Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	↑↑↑	↗	🚗🚗	↑↑↑	↗	🚗🚗	↑↑↑	↗	🚗🚗	↑↑↑	↗
Traffic Volume (veh/h)	270	332	282	130	1353	263	1025	2276	160	52	810	170
Future Volume (veh/h)	270	332	282	130	1353	263	1025	2276	160	52	810	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	293	361	307	141	1471	286	1114	2474	174	57	880	185
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1601	499	187	1540	480	733	2174	668	94	1229	383
Arrive On Green	0.07	0.31	0.31	0.05	0.30	0.30	0.21	0.43	0.43	0.03	0.24	0.24
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1564	3442	5085	1583
Grp Volume(v), veh/h	293	361	307	141	1471	286	1114	2474	174	57	880	185
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1564	1721	1695	1583
Q Serve(g_s), s	9.5	7.5	23.6	5.8	40.6	22.0	30.5	61.2	10.3	2.3	22.7	14.4
Cycle Q Clear(g_c), s	9.5	7.5	23.6	5.8	40.6	22.0	30.5	61.2	10.3	2.3	22.7	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1601	499	187	1540	480	733	2174	668	94	1229	383
V/C Ratio(X)	1.28	0.23	0.62	0.75	0.96	0.60	1.52	1.14	0.26	0.61	0.72	0.48
Avail Cap(c_a), veh/h	228	1601	499	274	1570	489	733	2174	668	120	1265	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.8	36.2	41.7	66.7	48.9	42.5	56.3	41.0	26.4	68.9	49.8	46.6
Incr Delay (d2), s/veh	156.4	0.0	1.7	3.1	13.3	1.3	240.6	68.3	0.1	2.4	1.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	3.5	10.6	2.8	21.0	9.8	39.0	42.3	4.5	1.1	10.9	6.3
LnGrp Delay(d),s/veh	223.2	36.2	43.4	69.8	62.2	43.8	296.9	109.3	26.5	71.2	51.4	47.0
LnGrp LOS	F	D	D	E	E	D	F	F	C	E	D	D
Approach Vol, veh/h		961			1898			3762			1122	
Approach Delay, s/veh		95.5			60.0			161.0			51.7	
Approach LOS		F			E			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	68.6	13.3	51.9	36.0	42.0	15.0	50.2				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	5.0	* 61	11.4	* 42	30.5	* 36	9.5	44.2				
Max Q Clear Time (g_c+I1), s	4.3	63.2	7.8	25.6	32.5	24.7	11.5	42.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.4	0.0	7.2	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			112.3									
HCM 2010 LOS			F									
<b>Notes</b>												



















								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	380	120	410	1237	824	160		
Future Volume (veh/h)	380	120	410	1237	824	160		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	272	282	446	1345	896	174		
Adj No. of Lanes	1	1	2	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	2	2	2	2		
Cap, veh/h	370	337	572	2078	1181	528		
Arrive On Green	0.21	0.21	0.17	0.59	0.33	0.33		
Sat Flow, veh/h	1774	1615	3442	3632	3632	1583		
Grp Volume(v), veh/h	272	282	446	1345	896	174		
Grp Sat Flow(s),veh/h/ln	1774	1615	1721	1770	1770	1583		
Q Serve(g_s), s	7.6	8.8	6.6	13.4	11.9	4.3		
Cycle Q Clear(g_c), s	7.6	8.8	6.6	13.4	11.9	4.3		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	370	337	572	2078	1181	528		
V/C Ratio(X)	0.73	0.84	0.78	0.65	0.76	0.33		
Avail Cap(c_a), veh/h	597	544	1302	3127	1460	653		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.5	20.1	21.1	7.3	15.7	13.2		
Incr Delay (d2), s/veh	1.1	3.0	0.9	0.1	1.4	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.8	4.2	3.2	6.4	5.9	1.9		
LnGrp Delay(d),s/veh	20.6	23.1	22.0	7.4	17.1	13.3		
LnGrp LOS	C	C	C	A	B	B		
Approach Vol, veh/h	554			1791	1070			
Approach Delay, s/veh	21.9			11.0	16.5			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	13.4	23.7				37.1	15.7	
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1	4.7	
Max Green Setting (Gmax), s	* 20	* 22				* 47	17.8	
Max Q Clear Time (g_c+I1), s	8.6	13.9				15.4	10.8	
Green Ext Time (p_c), s	0.2	3.7				5.7	0.2	
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			14.5					
HCM 2010 LOS			B					
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	10	630	350	400	740	60	380	165	580	60	182
Future Volume (veh/h)	10	10	630	350	400	740	60	380	165	580	60	182
Number		1	6	16	5	2	12	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.96	1.00		0.99	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863
Adj Flow Rate, veh/h		11	685	0	435	804	65	335	462	444	65	198
Adj No. of Lanes		1	2	1	2	2	0	1	1	1	0	2
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		14	807	361	492	1197	97	516	541	454	94	294
Arrive On Green		0.01	0.23	0.00	0.14	0.36	0.36	0.29	0.29	0.29	0.14	0.14
Sat Flow, veh/h		1774	3539	1583	3442	3305	267	1774	1863	1560	654	2040
Grp Volume(v), veh/h		11	685	0	435	430	439	335	462	444	182	0
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1721	1770	1803	1774	1863	1560	1830	0
Q Serve(g_s), s		0.7	19.6	0.0	13.1	21.7	21.7	17.5	24.8	29.9	10.0	0.0
Cycle Q Clear(g_c), s		0.7	19.6	0.0	13.1	21.7	21.7	17.5	24.8	29.9	10.0	0.0
Prop In Lane		1.00		1.00	1.00		0.15	1.00		1.00	0.36	
Lane Grp Cap(c), veh/h		14	807	361	492	641	653	516	541	454	264	0
V/C Ratio(X)		0.79	0.85	0.00	0.88	0.67	0.67	0.65	0.85	0.98	0.69	0.00
Avail Cap(c_a), veh/h		72	905	405	503	641	653	516	541	454	449	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		52.5	39.2	0.0	44.6	28.5	28.5	32.9	35.5	37.3	43.1	0.0
Incr Delay (d2), s/veh		29.9	6.3	0.0	16.0	2.2	2.2	2.3	12.0	36.6	1.2	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	10.3	0.0	7.3	11.0	11.2	8.9	14.5	17.5	5.1	0.0
LnGrp Delay(d),s/veh		82.4	45.5	0.0	60.6	30.7	30.7	35.1	47.4	73.8	44.3	0.0
LnGrp LOS		F	D		E	C	C	D	D	E	D	
Approach Vol, veh/h			696			1304			1241			339
Approach Delay, s/veh			46.1			40.7			53.6			44.1
Approach LOS			D			D			D			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	43.1		36.0	20.3	28.9		20.8				
Change Period (Y+Rc), s	* 5.3	* 4.7		* 5.2	* 5.2	* 4.7		5.5				
Max Green Setting (Gmax), s	* 4.3	* 38		* 31	* 16	* 27		26.0				
Max Q Clear Time (g_c+I1), s	2.7	23.7		31.9	15.1	21.6		12.0				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	1.7		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			46.5									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
<b>Phase Configurations</b>	
Traffic Volume (veh/h)	70
Future Volume (veh/h)	70
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.95
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	76
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	117
Arrive On Green	0.14
Sat Flow, veh/h	810
Grp Volume(v), veh/h	157
Grp Sat Flow(s),veh/h/ln	1674
Q Serve(g_s), s	9.4
Cycle Q Clear(g_c), s	9.4
Prop In Lane	0.48
Lane Grp Cap(c), veh/h	241
V/C Ratio(X)	0.65
Avail Cap(c_a), veh/h	411
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	42.8
Incr Delay (d2), s/veh	1.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	4.4
LnGrp Delay(d),s/veh	44.0
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
<b>Timer</b>	

Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Cumulative Plus Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1180	0	350	0	1025	706	0	1122	150
Future Volume (veh/h)	0	0	0	1180	0	350	0	1025	706	0	1122	150
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				832	632	380	0	1114	0	0	1220	0
Adj No. of Lanes				1	1	0	0	3	1	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				991	608	365	0	1466	456	0	1466	456
Arrive On Green				0.56	0.56	0.56	0.00	0.29	0.00	0.00	0.29	0.00
Sat Flow, veh/h				1774	1088	654	0	5253	1583	0	5253	1583
Grp Volume(v), veh/h				832	0	1012	0	1114	0	0	1220	0
Grp Sat Flow(s),veh/h/ln				1774	0	1742	0	1695	1583	0	1695	1583
Q Serve(g_s), s				25.2	0.0	36.1	0.0	12.9	0.0	0.0	14.5	0.0
Cycle Q Clear(g_c), s				25.2	0.0	36.1	0.0	12.9	0.0	0.0	14.5	0.0
Prop In Lane				1.00		0.38	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				991	0	973	0	1466	456	0	1466	456
V/C Ratio(X)				0.84	0.00	1.04	0.00	0.76	0.00	0.00	0.83	0.00
Avail Cap(c_a), veh/h				991	0	973	0	1495	465	0	1550	483
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.9	0.0	14.3	0.0	21.0	0.0	0.0	21.5	0.0
Incr Delay (d2), s/veh				6.2	0.0	39.8	0.0	2.0	0.0	0.0	3.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.7	0.0	27.8	0.0	6.3	0.0	0.0	7.3	0.0
LnGrp Delay(d),s/veh				18.0	0.0	54.1	0.0	23.0	0.0	0.0	25.1	0.0
LnGrp LOS				B		F		C			C	
Approach Vol, veh/h					1844			1114			1220	
Approach Delay, s/veh					37.8			23.0			25.1	
Approach LOS					D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		23.6				23.6		41.0				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 20				19.0		36.1				
Max Q Clear Time (g_c+I1), s		16.5				14.9		38.1				
Green Ext Time (p_c), s		2.1				2.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				30.1								
HCM 2010 LOS				C								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Cumulative Plus Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	0	1234	0	0	0	0	1341	490	0	1722	420
Future Volume (veh/h)	280	0	1234	0	0	0	0	1341	490	0	1722	420
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	203	0	1450				0	1458	0	0	1872	0
Adj No. of Lanes	1	0	2				0	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	817	0	1457				0	2038	0	0	2038	634
Arrive On Green	0.46	0.00	0.46				0.00	0.40	0.00	0.00	0.40	0.00
Sat Flow, veh/h	1774	0	3163				0	5421	0	0	5253	1583
Grp Volume(v), veh/h	203	0	1450				0	1458	0	0	1872	0
Grp Sat Flow(s),veh/h/ln	1774	0	1581				0	1695	0	0	1695	1583
Q Serve(g_s), s	5.2	0.0	34.3				0.0	18.1	0.0	0.0	26.2	0.0
Cycle Q Clear(g_c), s	5.2	0.0	34.3				0.0	18.1	0.0	0.0	26.2	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	817	0	1457				0	2038	0	0	2038	634
V/C Ratio(X)	0.25	0.00	1.00				0.00	0.72	0.00	0.00	0.92	0.00
Avail Cap(c_a), veh/h	817	0	1457				0	2038	0	0	2066	643
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	20.2				0.0	18.9	0.0	0.0	21.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	22.3				0.0	1.1	0.0	0.0	6.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	19.2				0.0	8.6	0.0	0.0	13.4	0.0
LnGrp Delay(d),s/veh	12.4	0.0	42.5				0.0	20.0	0.0	0.0	28.3	0.0
LnGrp LOS	B		D					B			C	
Approach Vol, veh/h		1653						1458			1872	
Approach Delay, s/veh		38.8						20.0			28.3	
Approach LOS		D						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		35.1		40.0		35.1						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 31		* 35		30.0						
Max Q Clear Time (g_c+I1), s		28.2		36.3		20.1						
Green Ext Time (p_c), s		1.9		0.0		6.8						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									
<b>Notes</b>												

	→	↘	↶	↙	←	↗	↘	
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↘	↑↑↑	↘↘	↘	
Traffic Volume (veh/h)	1036	750	20	10	711	270	10	
Future Volume (veh/h)	1036	750	20	10	711	270	10	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	1126	0		11	773	293	11	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	2949	0		15	3539	430	198	
Arrive On Green	0.58	0.00		0.01	0.70	0.13	0.13	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	1126	0		11	773	293	11	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	5.7	0.0		0.3	2.6	3.9	0.3	
Cycle Q Clear(g_c), s	5.7	0.0		0.3	2.6	3.9	0.3	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2949	0		15	3539	430	198	
V/C Ratio(X)	0.38	0.00		0.73	0.22	0.68	0.06	
Avail Cap(c_a), veh/h	3310	0		243	4553	2103	967	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	5.4	0.0		23.5	2.6	19.9	18.3	
Incr Delay (d2), s/veh	0.2	0.0		21.5	0.1	0.7	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.7	0.0		0.2	1.2	1.9	0.1	
LnGrp Delay(d),s/veh	5.5	0.0		45.0	2.7	20.6	18.3	
LnGrp LOS	A			D	A	C	B	
Approach Vol, veh/h	1126				784	304		
Approach Delay, s/veh	5.5				3.2	20.5		
Approach LOS	A				A	C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		38.0			5.5	32.5		9.4
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		42.5			* 6.5	30.9		29.0
Max Q Clear Time (g_c+I1), s		4.6			2.3	7.7		5.9
Green Ext Time (p_c), s		28.4			0.0	19.1		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay				6.8				
HCM 2010 LOS				A				
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		🚗🚗	🚗🚗🚗			🚗🚗	🚗🚗🚗	🚗		🚗🚗	🚗🚗🚗	🚗
Traffic Volume (veh/h)	10	220	750	224	20	200	840	70	20	450	1406	220
Future Volume (veh/h)	10	220	750	224	20	200	840	70	20	450	1406	220
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.98		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		239	815	243		217	913	76		489	1528	239
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		272	982	291		281	1301	398		551	1781	553
Arrive On Green		0.08	0.25	0.25		0.08	0.26	0.26		0.16	0.35	0.35
Sat Flow, veh/h		3442	3881	1148		3442	5085	1558		3442	5085	1579
Grp Volume(v), veh/h		239	711	347		217	913	76		489	1528	239
Grp Sat Flow(s),veh/h/ln		1721	1695	1639		1721	1695	1558		1721	1695	1579
Q Serve(g_s), s		6.9	19.9	20.1		6.2	16.3	3.8		13.9	28.0	11.6
Cycle Q Clear(g_c), s		6.9	19.9	20.1		6.2	16.3	3.8		13.9	28.0	11.6
Prop In Lane		1.00		0.70		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		272	858	415		281	1301	398		551	1781	553
V/C Ratio(X)		0.88	0.83	0.84		0.77	0.70	0.19		0.89	0.86	0.43
Avail Cap(c_a), veh/h		272	968	468		285	1473	451		601	1781	553
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		45.7	35.3	35.4		45.1	33.8	29.2		41.2	30.2	24.9
Incr Delay (d2), s/veh		25.7	4.9	10.2		11.0	1.0	0.1		13.4	4.2	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.3	9.9	10.2		3.4	7.7	1.6		7.6	13.7	5.1
LnGrp Delay(d),s/veh		71.4	40.2	45.6		56.1	34.8	29.2		54.6	34.5	25.1
LnGrp LOS		E	D	D		E	C	C		D	C	C
Approach Vol, veh/h			1297				1206				2256	
Approach Delay, s/veh			47.4				38.3				37.8	
Approach LOS			D				D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.5	33.8	13.4	31.4	14.7	40.7	13.7	31.1				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	17.5	* 28	7.9	29.0	10.8	* 35	8.3	28.6				
Max Q Clear Time (g_c+I1), s	15.9	30.2	8.9	18.3	9.1	30.0	8.2	22.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	4.0	0.0	3.3	0.0	3.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			46.1									
HCM 2010 LOS			D									
<b>Notes</b>												





Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	230	498	450
Future Volume (veh/h)	230	498	450
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900
Adj Flow Rate, veh/h	250	541	489
Adj No. of Lanes	2	3	0
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	315	955	440
Arrive On Green	0.09	0.28	0.28
Sat Flow, veh/h	3442	3390	1561
Grp Volume(v), veh/h	250	541	489
Grp Sat Flow(s),veh/h/ln	1721	1695	1561
Q Serve(g_s), s	7.1	13.7	28.2
Cycle Q Clear(g_c), s	7.1	13.7	28.2
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	315	955	440
V/C Ratio(X)	0.79	0.57	1.11
Avail Cap(c_a), veh/h	371	955	440
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	30.7	36.0
Incr Delay (d2), s/veh	8.1	0.5	77.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	6.5	21.5
LnGrp Delay(d),s/veh	52.7	31.2	113.0
LnGrp LOS	D	C	F
Approach Vol, veh/h		1280	
Approach Delay, s/veh		66.7	
Approach LOS		E	
Timer			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗	🚗	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗🚗	🚗
Traffic Volume (veh/h)	30	110	10	130	140	620	50	1646	140	720	1798	750
Future Volume (veh/h)	30	110	10	130	140	620	50	1646	140	720	1798	750
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	33	120	11	141	152	674	54	1789	152	783	1954	815
Adj No. of Lanes	2	3	0	2	1	2	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	740	66	190	358	1349	90	1846	156	823	3050	934
Arrive On Green	0.02	0.16	0.16	0.05	0.19	0.19	0.03	0.39	0.39	0.24	0.60	0.60
Sat Flow, veh/h	3442	4740	422	3548	1863	3077	3442	4774	404	3442	5085	1557
Grp Volume(v), veh/h	33	85	46	141	152	674	54	1269	672	783	1954	815
Grp Sat Flow(s),veh/h/ln	1721	1695	1772	1774	1863	1538	1721	1695	1788	1721	1695	1557
Q Serve(g_s), s	1.3	3.0	3.1	5.4	9.9	22.0	2.1	50.6	51.0	30.9	34.5	60.7
Cycle Q Clear(g_c), s	1.3	3.0	3.1	5.4	9.9	22.0	2.1	50.6	51.0	30.9	34.5	60.7
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	59	529	277	190	358	1349	90	1311	691	823	3050	934
V/C Ratio(X)	0.56	0.16	0.17	0.74	0.42	0.50	0.60	0.97	0.97	0.95	0.64	0.87
Avail Cap(c_a), veh/h	132	688	360	190	413	1440	122	1327	700	836	3050	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	50.4	50.4	64.4	49.0	28.6	66.5	41.5	41.6	51.7	18.0	23.2
Incr Delay (d2), s/veh	3.0	0.1	0.1	13.0	0.3	0.1	2.3	17.3	26.8	19.8	0.4	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.4	1.5	3.0	5.1	9.3	1.0	26.8	30.3	16.9	16.2	28.1
LnGrp Delay(d),s/veh	70.3	50.4	50.5	77.3	49.3	28.7	68.8	58.7	68.4	71.5	18.3	32.0
LnGrp LOS	E	D	D	E	D	C	E	E	E	E	B	C
Approach Vol, veh/h		164			967			1995			3552	
Approach Delay, s/veh		54.5			39.0			62.3			33.2	
Approach LOS		D			D			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	88.4	7.9	32.5	38.5	59.1	12.9	27.5				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	4.9	* 82	5.3	* 31	33.5	* 54	7.4	* 28				
Max Q Clear Time (g_c+I1), s	4.1	62.7	3.3	24.0	32.9	53.0	7.4	5.1				
Green Ext Time (p_c), s	0.0	13.2	0.0	0.9	0.1	0.4	0.0	1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.2									
HCM 2010 LOS			D									
<b>Notes</b>												

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Cumulative Plus Project  
AM Peak





















Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↑↑↑			↑↑↑	↔
Traffic Volume (vph)	450	10	910	1324	170	50	1436	710	10	1894	220
Future Volume (vph)	450	10	910	1324	170	50	1436	710	10	1894	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8	4.5		4.6			4.6	4.0
Lane Util. Factor		0.91	0.86	0.91	0.88		0.86			0.91	1.00
Frbp, ped/bikes		1.00	0.99	0.98	1.00		0.99			1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.94	0.85	0.85		0.95			1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1610	2989	1418	2787		6039			5085	1545
Flt Permitted		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1610	2989	1418	2787		6039			5085	1545
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	489	11	989	1439	185	54	1561	772	11	2059	239
RTOR Reduction (vph)	0	0	1	30	72	0	1	0	0	0	0
Lane Group Flow (vph)	0	499	1665	733	167	0	2343	0	0	2059	239
Confl. Peds. (#/hr)	6	6		6	3	3		3	3		6
Confl. Bikes (#/hr)								2	2		3
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		5		6			2	
Permitted Phases				4							Free
Actuated Green, G (s)		55.2	55.2	55.2	6.5		42.4			53.4	120.0
Effective Green, g (s)		55.2	55.2	55.2	6.5		42.4			53.4	120.0
Actuated g/C Ratio		0.46	0.46	0.46	0.05		0.35			0.44	1.00
Clearance Time (s)		6.8	6.8	6.8	4.5		4.6			4.6	
Vehicle Extension (s)		1.0	1.0	1.0	3.0		1.0			1.0	
Lane Grp Cap (vph)		740	1374	652	150		2133			2262	1545
v/s Ratio Prot		0.31	c0.56		0.06		c0.39			c0.40	
v/s Ratio Perm				0.52							0.15
v/c Ratio		0.67	1.21	1.12	1.11		1.39dr			0.91	0.15
Uniform Delay, d1		25.4	32.4	32.4	56.8		38.8			31.1	0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2		1.9	102.3	74.8	107.4		52.3			5.9	0.2
Delay (s)		27.3	134.7	107.2	164.1		91.1			37.0	0.2
Level of Service		C	F	F	F		F			D	A
Approach Delay (s)			109.2				91.1			33.1	
Approach LOS			F				F			C	

Intersection Summary

HCM 2000 Control Delay	83.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

























c Critical Lane Group



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1210	0	170	0	860	866	0	1154	480
Future Volume (veh/h)	0	0	0	1210	0	170	0	860	866	0	1154	480
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				1315	0	185	0	935	0	0	1254	0
Adj No. of Lanes				2	0	1	0	3	2	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1603	0	738	0	1733	950	0	1733	540
Arrive On Green				0.47	0.00	0.47	0.00	0.34	0.00	0.00	0.34	0.00
Sat Flow, veh/h				3442	0	1583	0	5253	2787	0	5253	1583
Grp Volume(v), veh/h				1315	0	185	0	935	0	0	1254	0
Grp Sat Flow(s),veh/h/ln				1721	0	1583	0	1695	1393	0	1695	1583
Q Serve(g_s), s				15.6	0.0	3.3	0.0	7.0	0.0	0.0	10.2	0.0
Cycle Q Clear(g_c), s				15.6	0.0	3.3	0.0	7.0	0.0	0.0	10.2	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1603	0	738	0	1733	950	0	1733	540
V/C Ratio(X)				0.82	0.00	0.25	0.00	0.54	0.00	0.00	0.72	0.00
Avail Cap(c_a), veh/h				1937	0	891	0	2095	1148	0	2095	652
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				10.9	0.0	7.6	0.0	12.5	0.0	0.0	13.6	0.0
Incr Delay (d2), s/veh				2.5	0.0	0.2	0.0	0.1	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	0.0	1.5	0.0	3.2	0.0	0.0	4.8	0.0
LnGrp Delay(d),s/veh				13.3	0.0	7.8	0.0	12.6	0.0	0.0	14.3	0.0
LnGrp LOS				B		A		B			B	
Approach Vol, veh/h					1500			935			1254	
Approach Delay, s/veh					12.7			12.6			14.3	
Approach LOS					B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		20.6				20.6		26.4				
Change Period (Y+Rc), s		4.6				4.6		4.5				
Max Green Setting (Gmax), s		19.4				19.4		26.5				
Max Q Clear Time (g_c+I1), s		9.0				12.2		17.6				
Green Ext Time (p_c), s		4.6				3.7		4.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.2								
HCM 2010 LOS				B								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		🚗	↑↑	↗		🚗	↑↑↑	↗		🚗	↑↑↑	↗
Traffic Volume (veh/h)	50	240	340	206	10	250	1090	180	40	306	1581	140
Future Volume (veh/h)	50	240	340	206	10	250	1090	180	40	306	1581	140
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		1.00		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		261	370	224		272	1185	196		333	1718	152
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		283	831	365		283	1194	370		310	1974	606
Arrive On Green		0.09	0.26	0.26		0.09	0.26	0.26		0.10	0.43	0.43
Sat Flow, veh/h		3097	3185	1401		3097	4577	1420		3097	4577	1405
Grp Volume(v), veh/h		261	370	224		272	1185	196		333	1718	152
Grp Sat Flow(s),veh/h/ln		1549	1593	1401		1549	1526	1420		1549	1526	1405
Q Serve(g_s), s		9.6	11.2	16.2		10.1	29.7	13.6		11.5	39.3	7.9
Cycle Q Clear(g_c), s		9.6	11.2	16.2		10.1	29.7	13.6		11.5	39.3	7.9
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		283	831	365		283	1194	370		310	1974	606
V/C Ratio(X)		0.92	0.45	0.61		0.96	0.99	0.53		1.08	0.87	0.25
Avail Cap(c_a), veh/h		283	831	365		283	1194	370		310	1974	606
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		51.8	35.5	37.4		52.1	42.4	36.4		51.8	29.8	20.8
Incr Delay (d2), s/veh		33.3	0.8	4.3		42.7	24.3	4.1		72.5	4.8	0.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.4	5.0	6.7		6.0	15.2	5.8		8.0	17.4	3.1
LnGrp Delay(d),s/veh		85.2	36.3	41.7		94.8	66.7	40.5		124.3	34.6	21.3
LnGrp LOS		F	D	D		F	E	D		F	C	C
Approach Vol, veh/h			855				1653				2203	
Approach Delay, s/veh			52.6				68.2				47.2	
Approach LOS			D				E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	46.0	16.0	36.0	7.6	55.4	16.0	36.0				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	11.5	* 40	10.5	30.0	4.0	* 48	10.5	30.0				
Max Q Clear Time (g_c+l1), s	13.5	42.2	11.6	31.7	3.2	41.3	12.1	18.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	6.6	0.0	10.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			66.6									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		ST	TTT	T
Traffic Volume (veh/h)	20	30	920	600
Future Volume (veh/h)	20	30	920	600
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		33	1000	652
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2
Cap, veh/h		56	1600	490
Arrive On Green		0.02	0.35	0.35
Sat Flow, veh/h		3097	4577	1402
Grp Volume(v), veh/h		33	1000	652
Grp Sat Flow(s),veh/h/ln		1549	1526	1402
Q Serve(g_s), s		1.2	20.9	40.2
Cycle Q Clear(g_c), s		1.2	20.9	40.2
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		56	1600	490
V/C Ratio(X)		0.58	0.63	1.33
Avail Cap(c_a), veh/h		108	1600	490
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		56.0	31.1	37.4
Incr Delay (d2), s/veh		3.5	1.1	162.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.6	9.0	37.6
LnGrp Delay(d),s/veh		59.5	32.2	199.5
LnGrp LOS		E	C	F
Approach Vol, veh/h			1685	
Approach Delay, s/veh			97.5	
Approach LOS			F	
Timer				



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	170	20	140	430	140	30	1641	120	170	2016	450
Future Volume (veh/h)	400	170	20	140	430	140	30	1641	120	170	2016	450
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	435	185	22	152	467	152	33	1784	130	185	2191	489
Adj No. of Lanes	2	2	1	2	2	1	2	4	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	474	1022	451	206	779	320	60	2594	639	237	2321	715
Arrive On Green	0.14	0.29	0.29	0.06	0.21	0.21	0.02	0.40	0.40	0.07	0.46	0.46
Sat Flow, veh/h	3442	3539	1562	3548	3725	1529	3442	6408	1579	3442	5085	1568
Grp Volume(v), veh/h	435	185	22	152	467	152	33	1784	130	185	2191	489
Grp Sat Flow(s),veh/h/ln	1721	1770	1562	1774	1863	1529	1721	1602	1579	1721	1695	1568
Q Serve(g_s), s	15.8	5.0	1.3	5.4	14.4	11.1	1.2	29.2	6.8	6.7	52.3	31.3
Cycle Q Clear(g_c), s	15.8	5.0	1.3	5.4	14.4	11.1	1.2	29.2	6.8	6.7	52.3	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	1022	451	206	779	320	60	2594	639	237	2321	715
V/C Ratio(X)	0.92	0.18	0.05	0.74	0.60	0.48	0.55	0.69	0.20	0.78	0.94	0.68
Avail Cap(c_a), veh/h	474	1075	475	307	938	385	108	2594	639	341	2358	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	33.9	32.6	58.9	45.4	44.1	61.9	31.2	24.5	58.2	33.0	27.3
Incr Delay (d2), s/veh	22.4	0.1	0.1	2.0	1.3	1.9	4.8	0.7	0.1	4.1	8.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	2.5	0.6	2.7	7.5	4.8	0.6	13.0	3.0	3.3	26.3	14.1
LnGrp Delay(d),s/veh	76.4	34.0	32.6	60.9	46.7	46.0	66.7	31.9	24.6	62.3	41.9	30.7
LnGrp LOS	E	C	C	E	D	D	E	C	C	E	D	C
Approach Vol, veh/h		642			771			1947			2865	
Approach Delay, s/veh		62.7			49.4			32.0			41.3	
Approach LOS		E			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	63.8	23.0	32.6	14.3	57.2	12.9	42.7				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	4.0	* 59	17.5	32.0	12.6	* 50	11.0	* 39				
Max Q Clear Time (g_c+I1), s	3.2	54.3	17.8	16.4	8.7	31.2	7.4	7.0				
Green Ext Time (p_c), s	0.0	3.7	0.0	6.6	0.0	18.8	0.0	9.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			41.6									
HCM 2010 LOS			D									
<b>Notes</b>												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1330	0	670	0	0	0	0	1811	500	0	1916	440
Future Volume (veh/h)	1330	0	670	0	0	0	0	1811	500	0	1916	440
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1446	0	728				0	1968	0	0	2083	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1709	0	952				0	3608	767	0	2706	767
Arrive On Green	0.34	0.00	0.34				0.00	0.48	0.00	0.00	0.48	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1446	0	728				0	1968	0	0	2083	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	14.1	0.0	12.3				0.0	9.8	0.0	0.0	16.2	0.0
Cycle Q Clear(g_c), s	14.1	0.0	12.3				0.0	9.8	0.0	0.0	16.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1709	0	952				0	3608	767	0	2706	767
V/C Ratio(X)	0.85	0.00	0.76				0.00	0.55	0.00	0.00	0.77	0.00
Avail Cap(c_a), veh/h	1752	0	976				0	3906	830	0	2887	818
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	15.5				0.0	9.5	0.0	0.0	11.2	0.0
Incr Delay (d2), s/veh	4.0	0.0	3.6				0.0	0.1	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	5.1				0.0	4.9	0.0	0.0	8.4	0.0
LnGrp Delay(d),s/veh	20.1	0.0	19.1				0.0	9.6	0.0	0.0	12.3	0.0
LnGrp LOS	C		B					A			B	
Approach Vol, veh/h		2174						1968			2083	
Approach Delay, s/veh		19.8						9.6			12.3	
Approach LOS		B						A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		30.3		22.5		30.3						
Change Period (Y+Rc), s		* 4.7		4.5		4.7						
Max Green Setting (Gmax), s		* 28		18.5		27.3						
Max Q Clear Time (g_c+I1), s		11.8		16.1		18.2						
Green Ext Time (p_c), s		11.5		1.9		7.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									
<b>Notes</b>												


















Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps

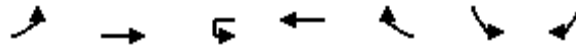
Cumulative Plus Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	190	0	400	0	2821	370	0	2196	1670
Future Volume (veh/h)	0	0	0	190	0	400	0	2821	370	0	2196	1670
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				207	0	435	0	3066	0	0	2387	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				636	0	515	0	3919	1110	0	3566	1954
Arrive On Green				0.18	0.00	0.18	0.00	0.70	0.00	0.00	0.70	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				207	0	435	0	3066	0	0	2387	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				4.3	0.0	12.6	0.0	30.3	0.0	0.0	22.0	0.0
Cycle Q Clear(g_c), s				4.3	0.0	12.6	0.0	30.3	0.0	0.0	22.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				636	0	515	0	3919	1110	0	3566	1954
V/C Ratio(X)				0.33	0.00	0.84	0.00	0.78	0.00	0.00	0.67	0.00
Avail Cap(c_a), veh/h				723	0	585	0	4244	1202	0	3844	2106
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				29.5	0.0	32.8	0.0	8.2	0.0	0.0	7.0	0.0
Incr Delay (d2), s/veh				0.3	0.0	10.0	0.0	0.8	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	5.5	0.0	15.6	0.0	0.0	10.3	0.0
LnGrp Delay(d),s/veh				29.8	0.0	42.8	0.0	9.0	0.0	0.0	7.3	0.0
LnGrp LOS				C		D		A			A	
Approach Vol, veh/h					642			3066			2387	
Approach Delay, s/veh					38.6			9.0			7.3	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		63.4				63.4		19.9				
Change Period (Y+Rc), s		* 5				5.0		4.5				
Max Green Setting (Gmax), s		* 63				63.0		17.5				
Max Q Clear Time (g_c+I1), s		32.3				24.0		14.6				
Green Ext Time (p_c), s		26.2				31.6		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				11.5								
HCM 2010 LOS				B								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	120	10	412	30	30	40	30	465	2766	20	40	3354
Future Volume (veh/h)	120	10	412	30	30	40	30	465	2766	20	40	3354
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	130	241	294	33	33	43		505	3007	22	43	3646
Adj No. of Lanes	0	1	1	1	1	0		2	3	0	1	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	144	267	354	114	47	62		299	2596	19	55	2238
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06		0.09	0.50	0.50	0.03	0.44
Sat Flow, veh/h	641	1189	1575	1774	733	956		3442	5208	38	1774	5085
Grp Volume(v), veh/h	371	0	294	33	0	76		505	1955	1074	43	3646
Grp Sat Flow(s),veh/h/ln	1831	0	1575	1774	0	1689		1721	1695	1856	1774	1695
Q Serve(g_s), s	22.5	0.0	20.3	2.0	0.0	5.0		9.9	56.9	56.9	2.7	50.2
Cycle Q Clear(g_c), s	22.5	0.0	20.3	2.0	0.0	5.0		9.9	56.9	56.9	2.7	50.2
Prop In Lane	0.35		1.00	1.00		0.57		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	411	0	354	114	0	109		299	1690	925	55	2238
V/C Ratio(X)	0.90	0.00	0.83	0.29	0.00	0.70		1.69	1.16	1.16	0.78	1.63
Avail Cap(c_a), veh/h	514	0	442	498	0	474		299	1690	925	73	2238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	42.2	50.9	0.0	52.3		52.1	28.6	28.6	54.9	31.9
Incr Delay (d2), s/veh	14.8	0.0	8.6	0.5	0.0	3.0		325.0	77.7	84.5	23.2	285.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	0.0	9.7	1.0	0.0	2.4		18.2	44.8	50.8	1.7	82.5
LnGrp Delay(d),s/veh	57.8	0.0	50.8	51.4	0.0	55.3		377.1	106.3	113.1	78.1	317.2
LnGrp LOS	E		D	D		E		F	F	F	E	F
Approach Vol, veh/h		665			109				3534			3732
Approach Delay, s/veh		54.7			54.1				147.0			311.0
Approach LOS		D			D				F			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.1		31.1	8.3	61.8		12.9				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 9.9	* 50		32.0	* 4.7	* 56		32.0				
Max Q Clear Time (g_c+I1), s	11.9	52.2		24.5	4.7	58.9		7.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			214.3									
HCM 2010 LOS			F									
<b>Notes</b>												

























Movement	SBR
*** Lane Configurations	7
Traffic Volume (veh/h)	40
Future Volume (veh/h)	40
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	43
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	679
Arrive On Green	0.44
Sat Flow, veh/h	1542
Grp Volume(v), veh/h	43
Grp Sat Flow(s),veh/h/ln	1542
Q Serve(g_s), s	1.8
Cycle Q Clear(g_c), s	1.8
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	679
V/C Ratio(X)	0.06
Avail Cap(c_a), veh/h	679
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	18.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.8
LnGrp Delay(d),s/veh	18.4
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

























								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	330	20	10	1797	974	920		
Future Volume (veh/h)	330	20	10	1797	974	920		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	359	22	11	1953	1059	1000		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	463	226	15	2406	2086	1146		
Arrive On Green	0.13	0.13	0.01	0.68	0.59	0.59		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1583		
Grp Volume(v), veh/h	359	22	11	1953	1059	1000		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1583		
Q Serve(g_s), s	6.7	0.8	0.4	26.3	11.7	31.6		
Cycle Q Clear(g_c), s	6.7	0.8	0.4	26.3	11.7	31.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	463	226	15	2406	2086	1146		
V/C Ratio(X)	0.78	0.10	0.75	0.81	0.51	0.87		
Avail Cap(c_a), veh/h	1339	629	106	2749	2230	1211		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.9	24.9	33.1	7.6	8.0	6.9		
Incr Delay (d2), s/veh	1.1	0.1	24.0	1.5	0.1	6.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.3	0.8	0.3	13.0	5.6	20.4		
LnGrp Delay(d),s/veh	29.0	25.0	57.0	9.1	8.1	13.5		
LnGrp LOS	C	C	E	A	A	B		
Approach Vol, veh/h	381			1964	2059			
Approach Delay, s/veh	28.8			9.4	10.7			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.1	46.3		14.5		52.3		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	4.0	* 42		26.0		* 52		
Max Q Clear Time (g_c+I1), s	2.4	33.6		8.7		28.3		
Green Ext Time (p_c), s	0.0	5.7		0.3		10.2		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			11.7					
HCM 2010 LOS			B					
<b>Notes</b>								



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations	↔↔	↑↑	↔	↑↑	↔	↔	↔	
Traffic Volume (veh/h)	871	1236	0	1316	110	50	618	
Future Volume (veh/h)	871	1236	0	1316	110	50	618	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	947	1343		1430	120	54	672	
Adj No. of Lanes	2	2		2	1	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	964	2488		1313	587	310	277	
Arrive On Green	0.28	0.70		0.37	0.37	0.17	0.17	
Sat Flow, veh/h	3442	3632		3632	1583	1774	1583	
Grp Volume(v), veh/h	947	1343		1430	120	54	672	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1583	1774	1583	
Q Serve(g_s), s	27.3	18.2		37.1	5.2	2.6	17.5	
Cycle Q Clear(g_c), s	27.3	18.2		37.1	5.2	2.6	17.5	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	964	2488		1313	587	310	277	
V/C Ratio(X)	0.98	0.54		1.09	0.20	0.17	2.43	
Avail Cap(c_a), veh/h	964	2488		1313	587	310	277	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	35.8	7.1		31.4	21.4	35.1	41.3	
Incr Delay (d2), s/veh	24.7	0.1		52.8	0.1	0.1	652.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	16.2	8.8		27.7	2.3	1.3	57.9	
LnGrp Delay(d),s/veh	60.4	7.2		84.3	21.5	35.2	693.5	
LnGrp LOS	E	A		F	C	D	F	
Approach Vol, veh/h		2290		1550		726		
Approach Delay, s/veh		29.2		79.4		644.5		
Approach LOS		C		E		F		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	33.2	43.8				77.0		23.0
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 28	* 37				* 61		17.5
Max Q Clear Time (g_c+l1), s	29.3	39.1				20.2		19.5
Green Ext Time (p_c), s	0.0	0.0				8.4		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			144.1					
HCM 2010 LOS			F					
<b>Notes</b>								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	50	10	60	360	0	10	0	30	0	0	0
Future Volume (veh/h)	0	50	10	60	360	0	10	0	30	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	54	11	65	391	0	11	0	33	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	407	182	110	978	438	25	2665	830	4	2085	649
Arrive On Green	0.00	0.11	0.11	0.06	0.28	0.00	0.01	0.00	0.52	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	0	54	11	65	391	0	11	0	33	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	0.0	0.6	0.3	1.6	4.1	0.0	0.3	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.6	0.3	1.6	4.1	0.0	0.3	0.0	0.5	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	407	182	110	978	438	25	2665	830	4	2085	649
V/C Ratio(X)	0.00	0.13	0.06	0.59	0.40	0.00	0.43	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	197	1412	632	216	1451	649	197	2665	830	197	2085	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.9	17.8	20.6	13.3	0.0	22.1	0.0	5.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	5.0	0.3	0.0	11.3	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.1	0.9	2.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	18.1	17.9	25.7	13.5	0.0	33.4	0.0	5.3	0.0	0.0	0.0
LnGrp LOS		B	B	C	B		C		A			
Approach Vol, veh/h		65			456			44			0	
Approach Delay, s/veh		18.1			15.3			12.3			0.0	
Approach LOS		B			B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	28.1	7.3	9.7	5.1	23.0	0.0	17.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	0.0	2.5	3.6	2.6	2.3	0.0	0.0	6.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	2.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.4									
HCM 2010 LOS			B									

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	140	250	0	450	300	330	1156	0	100	842	490
Future Volume (veh/h)	200	140	250	0	450	300	330	1156	0	100	842	490
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	152	272	0	489	326	359	1257	0	109	915	533
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	1288	576	4	800	358	439	2082	648	197	1724	537
Arrive On Green	0.08	0.36	0.36	0.00	0.23	0.23	0.13	0.41	0.00	0.06	0.34	0.34
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	217	152	272	0	489	326	359	1257	0	109	915	533
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	4.9	2.3	10.5	0.0	9.9	16.0	8.1	15.4	0.0	2.5	11.6	26.7
Cycle Q Clear(g_c), s	4.9	2.3	10.5	0.0	9.9	16.0	8.1	15.4	0.0	2.5	11.6	26.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	1288	576	4	800	358	439	2082	648	197	1724	537
V/C Ratio(X)	0.77	0.12	0.47	0.00	0.61	0.91	0.82	0.60	0.00	0.55	0.53	0.99
Avail Cap(c_a), veh/h	281	1288	576	216	800	358	454	2082	648	255	1724	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	16.8	19.4	0.0	27.7	30.0	33.8	18.5	0.0	36.6	21.2	26.2
Incr Delay (d2), s/veh	12.5	0.0	0.6	0.0	1.4	26.7	11.0	1.3	0.0	2.4	1.2	37.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.1	4.7	0.0	5.0	9.6	4.5	7.5	0.0	1.2	5.6	17.2
LnGrp Delay(d),s/veh	48.3	16.9	20.0	0.0	29.1	56.7	44.8	19.8	0.0	39.0	22.4	63.4
LnGrp LOS	D	B	C		C	E	D	B		D	C	E
Approach Vol, veh/h		641			815			1616			1557	
Approach Delay, s/veh		28.9			40.1			25.3			37.6	
Approach LOS		C			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	37.1	0.0	33.5	14.7	31.5	11.0	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	31.6	5.0	19.5	10.5	27.0	6.5	18.0				
Max Q Clear Time (g_c+l1), s	4.5	17.4	0.0	12.5	10.1	28.7	6.9	18.0				
Green Ext Time (p_c), s	0.0	12.1	0.0	3.6	0.1	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			32.5									
HCM 2010 LOS			C									

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	100	30	12	140	10	50	791	75	10	258	240
Future Volume (veh/h)	290	100	30	12	140	10	50	791	75	10	258	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	315	109	33	13	152	11	54	860	82	11	280	261
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	1130	505	29	237	202	86	1307	585	25	1185	530
Arrive On Green	0.21	0.32	0.32	0.02	0.13	0.13	0.05	0.37	0.37	0.01	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	315	109	33	13	152	11	54	860	82	11	280	261
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.9	1.4	0.9	0.5	5.0	0.4	1.9	12.9	2.2	0.4	3.7	8.4
Cycle Q Clear(g_c), s	10.9	1.4	0.9	0.5	5.0	0.4	1.9	12.9	2.2	0.4	3.7	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1130	505	29	237	202	86	1307	585	25	1185	530
V/C Ratio(X)	0.85	0.10	0.07	0.45	0.64	0.05	0.63	0.66	0.14	0.45	0.24	0.49
Avail Cap(c_a), veh/h	486	1689	756	139	525	446	142	1307	585	139	1185	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	15.3	15.1	31.2	26.5	24.5	29.9	16.8	13.4	31.3	15.4	16.9
Incr Delay (d2), s/veh	10.9	0.0	0.1	10.8	2.9	0.1	7.4	2.6	0.5	12.2	0.5	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.7	0.4	0.3	2.7	0.2	1.1	6.8	1.0	0.3	1.9	4.1
LnGrp Delay(d),s/veh	35.3	15.3	15.2	42.0	29.4	24.6	37.3	19.4	13.9	43.4	15.8	20.2
LnGrp LOS	D	B	B	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		457			176			996			552	
Approach Delay, s/veh		29.1			30.0			19.9			18.4	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	28.1	5.5	24.9	7.6	25.9	17.8	12.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	21.5	5.0	30.5	5.1	21.4	17.5	18.0				
Max Q Clear Time (g_c+I1), s	2.4	14.9	2.5	3.4	3.9	10.4	12.9	7.0				
Green Ext Time (p_c), s	0.0	4.4	0.0	1.7	0.0	6.5	0.4	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									



Jaeger Ranch  
31: Rancho Cordova Parkway & Douglas Road

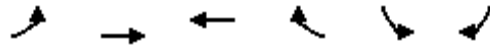
Cumulative Plus Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	220	186	62	830	220	461	392	95	60	156	20
Future Volume (veh/h)	30	220	186	62	830	220	461	392	95	60	156	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	239	202	67	902	239	501	426	103	65	170	22
Adj No. of Lanes	2	3	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	1532	477	195	1141	511	663	985	441	192	500	224
Arrive On Green	0.04	0.30	0.30	0.06	0.32	0.32	0.19	0.28	0.28	0.06	0.14	0.14
Sat Flow, veh/h	3442	5085	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	33	239	202	67	902	239	501	426	103	65	170	22
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.5	2.0	6.0	1.1	13.5	7.0	8.0	5.8	2.9	1.1	2.5	0.7
Cycle Q Clear(g_c), s	0.5	2.0	6.0	1.1	13.5	7.0	8.0	5.8	2.9	1.1	2.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	1532	477	195	1141	511	663	985	441	192	500	224
V/C Ratio(X)	0.27	0.16	0.42	0.34	0.79	0.47	0.76	0.43	0.23	0.34	0.34	0.10
Avail Cap(c_a), veh/h	294	1783	555	294	1241	555	1060	1907	853	294	1120	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	15.0	16.4	26.5	18.0	15.8	22.3	17.3	16.3	26.6	22.6	21.9
Incr Delay (d2), s/veh	1.2	0.0	0.6	1.0	3.3	0.7	1.8	0.3	0.3	1.0	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	2.7	0.5	7.0	3.1	4.0	2.8	1.3	0.5	1.3	0.3
LnGrp Delay(d),s/veh	28.6	15.0	17.0	27.6	21.3	16.5	24.1	17.6	16.6	27.6	23.0	22.0
LnGrp LOS	C	B	B	C	C	B	C	B	B	C	C	C
Approach Vol, veh/h		474			1208			1030			257	
Approach Delay, s/veh		16.8			20.7			20.6			24.1	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	20.8	7.8	22.1	15.8	12.8	6.6	23.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	31.5	5.0	20.5	18.0	18.5	5.0	20.5				
Max Q Clear Time (g_c+I1), s	3.1	7.8	3.1	8.0	10.0	4.5	2.5	15.5				
Green Ext Time (p_c), s	0.0	4.5	0.0	6.6	1.2	3.7	0.0	3.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.3									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	50	40	230	80	140	88	70	40	111	30
Future Volume (veh/h)	20	80	50	40	230	80	140	88	70	40	111	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	87	54	43	250	87	152	96	76	43	121	33
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	327	278	152	361	307	192	1416	634	152	1189	532
Arrive On Green	0.03	0.18	0.18	0.04	0.19	0.19	0.11	0.40	0.40	0.04	0.34	0.34
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	22	87	54	43	250	87	152	96	76	43	121	33
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.7	2.2	1.6	0.6	6.7	2.5	4.5	0.9	1.6	0.6	1.3	0.8
Cycle Q Clear(g_c), s	0.7	2.2	1.6	0.6	6.7	2.5	4.5	0.9	1.6	0.6	1.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	327	278	152	361	307	192	1416	634	152	1189	532
V/C Ratio(X)	0.48	0.27	0.19	0.28	0.69	0.28	0.79	0.07	0.12	0.28	0.10	0.06
Avail Cap(c_a), veh/h	166	626	532	321	626	532	199	1416	634	321	1189	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	19.1	18.8	24.8	20.1	18.4	23.3	9.9	10.1	24.8	12.2	12.1
Incr Delay (d2), s/veh	7.4	0.4	0.3	1.0	2.4	0.5	18.7	0.1	0.4	1.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.7	0.3	3.6	1.1	3.2	0.5	0.8	0.3	0.6	0.4
LnGrp Delay(d),s/veh	33.1	19.5	19.2	25.8	22.5	18.9	42.0	10.0	10.5	25.8	12.4	12.3
LnGrp LOS	C	B	B	C	C	B	D	A	B	C	B	B
Approach Vol, veh/h		163			380			324			197	
Approach Delay, s/veh		21.3			22.1			25.1			15.3	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	25.9	6.9	13.9	10.3	22.5	5.9	14.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	6.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.6	3.6	2.6	4.2	6.5	3.3	2.7	8.7				
Green Ext Time (p_c), s	0.0	1.5	0.0	2.1	0.0	1.4	0.0	1.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			21.6									
HCM 2010 LOS			C									

Jaeger Ranch  
33: Grant Line Road & Rancho Cordova Parkway

Cumulative Plus Project  
AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↗↗	↕↕	↖↖	↗	↖	↗		
Traffic Volume (veh/h)	30	0	0	0	0	30		
Future Volume (veh/h)	30	0	0	0	0	30		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	0	0	0	0	33		
Adj No. of Lanes	2	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	139	143	12	6	1145	1022		
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.65		
Sat Flow, veh/h	3442	3632	-82054	1583	1774	1583		
Grp Volume(v), veh/h	33	0	0	0	0	33		
Grp Sat Flow(s),veh/h/ln	1721	1770	1770	1583	1774	1583		
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.2		
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.0	0.0	0.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	139	143	12	6	1145	1022		
V/C Ratio(X)	0.24	0.00	0.00	0.00	0.00	0.03		
Avail Cap(c_a), veh/h	601	3397	2223	995	1145	1022		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	13.3	0.0	0.0	0.0	0.0	1.8		
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.4		
LnGrp Delay(d),s/veh	14.2	0.0	0.0	0.0	0.0	1.9		
LnGrp LOS	B					A		
Approach Vol, veh/h		33	0		33			
Approach Delay, s/veh		14.2	0.0		1.9			
Approach LOS		B			A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				5.7		23.0	5.7	0.0
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5		18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				0.0		2.2	2.3	0.0
Green Ext Time (p_c), s				0.0		0.0	0.0	0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					

























Jaeger Ranch  
34: Americanos Boulevard & International Drive

Cumulative Plus Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	50	60	0	400	0	130	0	150	0	0	0
Future Volume (veh/h)	0	50	60	0	400	0	130	0	150	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	54	65	0	435	0	141	0	163	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	1134	507	9	1134	507	238	452	384	9	9	8
Arrive On Green	0.00	0.32	0.32	0.00	0.32	0.00	0.13	0.00	0.24	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	0	54	65	0	435	0	141	0	163	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.0	0.2	0.6	0.0	2.0	0.0	1.5	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.6	0.0	2.0	0.0	1.5	0.0	1.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	9	1134	507	9	1134	507	238	452	384	9	9	8
V/C Ratio(X)	0.00	0.05	0.13	0.00	0.38	0.00	0.59	0.00	0.42	0.00	0.00	0.00
Avail Cap(c_a), veh/h	431	3093	1384	431	3093	1384	508	1718	1460	431	1637	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.8	5.0	0.0	5.4	0.0	8.4	0.0	6.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.2	0.0	2.3	0.0	0.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.0	0.9	0.0	0.9	0.0	0.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	4.8	5.1	0.0	5.6	0.0	10.7	0.0	7.3	0.0	0.0	0.0
LnGrp LOS		A	A		A		B		A			
Approach Vol, veh/h		119			435			304			0	
Approach Delay, s/veh		5.0			5.6			8.9			0.0	
Approach LOS		A			A			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	9.5	0.0	11.1	7.3	2.2	0.0	11.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	3.8	0.0	2.6	3.5	0.0	0.0	4.0				
Green Ext Time (p_c), s	0.0	0.4	0.0	3.1	0.1	0.0	0.0	2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									

Jaeger Ranch  
35: Americanos Boulevard & Centennial Drive

Cumulative Plus Project  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	20	10	10	0	80	30	10	0	20	10
Future Volume (veh/h)	40	10	20	10	10	0	80	30	10	0	20	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	11	22	11	11	0	87	33	11	0	22	11
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	164	139	25	104	88	132	1099	934	4	769	654
Arrive On Green	0.05	0.09	0.09	0.01	0.06	0.00	0.07	0.59	0.59	0.00	0.41	0.41
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	43	11	22	11	11	0	87	33	11	0	22	11
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.0	0.2	0.6	0.3	0.2	0.0	2.1	0.3	0.1	0.0	0.3	0.2
Cycle Q Clear(g_c), s	1.0	0.2	0.6	0.3	0.2	0.0	2.1	0.3	0.1	0.0	0.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	164	139	25	104	88	132	1099	934	4	769	654
V/C Ratio(X)	0.52	0.07	0.16	0.43	0.11	0.00	0.66	0.03	0.01	0.00	0.03	0.02
Avail Cap(c_a), veh/h	202	765	650	202	765	650	239	1099	934	202	769	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	18.3	18.5	21.4	19.7	0.0	19.7	3.8	3.7	0.0	7.6	7.6
Incr Delay (d2), s/veh	5.0	0.2	0.5	11.2	0.4	0.0	5.5	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.3	0.2	0.1	0.0	1.2	0.2	0.1	0.0	0.2	0.1
LnGrp Delay(d),s/veh	25.4	18.5	19.0	32.7	20.1	0.0	25.2	3.8	3.7	0.0	7.7	7.7
LnGrp LOS	C	B	B	C	C		C	A	A		A	A
Approach Vol, veh/h		76			22			131			33	
Approach Delay, s/veh		22.6			26.4			18.0			7.7	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	30.4	5.1	8.4	7.8	22.6	6.5	6.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	2.3	2.3	2.6	4.1	2.3	3.0	2.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.7									
HCM 2010 LOS			B									

























Jaeger Ranch  
36: Rancho Cordova Parkway & Douglas Drive

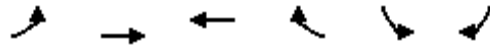
Cumulative Plus Project  
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	270	50	20	530	30	250	20	50	20	10	80
Future Volume (veh/h)	20	270	50	20	530	30	250	20	50	20	10	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	293	54	22	576	33	272	22	54	22	11	87
Adj No. of Lanes	1	3	1	2	2	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1240	386	89	863	386	353	730	620	46	586	498
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.10	0.39	0.39	0.03	0.31	0.31
Sat Flow, veh/h	1774	5085	1583	3442	3539	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	22	293	54	22	576	33	272	22	54	22	11	87
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1770	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.7	2.7	1.5	0.4	8.5	0.9	4.4	0.4	1.2	0.7	0.2	2.3
Cycle Q Clear(g_c), s	0.7	2.7	1.5	0.4	8.5	0.9	4.4	0.4	1.2	0.7	0.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1240	386	89	863	386	353	730	620	46	586	498
V/C Ratio(X)	0.48	0.24	0.14	0.25	0.67	0.09	0.77	0.03	0.09	0.48	0.02	0.17
Avail Cap(c_a), veh/h	154	1592	496	299	1108	496	353	730	620	154	586	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	17.4	17.0	27.5	19.6	16.8	25.1	10.8	11.0	27.6	13.6	14.3
Incr Delay (d2), s/veh	7.6	0.1	0.2	1.4	1.0	0.1	10.0	0.1	0.3	7.6	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	0.7	0.2	4.2	0.4	2.6	0.2	0.6	0.4	0.1	1.1
LnGrp Delay(d),s/veh	35.3	17.5	17.2	28.9	20.7	16.9	35.1	10.8	11.3	35.3	13.6	15.0
LnGrp LOS	D	B	B	C	C	B	D	B	B	D	B	B
Approach Vol, veh/h		369			631			348			120	
Approach Delay, s/veh		18.5			20.8			29.9			18.6	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	27.0	6.0	18.5	10.4	22.6	6.0	18.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.9	18.1	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.7	3.2	2.4	4.7	6.4	4.3	2.7	10.5				
Green Ext Time (p_c), s	0.0	0.5	0.0	5.2	0.0	0.5	0.0	3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			22.2									
HCM 2010 LOS			C									

Jaeger Ranch  
37: Americanos Boulevard & Chrysanthy Boulevard


Cumulative Plus Project  
AM Peak













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	182	10	20	310	20	50	10	100	20	10	14
Future Volume (veh/h)	20	182	10	20	310	20	50	10	100	20	10	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	198	11	22	337	22	54	11	109	22	11	15
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	451	383	46	451	383	177	690	586	46	642	546
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.05	0.37	0.37	0.03	0.34	0.34
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	22	198	11	22	337	22	54	11	109	22	11	15
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.3	4.8	0.3	0.7	9.0	0.6	0.8	0.2	2.5	0.7	0.2	0.3
Cycle Q Clear(g_c), s	0.3	4.8	0.3	0.7	9.0	0.6	0.8	0.2	2.5	0.7	0.2	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	451	383	46	451	383	177	690	586	46	642	546
V/C Ratio(X)	0.25	0.44	0.03	0.48	0.75	0.06	0.30	0.02	0.19	0.48	0.02	0.03
Avail Cap(c_a), veh/h	321	642	546	165	642	546	321	690	586	165	642	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	17.2	15.5	25.8	18.8	15.6	24.5	10.7	11.4	25.8	11.6	11.6
Incr Delay (d2), s/veh	1.4	0.7	0.0	7.4	2.9	0.1	1.0	0.0	0.7	7.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.6	0.1	0.4	5.0	0.3	0.4	0.1	1.2	0.4	0.1	0.2
LnGrp Delay(d),s/veh	27.0	17.9	15.5	33.2	21.8	15.7	25.5	10.7	12.1	33.2	11.6	11.7
LnGrp LOS	C	B	B	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		231			381			174			48	
Approach Delay, s/veh		18.7			22.1			16.2			21.5	
Approach LOS		B			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	24.4	5.9	17.5	7.3	23.0	5.9	17.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.0	18.5				
Max Q Clear Time (g_c+l1), s	2.7	4.5	2.7	6.8	2.8	2.3	2.3	11.0				
Green Ext Time (p_c), s	0.0	0.4	0.0	2.6	0.0	0.4	0.0	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									
























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↶	↷	↷	↷	↶	↷		
Traffic Volume (veh/h)	30	100	100	30	60	120		
Future Volume (veh/h)	30	100	100	30	60	120		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	109	109	33	65	130		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	74	1513	635	284	282	252		
Arrive On Green	0.04	0.43	0.18	0.18	0.16	0.16		
Sat Flow, veh/h	1774	3632	3632	1583	1774	1583		
Grp Volume(v), veh/h	33	109	109	33	65	130		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1583	1774	1583		
Q Serve(g_s), s	0.4	0.4	0.6	0.4	0.7	1.6		
Cycle Q Clear(g_c), s	0.4	0.4	0.6	0.4	0.7	1.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	74	1513	635	284	282	252		
V/C Ratio(X)	0.45	0.07	0.17	0.12	0.23	0.52		
Avail Cap(c_a), veh/h	432	4519	2926	1309	1483	1324		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.2	3.7	7.6	7.5	8.0	8.4		
Incr Delay (d2), s/veh	4.2	0.0	0.1	0.2	0.4	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.3	0.4	0.4	1.5		
LnGrp Delay(d),s/veh	14.4	3.7	7.7	7.7	8.4	10.0		
LnGrp LOS	B	A	A	A	A	B		
Approach Vol, veh/h		142	142		195			
Approach Delay, s/veh		6.2	7.7		9.5			
Approach LOS		A	A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				13.8		8.0	5.4	8.4
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.8		18.2	5.3	18.0
Max Q Clear Time (g_c+I1), s				2.4		3.6	2.4	2.6
Green Ext Time (p_c), s				1.5		0.5	0.0	1.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					



								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	81	311	1490	42	52	660		
Future Volume (veh/h)	81	311	1490	42	52	660		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	88	338	1620	46	57	717		
Adj No. of Lanes	1	1	3	1	2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	2	2	2	2		
Cap, veh/h	439	399	2330	726	181	2093		
Arrive On Green	0.25	0.25	0.46	0.46	0.05	0.59		
Sat Flow, veh/h	1774	1615	5253	1583	3442	3632		
Grp Volume(v), veh/h	88	338	1620	46	57	717		
Grp Sat Flow(s),veh/h/ln	1774	1615	1695	1583	1721	1770		
Q Serve(g_s), s	2.2	11.1	14.1	0.9	0.9	5.8		
Cycle Q Clear(g_c), s	2.2	11.1	14.1	0.9	0.9	5.8		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	439	399	2330	726	181	2093		
V/C Ratio(X)	0.20	0.85	0.70	0.06	0.32	0.34		
Avail Cap(c_a), veh/h	572	521	2330	726	308	2093		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.6	20.0	12.0	8.4	25.5	5.8		
Incr Delay (d2), s/veh	0.2	9.8	1.7	0.2	1.0	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.1	6.0	6.8	0.4	0.4	2.9		
LnGrp Delay(d),s/veh	16.9	29.8	13.8	8.6	26.4	6.3		
LnGrp LOS	B	C	B	A	C	A		
Approach Vol, veh/h	426		1666			774		
Approach Delay, s/veh	27.1		13.6			7.8		
Approach LOS	C		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	30.1				37.5		18.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	5.0	23.5				33.0		18.0
Max Q Clear Time (g_c+I1), s	2.9	16.1				7.8		13.1
Green Ext Time (p_c), s	0.0	6.3				17.2		0.7
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			14.0					
HCM 2010 LOS			B					
<b>Notes</b>								

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	217	35	22	730	740	48		
Future Volume (veh/h)	217	35	22	730	740	48		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	236	38	24	793	804	52		
Adj No. of Lanes	1	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	315	281	51	2202	1746	781		
Arrive On Green	0.18	0.18	0.03	0.62	0.49	0.49		
Sat Flow, veh/h	1774	1583	1774	3632	3632	1583		
Grp Volume(v), veh/h	236	38	24	793	804	52		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1583		
Q Serve(g_s), s	5.7	0.9	0.6	4.9	6.7	0.8		
Cycle Q Clear(g_c), s	5.7	0.9	0.6	4.9	6.7	0.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	315	281	51	2202	1746	781		
V/C Ratio(X)	0.75	0.14	0.47	0.36	0.46	0.07		
Avail Cap(c_a), veh/h	710	633	197	2202	1746	781		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	17.5	15.6	21.5	4.1	7.5	6.0		
Incr Delay (d2), s/veh	3.6	0.2	6.6	0.5	0.9	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.1	0.9	0.4	2.5	3.5	0.4		
LnGrp Delay(d),s/veh	21.1	15.8	28.1	4.6	8.3	6.1		
LnGrp LOS	C	B	C	A	A	A		
Approach Vol, veh/h	274			817	856			
Approach Delay, s/veh	20.4			5.3	8.2			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	32.5		12.5		5.8	26.7		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	28.0		18.0		5.0	18.5		
Max Q Clear Time (g_c+I1), s	6.9		7.7		2.6	8.7		
Green Ext Time (p_c), s	11.9		0.6		0.0	6.9		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.7					
HCM 2010 LOS			A					



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	50	716	240	110	604	0	10	240	1150	140	10	150
Future Volume (veh/h)	50	716	240	110	604	0	10	240	1150	140	10	150
Number	3	8	18	7	4	14		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1900		1863
Adj Flow Rate, veh/h	54	778	261	120	657	0		261	1250	152		163
Adj No. of Lanes	1	1	1	1	1	1		1	3	0		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	69	570	484	100	603	512		183	1658	202		185
Arrive On Green	0.04	0.31	0.31	0.06	0.32	0.00		0.10	0.36	0.36		0.10
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583		1774	4583	557		1774
Grp Volume(v), veh/h	54	778	261	120	657	0		261	925	477		163
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583		1774	1695	1750		1774
Q Serve(g_s), s	4.5	46.0	20.6	8.5	48.6	0.0		15.5	36.0	36.0		13.6
Cycle Q Clear(g_c), s	4.5	46.0	20.6	8.5	48.6	0.0		15.5	36.0	36.0		13.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		0.32		1.00
Lane Grp Cap(c), veh/h	69	570	484	100	603	512		183	1226	633		185
V/C Ratio(X)	0.78	1.37	0.54	1.20	1.09	0.00		1.43	0.75	0.75		0.88
Avail Cap(c_a), veh/h	71	570	484	100	603	512		183	1226	633		250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	71.6	52.2	43.4	70.9	50.9	0.0		67.4	42.1	42.1		66.4
Incr Delay (d2), s/veh	38.0	175.6	0.7	152.1	63.7	0.0		221.0	2.4	4.6		19.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.0	51.4	9.1	8.4	35.6	0.0		18.8	17.2	18.2		7.7
LnGrp Delay(d),s/veh	109.7	227.8	44.0	223.1	114.6	0.0		288.5	44.5	46.7		85.4
LnGrp LOS	F	F	D	F	F			F	D	D		F
Approach Vol, veh/h		1093			777				1663			
Approach Delay, s/veh		178.1			131.3				83.4			
Approach LOS		F			F				F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	62.0	11.4	56.0	21.2	61.8	14.0	53.4				
Change Period (Y+Rc), s	5.5	7.4	5.5	7.4	5.5	7.4	5.5	* 7.4				
Max Green Setting (Gmax), s	15.5	54.6	6.0	48.1	21.2	48.9	8.5	* 46				
Max Q Clear Time (g_c+I1), s	17.5	56.6	6.5	50.6	15.6	38.0	10.5	48.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.3	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			195.7									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	2610	70
Future Volume (veh/h)	2610	70
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	2837	0
Adj No. of Lanes	3	1
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	1846	575
Arrive On Green	0.36	0.00
Sat Flow, veh/h	5085	1583
Grp Volume(v), veh/h	2837	0
Grp Sat Flow(s),veh/h/ln	1695	1583
Q Serve(g_s), s	54.6	0.0
Cycle Q Clear(g_c), s	54.6	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1846	575
V/C Ratio(X)	1.54	0.00
Avail Cap(c_a), veh/h	1846	575
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	0.00
Uniform Delay (d), s/veh	47.9	0.0
Incr Delay (d2), s/veh	244.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	67.2	0.0
LnGrp Delay(d),s/veh	292.2	0.0
LnGrp LOS	F	
Approach Vol, veh/h	3000	
Approach Delay, s/veh	281.0	
Approach LOS	F	
Timer		






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	786	50	154	584	10	10	150	76	20	680	160
Future Volume (veh/h)	160	786	50	154	584	10	10	150	76	20	680	160
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	174	854	54	167	635	11	11	163	83	22	739	174
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	873	55	149	919	16	12	486	248	64	832	707
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.01	0.42	0.42	0.04	0.45	0.45
Sat Flow, veh/h	1774	3381	214	1774	3560	62	1774	1165	593	1774	1863	1583
Grp Volume(v), veh/h	174	447	461	167	316	330	11	0	246	22	739	174
Grp Sat Flow(s),veh/h/ln	1774	1770	1825	1774	1770	1852	1774	0	1758	1774	1863	1583
Q Serve(g_s), s	7.0	20.9	20.9	7.0	13.4	13.4	0.5	0.0	7.9	1.0	30.3	5.7
Cycle Q Clear(g_c), s	7.0	20.9	20.9	7.0	13.4	13.4	0.5	0.0	7.9	1.0	30.3	5.7
Prop In Lane	1.00		0.12	1.00		0.03	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	149	457	471	149	457	478	12	0	734	64	832	707
V/C Ratio(X)	1.17	0.98	0.98	1.12	0.69	0.69	0.91	0.00	0.34	0.34	0.89	0.25
Avail Cap(c_a), veh/h	149	457	471	149	457	478	117	0	734	394	873	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	30.6	30.6	38.1	27.9	27.9	41.3	0.0	16.4	39.2	21.1	14.3
Incr Delay (d2), s/veh	125.4	36.4	35.8	109.4	4.9	4.7	53.3	0.0	1.2	1.2	13.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	14.8	15.2	7.9	7.1	7.5	0.4	0.0	4.1	0.5	18.5	2.6
LnGrp Delay(d),s/veh	163.6	67.0	66.4	147.5	32.7	32.5	94.6	0.0	17.7	40.3	34.7	15.1
LnGrp LOS	F	E	E	F	C	C	F		B	D	C	B
Approach Vol, veh/h		1082			813			257			935	
Approach Delay, s/veh		82.3			56.2			21.0			31.2	
Approach LOS		F			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	26.0	4.6	41.7	11.0	26.0	7.0	39.2				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	7.0	21.5	5.5	39.0	7.0	21.5	18.5	26.0				
Max Q Clear Time (g_c+I1), s	9.0	15.4	2.5	32.3	9.0	22.9	3.0	9.9				
Green Ext Time (p_c), s	0.0	4.6	0.0	4.9	0.0	0.0	0.0	13.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			54.8									
HCM 2010 LOS			D									
<b>Notes</b>												

Jaeger Ranch  
3: Eagles Nest Rd & Jackson Rd/SR-16

Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	792	0	20	618	10	10	10	10	10	230	130
Future Volume (veh/h)	80	792	0	20	618	10	10	10	10	10	230	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	87	861	0	22	672	11	11	11	11	11	250	141
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	1037	0	247	1018	17	182	176	134	74	307	169
Arrive On Green	0.56	0.56	0.00	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	755	1863	0	639	1828	30	337	639	488	18	1117	613
Grp Volume(v), veh/h	87	861	0	22	0	683	33	0	0	402	0	0
Grp Sat Flow(s),veh/h/ln	755	1863	0	639	0	1857	1463	0	0	1748	0	0
Q Serve(g_s), s	4.9	20.4	0.0	1.6	0.0	13.8	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	18.7	20.4	0.0	22.0	0.0	13.8	0.7	0.0	0.0	11.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	0.33		0.33	0.03		0.35
Lane Grp Cap(c), veh/h	360	1037	0	247	0	1035	492	0	0	550	0	0
V/C Ratio(X)	0.24	0.83	0.00	0.09	0.00	0.66	0.07	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	399	1132	0	279	0	1129	586	0	0	668	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.9	9.8	0.0	18.8	0.0	8.3	14.4	0.0	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	5.0	0.0	0.2	0.0	1.3	0.1	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.7	0.0	0.3	0.0	7.4	0.4	0.0	0.0	6.1	0.0	0.0
LnGrp Delay(d),s/veh	15.2	14.8	0.0	19.0	0.0	9.6	14.4	0.0	0.0	21.5	0.0	0.0
LnGrp LOS	B	B		B		A	B			C		
Approach Vol, veh/h		948			705			33			402	
Approach Delay, s/veh		14.8			9.9			14.4			21.5	
Approach LOS		B			A			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.3		34.4		19.3		34.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4		32.6		18.4		32.6				
Max Q Clear Time (g_c+I1), s		2.7		22.4		13.6		24.0				
Green Ext Time (p_c), s		2.5		6.7		1.2		5.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	620	20	50	440	160	20	486	100	260	1174	268
Future Volume (veh/h)	222	620	20	50	440	160	20	486	100	260	1174	268
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	241	674	22	54	478	174	22	528	109	283	1276	291
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	718	610	69	518	440	49	831	372	306	1346	834
Arrive On Green	0.15	0.39	0.39	0.04	0.28	0.28	0.03	0.23	0.23	0.17	0.38	0.38
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	241	674	22	54	478	174	22	528	109	283	1276	291
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	17.7	46.1	1.1	4.0	33.0	11.8	1.6	17.7	7.5	20.8	46.2	14.1
Cycle Q Clear(g_c), s	17.7	46.1	1.1	4.0	33.0	11.8	1.6	17.7	7.5	20.8	46.2	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	718	610	69	518	440	49	831	372	306	1346	834
V/C Ratio(X)	0.93	0.94	0.04	0.78	0.92	0.40	0.45	0.64	0.29	0.92	0.95	0.35
Avail Cap(c_a), veh/h	260	745	633	71	546	464	255	912	408	476	1364	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	39.1	25.3	63.0	46.4	38.7	63.4	45.5	41.6	53.9	39.7	18.1
Incr Delay (d2), s/veh	36.0	18.8	0.0	37.2	20.3	0.2	2.4	0.8	0.2	13.0	13.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	27.3	0.5	2.7	19.9	5.2	0.8	8.8	3.3	11.3	25.1	6.1
LnGrp Delay(d),s/veh	91.8	57.9	25.3	100.2	66.7	39.0	65.8	46.4	41.7	66.9	53.3	18.2
LnGrp LOS	F	E	C	F	E	D	E	D	D	E	D	B
Approach Vol, veh/h		937			706			659			1850	
Approach Delay, s/veh		65.9			62.4			46.2			49.9	
Approach LOS		E			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.9	43.6	8.1	56.7	9.7	57.8	27.4	37.5				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.4	4.5	6.8	4.5	6.4				
Max Green Setting (Gmax), s	19.4	38.8	19.0	* 51	5.3	52.9	35.5	34.1				
Max Q Clear Time (g_c+I1), s	19.7	35.0	3.6	48.2	6.0	48.1	22.8	19.7				
Green Ext Time (p_c), s	0.0	1.8	0.0	2.1	0.0	2.1	0.1	7.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			55.0									
HCM 2010 LOS			E									
<b>Notes</b>												

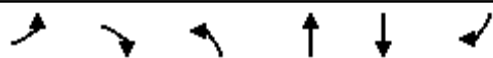
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	680	10	70	380	60	10	723	70	70	635	250
Future Volume (veh/h)	300	680	10	70	380	60	10	723	70	70	635	250
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	326	739	11	76	413	65	11	786	76	76	690	272
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	766	11	97	441	69	14	798	77	90	713	281
Arrive On Green	0.19	0.42	0.42	0.05	0.28	0.28	0.01	0.24	0.24	0.05	0.29	0.29
Sat Flow, veh/h	1774	1831	27	1774	1572	247	1774	3261	315	1774	2482	978
Grp Volume(v), veh/h	326	0	750	76	0	478	11	426	436	76	492	470
Grp Sat Flow(s),veh/h/ln	1774	0	1858	1774	0	1819	1774	1770	1807	1774	1770	1690
Q Serve(g_s), s	17.9	0.0	38.8	4.2	0.0	25.3	0.6	23.6	23.6	4.2	27.0	27.0
Cycle Q Clear(g_c), s	17.9	0.0	38.8	4.2	0.0	25.3	0.6	23.6	23.6	4.2	27.0	27.0
Prop In Lane	1.00		0.01	1.00		0.14	1.00		0.17	1.00		0.58
Lane Grp Cap(c), veh/h	342	0	777	97	0	510	14	433	442	90	509	486
V/C Ratio(X)	0.95	0.00	0.96	0.78	0.00	0.94	0.78	0.99	0.99	0.84	0.97	0.97
Avail Cap(c_a), veh/h	342	0	777	207	0	537	90	433	442	90	509	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	27.9	46.0	0.0	34.6	48.8	37.0	37.0	46.4	34.6	34.6
Incr Delay (d2), s/veh	36.0	0.0	23.8	5.0	0.0	23.1	28.7	39.1	38.8	46.5	31.4	32.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	24.9	2.2	0.0	15.9	0.4	16.2	16.5	3.2	17.6	16.9
LnGrp Delay(d),s/veh	75.3	0.0	51.7	51.0	0.0	57.7	77.4	76.1	75.8	92.8	66.0	66.9
LnGrp LOS	E		D	D		E	E	E	E	F	E	E
Approach Vol, veh/h		1076			554			873			1038	
Approach Delay, s/veh		58.9			56.8			76.0			68.4	
Approach LOS		E			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	34.4	5.3	35.3	9.9	48.0	9.5	31.1				
Change Period (Y+Rc), s	4.5	6.8	4.5	* 7	4.5	* 6.8	4.5	7.0				
Max Green Setting (Gmax), s	19.0	29.1	5.0	* 24	11.5	* 37	5.0	24.1				
Max Q Clear Time (g_c+I1), s	19.9	27.3	2.6	29.0	6.2	40.8	6.2	25.6				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			65.6									
HCM 2010 LOS			E									
<b>Notes</b>												



























Jaeger Ranch  
6: Chrysanthy Blvd & Rancho Cordova Parkway





















Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	107	20	32	76	335	10	170	45	536	320	40
Future Volume (veh/h)	30	107	20	32	76	335	10	170	45	536	320	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	116	22	35	83	364	11	185	49	583	348	43
Adj No. of Lanes	2	1	1	2	1	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	812	553	470	935	553	470	413	425	190	941	967	433
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.12	0.12	0.27	0.27	0.27
Sat Flow, veh/h	1822	1863	1583	2417	1863	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	33	116	22	35	83	364	11	185	49	583	348	43
Grp Sat Flow(s),veh/h/ln	911	1863	1583	1209	1863	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.6	2.0	0.4	0.5	1.4	9.1	0.1	2.1	1.2	6.5	3.5	0.9
Cycle Q Clear(g_c), s	2.0	2.0	0.4	2.5	1.4	9.1	0.1	2.1	1.2	6.5	3.5	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	812	553	470	935	553	470	413	425	190	941	967	433
V/C Ratio(X)	0.04	0.21	0.05	0.04	0.15	0.77	0.03	0.44	0.26	0.62	0.36	0.10
Avail Cap(c_a), veh/h	1044	791	672	1243	791	672	1540	1583	708	1461	1502	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	11.5	10.9	12.4	11.3	14.0	16.9	17.8	17.4	13.9	12.8	11.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	3.6	0.0	0.7	0.7	0.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	0.2	0.2	0.8	4.4	0.1	1.1	0.6	3.1	1.7	0.4
LnGrp Delay(d),s/veh	12.0	11.7	11.0	12.4	11.4	17.5	17.0	18.5	18.1	14.5	13.0	11.9
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		171			482			245			974	
Approach Delay, s/veh		11.7			16.1			18.4			13.9	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.7		17.4		16.4		17.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		18.5		18.5		18.5				
Max Q Clear Time (g_c+I1), s		4.1		4.0		8.5		11.1				
Green Ext Time (p_c), s		1.1		2.5		3.5		1.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.8									
HCM 2010 LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	236	30	10	400	1040	244		
Future Volume (veh/h)	236	30	10	400	1040	244		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	257	33	11	435	1130	265		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	317	283	15	2062	1322	308		
Arrive On Green	0.18	0.18	0.01	0.58	0.46	0.46		
Sat Flow, veh/h	1774	1583	1774	3632	2945	664		
Grp Volume(v), veh/h	257	33	11	435	698	697		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1746		
Q Serve(g_s), s	6.9	0.9	0.3	2.9	17.4	17.7		
Cycle Q Clear(g_c), s	6.9	0.9	0.3	2.9	17.4	17.7		
Prop In Lane	1.00	1.00	1.00			0.38		
Lane Grp Cap(c), veh/h	317	283	15	2062	821	809		
V/C Ratio(X)	0.81	0.12	0.73	0.21	0.85	0.86		
Avail Cap(c_a), veh/h	841	750	748	4619	1350	1332		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.7	17.2	24.6	4.9	11.8	11.9		
Incr Delay (d2), s/veh	1.9	0.1	21.8	0.0	1.4	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.5	0.4	0.2	1.4	8.6	8.7		
LnGrp Delay(d),s/veh	21.6	17.2	46.4	5.0	13.2	13.6		
LnGrp LOS	C	B	D	A	B	B		
Approach Vol, veh/h	290			446	1395			
Approach Delay, s/veh	21.1			6.0	13.4			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.9	29.6				35.5		14.3
Change Period (Y+Rc), s	5.5	* 6.5				* 6.5		5.4
Max Green Setting (Gmax), s	21.0	* 38				* 65		23.6
Max Q Clear Time (g_c+I1), s	2.3	19.7				4.9		8.9
Green Ext Time (p_c), s	0.0	3.3				3.5		0.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			12.9					
HCM 2010 LOS			B					
<b>Notes</b>								












												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	70	40	20	20	86	40	1090	20	254	1120	90
Future Volume (veh/h)	40	70	40	20	20	86	40	1090	20	254	1120	90
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	76	43	22	22	93	43	1185	22	276	1217	98
Adj No. of Lanes	2	1	1	1	1	1	2	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	206	175	44	177	150	139	1501	672	326	2009	899
Arrive On Green	0.04	0.11	0.11	0.02	0.10	0.10	0.04	0.42	0.42	0.18	0.57	0.57
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	43	76	43	22	22	93	43	1185	22	276	1217	98
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.9	2.7	1.7	0.9	0.8	4.0	0.9	20.3	0.6	10.6	15.9	2.0
Cycle Q Clear(g_c), s	0.9	2.7	1.7	0.9	0.8	4.0	0.9	20.3	0.6	10.6	15.9	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	206	175	44	177	150	139	1501	672	326	2009	899
V/C Ratio(X)	0.31	0.37	0.25	0.50	0.12	0.62	0.31	0.79	0.03	0.85	0.61	0.11
Avail Cap(c_a), veh/h	245	478	406	126	478	406	245	1563	699	455	2218	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	28.9	28.5	33.8	29.1	30.5	32.7	17.5	11.8	27.7	10.0	7.0
Incr Delay (d2), s/veh	1.2	1.1	0.7	8.5	0.3	4.1	1.2	2.7	0.0	10.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	0.8	0.5	0.4	1.9	0.4	10.4	0.3	6.1	7.7	0.9
LnGrp Delay(d),s/veh	34.0	30.0	29.3	42.3	29.4	34.6	34.0	20.2	11.8	37.8	10.4	7.0
LnGrp LOS	C	C	C	D	C	C	C	C	B	D	B	A
Approach Vol, veh/h		162			137			1250			1591	
Approach Delay, s/veh		30.9			35.0			20.5			14.9	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	44.4	6.2	12.3	17.4	34.3	7.3	11.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	44.0	5.0	18.0	18.0	31.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	17.9	2.9	4.7	12.6	22.3	2.9	6.0				
Green Ext Time (p_c), s	0.0	18.4	0.0	0.7	0.4	7.4	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.9									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	707	10	34	681	10	10	20	46	10	50	1010
Future Volume (veh/h)	370	707	10	34	681	10	10	20	46	10	50	1010
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	402	768	0	37	740	11	11	22	50	11	54	1098
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	1618	724	46	858	13	15	31	70	69	341	736
Arrive On Green	0.24	0.46	0.00	0.03	0.24	0.24	0.07	0.07	0.07	0.22	0.22	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3570	53	220	439	998	313	1535	1583
Grp Volume(v), veh/h	402	768	0	37	367	384	83	0	0	65	0	1098
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1853	1657	0	0	1847	0	1583
Q Serve(g_s), s	22.4	15.2	0.0	2.1	20.0	20.0	4.9	0.0	0.0	2.9	0.0	22.4
Cycle Q Clear(g_c), s	22.4	15.2	0.0	2.1	20.0	20.0	4.9	0.0	0.0	2.9	0.0	22.4
Prop In Lane	1.00		1.00	1.00		0.03	0.13		0.60	0.17		1.00
Lane Grp Cap(c), veh/h	431	1618	724	46	425	445	116	0	0	410	0	736
V/C Ratio(X)	0.93	0.47	0.00	0.80	0.86	0.86	0.72	0.00	0.00	0.16	0.00	1.49
Avail Cap(c_a), veh/h	906	2656	1188	123	544	570	368	0	0	410	0	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	19.0	0.0	48.9	36.7	36.7	46.0	0.0	0.0	31.6	0.0	27.0
Incr Delay (d2), s/veh	4.1	0.1	0.0	10.8	9.3	8.9	3.1	0.0	0.0	0.1	0.0	228.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	7.4	0.0	1.2	10.9	11.3	2.4	0.0	0.0	1.5	0.0	67.1
LnGrp Delay(d),s/veh	41.5	19.1	0.0	59.7	46.0	45.6	49.1	0.0	0.0	31.7	0.0	255.4
LnGrp LOS	D	B		E	D	D	D			C		F
Approach Vol, veh/h		1170			788			83			1163	
Approach Delay, s/veh		26.8			46.4			49.1			242.9	
Approach LOS		C			D			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	30.2		12.6	8.1	52.1		28.0				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		5.6				
Max Green Setting (Gmax), s	51.5	31.0		* 22	7.0	* 76		22.4				
Max Q Clear Time (g_c+I1), s	24.4	22.0		6.9	4.1	17.2		24.4				
Green Ext Time (p_c), s	0.1	2.2		0.1	0.0	2.7		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			110.6									
HCM 2010 LOS			F									
<b>Notes</b>												






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1026	160	50	784	423	20	20	30	1029	140	490
Future Volume (veh/h)	110	1026	160	50	784	423	20	20	30	1029	140	490
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	120	1115	174	54	852	460	22	22	33	1118	152	533
Adj No. of Lanes	1	2	0	2	3	1	1	1	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1205	188	94	1697	521	27	37	56	1172	1348	603
Arrive On Green	0.08	0.39	0.39	0.03	0.33	0.33	0.01	0.06	0.06	0.34	0.38	0.38
Sat Flow, veh/h	1774	3070	478	3442	5085	1562	1774	674	1011	3442	3539	1583
Grp Volume(v), veh/h	120	641	648	54	852	460	22	0	55	1118	152	533
Grp Sat Flow(s),veh/h/ln	1774	1770	1778	1721	1695	1562	1774	0	1684	1721	1770	1583
Q Serve(g_s), s	7.4	38.6	38.9	1.7	15.0	31.1	1.4	0.0	3.6	35.5	3.1	35.1
Cycle Q Clear(g_c), s	7.4	38.6	38.9	1.7	15.0	31.1	1.4	0.0	3.6	35.5	3.1	35.1
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	146	695	698	94	1697	521	27	0	93	1172	1348	603
V/C Ratio(X)	0.82	0.92	0.93	0.58	0.50	0.88	0.83	0.00	0.59	0.95	0.11	0.88
Avail Cap(c_a), veh/h	211	749	753	157	1766	542	97	0	528	1303	2245	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	32.3	32.4	53.7	29.8	35.2	54.9	0.0	51.5	36.0	22.4	32.3
Incr Delay (d2), s/veh	10.2	15.7	16.4	2.1	0.1	14.6	20.6	0.0	2.2	14.0	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	21.7	22.2	0.9	7.0	15.5	0.8	0.0	1.7	19.1	1.5	15.8
LnGrp Delay(d),s/veh	60.7	48.1	48.8	55.8	29.9	49.8	75.5	0.0	53.7	50.0	22.4	35.2
LnGrp LOS	E	D	D	E	C	D	E		D	D	C	D
Approach Vol, veh/h		1409			1366			77			1803	
Approach Delay, s/veh		49.5			37.6			59.9			43.3	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	42.2	7.2	47.7	8.1	48.8	43.6	11.3				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	13.3	* 39	6.1	* 71	* 5.1	* 47	42.3	* 35				
Max Q Clear Time (g_c+I1), s	9.4	33.1	3.4	37.1	3.7	40.9	37.5	5.6				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.6	0.0	3.0	0.6	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.8									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	🚗	↑↑↑	↗	🚗	↑↑↑	↗		🚗	↑↑↑	↗	🚗	↑↑↑
Traffic Volume (veh/h)	160	1149	656	170	503	178	10	384	948	160	461	2169
Future Volume (veh/h)	160	1149	656	170	503	178	10	384	948	160	461	2169
Number	7	4	14	3	8	18		5	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	174	1249	713	185	547	193		417	1030	174	501	2358
Adj No. of Lanes	2	3	1	2	3	1		2	3	1	2	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	220	1447	451	154	1351	421		344	1723	530	544	2019
Arrive On Green	0.06	0.28	0.28	0.04	0.27	0.27		0.10	0.34	0.34	0.16	0.40
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583		3442	5085	1563	3442	5085
Grp Volume(v), veh/h	174	1249	713	185	547	193		417	1030	174	501	2358
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583		1721	1695	1563	1721	1695
Q Serve(g_s), s	7.2	33.8	41.3	6.5	12.8	14.8		14.5	24.4	12.0	20.8	57.6
Cycle Q Clear(g_c), s	7.2	33.8	41.3	6.5	12.8	14.8		14.5	24.4	12.0	20.8	57.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	220	1447	451	154	1351	421		344	1723	530	544	2019
V/C Ratio(X)	0.79	0.86	1.58	1.20	0.40	0.46		1.21	0.60	0.33	0.92	1.17
Avail Cap(c_a), veh/h	296	1447	451	154	1351	421		344	1723	530	600	2019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	49.2	51.9	69.3	43.8	44.6		65.3	39.8	35.7	60.2	43.8
Incr Delay (d2), s/veh	7.0	5.4	272.4	136.2	0.1	0.3		119.5	0.4	0.1	17.8	81.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	16.6	52.1	6.0	6.0	6.5		12.6	11.5	5.2	11.2	42.1
LnGrp Delay(d),s/veh	74.0	54.6	324.3	205.5	43.9	44.8		184.8	40.2	35.8	78.0	125.1
LnGrp LOS	E	D	F	F	D	D		F	D	D	E	F
Approach Vol, veh/h		2136			925				1621			3087
Approach Delay, s/veh		146.2			76.4				76.9			110.5
Approach LOS		F			E				E			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.4	56.6	12.0	48.1	20.0	65.0	14.8	45.3				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	25.3	* 47	6.5	* 41	14.5	* 58	12.5	35.2				
Max Q Clear Time (g_c+I1), s	22.8	26.4	8.5	43.3	16.5	59.6	9.2	16.8				
Green Ext Time (p_c), s	0.1	10.6	0.0	0.0	0.0	0.0	0.0	4.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			109.3									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	210
Future Volume (veh/h)	210
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	228
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	629
Arrive On Green	0.40
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	228
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	14.7
Cycle Q Clear(g_c), s	14.7
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	629
V/C Ratio(X)	0.36
Avail Cap(c_a), veh/h	629
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	30.8
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	6.5
LnGrp Delay(d),s/veh	31.0
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



















								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	260	380	200	891	1199	240		
Future Volume (veh/h)	260	380	200	891	1199	240		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	283	413	217	968	1303	261		
Adj No. of Lanes	1	1	2	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	0	2	2	2	2		
Cap, veh/h	483	440	315	1990	1417	634		
Arrive On Green	0.27	0.27	0.09	0.56	0.40	0.40		
Sat Flow, veh/h	1774	1615	3442	3632	3632	1583		
Grp Volume(v), veh/h	283	413	217	968	1303	261		
Grp Sat Flow(s),veh/h/ln	1774	1615	1721	1770	1770	1583		
Q Serve(g_s), s	9.0	16.3	4.0	10.8	22.8	7.7		
Cycle Q Clear(g_c), s	9.0	16.3	4.0	10.8	22.8	7.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	483	440	315	1990	1417	634		
V/C Ratio(X)	0.59	0.94	0.69	0.49	0.92	0.41		
Avail Cap(c_a), veh/h	483	440	1053	2800	1452	649		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.6	23.2	28.8	8.6	18.6	14.1		
Incr Delay (d2), s/veh	1.2	27.7	1.0	0.1	9.4	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.6	10.6	1.9	5.1	12.9	3.4		
LnGrp Delay(d),s/veh	21.8	51.0	29.8	8.7	28.0	14.2		
LnGrp LOS	C	D	C	A	C	B		
Approach Vol, veh/h	696			1185	1564			
Approach Delay, s/veh	39.1			12.5	25.7			
Approach LOS	D			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	10.6	32.3				42.8	22.5	
Change Period (Y+Rc), s	* 4.6	* 6.1				* 6.1	4.7	
Max Green Setting (Gmax), s	* 20	* 27				* 52	17.8	
Max Q Clear Time (g_c+I1), s	6.0	24.8				12.8	18.3	
Green Ext Time (p_c), s	0.1	1.3				5.9	0.0	
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			23.9					
HCM 2010 LOS			C					
<b>Notes</b>								



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	870	350	400	690	70	360	334	710	70	126	20
Future Volume (veh/h)	80	870	350	400	690	70	360	334	710	70	126	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	87	946	0	435	750	76	382	563	572	76	137	22
Adj No. of Lanes	1	2	1	2	2	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	1074	481	179	942	95	472	496	415	143	273	45
Arrive On Green	0.06	0.30	0.00	0.05	0.29	0.29	0.27	0.27	0.27	0.13	0.13	0.13
Sat Flow, veh/h	1774	3539	1583	3442	3230	327	1774	1863	1558	1113	2123	351
Grp Volume(v), veh/h	87	946	0	435	411	415	382	563	572	123	0	112
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1788	1774	1863	1558	1807	0	1779
Q Serve(g_s), s	4.0	21.0	0.0	4.3	17.7	17.7	16.6	22.0	22.0	5.3	0.0	4.8
Cycle Q Clear(g_c), s	4.0	21.0	0.0	4.3	17.7	17.7	16.6	22.0	22.0	5.3	0.0	4.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	0.62		0.20
Lane Grp Cap(c), veh/h	111	1074	481	179	516	521	472	496	415	233	0	229
V/C Ratio(X)	0.78	0.88	0.00	2.43	0.80	0.80	0.81	1.13	1.38	0.53	0.00	0.49
Avail Cap(c_a), veh/h	144	1161	519	179	529	535	472	496	415	569	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	27.3	0.0	39.2	27.0	27.0	28.3	30.3	30.3	33.7	0.0	33.5
Incr Delay (d2), s/veh	13.9	7.2	0.0	659.2	7.4	7.4	9.4	83.0	184.7	0.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.3	0.0	18.4	9.7	9.8	9.4	22.6	30.7	2.7	0.0	2.4
LnGrp Delay(d),s/veh	52.0	34.5	0.0	698.4	34.4	34.4	37.7	113.3	215.0	34.3	0.0	34.0
LnGrp LOS	D	C		F	C	C	D	F	F	C		C
Approach Vol, veh/h		1033			1261			1517			235	
Approach Delay, s/veh		36.0			263.4			132.6			34.2	
Approach LOS		D			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	28.8		27.2	9.5	29.8		16.1				
Change Period (Y+Rc), s	* 5.3	* 4.7		* 5.2	* 5.2	* 4.7		5.5				
Max Green Setting (Gmax), s	* 6.7	* 25		* 22	* 4.3	* 27		26.0				
Max Q Clear Time (g_c+I1), s	6.0	19.7		24.0	6.3	23.0		7.3				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.7		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			143.0									
HCM 2010 LOS			F									
<b>Notes</b>												



















Jaeger Ranch  
14: Mather Field Rd & US-50 WB Ramps

Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	460	0	450	0	1244	1305	0	976	310
Future Volume (veh/h)	0	0	0	460	0	450	0	1244	1305	0	976	310
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				494	8	489	0	1352	0	0	1061	0
Adj No. of Lanes				1	1	0	0	3	1	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				642	9	559	0	2023	630	0	2023	630
Arrive On Green				0.36	0.36	0.36	0.00	0.40	0.00	0.00	0.40	0.00
Sat Flow, veh/h				1774	25	1545	0	5253	1583	0	5253	1583
Grp Volume(v), veh/h				494	0	497	0	1352	0	0	1061	0
Grp Sat Flow(s),veh/h/ln				1774	0	1570	0	1695	1583	0	1695	1583
Q Serve(g_s), s				10.1	0.0	12.2	0.0	9.0	0.0	0.0	6.5	0.0
Cycle Q Clear(g_c), s				10.1	0.0	12.2	0.0	9.0	0.0	0.0	6.5	0.0
Prop In Lane				1.00		0.98	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				642	0	568	0	2023	630	0	2023	630
V/C Ratio(X)				0.77	0.00	0.87	0.00	0.67	0.00	0.00	0.52	0.00
Avail Cap(c_a), veh/h				758	0	671	0	2777	865	0	2863	891
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.6	0.0	12.3	0.0	10.2	0.0	0.0	9.4	0.0
Incr Delay (d2), s/veh				3.3	0.0	9.8	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.5	0.0	6.8	0.0	4.2	0.0	0.0	3.1	0.0
LnGrp Delay(d),s/veh				14.9	0.0	22.1	0.0	10.3	0.0	0.0	9.5	0.0
LnGrp LOS				B		C		B			A	
Approach Vol, veh/h					991			1352			1061	
Approach Delay, s/veh					18.5			10.3			9.5	
Approach LOS					B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		21.4				21.4		19.8				
Change Period (Y+Rc), s		* 5				5.0		4.9				
Max Green Setting (Gmax), s		* 23				22.5		17.6				
Max Q Clear Time (g_c+I1), s		8.5				11.0		14.2				
Green Ext Time (p_c), s		6.1				5.4		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.5								
HCM 2010 LOS				B								
<b>Notes</b>												

Jaeger Ranch  
15: Mather Field Rd & US-50 EB Ramps

Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	40	0	0	0	0	849	390	0	86	120
Future Volume (veh/h)	270	0	40	0	0	0	0	849	390	0	86	120
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1900	0	1863	1863
Adj Flow Rate, veh/h	306	0	29				0	923	0	0	93	0
Adj No. of Lanes	2	0	1				0	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	2
Cap, veh/h	563	0	250				0	1771	0	0	1771	551
Arrive On Green	0.16	0.00	0.16				0.00	0.35	0.00	0.00	0.35	0.00
Sat Flow, veh/h	3548	0	1577				0	5421	0	0	5253	1583
Grp Volume(v), veh/h	306	0	29				0	923	0	0	93	0
Grp Sat Flow(s),veh/h/ln	1774	0	1577				0	1695	0	0	1695	1583
Q Serve(g_s), s	1.7	0.0	0.3				0.0	3.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.3				0.0	3.0	0.0	0.0	0.3	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	563	0	250				0	1771	0	0	1771	551
V/C Ratio(X)	0.54	0.00	0.12				0.00	0.52	0.00	0.00	0.05	0.00
Avail Cap(c_a), veh/h	3129	0	1391				0	5064	0	0	5184	1614
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	7.6				0.0	5.5	0.0	0.0	4.6	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1				0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2				0.0	1.4	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh	8.5	0.0	7.7				0.0	5.6	0.0	0.0	4.6	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		335						923			93	
Approach Delay, s/veh		8.4						5.6			4.6	
Approach LOS		A						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		12.3		8.7		12.3						
Change Period (Y+Rc), s		* 5		* 5.4		5.0						
Max Green Setting (Gmax), s		* 22		* 19		21.0						
Max Q Clear Time (g_c+l1), s		2.3		3.7		5.0						
Green Ext Time (p_c), s		2.4		0.2		2.3						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			6.2									
HCM 2010 LOS			A									
<b>Notes</b>												

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑↑			↔	↑↑↑	↔	↑	
Traffic Volume (veh/h)	736	230	10	10	1149	620	20	
Future Volume (veh/h)	736	230	10	10	1149	620	20	
Number	6	16		5	2	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900		1863	1863	1863	1863	
Adj Flow Rate, veh/h	800	0		11	1249	674	22	
Adj No. of Lanes	3	0		1	3	2	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	2394	0		15	2979	815	375	
Arrive On Green	0.47	0.00		0.01	0.59	0.24	0.24	
Sat Flow, veh/h	5421	0		1774	5253	3442	1583	
Grp Volume(v), veh/h	800	0		11	1249	674	22	
Grp Sat Flow(s),veh/h/ln	1695	0		1774	1695	1721	1583	
Q Serve(g_s), s	4.7	0.0		0.3	6.5	8.9	0.5	
Cycle Q Clear(g_c), s	4.7	0.0		0.3	6.5	8.9	0.5	
Prop In Lane		0.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2394	0		15	2979	815	375	
V/C Ratio(X)	0.33	0.00		0.73	0.42	0.83	0.06	
Avail Cap(c_a), veh/h	2394	0		196	3397	2119	975	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	0.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	8.0	0.0		23.7	5.4	17.3	14.1	
Incr Delay (d2), s/veh	0.2	0.0		21.6	0.2	0.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.2	0.0		0.2	3.1	4.3	0.2	
LnGrp Delay(d),s/veh	8.1	0.0		45.3	5.6	18.2	14.2	
LnGrp LOS	A			D	A	B	B	
Approach Vol, veh/h	800				1260	696		
Approach Delay, s/veh	8.1				6.0	18.1		
Approach LOS	A				A	B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		33.1			5.5	27.6		14.8
Change Period (Y+Rc), s		5.0			* 5.1	5.0		3.5
Max Green Setting (Gmax), s		32.0			* 5.3	21.6		29.5
Max Q Clear Time (g_c+I1), s		8.5			2.3	6.7		10.9
Green Ext Time (p_c), s		19.6			0.0	13.3		0.4
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			9.7					
HCM 2010 LOS			A					
<b>Notes</b>								

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔	↔↔			↔	↔↔	↔		↔	↔↔	↔
Traffic Volume (veh/h)	10	440	900	532	30	320	920	220	10	237	592	170
Future Volume (veh/h)	10	440	900	532	30	320	920	220	10	237	592	170
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		0.98		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		478	978	578		348	1000	239		258	643	185
Adj No. of Lanes		2	3	0		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		524	1024	471		392	1341	411		306	1943	604
Arrive On Green		0.15	0.30	0.30		0.11	0.26	0.26		0.09	0.38	0.38
Sat Flow, veh/h		3442	3390	1560		3442	5085	1558		3442	5085	1580
Grp Volume(v), veh/h		478	978	578		348	1000	239		258	643	185
Grp Sat Flow(s),veh/h/ln		1721	1695	1560		1721	1695	1558		1721	1695	1580
Q Serve(g_s), s		19.1	39.5	42.2		13.9	25.2	18.6		10.3	12.5	11.5
Cycle Q Clear(g_c), s		19.1	39.5	42.2		13.9	25.2	18.6		10.3	12.5	11.5
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		524	1024	471		392	1341	411		306	1943	604
V/C Ratio(X)		0.91	0.96	1.23		0.89	0.75	0.58		0.84	0.33	0.31
Avail Cap(c_a), veh/h		613	1024	471		397	1341	411		431	2016	626
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		58.3	47.8	48.8		61.0	47.1	44.7		62.7	30.5	30.2
Incr Delay (d2), s/veh		15.3	18.1	119.7		20.0	2.1	1.4		7.5	0.0	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		10.2	21.1	33.7		7.7	12.0	8.2		5.2	5.8	5.0
LnGrp Delay(d),s/veh		73.6	66.0	168.5		81.0	49.2	46.1		70.3	30.6	30.3
LnGrp LOS		E	E	F		F	D	D		E	C	C
Approach Vol, veh/h			2034				1587				1086	
Approach Delay, s/veh			96.9				55.7				40.0	
Approach LOS			F				E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	52.4	26.8	42.7	11.3	59.0	21.4	48.0				
Change Period (Y+Rc), s	5.5	* 5.6	5.5	5.8	5.5	* 5.6	5.5	5.8				
Max Green Setting (Gmax), s	17.5	* 47	24.9	33.4	8.9	* 55	16.1	42.2				
Max Q Clear Time (g_c+I1), s	12.3	48.8	21.1	27.2	5.9	14.5	15.9	44.2				
Green Ext Time (p_c), s	0.1	0.0	0.2	3.9	0.0	7.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			71.9									
HCM 2010 LOS			E									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	90	1231	330
Future Volume (veh/h)	90	1231	330
Number	5	2	12
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900
Adj Flow Rate, veh/h	98	1338	359
Adj No. of Lanes	2	3	0
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	143	1334	357
Arrive On Green	0.04	0.33	0.33
Sat Flow, veh/h	3442	3982	1066
Grp Volume(v), veh/h	98	1139	558
Grp Sat Flow(s),veh/h/ln	1721	1695	1657
Q Serve(g_s), s	3.9	46.8	46.8
Cycle Q Clear(g_c), s	3.9	46.8	46.8
Prop In Lane	1.00		0.64
Lane Grp Cap(c), veh/h	143	1135	555
V/C Ratio(X)	0.69	1.00	1.01
Avail Cap(c_a), veh/h	219	1135	555
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.1	46.5	46.5
Incr Delay (d2), s/veh	2.2	27.4	39.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	26.1	27.4
LnGrp Delay(d),s/veh	68.2	73.9	86.1
LnGrp LOS	E	F	F
Approach Vol, veh/h		1795	
Approach Delay, s/veh		77.4	
Approach LOS		E	
Timer			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗	🚗	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗🚗	🚗
Traffic Volume (veh/h)	540	260	20	220	170	420	40	1522	130	690	1501	170
Future Volume (veh/h)	540	260	20	220	170	420	40	1522	130	690	1501	170
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	587	283	22	239	185	457	43	1654	141	750	1632	185
Adj No. of Lanes	2	3	0	2	1	2	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	534	1135	87	289	302	1103	75	1563	133	658	2528	773
Arrive On Green	0.16	0.24	0.24	0.08	0.16	0.16	0.02	0.33	0.33	0.19	0.50	0.50
Sat Flow, veh/h	3442	4810	367	3548	1863	3067	3442	4771	406	3442	5085	1555
Grp Volume(v), veh/h	587	198	107	239	185	457	43	1175	620	750	1632	185
Grp Sat Flow(s),veh/h/ln	1721	1695	1787	1774	1863	1534	1721	1695	1787	1721	1695	1555
Q Serve(g_s), s	21.5	6.6	6.7	9.2	12.8	15.7	1.7	45.4	45.4	26.5	32.9	9.4
Cycle Q Clear(g_c), s	21.5	6.6	6.7	9.2	12.8	15.7	1.7	45.4	45.4	26.5	32.9	9.4
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	534	800	422	289	302	1103	75	1111	585	658	2528	773
V/C Ratio(X)	1.10	0.25	0.25	0.83	0.61	0.41	0.58	1.06	1.06	1.14	0.65	0.24
Avail Cap(c_a), veh/h	534	834	440	433	403	1269	129	1111	585	658	2528	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	43.0	43.0	62.7	54.0	34.0	67.2	46.6	46.6	56.0	25.8	19.9
Incr Delay (d2), s/veh	68.9	0.1	0.1	5.0	0.7	0.1	2.6	43.6	54.1	80.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	3.1	3.3	4.7	6.6	6.7	0.8	27.9	31.1	19.9	15.5	4.1
LnGrp Delay(d),s/veh	127.5	43.0	43.1	67.7	54.7	34.1	69.7	90.2	100.7	136.4	26.3	19.9
LnGrp LOS	F	D	D	E	D	C	E	F	F	F	C	B
Approach Vol, veh/h		892			881			1838			2567	
Approach Delay, s/veh		98.6			47.6			93.3			58.0	
Approach LOS		F			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	74.6	27.0	28.5	32.0	51.1	16.8	38.7				
Change Period (Y+Rc), s	5.5	* 5.7	5.5	* 6	5.5	* 5.7	5.5	* 6				
Max Green Setting (Gmax), s	5.2	* 66	21.5	* 30	26.5	* 45	16.9	* 34				
Max Q Clear Time (g_c+I1), s	3.7	34.9	23.5	17.7	28.5	47.4	11.2	8.7				
Green Ext Time (p_c), s	0.0	13.2	0.0	1.2	0.0	0.0	0.1	1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				72.9								
HCM 2010 LOS				E								
<b>Notes</b>												

Jaeger Ranch  
19: Zinfandel Dr & US-50 EB Ramps & Gold Center Dr

Cumulative Plus Project  
PM Peak



Movement	EBL2	EBL	EBT	EBR	WBR	WBR2	NBT	NBR	NBR2	SBT	SBR
Lane Configurations		↔	↔	↔	↔		↑↑↑			↑↑↑	↔
Traffic Volume (vph)	690	10	120	1130	910	140	1932	490	10	1281	170
Future Volume (vph)	690	10	120	1130	910	140	1932	490	10	1281	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8	4.5		4.6			4.6	4.0
Lane Util. Factor		0.91	0.86	0.91	0.88		0.86			0.91	1.00
Frbp, ped/bikes		1.00	0.99	0.98	1.00		1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Frt		1.00	0.88	0.85	0.85		0.97			1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		1610	2770	1415	2787		6180			5085	1545
Flt Permitted		0.95	1.00	1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		1610	2770	1415	2787		6180			5085	1545
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	750	11	130	1228	989	152	2100	533	11	1392	185
RTOR Reduction (vph)	0	0	32	38	59	0	1	0	0	0	0
Lane Group Flow (vph)	0	751	722	576	1082	0	2643	0	0	1392	185
Confl. Peds. (#/hr)	6	6		6	3	3		3	3		6
Confl. Bikes (#/hr)								2	2		3
Turn Type	Split	Split	NA	Perm	Prot		NA			NA	Free
Protected Phases	4	4	4		5		6			2	
Permitted Phases				4							Free
Actuated Green, G (s)		37.2	37.2	37.2	26.5		40.4			71.4	120.0
Effective Green, g (s)		37.2	37.2	37.2	26.5		40.4			71.4	120.0
Actuated g/C Ratio		0.31	0.31	0.31	0.22		0.34			0.60	1.00
Clearance Time (s)		6.8	6.8	6.8	4.5		4.6			4.6	
Vehicle Extension (s)		1.0	1.0	1.0	3.0		1.0			1.0	
Lane Grp Cap (vph)		499	858	438	615		2080			3025	1545
v/s Ratio Prot		c0.47	0.26		c0.39		c0.43			0.27	
v/s Ratio Perm				0.41							0.12
v/c Ratio		1.51	1.30dr	1.32	1.76		1.27			0.46	0.12
Uniform Delay, d1		41.4	38.7	41.4	46.8		39.8			13.6	0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2		237.5	7.2	157.3	348.2		125.8			0.0	0.2
Delay (s)		278.9	45.9	198.7	395.0		165.6			13.6	0.2
Level of Service		F	D	F	F		F			B	A
Approach Delay (s)			172.8				165.6			12.0	
Approach LOS			F				F			B	



















Intersection Summary






















HCM 2000 Control Delay	170.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	115.3%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	660	0	340	0	1467	2075	0	1111	670
Future Volume (veh/h)	0	0	0	660	0	340	0	1467	2075	0	1111	670
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				717	0	370	0	1595	0	0	1208	0
Adj No. of Lanes				2	0	1	0	3	2	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1095	0	504	0	2260	1238	0	2260	704
Arrive On Green				0.32	0.00	0.32	0.00	0.44	0.00	0.00	0.44	0.00
Sat Flow, veh/h				3442	0	1583	0	5253	2787	0	5253	1583
Grp Volume(v), veh/h				717	0	370	0	1595	0	0	1208	0
Grp Sat Flow(s),veh/h/ln				1721	0	1583	0	1695	1393	0	1695	1583
Q Serve(g_s), s				6.9	0.0	8.0	0.0	9.7	0.0	0.0	6.6	0.0
Cycle Q Clear(g_c), s				6.9	0.0	8.0	0.0	9.7	0.0	0.0	6.6	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1095	0	504	0	2260	1238	0	2260	704
V/C Ratio(X)				0.65	0.00	0.73	0.00	0.71	0.00	0.00	0.53	0.00
Avail Cap(c_a), veh/h				1392	0	640	0	2707	1483	0	2707	843
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.3	0.0	11.6	0.0	8.6	0.0	0.0	7.8	0.0
Incr Delay (d2), s/veh				0.7	0.0	3.3	0.0	0.5	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	0.0	3.8	0.0	4.5	0.0	0.0	3.0	0.0
LnGrp Delay(d),s/veh				12.0	0.0	14.9	0.0	9.1	0.0	0.0	7.8	0.0
LnGrp LOS				B		B		A			A	
Approach Vol, veh/h					1087			1595			1208	
Approach Delay, s/veh					13.0			9.1			7.8	
Approach LOS					B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		21.6				21.6		16.7				
Change Period (Y+Rc), s		4.6				4.6		4.5				
Max Green Setting (Gmax), s		20.4				20.4		15.5				
Max Q Clear Time (g_c+I1), s		11.7				8.6		10.0				
Green Ext Time (p_c), s		5.3				6.4		2.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				9.8								
HCM 2010 LOS				A								



















												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	40	530	1340	427	10	350	690	40	70	461	1106	340
Future Volume (veh/h)	40	530	1340	427	10	350	690	40	70	461	1106	340
Number		3	8	18		7	4	14		1	6	16
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		1.00		1.00		0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676		1676	1676	1676		1676	1676	1676
Adj Flow Rate, veh/h		576	1457	464		380	750	43		501	1202	370
Adj No. of Lanes		2	2	1		2	3	1		2	3	1
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		613	1098	484		267	1067	331		374	1472	452
Arrive On Green		0.20	0.34	0.34		0.09	0.23	0.23		0.12	0.32	0.32
Sat Flow, veh/h		3097	3185	1403		3097	4577	1420		3097	4577	1404
Grp Volume(v), veh/h		576	1457	464		380	750	43		501	1202	370
Grp Sat Flow(s),veh/h/ln		1549	1593	1403		1549	1526	1420		1549	1526	1404
Q Serve(g_s), s		26.6	50.0	47.0		12.5	21.8	3.5		17.5	35.0	35.2
Cycle Q Clear(g_c), s		26.6	50.0	47.0		12.5	21.8	3.5		17.5	35.0	35.2
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		613	1098	484		267	1067	331		374	1472	452
V/C Ratio(X)		0.94	1.33	0.96		1.42	0.70	0.13		1.34	0.82	0.82
Avail Cap(c_a), veh/h		641	1098	484		267	1067	331		374	1472	452
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		57.3	47.5	46.5		66.3	51.0	44.0		63.8	45.2	45.3
Incr Delay (d2), s/veh		21.1	153.3	31.1		210.9	3.3	0.6		170.1	4.1	12.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		13.2	45.4	22.3		13.2	9.5	1.4		16.3	15.4	15.2
LnGrp Delay(d),s/veh		78.4	200.8	77.6		277.1	54.3	44.6		233.9	49.4	57.8
LnGrp LOS		E	F	E		F	D	D		F	D	E
Approach Vol, veh/h			2497				1173				2073	
Approach Delay, s/veh			149.7				126.1				95.5	
Approach LOS			F				F				F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	48.0	34.2	39.8	18.6	52.4	18.0	56.0				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	6.0				
Max Green Setting (Gmax), s	17.5	* 42	30.0	32.5	14.2	* 46	12.5	50.0				
Max Q Clear Time (g_c+I1), s	19.5	44.2	28.6	23.8	13.0	37.2	14.5	52.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	8.5	0.0	8.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			125.2									
HCM 2010 LOS			F									
<b>Notes</b>												



Movement	SBU	SBL	SBT	SBR
Lane Configurations		57	↑↑↑	7
Traffic Volume (veh/h)	40	220	1447	170
Future Volume (veh/h)	40	220	1447	170
Number		5	2	12
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98
Parking Bus, Adj		1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1676	1676	1676
Adj Flow Rate, veh/h		239	1573	185
Adj No. of Lanes		2	3	1
Peak Hour Factor		0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2
Cap, veh/h		279	1332	408
Arrive On Green		0.09	0.29	0.29
Sat Flow, veh/h		3097	4577	1401
Grp Volume(v), veh/h		239	1573	185
Grp Sat Flow(s),veh/h/ln		1549	1526	1401
Q Serve(g_s), s		11.0	42.2	15.6
Cycle Q Clear(g_c), s		11.0	42.2	15.6
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		279	1332	408
V/C Ratio(X)		0.86	1.18	0.45
Avail Cap(c_a), veh/h		303	1332	408
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(l)		1.00	1.00	1.00
Uniform Delay (d), s/veh		65.1	51.4	42.0
Incr Delay (d2), s/veh		18.3	89.4	1.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.4	28.8	6.2
LnGrp Delay(d),s/veh		83.4	140.8	43.6
LnGrp LOS		F	F	D
Approach Vol, veh/h			1997	
Approach Delay, s/veh			125.0	
Approach LOS			F	
Timer				



















Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	510	340	30	10	180	300	210	90	1049	60	190	1386
Future Volume (veh/h)	510	340	30	10	180	300	210	90	1049	60	190	1386
Number	3	8	18		7	4	14	1	6	16	5	2
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99		1.00		0.97	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863		1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	554	370	33		196	391	185	98	1140	65	207	1507
Adj No. of Lanes	2	2	1		2	2	1	2	4	1	2	3
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	382	1028	454		267	949	391	156	2006	494	277	1770
Arrive On Green	0.11	0.29	0.29		0.08	0.25	0.25	0.05	0.31	0.31	0.08	0.35
Sat Flow, veh/h	3442	3539	1562		3548	3725	1536	3442	6408	1577	3442	5085
Grp Volume(v), veh/h	554	370	33		196	391	185	98	1140	65	207	1507
Grp Sat Flow(s),veh/h/ln	1721	1770	1562		1774	1863	1536	1721	1602	1577	1721	1695
Q Serve(g_s), s	10.5	7.8	1.4		5.1	8.3	9.7	2.6	14.1	2.8	5.6	26.0
Cycle Q Clear(g_c), s	10.5	7.8	1.4		5.1	8.3	9.7	2.6	14.1	2.8	5.6	26.0
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	382	1028	454		267	949	391	156	2006	494	277	1770
V/C Ratio(X)	1.45	0.36	0.07		0.73	0.41	0.47	0.63	0.57	0.13	0.75	0.85
Avail Cap(c_a), veh/h	382	1200	530		394	1260	519	160	2006	494	491	1907
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	26.6	24.3		42.8	29.4	29.9	44.4	27.2	23.3	42.6	28.6
Incr Delay (d2), s/veh	217.1	0.3	0.1		1.5	0.5	1.5	6.1	0.3	0.1	1.5	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	3.8	0.6		2.6	4.3	4.3	1.4	6.2	1.2	2.7	12.8
LnGrp Delay(d),s/veh	259.2	26.9	24.4		44.3	29.9	31.4	50.5	27.5	23.4	44.1	32.8
LnGrp LOS	F	C	C		D	C	C	D	C	C	D	C
Approach Vol, veh/h		957				772			1303			1986
Approach Delay, s/veh		161.3				33.9			29.0			33.0
Approach LOS		F				C			C			C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	38.7	16.0	30.1	13.1	35.4	12.6	33.5				
Change Period (Y+Rc), s	5.5	* 5.8	5.5	6.0	5.5	* 5.8	5.5	* 6				
Max Green Setting (Gmax), s	4.4	* 36	10.5	32.0	13.5	* 26	10.5	* 32				
Max Q Clear Time (g_c+I1), s	4.6	28.0	12.5	11.7	7.6	16.1	7.1	9.8				
Green Ext Time (p_c), s	0.0	5.0	0.0	8.8	0.1	9.7	0.0	9.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			56.6									
HCM 2010 LOS			E									
<b>Notes</b>												

Movement	SBR
*** Lane Configurations	↑
Traffic Volume (veh/h)	250
Future Volume (veh/h)	250
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	272
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	544
Arrive On Green	0.35
Sat Flow, veh/h	1563
Grp Volume(v), veh/h	272
Grp Sat Flow(s),veh/h/ln	1563
Q Serve(g_s), s	13.0
Cycle Q Clear(g_c), s	13.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	544
V/C Ratio(X)	0.50
Avail Cap(c_a), veh/h	586
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	24.3
Incr Delay (d2), s/veh	1.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	5.8
LnGrp Delay(d),s/veh	25.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1260	0	350	0	0	0	0	1639	110	0	1476	400
Future Volume (veh/h)	1260	0	350	0	0	0	0	1639	110	0	1476	400
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863				0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1370	0	380				0	1782	0	0	1604	0
Adj No. of Lanes	3	0	2				0	4	1	0	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1844	0	1027				0	3276	696	0	2457	696
Arrive On Green	0.37	0.00	0.37				0.00	0.44	0.00	0.00	0.44	0.00
Sat Flow, veh/h	5003	0	2787				0	7451	1583	0	5588	1583
Grp Volume(v), veh/h	1370	0	380				0	1782	0	0	1604	0
Grp Sat Flow(s),veh/h/ln	1668	0	1393				0	1863	1583	0	1863	1583
Q Serve(g_s), s	11.4	0.0	4.8				0.0	8.4	0.0	0.0	10.8	0.0
Cycle Q Clear(g_c), s	11.4	0.0	4.8				0.0	8.4	0.0	0.0	10.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1844	0	1027				0	3276	696	0	2457	696
V/C Ratio(X)	0.74	0.00	0.37				0.00	0.54	0.00	0.00	0.65	0.00
Avail Cap(c_a), veh/h	2139	0	1191				0	3994	849	0	2949	835
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	11.1				0.0	9.9	0.0	0.0	10.6	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.2				0.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	1.8				0.0	4.3	0.0	0.0	5.5	0.0
LnGrp Delay(d),s/veh	14.4	0.0	11.3				0.0	9.9	0.0	0.0	10.8	0.0
LnGrp LOS	B		B					A			B	
Approach Vol, veh/h		1750						1782			1604	
Approach Delay, s/veh		13.7						9.9			10.8	
Approach LOS		B						A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		25.8		22.2		25.8						
Change Period (Y+Rc), s		* 4.7		4.5		4.7						
Max Green Setting (Gmax), s		* 26		20.5		25.3						
Max Q Clear Time (g_c+I1), s		10.4		13.4		12.8						
Green Ext Time (p_c), s		9.3		4.3		8.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.5									
HCM 2010 LOS			B									
<b>Notes</b>												

Jaeger Ranch  
24: Sunrise Blvd & US-50 WB Ramps
















Cumulative Plus Project  
PM Peak

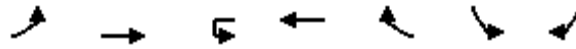
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	270	0	640	0	2479	390	0	1616	1350
Future Volume (veh/h)	0	0	0	270	0	640	0	2479	390	0	1616	1350
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	0	1863	0	1863	1863	0	1863	1863
Adj Flow Rate, veh/h				293	0	696	0	2695	0	0	1757	0
Adj No. of Lanes				2	0	2	0	3	1	0	3	2
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				969	0	784	0	3308	937	0	3010	1650
Arrive On Green				0.28	0.00	0.28	0.00	0.59	0.00	0.00	0.59	0.00
Sat Flow, veh/h				3442	0	2787	0	5588	1583	0	5253	2787
Grp Volume(v), veh/h				293	0	696	0	2695	0	0	1757	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	0	1863	1583	0	1695	1393
Q Serve(g_s), s				5.0	0.0	17.9	0.0	28.5	0.0	0.0	16.2	0.0
Cycle Q Clear(g_c), s				5.0	0.0	17.9	0.0	28.5	0.0	0.0	16.2	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				969	0	784	0	3308	937	0	3010	1650
V/C Ratio(X)				0.30	0.00	0.89	0.00	0.81	0.00	0.00	0.58	0.00
Avail Cap(c_a), veh/h				1032	0	836	0	3598	1019	0	3254	1783
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				21.2	0.0	25.8	0.0	12.1	0.0	0.0	9.5	0.0
Incr Delay (d2), s/veh				0.2	0.0	11.0	0.0	1.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	8.1	0.0	14.9	0.0	0.0	7.5	0.0
LnGrp Delay(d),s/veh				21.3	0.0	36.8	0.0	13.3	0.0	0.0	9.7	0.0
LnGrp LOS				C		D		B			A	
Approach Vol, veh/h					989			2695			1757	
Approach Delay, s/veh					32.2			13.3			9.7	
Approach LOS					C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		49.4				49.4		25.6				
Change Period (Y+Rc), s		* 5				5.0		4.5				
Max Green Setting (Gmax), s		* 48				48.0		22.5				
Max Q Clear Time (g_c+I1), s		30.5				18.2		19.9				
Green Ext Time (p_c), s		13.9				20.3		1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.6								
HCM 2010 LOS				B								
<b>Notes</b>												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	130	40	316	60	20	60	30	364	2635	20	60	2520
Future Volume (veh/h)	130	40	316	60	20	60	30	364	2635	20	60	2520
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	141	162	264	65	22	65		396	2864	22	65	2739
Adj No. of Lanes	0	1	1	1	1	0		2	3	0	1	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	164	188	304	132	31	91		308	2595	20	83	2306
Arrive On Green	0.19	0.19	0.19	0.07	0.07	0.07		0.09	0.50	0.50	0.05	0.45
Sat Flow, veh/h	847	973	1573	1774	415	1226		3442	5206	40	1774	5085
Grp Volume(v), veh/h	303	0	264	65	0	87		396	1863	1023	65	2739
Grp Sat Flow(s),veh/h/ln	1820	0	1573	1774	0	1641		1721	1695	1856	1774	1695
Q Serve(g_s), s	17.8	0.0	18.0	3.9	0.0	5.7		9.9	55.2	55.2	4.0	50.2
Cycle Q Clear(g_c), s	17.8	0.0	18.0	3.9	0.0	5.7		9.9	55.2	55.2	4.0	50.2
Prop In Lane	0.47		1.00	1.00		0.75		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	352	0	304	132	0	122		308	1690	925	83	2306
V/C Ratio(X)	0.86	0.00	0.87	0.49	0.00	0.71		1.29	1.10	1.11	0.78	1.19
Avail Cap(c_a), veh/h	526	0	455	513	0	474		308	1690	925	179	2306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	43.3	49.2	0.0	50.1		50.4	27.8	27.8	52.2	30.3
Incr Delay (d2), s/veh	6.4	0.0	7.9	1.1	0.0	2.9		151.4	55.4	63.1	5.8	89.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	8.5	2.0	0.0	2.7		11.1	38.6	44.2	2.1	42.3
LnGrp Delay(d),s/veh	49.6	0.0	51.2	50.3	0.0	53.0		201.8	83.2	90.9	58.0	119.5
LnGrp LOS	D		D	D		D		F	F	F	E	F
Approach Vol, veh/h		567			152				3282			2934
Approach Delay, s/veh		50.3			51.8				99.9			113.6
Approach LOS		D			D				F			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.1		26.9	10.0	60.1		13.7				
Change Period (Y+Rc), s	* 5.1	* 4.9		5.5	* 4.8	* 4.9		5.5				
Max Green Setting (Gmax), s	* 9.9	* 50		32.0	* 11	* 49		32.0				
Max Q Clear Time (g_c+I1), s	11.9	52.2		20.0	6.0	57.2		7.7				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			100.6									
HCM 2010 LOS			F									
<b>Notes</b>												



Movement	SBR
AAA Configurations	7
Traffic Volume (veh/h)	120
Future Volume (veh/h)	120
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	130
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	699
Arrive On Green	0.45
Sat Flow, veh/h	1542
Grp Volume(v), veh/h	130
Grp Sat Flow(s),veh/h/ln	1542
Q Serve(g_s), s	5.6
Cycle Q Clear(g_c), s	5.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	699
V/C Ratio(X)	0.19
Avail Cap(c_a), veh/h	699
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	18.1
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.4
LnGrp Delay(d),s/veh	18.1
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	1160	20	20	1161	1539	340		
Future Volume (veh/h)	1160	20	20	1161	1539	340		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1261	22	22	1262	1673	370		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1298	621	27	1860	1654	740		
Arrive On Green	0.38	0.38	0.02	0.53	0.47	0.47		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1583		
Grp Volume(v), veh/h	1261	22	22	1262	1673	370		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1583		
Q Serve(g_s), s	45.9	1.1	1.6	33.5	59.6	20.7		
Cycle Q Clear(g_c), s	45.9	1.1	1.6	33.5	59.6	20.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	1298	621	27	1860	1654	740		
V/C Ratio(X)	0.97	0.04	0.82	0.68	1.01	0.50		
Avail Cap(c_a), veh/h	1309	626	56	1926	1654	740		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	39.0	23.9	62.6	22.3	34.0	23.6		
Incr Delay (d2), s/veh	18.2	0.0	19.3	0.7	25.0	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	25.0	1.3	0.9	16.5	34.7	9.1		
LnGrp Delay(d),s/veh	57.3	23.9	81.9	23.0	58.9	23.8		
LnGrp LOS	E	C	F	C	F	C		
Approach Vol, veh/h	1283			1284	2043			
Approach Delay, s/veh	56.7			24.0	52.6			
Approach LOS	E			C	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.4	66.5		53.6		73.9		
Change Period (Y+Rc), s	5.5	* 6.9		5.5		* 6.9		
Max Green Setting (Gmax), s	4.0	* 60		48.5		* 69		
Max Q Clear Time (g_c+I1), s	3.6	61.6		47.9		35.5		
Green Ext Time (p_c), s	0.0	0.0		0.2		9.5		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			45.8					
HCM 2010 LOS			D					
<b>Notes</b>								



























Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations	↔↔	↑↑	↔	↑↑	↔	↔	↔	
Traffic Volume (veh/h)	894	1447	0	1036	120	50	783	
Future Volume (veh/h)	894	1447	0	1036	120	50	783	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	972	1573		1126	130	54	851	
Adj No. of Lanes	2	2		2	1	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	1034	2313		1042	466	370	330	
Arrive On Green	0.30	0.65		0.29	0.29	0.21	0.21	
Sat Flow, veh/h	3442	3632		3632	1583	1774	1583	
Grp Volume(v), veh/h	972	1573		1126	130	54	851	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1583	1774	1583	
Q Serve(g_s), s	24.4	24.6		26.1	5.6	2.2	18.5	
Cycle Q Clear(g_c), s	24.4	24.6		26.1	5.6	2.2	18.5	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	1034	2313		1042	466	370	330	
V/C Ratio(X)	0.94	0.68		1.08	0.28	0.15	2.57	
Avail Cap(c_a), veh/h	1087	2313		1042	466	370	330	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.2	9.6		31.3	24.0	28.6	35.1	
Incr Delay (d2), s/veh	14.3	0.7		52.2	0.1	0.1	717.5	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.7	12.0		20.2	2.5	1.1	74.0	
LnGrp Delay(d),s/veh	44.5	10.2		83.5	24.2	28.7	752.6	
LnGrp LOS	D	B		F	C	C	F	
Approach Vol, veh/h		2545		1256		905		
Approach Delay, s/veh		23.3		77.4		709.4		
Approach LOS		C		E		F		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	31.8	32.8				64.6		24.0
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 28	* 26				* 50		18.5
Max Q Clear Time (g_c+I1), s	26.4	28.1				26.6		20.5
Green Ext Time (p_c), s	0.2	0.0				7.4		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			169.7					
HCM 2010 LOS			F					
<b>Notes</b>								

Jaeger Ranch  
28: Rancho Cordova Parkway & Folsom Boulevard

Cumulative Plus Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	170	10	180	70	0	10	0	110	0	0	0
Future Volume (veh/h)	0	170	10	180	70	0	10	0	110	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	185	11	196	76	0	11	0	120	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	410	184	188	1124	503	25	2500	778	4	1942	605
Arrive On Green	0.00	0.12	0.12	0.11	0.32	0.00	0.01	0.00	0.49	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	0	185	11	196	76	0	11	0	120	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	0.0	2.3	0.3	5.0	0.7	0.0	0.3	0.0	2.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.3	0.3	5.0	0.7	0.0	0.3	0.0	2.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	410	184	188	1124	503	25	2500	778	4	1942	605
V/C Ratio(X)	0.00	0.45	0.06	1.04	0.07	0.00	0.44	0.00	0.15	0.00	0.00	0.00
Avail Cap(c_a), veh/h	188	1352	605	188	1352	605	188	2500	778	188	1942	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.4	18.5	21.1	11.2	0.0	23.0	0.0	6.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.1	76.9	0.0	0.0	11.4	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.1	6.4	0.3	0.0	0.2	0.0	0.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	20.2	18.7	98.1	11.2	0.0	34.4	0.0	7.0	0.0	0.0	0.0
LnGrp LOS		C	B	F	B		C		A			
Approach Vol, veh/h		196			272			131			0	
Approach Delay, s/veh		20.1			73.8			9.3			0.0	
Approach LOS		C			E			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	27.7	9.5	10.0	5.2	22.5	0.0	19.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	4.0	7.0	4.3	2.3	0.0	0.0	2.7				
Green Ext Time (p_c), s	0.0	0.3	0.0	1.3	0.0	0.0	0.0	1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.1									
HCM 2010 LOS			D									

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	470	380	340	0	160	170	230	919	0	280	1033	370
Future Volume (veh/h)	470	380	340	0	160	170	230	919	0	280	1033	370
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	511	413	370	0	174	185	250	999	0	304	1123	402
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1425	638	5	562	252	334	1435	447	391	1519	473
Arrive On Green	0.18	0.40	0.40	0.00	0.16	0.16	0.10	0.28	0.00	0.11	0.30	0.30
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	511	413	370	0	174	185	250	999	0	304	1123	402
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	9.6	5.3	12.2	0.0	2.9	7.5	4.7	11.8	0.0	5.8	13.3	16.0
Cycle Q Clear(g_c), s	9.6	5.3	12.2	0.0	2.9	7.5	4.7	11.8	0.0	5.8	13.3	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	608	1425	638	5	562	252	334	1435	447	391	1519	473
V/C Ratio(X)	0.84	0.29	0.58	0.00	0.31	0.74	0.75	0.70	0.00	0.78	0.74	0.85
Avail Cap(c_a), veh/h	642	1425	638	257	951	426	334	1435	447	391	1519	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	13.5	15.6	0.0	24.9	26.8	29.4	21.5	0.0	28.9	21.1	22.1
Incr Delay (d2), s/veh	9.4	0.1	1.3	0.0	0.3	4.2	9.0	2.8	0.0	9.6	3.3	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	2.6	5.5	0.0	1.5	3.5	2.7	5.8	0.0	3.3	6.7	9.2
LnGrp Delay(d),s/veh	36.1	13.6	16.9	0.0	25.2	31.0	38.4	24.3	0.0	38.5	24.4	39.3
LnGrp LOS	D	B	B		C	C	D	C		D	C	D
Approach Vol, veh/h		1294			359			1249			1829	
Approach Delay, s/veh		23.4			28.2			27.1			30.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	23.4	0.0	31.5	11.0	24.5	16.3	15.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.6	18.9	5.0	25.5	6.5	20.0	12.5	18.0				
Max Q Clear Time (g_c+I1), s	7.8	13.8	0.0	14.2	6.7	18.0	11.6	9.5				
Green Ext Time (p_c), s	0.0	4.7	0.0	4.6	0.0	1.9	0.2	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.3									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	140	50	56	100	10	40	351	14	10	681	280
Future Volume (veh/h)	250	140	50	56	100	10	40	351	14	10	681	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	272	152	54	61	109	11	43	382	15	11	740	304
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	864	387	98	217	185	78	1271	569	25	1166	521
Arrive On Green	0.18	0.24	0.24	0.06	0.12	0.12	0.04	0.36	0.36	0.01	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	272	152	54	61	109	11	43	382	15	11	740	304
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	8.1	1.9	1.5	1.8	3.0	0.3	1.3	4.3	0.3	0.3	9.7	8.8
Cycle Q Clear(g_c), s	8.1	1.9	1.5	1.8	3.0	0.3	1.3	4.3	0.3	0.3	9.7	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	864	387	98	217	185	78	1271	569	25	1166	521
V/C Ratio(X)	0.84	0.18	0.14	0.62	0.50	0.06	0.55	0.30	0.03	0.44	0.63	0.58
Avail Cap(c_a), veh/h	352	1449	648	207	610	519	161	1271	569	161	1166	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	16.4	16.3	25.4	22.8	21.6	25.7	12.7	11.4	26.9	15.6	15.3
Incr Delay (d2), s/veh	15.4	0.1	0.2	6.4	1.8	0.1	6.0	0.6	0.1	11.7	2.6	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.9	0.7	1.1	1.7	0.2	0.8	2.2	0.2	0.2	5.2	4.5
LnGrp Delay(d),s/veh	37.0	16.5	16.4	31.8	24.6	21.7	31.8	13.3	11.5	38.6	18.3	20.0
LnGrp LOS	D	B	B	C	C	C	C	B	B	D	B	C
Approach Vol, veh/h		478			181			440			1055	
Approach Delay, s/veh		28.2			26.8			15.0			19.0	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	24.2	7.5	17.9	6.9	22.6	14.5	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.1	6.4	22.5	5.0	18.1	10.9	18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.3	3.8	3.9	3.3	11.7	10.1	5.0				
Green Ext Time (p_c), s	0.0	6.7	0.0	1.6	0.0	4.2	0.1	1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									

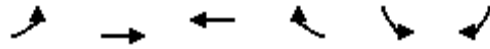
Jaeger Ranch  
31: Rancho Cordova Parkway & Douglas Road

Cumulative Plus Project  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	740	526	56	350	90	295	216	64	160	384	40
Future Volume (veh/h)	20	740	526	56	350	90	295	216	64	160	384	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	804	572	61	380	98	321	235	70	174	417	43
Adj No. of Lanes	2	3	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1569	488	183	1189	532	469	912	408	277	715	320
Arrive On Green	0.03	0.31	0.31	0.05	0.34	0.34	0.14	0.26	0.26	0.08	0.20	0.20
Sat Flow, veh/h	3442	5085	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	22	804	572	61	380	98	321	235	70	174	417	43
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.4	7.8	18.5	1.0	4.8	2.6	5.3	3.2	2.1	2.9	6.4	1.3
Cycle Q Clear(g_c), s	0.4	7.8	18.5	1.0	4.8	2.6	5.3	3.2	2.1	2.9	6.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	1569	488	183	1189	532	469	912	408	277	715	320
V/C Ratio(X)	0.25	0.51	1.17	0.33	0.32	0.18	0.68	0.26	0.17	0.63	0.58	0.13
Avail Cap(c_a), veh/h	287	1569	488	287	1189	532	1033	1770	792	488	1210	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	17.0	20.7	27.4	14.8	14.1	24.7	17.7	17.3	26.7	21.6	19.6
Incr Delay (d2), s/veh	1.5	0.3	97.1	1.1	0.2	0.2	1.8	0.1	0.2	2.3	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	21.2	0.5	2.3	1.2	2.7	1.6	0.9	1.5	3.2	0.6
LnGrp Delay(d),s/veh	30.1	17.3	117.8	28.4	15.0	14.3	26.5	17.8	17.5	29.1	22.4	19.8
LnGrp LOS	C	B	F	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		1398			539			626			634	
Approach Delay, s/veh		58.6			16.4			22.2			24.1	
Approach LOS		E			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	20.0	7.7	23.0	12.7	16.6	6.0	24.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	30.0	5.0	18.5	18.0	20.5	5.0	18.5				
Max Q Clear Time (g_c+I1), s	4.9	5.2	3.0	20.5	7.3	8.4	2.4	6.8				
Green Ext Time (p_c), s	0.2	5.0	0.0	0.0	0.8	3.7	0.0	7.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			37.5									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	180	120	50	90	70	70	103	40	90	115	20
Future Volume (veh/h)	30	180	120	50	90	70	70	103	40	90	115	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	196	130	54	98	76	76	112	43	98	125	22
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	318	270	179	347	295	113	1274	570	250	1305	584
Arrive On Green	0.04	0.17	0.17	0.05	0.19	0.19	0.06	0.36	0.36	0.07	0.37	0.37
Sat Flow, veh/h	1774	1863	1583	3442	1863	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	33	196	130	54	98	76	76	112	43	98	125	22
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	1.0	5.1	3.9	0.8	2.4	2.1	2.2	1.1	0.9	1.4	1.2	0.5
Cycle Q Clear(g_c), s	1.0	5.1	3.9	0.8	2.4	2.1	2.2	1.1	0.9	1.4	1.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	318	270	179	347	295	113	1274	570	250	1305	584
V/C Ratio(X)	0.51	0.62	0.48	0.30	0.28	0.26	0.67	0.09	0.08	0.39	0.10	0.04
Avail Cap(c_a), veh/h	170	642	546	330	642	546	187	1274	570	343	1305	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	20.1	19.6	23.8	18.3	18.2	23.9	11.0	11.0	23.1	10.8	10.5
Incr Delay (d2), s/veh	6.1	2.0	1.3	0.9	0.4	0.5	6.7	0.1	0.3	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.8	1.8	0.4	1.2	1.0	1.3	0.6	0.4	0.7	0.6	0.2
LnGrp Delay(d),s/veh	30.8	22.0	20.9	24.8	18.7	18.6	30.6	11.2	11.2	24.1	10.9	10.7
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		359			228			231			245	
Approach Delay, s/veh		22.4			20.1			17.6			16.2	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	23.3	7.2	13.4	7.8	23.8	6.4	14.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.2	18.8	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.4	3.1	2.8	7.1	4.2	3.2	3.0	4.4				
Green Ext Time (p_c), s	0.0	1.4	0.0	1.8	0.0	1.4	0.0	2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.4									
HCM 2010 LOS			B									





























Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↖↖	↗↗	↖↖	↗	↖	↗		
Traffic Volume (veh/h)	30	0	0	0	0	30		
Future Volume (veh/h)	30	0	0	0	0	30		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	0	0	0	0	33		
Adj No. of Lanes	2	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	139	143	12	6	1145	1022		
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.65		
Sat Flow, veh/h	3442	3632	-82054	1583	1774	1583		
Grp Volume(v), veh/h	33	0	0	0	0	33		
Grp Sat Flow(s),veh/h/ln	1721	1770	1770	1583	1774	1583		
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.2		
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.0	0.0	0.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	139	143	12	6	1145	1022		
V/C Ratio(X)	0.24	0.00	0.00	0.00	0.00	0.03		
Avail Cap(c_a), veh/h	601	3397	2223	995	1145	1022		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	13.3	0.0	0.0	0.0	0.0	1.8		
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.4		
LnGrp Delay(d),s/veh	14.2	0.0	0.0	0.0	0.0	1.9		
LnGrp LOS	B					A		
Approach Vol, veh/h		33	0		33			
Approach Delay, s/veh		14.2	0.0		1.9			
Approach LOS		B			A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				5.7		23.0	5.7	0.0
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.5		18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s				0.0		2.2	2.3	0.0
Green Ext Time (p_c), s				0.0		0.0	0.0	0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					

























Jaeger Ranch  
34: Americanos Boulevard & International Drive

Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	320	90	100	100	0	70	0	20	0	0	0
Future Volume (veh/h)	0	320	90	100	100	0	70	0	20	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	348	98	109	109	0	76	0	22	0	0	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	1345	602	613	1345	602	149	412	351	8	8	7
Arrive On Green	0.00	0.38	0.38	0.38	0.38	0.00	0.08	0.00	0.22	0.00	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	940	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	0	348	98	109	109	0	76	0	22	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	940	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.0	1.5	0.9	2.0	0.4	0.0	0.9	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.5	0.9	3.6	0.4	0.0	0.9	0.0	0.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	1345	602	613	1345	602	149	412	351	8	8	7
V/C Ratio(X)	0.00	0.26	0.16	0.18	0.08	0.00	0.51	0.00	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	393	4310	1928	1005	2821	1262	432	1567	1332	393	1526	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.8	4.6	6.0	4.5	0.0	9.9	0.0	6.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.0	0.0	2.7	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.4	0.5	0.2	0.0	0.6	0.0	0.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	4.9	4.8	6.2	4.5	0.0	12.6	0.0	7.0	0.0	0.0	0.0
LnGrp LOS		A	A	A	A		B		A			
Approach Vol, veh/h		446			218			98			0	
Approach Delay, s/veh		4.9			5.3			11.3			0.0	
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	9.5		13.1	6.4	3.1	0.0	13.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.0		27.5	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	2.2		3.5	2.9	0.0	0.0	5.6				
Green Ext Time (p_c), s	0.0	0.0		4.0	0.0	0.0	0.0	3.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			5.8									
HCM 2010 LOS			A									

























Jaeger Ranch  
35: Americanos Boulevard & Centennial Drive

Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	70	10	10	0	20	20	10	0	20	30
Future Volume (veh/h)	20	10	70	10	10	0	20	20	10	0	20	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	11	76	11	11	0	22	22	11	0	22	33
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	183	156	25	160	136	48	1052	894	4	801	681
Arrive On Green	0.03	0.10	0.10	0.01	0.09	0.00	0.03	0.56	0.56	0.00	0.43	0.43
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	22	11	76	11	11	0	22	22	11	0	22	33
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.5	0.2	1.9	0.3	0.2	0.0	0.5	0.2	0.1	0.0	0.3	0.5
Cycle Q Clear(g_c), s	0.5	0.2	1.9	0.3	0.2	0.0	0.5	0.2	0.1	0.0	0.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	183	156	25	160	136	48	1052	894	4	801	681
V/C Ratio(X)	0.46	0.06	0.49	0.43	0.07	0.00	0.46	0.02	0.01	0.00	0.03	0.05
Avail Cap(c_a), veh/h	212	801	681	212	801	681	212	1052	894	212	801	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	17.1	17.9	20.5	17.6	0.0	20.1	4.0	4.0	0.0	6.9	6.9
Incr Delay (d2), s/veh	6.7	0.1	2.4	11.2	0.2	0.0	6.7	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.9	0.2	0.1	0.0	0.3	0.1	0.1	0.0	0.2	0.2
LnGrp Delay(d),s/veh	26.8	17.2	20.2	31.6	17.8	0.0	26.8	4.1	4.0	0.0	6.9	7.1
LnGrp LOS	C	B	C	C	B		C	A	A		A	A
Approach Vol, veh/h		109			22			55			55	
Approach Delay, s/veh		21.2			24.7			13.1			7.0	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	28.1	5.1	8.6	5.6	22.5	5.6	8.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	0.0	2.2	2.3	3.9	2.5	2.5	2.5	2.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									

























Jaeger Ranch  
36: Rancho Cordova Parkway & Douglas Drive

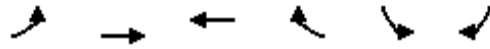
Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	480	210	30	310	20	60	10	20	30	10	30
Future Volume (veh/h)	70	480	210	30	310	20	60	10	20	30	10	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	522	228	33	337	22	65	11	22	33	11	33
Adj No. of Lanes	1	3	1	2	2	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	1243	387	124	771	345	198	656	558	64	616	524
Arrive On Green	0.06	0.24	0.24	0.04	0.22	0.22	0.06	0.35	0.35	0.04	0.33	0.33
Sat Flow, veh/h	1774	5085	1583	3442	3539	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	76	522	228	33	337	22	65	11	22	33	11	33
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1770	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.3	4.7	6.9	0.5	4.5	0.6	1.0	0.2	0.5	1.0	0.2	0.8
Cycle Q Clear(g_c), s	2.3	4.7	6.9	0.5	4.5	0.6	1.0	0.2	0.5	1.0	0.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	1243	387	124	771	345	198	656	558	64	616	524
V/C Ratio(X)	0.68	0.42	0.59	0.27	0.44	0.06	0.33	0.02	0.04	0.52	0.02	0.06
Avail Cap(c_a), veh/h	163	1683	524	316	1171	524	316	656	558	163	616	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	17.3	18.1	25.5	18.4	16.9	24.6	11.5	11.6	25.7	12.2	12.4
Incr Delay (d2), s/veh	7.1	0.2	1.4	1.1	0.4	0.1	1.0	0.0	0.1	6.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	3.1	0.3	2.2	0.3	0.5	0.1	0.2	0.6	0.1	0.4
LnGrp Delay(d),s/veh	32.1	17.5	19.6	26.6	18.8	16.9	25.6	11.5	11.7	32.0	12.3	12.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		826			392			98			77	
Approach Delay, s/veh		19.4			19.3			20.9			20.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	23.7	6.5	17.8	7.6	22.5	7.9	16.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.0	2.5	2.5	8.9	3.0	2.8	4.3	6.5				
Green Ext Time (p_c), s	0.0	0.2	0.0	4.4	0.0	0.2	0.0	5.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS			B									



















Jaeger Ranch  
37: Americanos Boulevard & Chrysanthy Boulevard













Cumulative Plus Project  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	202	50	60	197	20	20	10	30	20	10	22
Future Volume (veh/h)	17	202	50	60	197	20	20	10	30	20	10	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	18	220	54	65	214	22	22	11	33	22	11	24
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	354	301	106	424	361	91	674	573	47	674	573
Arrive On Green	0.02	0.19	0.19	0.06	0.23	0.23	0.03	0.36	0.36	0.03	0.36	0.36
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	3442	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	18	220	54	65	214	22	22	11	33	22	11	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1721	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.3	5.4	1.4	1.8	5.0	0.5	0.3	0.2	0.7	0.6	0.2	0.5
Cycle Q Clear(g_c), s	0.3	5.4	1.4	1.8	5.0	0.5	0.3	0.2	0.7	0.6	0.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	354	301	106	424	361	91	674	573	47	674	573
V/C Ratio(X)	0.24	0.62	0.18	0.62	0.50	0.06	0.24	0.02	0.06	0.47	0.02	0.04
Avail Cap(c_a), veh/h	346	674	573	178	674	573	346	674	573	178	674	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	18.5	16.9	22.8	16.8	15.0	23.7	10.2	10.3	23.9	10.2	10.3
Incr Delay (d2), s/veh	1.6	1.8	0.3	5.7	0.9	0.1	1.4	0.0	0.2	7.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.9	0.6	1.0	2.7	0.2	0.2	0.1	0.3	0.4	0.1	0.2
LnGrp Delay(d),s/veh	25.5	20.3	17.2	28.5	17.7	15.1	25.1	10.2	10.5	31.1	10.2	10.4
LnGrp LOS	C	C	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		292			301			66				57
Approach Delay, s/veh		20.0			19.8			15.3				18.3
Approach LOS		C			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	22.5	7.5	14.0	5.8	22.5	5.6	15.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.6	2.7	3.8	7.4	2.3	2.5	2.3	7.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.1	0.0	0.2	0.0	2.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.4									
HCM 2010 LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	100	100	100	50	40	40		
Future Volume (veh/h)	100	100	100	50	40	40		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	109	109	109	54	43	43		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	196	1765	651	291	165	147		
Arrive On Green	0.11	0.50	0.18	0.18	0.09	0.09		
Sat Flow, veh/h	1774	3632	3632	1583	1774	1583		
Grp Volume(v), veh/h	109	109	109	54	43	43		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1583	1774	1583		
Q Serve(g_s), s	1.3	0.4	0.6	0.6	0.5	0.6		
Cycle Q Clear(g_c), s	1.3	0.4	0.6	0.6	0.5	0.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	196	1765	651	291	165	147		
V/C Ratio(X)	0.56	0.06	0.17	0.19	0.26	0.29		
Avail Cap(c_a), veh/h	427	4465	2891	1293	1465	1308		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.3	2.9	7.6	7.6	9.3	9.3		
Incr Delay (d2), s/veh	2.5	0.0	0.1	0.3	0.8	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.3	0.0	0.3	0.0		
LnGrp Delay(d),s/veh	11.7	2.9	7.7	7.9	10.1	10.4		
LnGrp LOS	B	A	A	A	B	B		
Approach Vol, veh/h		218	163		86			
Approach Delay, s/veh		7.3	7.8		10.3			
Approach LOS		A	A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				15.5		6.5	6.9	8.6
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				27.8		18.2	5.3	18.0
Max Q Clear Time (g_c+I1), s				2.4		2.6	3.3	2.6
Green Ext Time (p_c), s				1.5		0.2	0.0	1.3
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			8.0					
HCM 2010 LOS			A					





















									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations	 		  		 	 	 		
Traffic Volume (veh/h)	63	82	790	75	145	1090			
Future Volume (veh/h)	63	82	790	75	145	1090			
Number	3	18	2	12	1	6			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	68	89	859	82	158	1185			
Adj No. of Lanes	1	1	3	1	2	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	0	2	2	2	2			
Cap, veh/h	213	194	2983	929	1047	2076			
Arrive On Green	0.12	0.12	0.59	0.59	0.59	0.59			
Sat Flow, veh/h	1774	1615	5253	1583	1151	3632			
Grp Volume(v), veh/h	68	89	859	82	158	1185			
Grp Sat Flow(s),veh/h/ln	1774	1615	1695	1583	575	1770			
Q Serve(g_s), s	1.1	1.6	2.6	0.7	2.4	6.4			
Cycle Q Clear(g_c), s	1.1	1.6	2.6	0.7	5.0	6.4			
Prop In Lane	1.00	1.00		1.00	1.00				
Lane Grp Cap(c), veh/h	213	194	2983	929	1047	2076			
V/C Ratio(X)	0.32	0.46	0.29	0.09	0.15	0.57			
Avail Cap(c_a), veh/h	1041	947	2983	929	1047	2076			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.4	12.6	3.2	2.8	4.4	3.9			
Incr Delay (d2), s/veh	0.9	1.7	0.2	0.2	0.3	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.8	1.3	0.3	0.4	3.3			
LnGrp Delay(d),s/veh	13.2	14.3	3.4	3.0	4.7	5.1			
LnGrp LOS	B	B	A	A	A	A			
Approach Vol, veh/h	157		941			1343			
Approach Delay, s/veh	13.8		3.4			5.0			
Approach LOS	B		A			A			
Timer	1	2	3	4	5	6	7	8	
Assigned Phs		2				6		8	
Phs Duration (G+Y+Rc), s		22.5				22.5		8.2	
Change Period (Y+Rc), s		4.5				4.5		4.5	
Max Green Setting (Gmax), s		18.0				18.0		18.0	
Max Q Clear Time (g_c+I1), s		4.6				8.4		3.6	
Green Ext Time (p_c), s		10.5				7.9		0.4	
<b>Intersection Summary</b>									
HCM 2010 Ctrl Delay			5.0						
HCM 2010 LOS			A						
<b>Notes</b>									





















								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	68	24	36	600	640	181		
Future Volume (veh/h)	68	24	36	600	640	181		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	74	26	39	652	696	197		
Adj No. of Lanes	1	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	168	150	556	2137	2137	956		
Arrive On Green	0.09	0.09	0.60	0.60	0.60	0.60		
Sat Flow, veh/h	1774	1583	620	3632	3632	1583		
Grp Volume(v), veh/h	74	26	39	652	696	197		
Grp Sat Flow(s),veh/h/ln	1774	1583	620	1770	1770	1583		
Q Serve(g_s), s	1.2	0.5	1.0	2.7	2.9	1.7		
Cycle Q Clear(g_c), s	1.2	0.5	3.9	2.7	2.9	1.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	168	150	556	2137	2137	956		
V/C Ratio(X)	0.44	0.17	0.07	0.31	0.33	0.21		
Avail Cap(c_a), veh/h	1071	956	556	2137	2137	956		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.8	12.4	3.9	2.9	2.9	2.7		
Incr Delay (d2), s/veh	1.8	0.5	0.2	0.4	0.4	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	1.4	1.5	0.8		
LnGrp Delay(d),s/veh	14.6	13.0	4.1	3.2	3.3	3.2		
LnGrp LOS	B	B	A	A	A	A		
Approach Vol, veh/h	100			691	893			
Approach Delay, s/veh	14.2			3.3	3.3			
Approach LOS	B			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		6			
Phs Duration (G+Y+Rc), s	22.5		7.3		22.5			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	18.0		18.0		18.0			
Max Q Clear Time (g_c+I1), s	5.9		3.2		4.9			
Green Ext Time (p_c), s	7.6		0.2		8.1			
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			3.9					
HCM 2010 LOS			A					



## Appendix F

*Analysis Worksheets for  
Mitigated Conditions*

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	325	4	5	459	1	9	142	31	0	2	12
Future Volume (veh/h)	59	325	4	5	459	1	9	142	31	0	2	12
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	65	357	4	5	499	1	13	203	44	0	3	17
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.70	0.70	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	706	8	12	617	1	18	285	258	0	181	154
Arrive On Green	0.06	0.38	0.38	0.01	0.33	0.33	0.16	0.16	0.16	0.00	0.10	0.10
Sat Flow, veh/h	1774	1839	21	1774	1858	4	112	1745	1583	0	1863	1583
Grp Volume(v), veh/h	65	0	361	5	0	500	216	0	44	0	3	17
Grp Sat Flow(s),veh/h/ln	1774	0	1859	1774	0	1862	1857	0	1583	0	1863	1583
Q Serve(g_s), s	1.8	0.0	7.7	0.1	0.0	12.6	5.7	0.0	1.2	0.0	0.1	0.5
Cycle Q Clear(g_c), s	1.8	0.0	7.7	0.1	0.0	12.6	5.7	0.0	1.2	0.0	0.1	0.5
Prop In Lane	1.00		0.01	1.00		0.00	0.06		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	104	0	714	12	0	618	303	0	258	0	181	154
V/C Ratio(X)	0.62	0.00	0.51	0.42	0.00	0.81	0.71	0.00	0.17	0.00	0.02	0.11
Avail Cap(c_a), veh/h	172	0	758	172	0	759	649	0	553	0	651	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	12.1	25.5	0.0	15.7	20.4	0.0	18.6	0.0	21.0	21.2
Incr Delay (d2), s/veh	6.0	0.0	0.6	21.9	0.0	5.4	3.1	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.0	0.1	0.0	7.3	3.1	0.0	0.6	0.0	0.0	0.2
LnGrp Delay(d),s/veh	29.7	0.0	12.7	47.4	0.0	21.1	23.5	0.0	18.9	0.0	21.1	21.6
LnGrp LOS	C		B	D		C	C		B		C	C
Approach Vol, veh/h		426			505			260			20	
Approach Delay, s/veh		15.3			21.4			22.8			21.5	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	24.3		12.9	7.5	21.6		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0	5.0	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	9.7		7.7	3.8	14.6		2.5				
Green Ext Time (p_c), s	0.0	3.5		0.9	0.0	2.5		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.5									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	694	403	8	0	320	8	7	33	5	3	8	348
Future Volume (veh/h)	694	403	8	0	320	8	7	33	5	3	8	348
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	708	411	0	0	438	11	7	34	5	0	0	425
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	2
Peak Hour Factor	0.98	0.98	0.98	0.73	0.73	0.73	0.98	0.98	0.98	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	729	1342	1140	2	472	12	12	57	8	0	180	1607
Arrive On Green	0.41	0.72	0.00	0.00	0.26	0.26	0.04	0.04	0.04	0.00	0.00	0.10
Sat Flow, veh/h	1774	1863	1583	1774	1809	45	275	1338	197	0	1863	3167
Grp Volume(v), veh/h	708	411	0	0	0	449	46	0	0	0	0	425
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1855	1810	0	0	0	1863	1583
Q Serve(g_s), s	44.5	9.0	0.0	0.0	0.0	26.9	2.8	0.0	0.0	0.0	0.0	8.7
Cycle Q Clear(g_c), s	44.5	9.0	0.0	0.0	0.0	26.9	2.8	0.0	0.0	0.0	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.02	0.15		0.11	0.00		1.00
Lane Grp Cap(c), veh/h	729	1342	1140	2	0	484	77	0	0	0	180	1607
V/C Ratio(X)	0.97	0.31	0.00	0.00	0.00	0.93	0.60	0.00	0.00	0.00	0.00	0.26
Avail Cap(c_a), veh/h	881	1427	1213	62	0	562	81	0	0	0	367	1924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	5.7	0.0	0.0	0.0	41.0	53.5	0.0	0.0	0.0	0.0	15.9
Incr Delay (d2), s/veh	20.6	0.0	0.0	0.0	0.0	18.9	6.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	4.6	0.0	0.0	0.0	16.3	1.6	0.0	0.0	0.0	0.0	3.8
LnGrp Delay(d),s/veh	53.5	5.8	0.0	0.0	0.0	59.9	60.3	0.0	0.0	0.0	0.0	16.0
LnGrp LOS	D	A				E	E					B
Approach Vol, veh/h		1119			449			46				425
Approach Delay, s/veh		36.0			59.9			60.3				16.0
Approach LOS		D			E			E				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	52.3	35.7		16.6	0.0	88.0		9.2				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		4.4				
Max Green Setting (Gmax), s	56.5	34.5		* 22	4.0	* 87		5.1				
Max Q Clear Time (g_c+I1), s	46.5	28.9		10.7	0.0	11.0		4.8				
Green Ext Time (p_c), s	0.2	0.9		0.3	0.0	1.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			37.6									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		2<sup>T</sup>	3<sup>T</sup>	1<sup>T</sup>		2<sup>T</sup>	2<sup>T</sup>	1<sup>T</sup>	2<sup>T</sup>	3<sup>T</sup>	1<sup>T</sup>	
Traffic Volume (veh/h)	5	187	95	145	3	72	477	66	539	1875	122	3
Future Volume (veh/h)	5	187	95	145	3	72	477	66	539	1875	122	3
Number		7	4	14		3	8	18	5	2	12	
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		0.99	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln		1863	1863	1863		1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h		205	104	159		81	536	74	586	2038	133	
Adj No. of Lanes		2	3	1		2	2	1	2	3	1	
Peak Hour Factor		0.91	0.91	0.91		0.89	0.89	0.89	0.92	0.92	0.92	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	
Cap, veh/h		270	1107	640		133	629	282	642	2344	721	
Arrive On Green		0.08	0.22	0.22		0.04	0.18	0.18	0.19	0.46	0.46	
Sat Flow, veh/h		3442	5085	1583		3442	3539	1583	3442	5085	1564	
Grp Volume(v), veh/h		205	104	159		81	536	74	586	2038	133	
Grp Sat Flow(s),veh/h/ln		1721	1695	1583		1721	1770	1583	1721	1695	1564	
Q Serve(g_s), s		6.0	1.7	6.9		2.4	15.1	4.2	17.2	37.2	5.2	
Cycle Q Clear(g_c), s		6.0	1.7	6.9		2.4	15.1	4.2	17.2	37.2	5.2	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		270	1107	640		133	629	282	642	2344	721	
V/C Ratio(X)		0.76	0.09	0.25		0.61	0.85	0.26	0.91	0.87	0.18	
Avail Cap(c_a), veh/h		651	1643	807		651	1140	510	651	3093	951	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		46.5	32.2	20.3		48.8	41.1	36.5	41.1	25.0	16.4	
Incr Delay (d2), s/veh		1.7	0.0	0.1		1.7	1.3	0.2	16.8	1.8	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		2.9	0.8	3.0		1.2	7.5	1.8	9.6	17.8	2.2	
LnGrp Delay(d),s/veh		48.2	32.2	20.4		50.4	42.3	36.7	57.9	26.8	16.4	
LnGrp LOS		D	C	C		D	D	D	E	C	B	
Approach Vol, veh/h			468				691			2757		
Approach Delay, s/veh			35.2				42.7			32.9		
Approach LOS			D				D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	54.9	9.5	29.2	24.7	39.6	13.6	25.1				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	19.5	* 63	19.5	* 33	19.5	* 63	19.5	33.2				
Max Q Clear Time (g_c+I1), s	4.4	39.2	4.4	8.9	19.2	15.0	8.0	17.1				
Green Ext Time (p_c), s	0.0	8.4	0.0	1.2	0.0	9.4	0.1	1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									
<b>Notes</b>												



Movement	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	64	629	66
Future Volume (veh/h)	64	629	66
Number	1	6	16
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863
Adj Flow Rate, veh/h	80	786	82
Adj No. of Lanes	2	3	1
Peak Hour Factor	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2
Cap, veh/h	132	1590	495
Arrive On Green	0.04	0.31	0.31
Sat Flow, veh/h	3442	5085	1583
Grp Volume(v), veh/h	80	786	82
Grp Sat Flow(s),veh/h/ln	1721	1695	1583
Q Serve(g_s), s	2.4	13.0	3.9
Cycle Q Clear(g_c), s	2.4	13.0	3.9
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	132	1590	495
V/C Ratio(X)	0.61	0.49	0.17
Avail Cap(c_a), veh/h	651	3088	962
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	28.8	25.7
Incr Delay (d2), s/veh	1.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.1	1.7
LnGrp Delay(d),s/veh	50.5	28.9	25.7
LnGrp LOS	D	C	C
Approach Vol, veh/h		948	
Approach Delay, s/veh		30.4	
Approach LOS		C	
Timer			





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	112	13	245	34	25	39	34	272	2440	20	36	3317
Future Volume (veh/h)	112	13	245	34	25	39	34	272	2440	20	36	3317
Number	7	4	14	3	8	18		1	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	129	15	282	43	32	49		280	2515	21	39	3567
Adj No. of Lanes	1	1	0	1	1	0		2	3	0	1	3
Peak Hour Factor	0.87	0.87	0.87	0.79	0.79	0.79		0.97	0.97	0.97	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	142	16	293	57	97	149		262	3445	29	49	3116
Arrive On Green	0.08	0.19	0.19	0.03	0.15	0.15		0.08	0.66	0.66	0.03	0.61
Sat Flow, veh/h	1774	80	1506	1774	664	1017		3442	5202	43	1774	5085
Grp Volume(v), veh/h	129	0	297	43	0	81		280	1638	898	39	3567
Grp Sat Flow(s),veh/h/ln	1774	0	1586	1774	0	1681		1721	1695	1855	1774	1695
Q Serve(g_s), s	17.9	0.0	46.1	6.0	0.0	10.7		18.9	78.3	78.6	5.4	152.0
Cycle Q Clear(g_c), s	17.9	0.0	46.1	6.0	0.0	10.7		18.9	78.3	78.6	5.4	152.0
Prop In Lane	1.00		0.95	1.00		0.60		1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	142	0	308	57	0	246		262	2245	1229	49	3116
V/C Ratio(X)	0.91	0.00	0.96	0.75	0.00	0.33		1.07	0.73	0.73	0.79	1.14
Avail Cap(c_a), veh/h	187	0	316	62	0	246		262	2245	1229	86	3116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	113.1	0.0	99.1	119.1	0.0	95.0		114.6	27.4	27.4	119.8	48.0
Incr Delay (d2), s/veh	30.2	0.0	40.0	32.5	0.0	0.3		74.7	1.1	2.0	9.8	69.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	23.6	3.5	0.0	5.0		11.7	37.0	40.8	2.8	91.0
LnGrp Delay(d),s/veh	143.4	0.0	139.0	151.5	0.0	95.3		189.2	28.4	29.4	129.7	117.4
LnGrp LOS	F		F	F		F		F	C	C	F	F
Approach Vol, veh/h		426			124				2816			3691
Approach Delay, s/veh		140.4			114.8				44.7			115.3
Approach LOS		F			F				D			F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	156.9	13.5	53.7	11.7	169.2	25.4	41.7				
Change Period (Y+Rc), s	* 5.1	* 4.9	5.5	5.5	* 4.8	* 4.9	5.5	5.5				
Max Green Setting (Gmax), s	* 19	* 1.5E2	8.7	49.5	* 12	* 1.6E2	26.2	32.0				
Max Q Clear Time (g_c+I1), s	20.9	154.0	8.0	48.1	7.4	80.6	19.9	12.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	62.2	0.0	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			88.7									
HCM 2010 LOS			F									
<b>Notes</b>												

Movement	SBR
*** Lane Configurations	***
Traffic Volume (veh/h)	79
Future Volume (veh/h)	79
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	85
Adj No. of Lanes	1
Peak Hour Factor	0.93
Percent Heavy Veh, %	2
Cap, veh/h	947
Arrive On Green	0.61
Sat Flow, veh/h	1545
Grp Volume(v), veh/h	85
Grp Sat Flow(s),veh/h/ln	1545
Q Serve(g_s), s	5.6
Cycle Q Clear(g_c), s	5.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	947
V/C Ratio(X)	0.09
Avail Cap(c_a), veh/h	947
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	19.7
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.4
LnGrp Delay(d),s/veh	19.7
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	





















Jaeger Ranch  
3: Eagles Nest Rd & Jackson Rd/SR-16

Existing Plus Project Conditions

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	551	0	15	315	2	4	6	1	0	158	115
Future Volume (veh/h)	19	551	0	15	315	2	4	6	1	0	158	115
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	20	592	0	19	399	3	6	9	1	0	216	158
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.79	0.79	0.79	0.70	0.70	0.70	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	772	0	41	763	6	15	22	32	0	325	277
Arrive On Green	0.02	0.41	0.00	0.02	0.41	0.41	0.02	0.02	0.02	0.00	0.17	0.17
Sat Flow, veh/h	1774	1863	0	1774	1846	14	730	1096	1583	0	1863	1583
Grp Volume(v), veh/h	20	592	0	19	0	402	15	0	1	0	216	158
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	0	1860	1826	0	1583	0	1863	1583
Q Serve(g_s), s	0.5	13.4	0.0	0.5	0.0	7.9	0.4	0.0	0.0	0.0	5.3	4.5
Cycle Q Clear(g_c), s	0.5	13.4	0.0	0.5	0.0	7.9	0.4	0.0	0.0	0.0	5.3	4.5
Prop In Lane	1.00		0.00	1.00		0.01	0.40		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	43	772	0	41	0	769	36	0	32	0	325	277
V/C Ratio(X)	0.46	0.77	0.00	0.46	0.00	0.52	0.41	0.00	0.03	0.00	0.66	0.57
Avail Cap(c_a), veh/h	181	1180	0	181	0	1178	672	0	582	0	685	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	12.3	0.0	23.6	0.0	10.7	23.7	0.0	23.5	0.0	18.9	18.5
Incr Delay (d2), s/veh	7.6	1.7	0.0	7.8	0.0	0.6	7.3	0.0	0.4	0.0	2.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.1	0.0	0.3	0.0	4.1	0.3	0.0	0.0	0.0	2.9	2.1
LnGrp Delay(d),s/veh	31.1	14.0	0.0	31.4	0.0	11.3	31.0	0.0	23.9	0.0	21.2	20.4
LnGrp LOS	C	B		C		B	C		C		C	C
Approach Vol, veh/h		612			421			16			374	
Approach Delay, s/veh		14.5			12.2			30.5			20.8	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	24.8		5.5	5.7	24.7		13.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	5.0	31.0		18.0				
Max Q Clear Time (g_c+I1), s	2.5	15.4		2.4	2.5	9.9		7.3				
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	5.5		1.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.7									
HCM 2010 LOS			B									



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	352	7	1	443	9	7	15	1	11	35	762
Future Volume (veh/h)	268	352	7	1	443	9	7	15	1	11	35	762
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	288	378	0	1	461	9	8	18	1	0	0	857
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	0	1	2
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.85	0.85	0.85	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	862	733	2	512	10	20	46	3	0	464	1350
Arrive On Green	0.18	0.46	0.00	0.00	0.28	0.28	0.04	0.04	0.04	0.00	0.00	0.25
Sat Flow, veh/h	1774	1863	1583	1774	1820	36	540	1216	68	0	1863	3099
Grp Volume(v), veh/h	288	378	0	1	0	470	27	0	0	0	0	857
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1856	1824	0	0	0	1863	1549
Q Serve(g_s), s	13.7	11.8	0.0	0.0	0.0	21.0	1.2	0.0	0.0	0.0	0.0	18.7
Cycle Q Clear(g_c), s	13.7	11.8	0.0	0.0	0.0	21.0	1.2	0.0	0.0	0.0	0.0	18.7
Prop In Lane	1.00		1.00	1.00		0.02	0.30		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	323	862	733	2	0	522	69	0	0	0	464	1350
V/C Ratio(X)	0.89	0.44	0.00	0.49	0.00	0.90	0.39	0.00	0.00	0.00	0.00	0.64
Avail Cap(c_a), veh/h	504	1387	1179	401	0	1377	753	0	0	0	743	1814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	15.6	0.0	43.0	0.0	29.8	40.5	0.0	0.0	0.0	0.0	19.3
Incr Delay (d2), s/veh	8.2	0.1	0.0	53.7	0.0	2.4	1.3	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.0	0.0	0.1	0.0	11.1	0.7	0.0	0.0	0.0	0.0	8.0
LnGrp Delay(d),s/veh	42.6	15.7	0.0	96.7	0.0	32.2	41.8	0.0	0.0	0.0	0.0	19.4
LnGrp LOS	D	B		F		C	D					B
Approach Vol, veh/h		666			471			27				857
Approach Delay, s/veh		27.4			32.3			41.8				19.4
Approach LOS		C			C			D				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.2	30.2		27.1	5.6	45.9		7.7				
Change Period (Y+Rc), s	5.5	6.0		* 5.6	5.5	* 6		4.4				
Max Green Setting (Gmax), s	24.5	64.0		* 34	19.5	* 64		35.6				
Max Q Clear Time (g_c+I1), s	15.7	23.0		20.7	2.0	13.8		3.2				
Green Ext Time (p_c), s	0.1	1.2		0.7	0.0	1.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			25.4									
HCM 2010 LOS			C									
<b>Notes</b>												

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations		🚗	🚗🚗🚗	🚗	🚗	🚗🚗	🚗	🚗	🚗🚗🚗	🚗		🚗
Traffic Volume (veh/h)	5	58	305	452	137	107	104	180	805	111	3	243
Future Volume (veh/h)	5	58	305	452	137	107	104	180	805	111	3	243
Number		7	4	14	3	8	18	5	2	12		1
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		0.99	1.00		0.99		1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1863	1863	1863	1863		1863
Adj Flow Rate, veh/h		60	318	471	167	130	127	198	885	122		267
Adj No. of Lanes		2	3	1	2	2	1	2	3	1		2
Peak Hour Factor		0.96	0.96	0.96	0.82	0.82	0.82	0.91	0.91	0.91		0.91
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2		2
Cap, veh/h		98	1192	480	197	931	411	237	2206	678		315
Arrive On Green		0.03	0.23	0.23	0.06	0.26	0.26	0.07	0.43	0.43		0.09
Sat Flow, veh/h		3442	5085	1583	3442	3539	1563	3442	5085	1564		3442
Grp Volume(v), veh/h		60	318	471	167	130	127	198	885	122		267
Grp Sat Flow(s),veh/h/ln		1721	1695	1583	1721	1770	1563	1721	1695	1564		1721
Q Serve(g_s), s		2.4	7.0	32.3	6.6	3.9	9.0	7.8	16.4	6.6		10.5
Cycle Q Clear(g_c), s		2.4	7.0	32.3	6.6	3.9	9.0	7.8	16.4	6.6		10.5
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00		1.00
Lane Grp Cap(c), veh/h		98	1192	480	197	931	411	237	2206	678		315
V/C Ratio(X)		0.61	0.27	0.98	0.85	0.14	0.31	0.83	0.40	0.18		0.85
Avail Cap(c_a), veh/h		162	1192	480	197	931	411	237	2206	678		440
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh		66.2	43.1	47.6	64.3	38.8	40.7	63.4	26.7	24.0		61.6
Incr Delay (d2), s/veh		2.3	0.0	35.8	26.1	0.0	0.2	20.8	0.0	0.0		7.9
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln		1.2	3.3	22.6	3.9	1.9	3.9	4.4	7.7	2.9		5.4
LnGrp Delay(d),s/veh		68.4	43.1	83.4	90.5	38.8	40.9	84.1	26.8	24.0		69.5
LnGrp LOS		E	D	F	F	D	D	F	C	C		E
Approach Vol, veh/h			849			424			1205			
Approach Delay, s/veh			67.2			59.8			35.9			
Approach LOS			E			E			D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	67.2	13.4	39.1	15.0	70.3	9.4	43.1				
Change Period (Y+Rc), s	5.5	* 7.4	5.5	* 6.8	5.5	* 7.4	5.5	6.8				
Max Green Setting (Gmax), s	17.6	* 57	7.9	* 32	9.5	* 65	6.5	33.6				
Max Q Clear Time (g_c+l1), s	12.5	18.4	8.6	34.3	9.8	60.2	4.4	11.0				
Green Ext Time (p_c), s	0.1	11.1	0.0	0.0	0.0	2.7	0.0	1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			48.9									
HCM 2010 LOS			D									
<b>Notes</b>												



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	2023	124
Future Volume (veh/h)	2023	124
Number	6	16
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	2223	136
Adj No. of Lanes	3	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	2321	723
Arrive On Green	0.46	0.46
Sat Flow, veh/h	5085	1583
Grp Volume(v), veh/h	2223	136
Grp Sat Flow(s),veh/h/ln	1695	1583
Q Serve(g_s), s	58.2	7.0
Cycle Q Clear(g_c), s	58.2	7.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2321	723
V/C Ratio(X)	0.96	0.19
Avail Cap(c_a), veh/h	2407	749
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	36.2	22.3
Incr Delay (d2), s/veh	9.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.3	3.1
LnGrp Delay(d),s/veh	46.1	22.3
LnGrp LOS	D	C
Approach Vol, veh/h	2626	
Approach Delay, s/veh	47.3	
Approach LOS	D	
Timer		






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	186	36	179	61	23	57	33	155	2667	23	2	62
Future Volume (veh/h)	186	36	179	61	23	57	33	155	2667	23	2	62
Number	7	4	14	3	8	18		1	6	16		5
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97		1.00		0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900		1863	1863	1900		1863
Adj Flow Rate, veh/h	224	43	216	79	30	74		167	2868	25		68
Adj No. of Lanes	1	1	0	1	1	0		2	3	0		1
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77		0.93	0.93	0.93		0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	246	53	264	103	54	133		165	2876	25		86
Arrive On Green	0.14	0.20	0.20	0.06	0.12	0.12		0.05	0.55	0.55		0.05
Sat Flow, veh/h	1774	267	1344	1774	465	1147		3442	5199	45		1774
Grp Volume(v), veh/h	224	0	259	79	0	104		167	1867	1026		68
Grp Sat Flow(s),veh/h/ln	1774	0	1611	1774	0	1613		1721	1695	1854		1774
Q Serve(g_s), s	17.9	0.0	22.2	6.3	0.0	8.8		6.9	79.0	79.8		5.5
Cycle Q Clear(g_c), s	17.9	0.0	22.2	6.3	0.0	8.8		6.9	79.0	79.8		5.5
Prop In Lane	1.00		0.83	1.00		0.71		1.00		0.02		1.00
Lane Grp Cap(c), veh/h	246	0	317	103	0	187		165	1875	1025		86
V/C Ratio(X)	0.91	0.00	0.82	0.77	0.00	0.56		1.01	1.00	1.00		0.79
Avail Cap(c_a), veh/h	394	0	357	394	0	358		165	1875	1025		396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	61.2	0.0	55.4	67.0	0.0	60.2		68.7	32.1	32.2		67.9
Incr Delay (d2), s/veh	11.8	0.0	11.0	4.5	0.0	1.0		73.9	19.7	28.2		5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.1	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	10.8	3.2	0.0	4.0		5.0	42.0	48.8		2.8
LnGrp Delay(d),s/veh	73.0	0.0	66.4	71.4	0.0	61.2		142.7	51.8	60.4		73.8
LnGrp LOS	E		E	E		E		F	D	F		E
Approach Vol, veh/h		483			183				3060			
Approach Delay, s/veh		69.5			65.6				59.6			
Approach LOS		E			E				E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	84.5	13.9	33.9	11.8	84.7	25.5	22.2				
Change Period (Y+Rc), s	* 5.1	* 4.9	5.5	5.5	* 4.8	* 4.9	5.5	5.5				
Max Green Setting (Gmax), s	* 6.9	* 88	32.0	32.0	* 32	* 63	32.0	32.0				
Max Q Clear Time (g_c+I1), s	8.9	73.1	8.3	24.2	7.5	81.8	19.9	10.8				
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.0	0.0	0.1	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.9									
HCM 2010 LOS			D									
<b>Notes</b>												



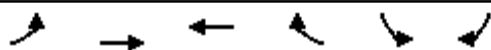
Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	2424	96
Future Volume (veh/h)	2424	96
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863
Adj Flow Rate, veh/h	2664	105
Adj No. of Lanes	3	1
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	2806	867
Arrive On Green	0.55	0.55
Sat Flow, veh/h	5085	1572
Grp Volume(v), veh/h	2664	105
Grp Sat Flow(s),veh/h/ln	1695	1572
Q Serve(g_s), s	71.1	4.6
Cycle Q Clear(g_c), s	71.1	4.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2806	867
V/C Ratio(X)	0.95	0.12
Avail Cap(c_a), veh/h	3110	961
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	30.4	15.5
Incr Delay (d2), s/veh	6.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.8	2.0
LnGrp Delay(d),s/veh	37.3	15.6
LnGrp LOS	D	B
Approach Vol, veh/h	2837	
Approach Delay, s/veh	37.3	
Approach LOS	D	
Timer		

Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Cumulative Plus Project (Mitigated)  
AM Peak

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	490	613	30	10	30	1248	1058	80	130	50	278	10
Future Volume (veh/h)	490	613	30	10	30	1248	1058	80	130	50	278	10
Number	1	6	16		5	2	12	3	8	18	7	4
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900		1863	1863	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	533	666	33		33	1357	0	87	141	54	302	11
Adj No. of Lanes	1	2	0		2	3	1	1	1	0	2	2
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	479	1949	96		61	1586	494	110	167	64	309	558
Arrive On Green	0.27	0.57	0.57		0.02	0.31	0.00	0.06	0.13	0.13	0.09	0.16
Sat Flow, veh/h	1774	3432	170		3442	5085	1583	1774	1284	492	3442	3539
Grp Volume(v), veh/h	533	343	356		33	1357	0	87	0	195	302	11
Grp Sat Flow(s),veh/h/ln	1774	1770	1833		1721	1695	1583	1774	0	1776	1721	1770
Q Serve(g_s), s	28.5	11.0	11.0		1.0	26.5	0.0	5.1	0.0	11.3	9.2	0.3
Cycle Q Clear(g_c), s	28.5	11.0	11.0		1.0	26.5	0.0	5.1	0.0	11.3	9.2	0.3
Prop In Lane	1.00		0.09		1.00		1.00	1.00		0.28	1.00	
Lane Grp Cap(c), veh/h	479	1005	1041		61	1586	494	110	0	230	309	558
V/C Ratio(X)	1.11	0.34	0.34		0.54	0.86	0.00	0.79	0.00	0.85	0.98	0.02
Avail Cap(c_a), veh/h	479	1338	1386		173	2715	845	141	0	588	309	1199
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	12.2	12.2		51.5	34.1	0.0	48.9	0.0	44.9	48.0	37.6
Incr Delay (d2), s/veh	76.0	0.1	0.1		2.8	0.5	0.0	15.6	0.0	3.3	44.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.9	5.4	5.6		0.5	12.4	0.0	3.0	0.0	5.8	6.3	0.1
LnGrp Delay(d),s/veh	114.5	12.3	12.3		54.2	34.7	0.0	64.4	0.0	48.2	92.2	37.6
LnGrp LOS	F	B	B		D	C		E		D	F	D
Approach Vol, veh/h		1232				1390			282			411
Approach Delay, s/veh		56.5				35.1			53.2			78.4
Approach LOS		E				D			D			E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	37.8	12.1	21.7	7.0	64.9	15.0	18.8				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	28.5	* 56	8.4	* 36	* 5.3	* 80	9.5	* 35				
Max Q Clear Time (g_c+I1), s	30.5	28.5	7.1	7.9	3.0	13.0	11.2	13.3				
Green Ext Time (p_c), s	0.0	4.5	0.0	0.4	0.0	4.6	0.0	0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.0									
HCM 2010 LOS			D									
<b>Notes</b>												

Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	90
Future Volume (veh/h)	90
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	98
Adj No. of Lanes	1
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	249
Arrive On Green	0.16
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	98
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	5.9
Cycle Q Clear(g_c), s	5.9
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	249
V/C Ratio(X)	0.39
Avail Cap(c_a), veh/h	537
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	40.0
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.6
LnGrp Delay(d),s/veh	40.3
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	



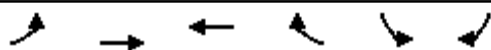
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↖↗	↕	↕	↗	↖↗	↗		
Traffic Volume (veh/h)	871	1236	1316	110	50	618		
Future Volume (veh/h)	871	1236	1316	110	50	618		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	947	1343	1430	120	0	730		
Adj No. of Lanes	2	2	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	964	2600	1441	645	274	1376		
Arrive On Green	0.28	0.73	0.41	0.41	0.00	0.15		
Sat Flow, veh/h	3442	3632	3632	1583	1774	3167		
Grp Volume(v), veh/h	947	1343	1430	120	0	730		
Grp Sat Flow(s),veh/h/ln	1721	1770	1770	1583	1774	1583		
Q Serve(g_s), s	30.1	17.9	44.2	5.3	0.0	17.0		
Cycle Q Clear(g_c), s	30.1	17.9	44.2	5.3	0.0	17.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	964	2600	1441	645	274	1376		
V/C Ratio(X)	0.98	0.52	0.99	0.19	0.00	0.53		
Avail Cap(c_a), veh/h	964	2603	1441	645	274	1376		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	39.3	6.2	32.4	20.9	0.0	22.9		
Incr Delay (d2), s/veh	24.7	0.1	21.7	0.1	0.0	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	17.5	8.6	25.8	2.3	0.0	8.2		
LnGrp Delay(d),s/veh	64.0	6.3	54.1	21.0	0.0	23.1		
LnGrp LOS	E	A	D	C		C		
Approach Vol, veh/h		2290	1550		730			
Approach Delay, s/veh		30.2	51.6		23.1			
Approach LOS		C	D		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	36.0	51.5				87.5		22.5
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 31	* 45				* 81		17.0
Max Q Clear Time (g_c+I1), s	32.1	46.2				19.9		19.0
Green Ext Time (p_c), s	0.0	0.0				8.5		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			36.3					
HCM 2010 LOS			D					
<b>Notes</b>								



Jaeger Ranch  
10: Zinfandel Dr & Douglas Road

Cumulative Plus Project Mitigated  
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1026	160	50	784	423	20	20	30	1029	140	490
Future Volume (veh/h)	110	1026	160	50	784	423	20	20	30	1029	140	490
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	120	1115	174	54	852	0	22	22	33	1118	152	533
Adj No. of Lanes	1	2	0	2	3	1	1	1	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1203	187	94	1692	527	27	37	56	1172	1349	603
Arrive On Green	0.08	0.39	0.39	0.03	0.33	0.00	0.01	0.06	0.06	0.34	0.38	0.38
Sat Flow, veh/h	1774	3070	478	3442	5085	1583	1774	674	1011	3442	3539	1583
Grp Volume(v), veh/h	120	641	648	54	852	0	22	0	55	1118	152	533
Grp Sat Flow(s),veh/h/ln	1774	1770	1778	1721	1695	1583	1774	0	1684	1721	1770	1583
Q Serve(g_s), s	7.4	38.5	38.8	1.7	15.0	0.0	1.4	0.0	3.5	35.3	3.1	35.0
Cycle Q Clear(g_c), s	7.4	38.5	38.8	1.7	15.0	0.0	1.4	0.0	3.5	35.3	3.1	35.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	146	693	697	94	1692	527	27	0	93	1172	1349	603
V/C Ratio(X)	0.82	0.93	0.93	0.58	0.50	0.00	0.83	0.00	0.59	0.95	0.11	0.88
Avail Cap(c_a), veh/h	212	752	756	158	1772	552	97	0	530	1308	2254	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	32.3	32.4	53.5	29.8	0.0	54.7	0.0	51.3	35.9	22.3	32.1
Incr Delay (d2), s/veh	10.0	15.9	16.6	2.1	0.1	0.0	20.6	0.0	2.2	13.9	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	21.8	22.3	0.9	7.0	0.0	0.8	0.0	1.7	19.0	1.5	15.7
LnGrp Delay(d),s/veh	60.3	48.2	49.0	55.6	29.9	0.0	75.3	0.0	53.5	49.8	22.3	35.0
LnGrp LOS	E	D	D	E	C		E		D	D	C	C
Approach Vol, veh/h		1409			906			77			1803	
Approach Delay, s/veh		49.6			31.4			59.7			43.1	
Approach LOS		D			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	41.9	7.2	47.5	8.1	48.5	43.4	11.3				
Change Period (Y+Rc), s	5.5	* 4.9	5.5	* 5.1	* 5.1	* 4.9	5.5	* 5.1				
Max Green Setting (Gmax), s	13.3	* 39	6.1	* 71	* 5.1	* 47	42.3	* 35				
Max Q Clear Time (g_c+I1), s	9.4	17.0	3.4	37.0	3.7	40.8	37.3	5.5				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.6	0.0	2.8	0.6	0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.0									
HCM 2010 LOS			D									
<b>Notes</b>												



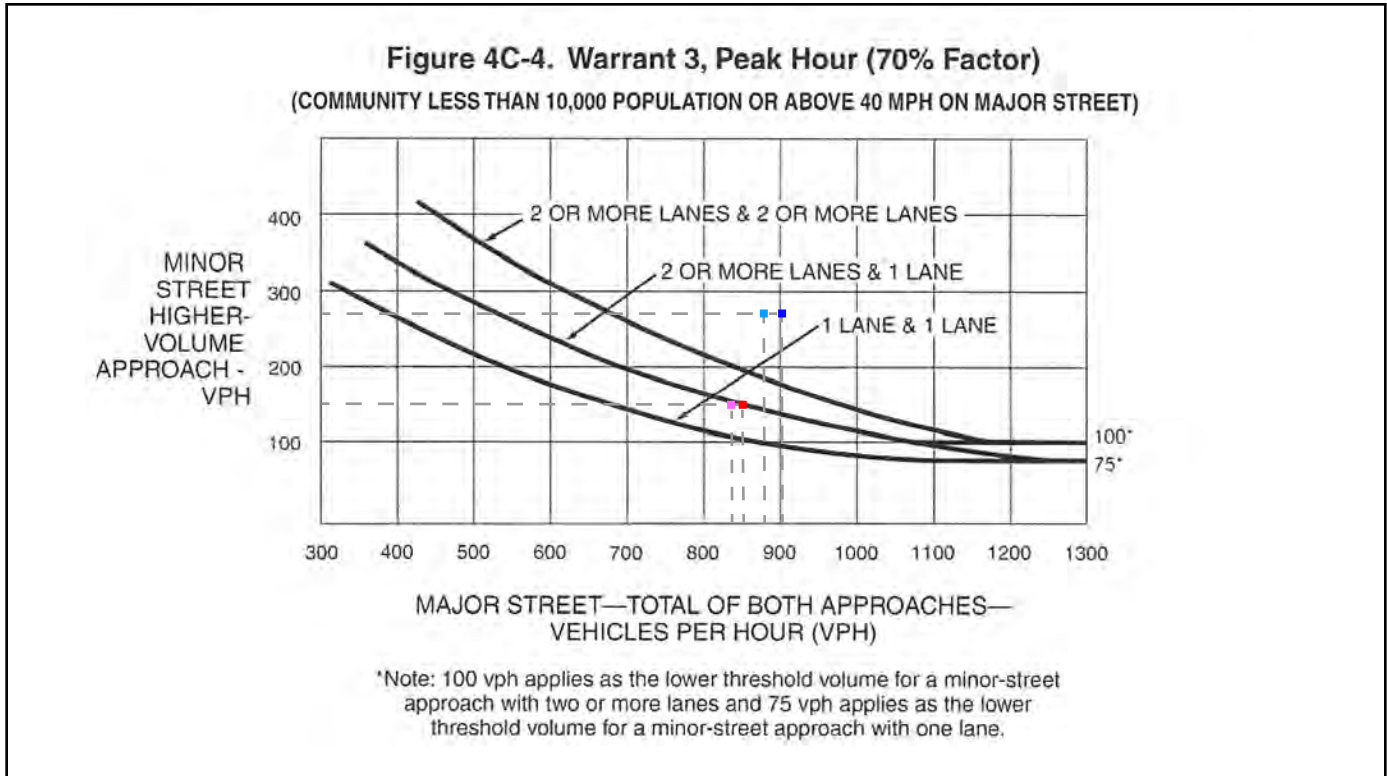
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	894	1447	1036	120	50	783		
Future Volume (veh/h)	894	1447	1036	120	50	783		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	972	1573	1126	130	0	909		
Adj No. of Lanes	2	2	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1034	2313	1042	466	370	1612		
Arrive On Green	0.30	0.65	0.29	0.29	0.00	0.21		
Sat Flow, veh/h	3442	3632	3632	1583	1774	3167		
Grp Volume(v), veh/h	972	1573	1126	130	0	909		
Grp Sat Flow(s),veh/h/ln	1721	1770	1770	1583	1774	1583		
Q Serve(g_s), s	24.4	24.6	26.1	5.6	0.0	17.5		
Cycle Q Clear(g_c), s	24.4	24.6	26.1	5.6	0.0	17.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	1034	2313	1042	466	370	1612		
V/C Ratio(X)	0.94	0.68	1.08	0.28	0.00	0.56		
Avail Cap(c_a), veh/h	1087	2313	1042	466	370	1612		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	30.2	9.6	31.3	24.0	0.0	15.0		
Incr Delay (d2), s/veh	14.3	0.7	52.2	0.1	0.0	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	13.7	12.0	20.2	2.5	0.0	7.7		
LnGrp Delay(d),s/veh	44.5	10.2	83.5	24.2	0.0	15.3		
LnGrp LOS	D	B	F	C		B		
Approach Vol, veh/h		2545	1256		909			
Approach Delay, s/veh		23.3	77.4		15.3			
Approach LOS		C	E		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	31.8	32.8				64.6		24.0
Change Period (Y+Rc), s	* 5.2	* 6.7				* 6.7		5.5
Max Green Setting (Gmax), s	* 28	* 26				* 50		18.5
Max Q Clear Time (g_c+I1), s	26.4	28.1				26.6		19.5
Green Ext Time (p_c), s	0.2	0.0				7.4		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			36.2					
HCM 2010 LOS			D					
<b>Notes</b>								

## Appendix G

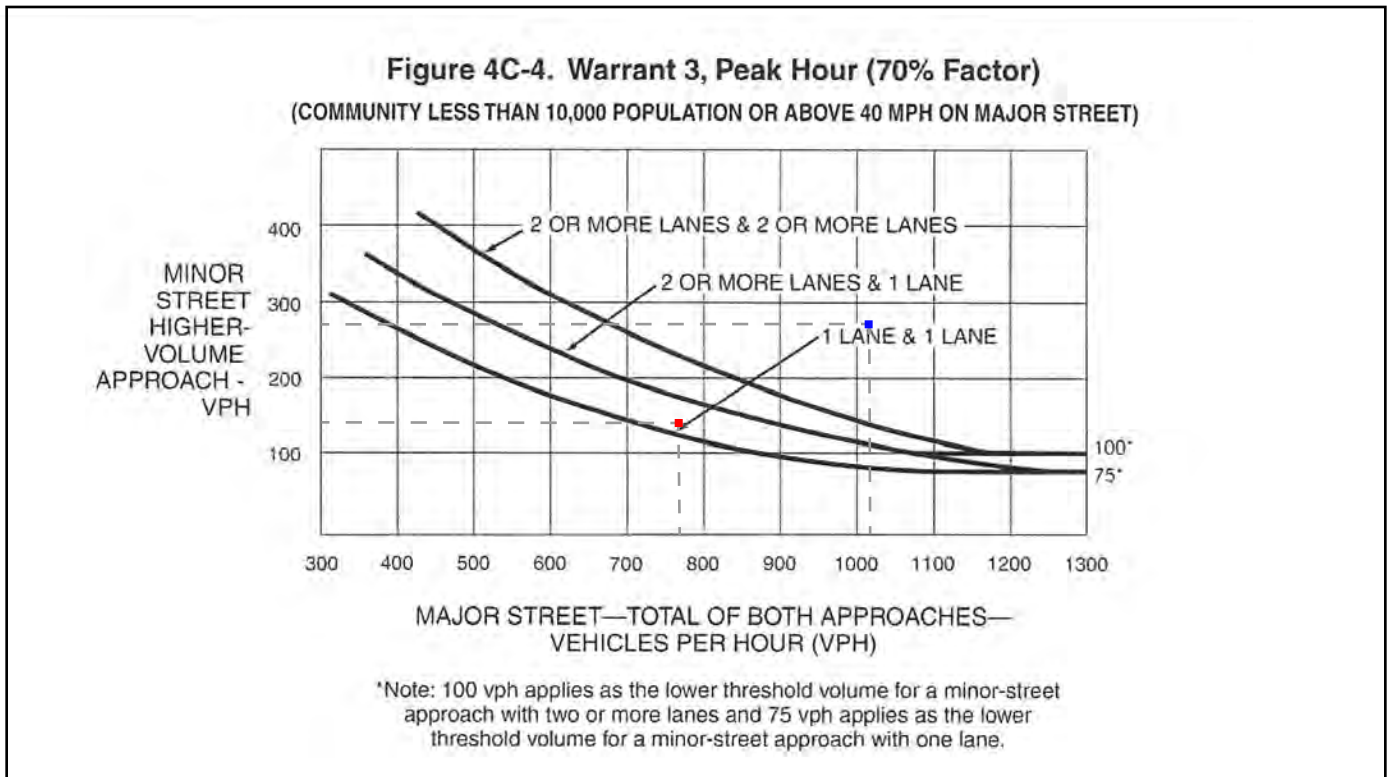
*Analysis Worksheets for  
Signal Warrants*

## Appendix G : Signal Warrant Analysis

Intersection 3: Jackson Road @ Eagles Nest Road



Intersection 8: Grant Line Road @ Keifer Road



Note: For Intersection 8, Existing volumes equal Existing Plus Project volumes.

LEGEND	
<span style="color: blue;">■</span>	AM Existing
<span style="color: blue;">■</span>	AM Plus Project
<span style="color: magenta;">■</span>	PM Existing
<span style="color: red;">■</span>	PM Plus Project