PUBLIC REVIEW DRAFT

DIXON RANCH RESIDENTIAL PROJECT ENVIRONMENTAL IMPACT REPORT

TECHNICAL APPENDICES-VOLUME ONE:

APPENDICES A & B

STATE CLEARINGHOUSE # 2012062023

LSA

November 2014

PUBLIC REVIEW DRAFT

DIXON RANCH RESIDENTIAL PROJECT ENVIRONMENTAL IMPACT REPORT

TECHNICAL APPENDICES-VOLUME ONE:

APPENDICES A & B

STATE CLEARINGHOUSE # 2012062023

Submitted to:

County of El Dorado
Community Development Agency
Planning Services Division
2850 Fairlane Court
Placerville, California 95667

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, California 94710
510.540.7331

LSA

November 2014

APPENDIX A

NOTICE OF PREPARATION AND SCOPING COMMENT LETTERS

County of El Dorado
Notice of Preparation
Dixon Ranch Residential Project

Date: December 14, 2012

To: Public Agencies, Interested Organizations, and Individuals

From: Pierre Rivas, Principal Planner, El Dorado County

Subject: Notice of Preparation of an Environmental Impact Report for the Dixon Ranch Residential Project (File Nos. A11-0006, Z11-0008, PD11-0006, & TM11-1505)

This Notice of Preparation (NOP) is intended to initiate the environmental review process in accordance with the California Environmental Quality Act for a land development project in El Dorado County. El Dorado County will be the Lead Agency and will prepare the Environmental Impact Report (EIR) for the project described below. A new project, which includes development of 605 units, has been proposed for the project site, and with this NOP a new CEQA review process has been initiated. Therefore, this NOP supersedes the NOP (SCH #2012062023) sent out on June 6, 2012 for the former 709 unit Dixon Ranch Residential Project.

The project description, location, and probable environmental effects of the Dixon Ranch Residential Project are described in the attached materials. The County of El Dorado is soliciting comments from public agencies, private organizations, and individuals regarding the scope and content of the environmental documentation. Note that other public agencies may need to use the EIR when considering permitting or other approvals. Because of time limits mandated by State law, your response to this NOP must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please note that your written response to this NOP must be addressed to **Pierre Rivas, Principal Planner**, at the address shown below by **5 p.m., January 17, 2013** to be included as a comment during the scoping period.

Mr. Pierre Rivas, Principal Planner
El Dorado County
Development Services Department
2850 Fairlane Court Placerville, CA 95667
Email: pierre.rivas@edcgov.us

Project Location: The Dixon Ranch project site encompasses approximately 280 acres and is located north of US Highway 50 in the unincorporated community of El Dorado Hills in western El Dorado County. The property is located south of Green Valley Road, near its intersection with Malcolm Dixon Road. Access to the project is proposed from Green Valley Road. Existing or approved adjacent subdivisions include Green Springs Ranch to the east and southeast, Serrano to the southwest, and Highland View to the west. A regional location map is shown in Figure 1 and a conceptual site plan is shown in Figure 2.

Project Description: The Dixon Ranch Residential Project would subdivide 280 acres to include 605 single-family detached residential units. Approximately 160 of these units would be age restricted to older adults. The project includes 84 acres (30 percent) of open space, including both active and passive parks, trails, landscaped lots, and native open spaces. The project includes on-site and off-site infrastructure to serve the development. Construction of a clubhouse for the age-restricted units is also proposed. Build-out will likely occur over many years, but ultimately will be dictated by market demands.

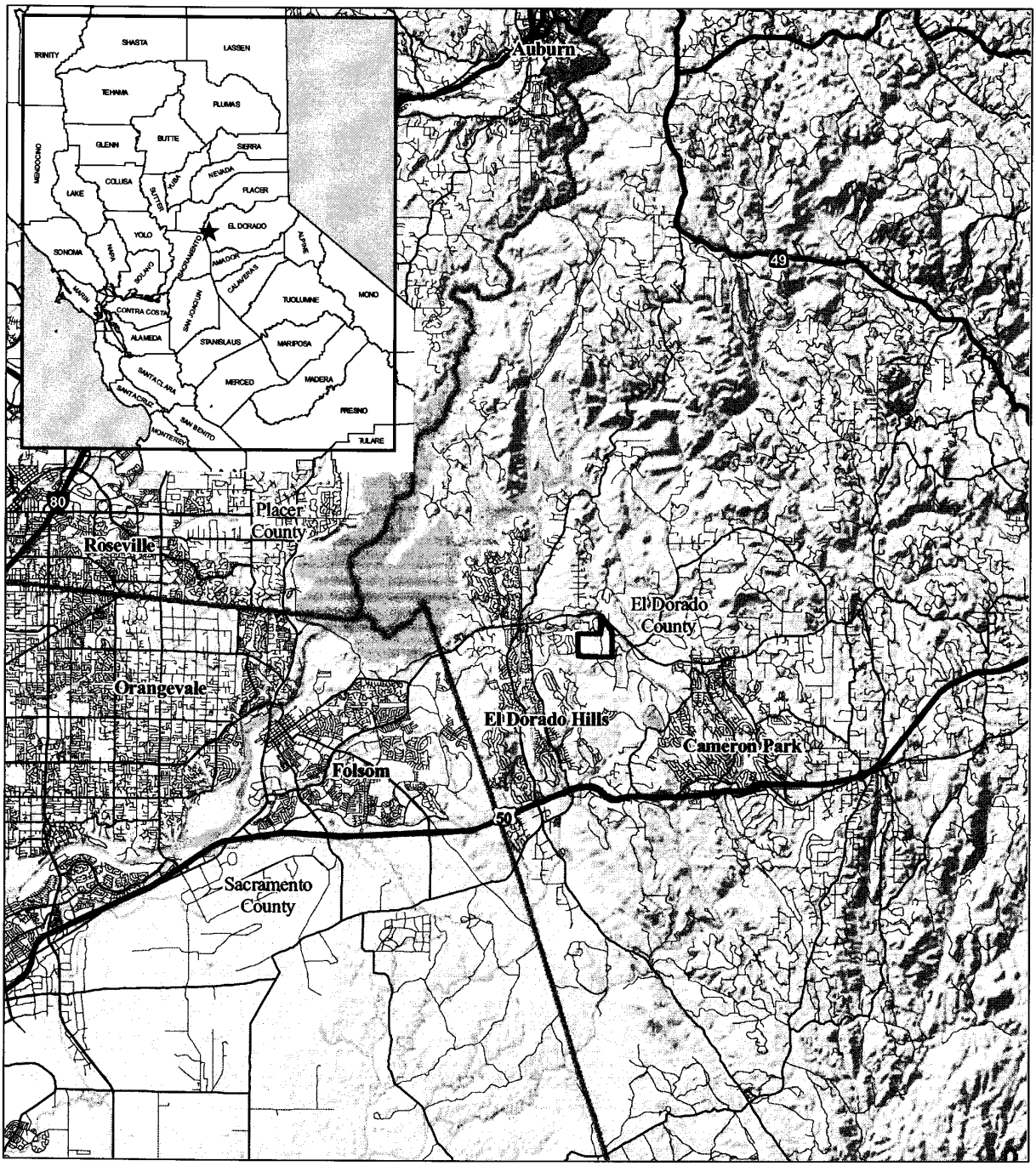
Required project approvals would include: a General Plan Amendment (File No. A11-0006); Zone Change (File No. Z11-0008); Planned Development (File No. PD11-0006); Tentative Map (File No. TM11-1505); annexation into the El Dorado Irrigation District; annexation into the El Dorado Hills Community Service District; and annexation into the El Dorado Hills Water Company (El Dorado Hills Fire Department).

General Plan Amendment Description: The project is currently located entirely within the General Plan Community Region (urban limit line) of El Dorado Hills and is designated as Low Density Residential (LDR) land use, with the exception of 1.5 acres at the southeast corner of the property that is designated as Open Space (OS) and associated with the existing SMUD power transmission corridor. LDR allows for a maximum density of 1dwelling unit per 5 acres. The proposed project is applying for a change in the land use designations on the site to High Density Residential (HDR) allowing for a density range of 1 to 5 units per acre; Medium Density Residential (MDR) allowing for a maximum density of 1 dwelling unit per acre; and Open Space (OS).

Potential Environmental Effects: Based on a preliminary environmental analysis of the project, discussion with the County staff and the community, the following topics will be evaluated in the EIR.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Agricultural Resources
- Noise
- Population and Housing
- Public Services
- Transportation/Traffic
- Utilities and Infrastructure

Alternatives: The *CEQA Guidelines* require the analysis of a range of reasonable alternatives to the project, or to the location of the project that would feasibly attain most of the project's basic objectives and avoid or substantially lessen any of the significant effects of the project. As required by CEQA, the EIR will evaluate a No Project alternative, which will assume development of the site under the currently adopted General Plan and zoning designation. Other alternatives will be identified and evaluated within the Draft EIR.



LSA

FIGURE 1

Project Site

0 1.5 3
MILES

Dixon Ranch Residential Project NOP
Regional Location

SOURCES: ESRI IMAGERY; LSA ASSOCIATES, INC., 2012.

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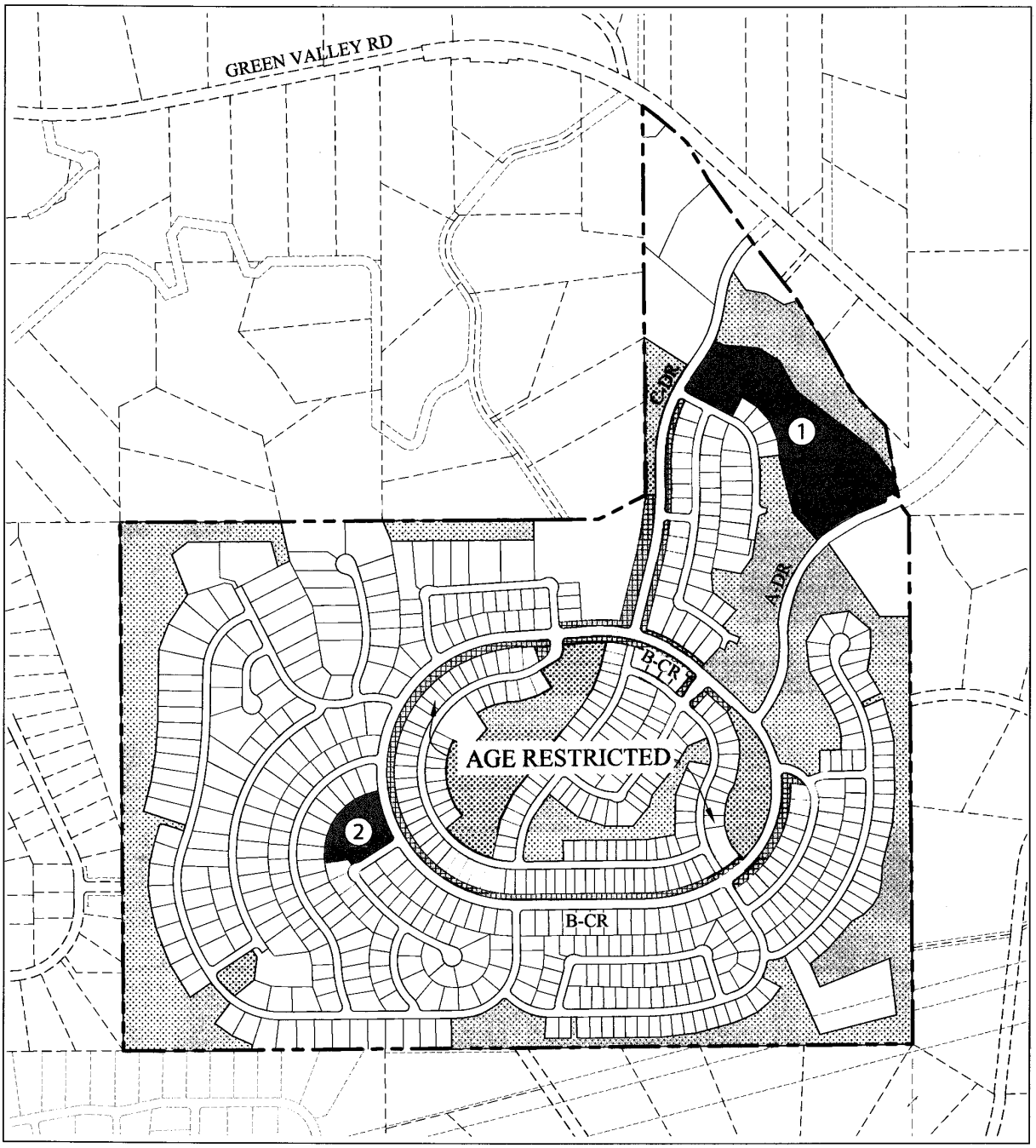

LSA

FIGURE 2

KEY NOTES

(1) LOT A VILLAGE PARK

(2) LOT B NEIGHBORHOOD PARK

LEGEND

OPEN SPACE

PARKS

LANDSCAPE

N

NOT TO SCALE

Dixon Ranch Residential Project NOP

Conceptual Site Plan

SOURCE: CTA ENGINEERING & SURVEYING, NOVEMBER 2012.

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

December 19, 2012

To: Reviewing Agencies

Re: Dixon Ranch Residential Project
SCH# 2012062023

Attached for your review and comment is the Notice of Preparation (NOP) for the Dixon Ranch Residential Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Pierre Rivas
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2012062023
Project Title Dixon Ranch Residential Project
Lead Agency El Dorado County

Type **NOP** Notice of Preparation

Description The Dixon Ranch Residential Project would subdivide 280 acres to include 605 single family detached residential units. Approximately 160 of these units would be age restricted to older adults. The project includes 84 acres (30 percent) of open space, including both active and passive parks, trails, landscaped lots, and native open spaces. The project includes on-site and off-site infrastructure to serve the development. Construction of a clubhouse for the age-restricted units is also proposed. Build-out will likely occur over many years, but ultimately will be dictated by market demands. Required project approvals would include: a General Plan Amendment; Zone Change; Planned Development; Tentative Map; annexation into the El Dorado Irrigation District; annexation into the El Dorado Hills Community Service District; and annexation into the El Dorado Hills Water Company (El Dorado Hills Fire Department).

Lead Agency Contact

Name Pierre Rivas
Agency El Dorado County
Phone (530) 621-5841 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City
Region
Cross Streets Green Valley Road/Malcolm Dixon Road
Lat / Long 38° 42' 18.8568" N / 121° 2' 42.4746" W
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways Folsom Lake
Schools 7+
Land Use PLU: Undeveloped/Grazing
Z: Exclusive Agricultural and Estate Residential Five-Acre
GPUD: Low Density Residential (LDR) and Open Space (OS).

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Fish and Game, Region 2; Office of Emergency Management Agency, California; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3 S; Regional Water Quality Control Bd., Region 5 (Sacramento)

NOP Distribution List

County: El Dorado

SCH# 2012062023

Resources Agency

- [■] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Nicole Wong
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [■] **Dept. of Conservation**
  Elizabeth Carpenter
- [ ] **California Energy Commission**
  Eric Knight
- [■] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [■] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources** Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laurie Harnsberger
- [▨] **Fish & Game Region 2**
  Jeff Drongesen
- [ ] **Fish & Game Region 3**
  Charles Armor
- [ ] **Fish & Game Region 4**
  Julie Vance
- [ ] **Fish & Game Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Dept. of Public Health**
  Jeffery Worth
  Dept. of Health/Drinking Water
- [ ] **Delta Stewardship Council**
  Kevan Samsam

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [■] **Cal EMA (Emergency Management Agency)**
  Dennis Castrillo
- [■] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [■] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [■] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects
- [■] **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [▨] **Caltrans, District 3** S
  Gary Arnold
- [ ] **Caltrans, District 4**
  Erik Alm
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [■] **RWQCB 5S**
  Central Valley Region (5)
- [ ] **RWQCB 5F**
  Central Valley Region (5)
  Fresno Branch Office
- [ ] **RWQCB 5R**
  Central Valley Region (5)
  Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
- [ ] **RWQCB 6V**
  Lahontan Region (6)
  Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
- [ ] _____ Conservancy

Last Updated 8/14/2012

14-1617 3U 10 of 598

El Dorado Hills Fire Department

December 27, 2012

Mr. Pierre Rivas, Principal Planner
El Dorado County Planning Department
2850 Fair Lane
Placerville, CA 95667

Re: **El Dorado Hills Fire Department's Comments on the Notice of Preparation of an Environmental Impact Report for Dixon Ranch Residential Project (File Nos. A11-0006, Z11-0008, PD11-0006 & TM11-1505)**

Dear Mr. Rivas:

As a Responsible Agency, the El Dorado Hills Fire Department has reviewed the above referenced project and submits the following comments:

1. An additional 605 units will create a public safety threat for evacuation in the case of a wildfire, hazardous materials call, or other emergency.

2. The additional 605 units will create an increase in the need for emergency medical and fire protection services which will require immediate, smooth and safe access into and out of the area.

3. The two main access points illustrated on the map do not meet the requirements of the California Fire Code Appendix D104.3 (adopted into Ordinance by the El Dorado Hills Fire Department). This section states:

   > Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

4. There is a need for the Lima Way access point to be a public roadway, without any gate, so that the public and emergency responders have immediate, smooth and safe access into and out of the area.

If you have any additional questions, please do not hesitate to contact me at 916-933-6623.

Sincerely,

EL DORADO HILLS FIRE DEPARTMENT

Michael Lilienthal
Battalion Chief/Fire Marshal

1050 Wilson Blvd. • El Dorado Hills, California 95762 • Tel (916) 933-6623 • Fax (916) 933-5983

DEPARTMENT OF FORESTRY AND FIRE PROTECTION
2840 Mount Danaher Road
Camino, CA 95709
(530) 644-2345
Website: www.fire.ca.gov

January 7, 2013

To: El Dorado County Development Services Department
Pierre Rivas
2580 Fairlane Court
Placerville, CA 95667

Re: Dixon Ranch Residential Project
SCH# 2012062023

The project falls with a **Moderate Fire Hazard Severity Zone** as determined by CAL FIRE. The following conditions shall apply to the project:

Item #1- At least two connections (two points of access/egress) shall be provided. (I recommend following the standards required by the California Fire Code Appendix D104.3. This can be accomplished by opening up Lima Way to through traffic).

Item #2- Roads shall be a minimum road width of 20 feet per the California Fire Code unless increased road width is required by DOT.

(2010 California Fire Code, California Code of Regulations, Title 24, Part 9, Chapter 5, Section 503) or *(Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Article 2. Emergency Access, Section 1273.01 of the Fire Safe Regulations).*

Item #3- Roads shall be constructed with an approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 40,000 pounds.

(Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Article 2. Emergency Access, Section 1273.02 of the Fire Safe Regulations).

Item #4- The maximum length of the dead end road shall not exceed **800** feet for parcels zoned for **less than one** acre.

(Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Article 2. Emergency Access, Section 1273.09 of the Fire Safe Regulations).

Dead End Roads: Pursuant to Title 14, California Code of Regulations, Article 2, Section 1273.09, of the SRA Fire Safe Regulations, the maximum length of a dead-end road, including all dead-end roads accessed from the dead-end road, shall not exceed the following cumulative lengths, regardless of the numbers of parcels served:

- parcels zoned for less than one acre-------800 feet
- parcels zoned for 1 acre to 4.99 acres------1320 feet

- parcels zoned for 5 acres to 19.99 acres -------2640 feet
- parcels zoned for 20 acres or larger --------5280 feet

All lengths shall be measured from the edge of the roadway surface at the intersection beginning the road to the end of the road at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes, requiring different length limits, the shortest allowable length shall apply. The lengths of all dead-end roads shall be graphically depicted and identified on the site and improvements plans prior to the filing of the map.

Item #5- Dead end roads shall have a turnaround constructed at its terminus.

(Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2, Article 2. Emergency Access, Section 1273.09(c) of the Fire Safe Regulations).

More restrictive standards may be proposed by the local Fire Protection District or the County of El Dorado and should in no way be construed to be in conflict with the above recommendations.

If you have any questions regarding this matter, feel free to contact me for additional information.

Sincerely,

/s/ Darin McFarlin

Darin McFarlin
Pre-Fire Engineer

Cc: Mike Lilienthal, Fire Marshall
State Clearinghouse

,

EL DORADO LAFCO

LOCAL AGENCY FORMATION COMMISSION

550 Main Street Suite E • Placerville, CA 95667

Phone: (530) 295-2707 • Fax: (530) 295-1208

lafco@edlafco.us • www.edlafco.us

January 14, 2013

Pierre Rivas
Principal Planner
El Dorado County Development Services Department
2850 Fair Lane
Placerville, CA 95667

RE: Dixon Ranch Environmental Impact Report Notice of Preparation—Second Proposal

Dear Mr. Rivas:

Thank you for the opportunity to review and provide comments on the second Dixon Ranch Residential Project, which includes development of 605 units on 280 acres in the El Dorado Hills area. LAFCO's input for this second proposal is essentially the same as our original comments submitted for the first proposal on July 3, 2012.

As you are aware, APNs 126-020-01, -02, -03, -04 and 126-150-23 are not within the boundaries of the El Dorado Irrigation District (EID) nor the El Dorado Hills Community Services District (EDHCSD), however all five subject parcels are within the spheres of influence for both districts. In addition, although APN 126-020-04 appears to be within the Rescue Fire Protection District service boundaries, the remaining four subject parcels are not within a Fire Protection District, however they are within the El Dorado Hills County Water District (EDHCWD) sphere of influence.

As indicated in the project information package and by the applicant in previous meetings with LAFCO staff, it is expected that the Dixon Ranch project will require various municipal services (water, wastewater, fire protection, park and recreation) from the above districts in order to support the proposed development. LAFCO approval for annexation is required prior to receiving services from these districts. It is recommended that the applicant contact LAFCO near the end of the tentative map approval process to initiate the reorganization process for annexation into the EID, EDHCSD and EDHCWD.

Since the above project will require LAFCO involvement for multiple boundary changes and LAFCO would also require an environmental review for the application, it is in the best interest of the applicant and all involved parties if one CEQA document is prepared that covers all of the necessary processes. LAFCO respectfully requests that the Initial Study address the following potential issues:

Cumulative Impacts: The Initial Study needs to consider potential cumulative impacts based on a range of recent, probable and reasonably foreseeable projects, including land use projects recently

approved by the County and pending projects slated to move forward with the approval of the County's General Plan.

Water Supply, Pumping and Treatment Facilities: The Initial Study should include a discussion of the potential water supply impacts that may occur as a result of the project. This would entail how much water would be required to adequately serve this project, and whether that water is currently projected to be available, the existing infrastructure that will be used to deliver service; the location, size and capacity of existing infrastructure, and how this water requirement will affect the overall water supply for the service area. Attention should also be given to any potential adverse effects that may occur to surrounding residents who are currently receiving water service. The same scope of discussion should occur in regards to local pumping and treatment facilities; including the location and size of the existing infrastructure of the nearest water treatment facility and whether it has the capacity to serve the proposed project or if additional infrastructure will be required for pumping the water to the project site. In addition, overall cumulative impacts to water availability as a result of this project should be examined.

Water Quality/Wastewater Treatment Issues: The same scope of discussion that was required for water issues should also be studied for wastewater treatment issues.

Agricultural Land Issues: Where applicable, the Initial Study should address any potential impacts on agricultural uses. This would include any project that would potentially impact the physical and economic integrity of agricultural land in the County due to increased competition for scarce resources, and introduction of new development into agricultural lands. In addition, the Initial Study should also discuss any economic impacts to agricultural activities in the surrounding area as well as any efforts to be undertaken to minimize any conflicts in land use.

In addition, please ensure that LAFCO is listed as a Responsible Agency for this project when the draft environmental document is prepared and circulated, so that we may have a chance to provide comments before the final document is adopted. Once again, we thank you for giving LAFCO the opportunity to comment and we look forward to receiving additional materials in the future.

I can be contacted at (530) 295-2707 if you have any questions or if the applicant would like to further discuss initiating the reorganization application.

Sincerely,

Erica Sanchez

Erica Sanchez
LAFCO Policy Analyst

cc: Dixon Ranch Partners
Lori Grace, El Dorado Irrigation District
Richard Ramirez, El Dorado Hills Community Services District
Chief David Roberts, El Dorado Hills County Water District
Chief Thomas Keating, Rescue Fire Protection District

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

January 17, 2013

032012-ELD-0016
03-ELD-50/PM R2.12
SCH#2012062023

Mr. Pierre Rivas
Principal Planner
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667

Dixon Ranch Residential Project – Notice of Preparation (NOP), Environmental Impact Report

Dear Mr. Rivas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The project is located approximately four miles north of US 50 in the unincorporated community of El Dorado Hills. The project proposes to subdivide 280 acres to include 605 single-family detached residential units, a clubhouse, and 84 acres of open space for parks, trails, landscaped lots, and native open spaces. Build-out will likely occur over many years. Required project approvals will include the following: General Plan Amendment; Zone Change; Planned Development; Tentative Map; annexation into the El Dorado Irrigation District; annexation into the El Dorado Hills Community Service District; and annexation into the El Dorado Hills Water Company. The following comments are based on the NOP.

Vehicle Trip Generation and Distribution Changes Resulting from Project

The land use changes proposed in the General Plan Amendment and Zoning Change may pose potentially significant impacts to the State Highway System (SHS). Proposed changes could affect the number of projected generated trips and travel patterns throughout El Dorado County. We expect that a significant number of these trips will utilize the SHS.

Travel data regarding such land use changes should be based upon the new County travel demand model which is currently being updated. Specifically, the EIR should identify the impacts that the increase in traffic will have on SHS segments, intersections, and interchanges, and any necessary mitigations to reduce the impacts to a less than significant level.

Traffic Impact Study (TIS)

Based on the project location, Caltrans anticipates potential significant impacts to US 50 if and when an intensification of traffic-generating development occurs. Therefore, a TIS or a lesser level of analysis may be required to assess the impact of this particular project on the adjacent road network, with specific attention to US 50. We recommend using Caltrans' *Guide for the Preparation of Traffic Impact Studies* (*TIS Guide*) for determining which scenarios and methodologies to use in the analysis. The *TIS Guide* is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. It is available at the following website address:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

If the proposed project will not generate the amount of trips needed to meet Caltrans trip generation thresholds, please provide an explanation of how this conclusion was reached. Please contact us to coordinate preparation of the scope of the study with our office.

At a minimum, the traffic analysis should include Silva Valley Road and the future US 50 Interchange, the Bass Lake Road Interchange, El Dorado Hills/Latrobe Road Interchange, and the US 50 mainline from Bass Lake Road to El Dorado Hills/Latrobe Road. The analysis should include ramp intersections at the interchanges and merge/diverge and ramp junctions on US 50.

For any questions regarding this letter, please contact Susan Wilson, Intergovernmental Review Coordinator for the County of El Dorado, at (916) 274-0639 or by email at Susan_Wilson@dot.ca.gov

Sincerely,

Eric Fredericks

ERIC FREDERICKS, Chief
Office of Transportation Planning—South

Enclosure

c: Scott Morgan, State Clearinghouse

County of El Dorado
Air Quality Management District

330 Fair Lane, Placerville Ca 95667
Tel. 530.621.6662 Fax 530.295.2774
www.edcgov.us/AirQualityManagement

Dave Johnston
Air Pollution Control Officer

December 20, 2012

El Dorado County
Development Services Department
ATTN: Mr. Pierre Rivas, Principal Planner
2850 Fairlane Court,
Placerville, CA 95667

SUBJECT: **Notice of Preparation of an Environmental Impact Report for the Dixon Ranch Residential Project – (File Nos. A11-0006, Z11-0008, PD11-0006, & TM11-1501) - AQMD COMMENTS**

Dear Mr. Rivas:

The El Dorado County Air Quality Management District (AQMD) has received and reviewed the updated **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Dixon Ranch Residential Project**. This approximately 280 acre project is located in the El Dorado Hills community, south of Green Valley Road near its intersection with Malcom-Dixon Road, and will take access from Green Valley Road and Lima Way. The proposed project is now 605 small-lot single-family detached residential units (160 of which will be age-restricted), and an open space area of 84 acres.

The AQMD has the following comments:

CEQA Review

1. Emissions Modeling: The EIR should include a detailed analysis of potential air emissions related to the project. AQMD strongly recommends the use the statewide land use emissions computer model CalEEMod; designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operation of a variety of land use projects. CalEEMod was developed in collaboration with California air districts and is the new preferred emissions estimator modeling software. It can be downloaded free at www.caleemod.com. Please, include all analyses assumptions, calculations and modeling runs in the document (or its appendices).

2. Impact Analysis: AQMD's *Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts under the California Environmental Quality Act* (February 2002) should be used to determine potential environmental impacts of the project pursuant to CEQA. http://www.edcgov.us/Government/AirQualityManagement/Guide_to_Air_Quality_Assessment.aspx. Even though the AQMD and the County have no established threshold limits for GHG, CEQA requires the project be evaluated for greenhouse gas emissions, that the significance of these emissions be determined, and feasible mitigation measures be applied. The CalEEMod model referenced above identifies mitigation measures to reduce criteria pollutant and GHG

emissions along with calculating the benefits achieved from measures chosen by the user. The GHG mitigation measures were developed and adopted by the California Air Pollution Control Officers Association (CAPCOA).

3. Cumulative Air Quality Impacts: The cumulative air quality impacts of the project must be addressed as the project requires a change in the existing land use designation (i.e. general plan amendment), and projected emissions (ROG, NOx, CO, PM_{10} and GHG) may be greater than the emissions anticipated for the site if developed under the existing land use designation (El Dorado County APCD – CEQA Guide First Edition – February 2002, Chapter 3, subsection 3.3.6 Significance Criteria for Determining Cumulative Impacts, Chapter 3, page 7).

4. Alternatives: Consider utilizing Leadership in Energy and Environmental Design: Neighborhood Development (LEED-ND; www.usgbc.org/leed/nd/) techniques and green building design to reduce vehicle miles traveled, energy use, and greenhouse gas emissions. Demonstrate how transit, cycling, and other modes are integrated into the project to facilitate regional travel to job centers. Other internal circulation alternatives, such as roundabouts, should be considered for their air quality benefits over conventional treatments, (i.e., stop signs and traffic signals). Roundabouts reduce vehicle delay, increasing fuel efficiency, and reducing emissions; in addition to increasing both vehicular and pedestrian safety, increasing circulation efficiency, and other ancillary benefits.

Future Development

5. Asbestos Dust Mitigation Plan: The project construction will involve grading and excavation operations, which will result in a temporary negative impact on air quality with regard to the release of particulate matter (PM_{10}) in the form of dust. Furthermore, a portion of the project site is located within the "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line," as indicated on the Asbestos Review Areas: Western Slope map dated July 21, 2005. Therefore, the project proposed project must comply with the El Dorado County AQMD Rule 223-2 Fugitive Dust – Asbestos Hazard Mitigation. In addition, an **Asbestos Dust Mitigation Plan (ADMP) Application with appropriate fees shall be submitted to and approved by the AQMD prior to start of project construction**.

6. Portable Equipment: All portable combustion engine equipment with a rating of 50 horsepower or greater shall be permitted by the California Air Resources Board (CARB). A copy of the current portable equipment permit shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, daily hours of operations of each piece of equipment

7. Construction Emissions: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (ARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, chapter 9,California Code of Regulations (CCR)). The full text of the regulation can be found at ARB's website here: http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm. An applicability flow chart can be found here: http://www.arb.ca.gov/msprog/ordiesel/faq/applicability_flow_chart.pdf. Questions on applicability should be directed to ARB at 1-866-634-3735. ARB is responsible for enforcement of this regulation.

8. Land Clearing: Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only vegetative waste materials may be disposed of using an open outdoor fire **(Rule 300 Open Burning)**.

9. Paving: Project construction will involve roadway development and must adhere to AQMD **Rule 224 Cutback and Emulsified Asphalt Paving Materials.**

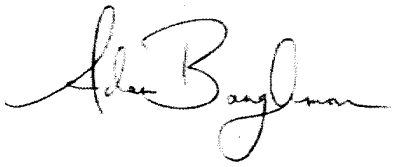
10. Coatings: The project construction may involve the application of architectural coating, which shall adhere to **AQMD Rule 215 Architectural Coatings**.

11. District Permit(s): Prior to construction/installation of any new point source emissions units or non-permitted emission units (i.e., gasoline dispensing facility, emergency standby engine, etc.), Authority to Construct applications shall be submitted to the AQMD. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors. (Rule 501.3.A)

The above AQMD rules are found in the County of El Dorado Air Quality Management District Rules and Regulations. A copy of the AQMD Rules and Regulations is available at the following internet address: www.edcgov.us/airqualitymanagement.

If you have any question regarding our comments, please do not hesitate to contact the District at (530) 621-7501.

Respectfully,



Adam Baughman
Air Quality Engineer
El Dorado County AQMD

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The County of El Dorado

Agriculture, Weights & Measures

Inter Office Memorandum

January 8, 2013

To: Pierre Rivas, Principal Planner

From: CC Charlene Carveth, Agricultural Commissioner

Subject: Notice of Preparation of an Environmental Impact Report for the Dixon Ranch Residential Project (File Nos. A 11-0006, Z 11-0008, TM 11-1505)

The findings of the Agricultural Commission will remain the same with the requested planned development being decreased to 605 single-family detached residential units, as the proposed Dixon Ranch subdivision request to rezone the subject parcels from agricultural zoning to residential zoning to provide consistency with the General Plan, as the project site is located within the El Dorado Hills Community Region and has a residential land use designation, and although the parcels were historically used for grazing purposes, housing development is directed to occur in the Community Regions of the County. The three findings for General Plan Policy 8.1.4.1 were made on the proposed project at the November 9, 2011:

A. Will not intensify existing conflicts or add new conflicts between adjacent residential areas and agricultural activities; and
B. Will not create an island effect wherein agricultural lands located between the project site and other non-agricultural lands will be negatively affected; and
C. Will not significantly reduce or destroy the buffering effect of existing large parcel sizes adjacent to agricultural lands."

I have attached the memorandum from the November 9, 2011 Agricultural Commission meeting for your review.

COUNTY OF EL DORADO

AGRICULTURAL COMMISSION

311 Fair Lane
Placerville, CA 95667
(530) 621-5520
(530) 626-4756 FAX
eldcag@edcgov.us

MEMORANDUM

DATE: November 16, 2011

TO: Aaron Mount, Development Services/Planning

FROM: Greg Boeger, Chair

SUBJECT: **A 11-0006, Z 11-0008, TM 11-1505, PD 11-0006, Dixon Ranch Subdivision APN's 126-020-01, -02, -03, -04, and 126-150-23**

During the Agricultural Commission's regularly scheduled meeting held on November 9, 2011 the following discussion and motion occurred regarding A 11-0006, Z 11-0008, TM 11-1505, PD 11-0006, Dixon Ranch Subdivision; a request for a General Plan amendment changing the subject properties from Low Density Residential (LDR) and Open Space (OS) to High Density Residential (HDR), Medium Density Residential (MDR), and Open Space (OS) and a request to modify the Community Region boundary moving a portion of the project site into the Rural Region, a rezone from Exclusive Agricultural (AE) to R1-PD, RF-PD, R3A, R3A-PD, RE-5, and OS-PD, a tentative subdivision map – planned development request to create 714 residential lots ranging in size from 4,500 square feet to 6 acres and 84.1 acres or 30% total open space including native open space, parks and landscape lots on a 280.27-acre site.

The subject parcel is identified by Assessor's Parcel Numbers 126-020-01, -02, -03, -04, and 126-150-23 and is located south of Green Valley Road approximately 100 feet southeast of the intersection of Malcolm Dixon Road in the El Dorado Hills area. (District 2)

Chris Flores presented her staff report. The project site was displayed via a power point presentation. The project site is not located within an Agricultural District, but rather, within the El Dorado Hills Community Region. Ms. Flores read a portion of General Plan Policy 2.1.1.2 which describes Community Regions: Policy 2.1.1.2 – Community Regions are those areas "...which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban type development within the County, based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries..."

The parcels have a current General Plan Land Use Designation of Low Density Residential (LDR). The existing zoning, Exclusive Agricultural (AE), is left over from the days when the entire area was in Agricultural Preserve # 2 for grazing purposes. The subject parcels were rolled-out of their Williamson Act Contract in 1997. The existing zoning is not consistent with the General Plan designation of LDR. Surrounding land use designations include High Density Residential (HDR), Low Density Residential (LDR), Adopted Plan (AP), and Rural Residential (RR). Surrounding

zonings include One-Half Acre Residential, Estate Residential Five-Acre (RE-5) and Estate Residential Ten-Acre (RE-10). Existing soil types on the project site include AxD – Auburn Very Rocky Silt Loam, 2 to 30% Slopes and AwD – Auburn Silt Loam, 2 to 30% Slopes (a soil type recognized on February 10, 2010, by the Agricultural Commission, as a Soil of Local Importance for El Dorado County Vineyards). The Auburn series produces good forage for grazing and are considered suitable rangeland soils.

Ms. Flores reminded the Commission that the reason the Ag Commission is hearing the project is because of the existing agricultural zoning. Therefore, the Ag Commission should only be concerned with the applicant's rezone request. General Plan Policy 8.1.4.1 requires that, "The County Agricultural Commission shall review all discretionary development applications and the location of proposed public facilities involving land zoned for or designated agriculture, or lands adjacent to such lands, and shall make a recommendation to the reviewing authority. Before granting approval, a determination shall be made by the approving authority that the proposed use:

A. Will not intensify existing conflicts or add new conflicts between adjacent residential areas and agricultural activities; and
B. Will not create an island effect wherein agricultural lands located between the project site and other non-agricultural lands will be negatively affected; and
C. Will not significantly reduce or destroy the buffering effect of existing large parcel sizes adjacent to agricultural lands.

Pierre Rivas, Planning Services, added to Staff's report. He reiterated that due to the historic grazing of the project site and the existing Exclusive Agricultural (AE) zoning, the project was mandated by the General Plan to be heard by the Ag Commission. He mentioned that the project site is an island of agriculturally zoned land surrounded by residentially zoned land and residential uses. Mr. Rivas emphasized that the project site's land use designation of Low Density Residential (LDR) is consistent with it's location within the El Dorado Hills Community Region and that the site has been located within the Community Region since at least 2004, when the General Plan was adopted by the County. Mr. Rivas read a section from the General Plan, describing Low Density Residential: Policy 2.2.1.2 – "This land use designation establishes areas for single-family residential development within a rural setting. In Rural Regions, this designation shall provide a transition from Community Regions and Rural Centers into the agricultural, timber, and more rural areas of the County and shall be applied to those areas where infrastructure such as arterial roadways, public water, and public sewer are generally not available. This land use designation is also appropriate within Community Regions and Rural Centers where higher density serving infrastructure is not yet available." Mr. Rivas then mentioned that it would be incumbent upon the applicant to develop the necessary infrastructure for the project and demonstrate that the infrastructure would support the project. He also added that the project in its entirety would be reviewed by Planning and the Planning Commission, and an Environmental Impact Report would be required. He reminded the Ag Commission that their review of the project was very narrow in scope, as it pertains only to the rezone from AE to residential zoning.

Mr. Boeger emphasized that it was not within the Ag Commission's purview to approve or deny the project; that the Ag Commission is only a "Recommending Body" to the approving authority, the Board of Supervisors, and the Ag Commission would only be making a recommendation on the rezone request.

Mr. Bacchi asked Mr. Rivas if the project site was included in the Community Region in the 1996 General Plan. Mr. Rivas stated that he was not certain, but that it was definitely included in the 2004 plan. Mr. Bacchi clarified that if the project site was located within a Community

Region, the site could not be protected as historic grazing land. Mr. Rivas answered that Mr. Bacchi was correct. Discussion followed regarding the General Plan and where it directs growth. Mr. Boeger made the comment that growth was to be directed into the Community Regions and Rural Centers of the County in order to preserve the more rural regions of the County. Accommodation for growth, within Community Regions, was discussed.

Joel Korotkin, Agent for the Dixon Ranch Partners, was present and available for questions. He stated that the project site had been set aside for future growth by the 2004 General Plan by placing it within the Community Region. The site had been identified for an area for residential growth.

Chair Boeger opened up the floor for public comment. He emphasized that the Ag Commission's purview was agriculture and the applicant's specific request to change the agricultural zoning. He reminded the public that they would have a chance to speak about their other issues at the Planning Commission and Board of Supervisor hearings.

Over 15 comments were received from the public. Major concerns included traffic issues; existing wetlands, streams, and ponds and how they would be incorporated into the project; water quality issues, well production issues, and the oak woodlands; maintenance of the rural feel of the community; fire safety and wildlife habitat concerns; asbestos concerns, etc. Two neighboring residents stated that they have vineyards adjacent to the project site and asked for buffering considerations. A couple of the speakers asked that the Ag Commission make a recommendation that the applicants rezone to Estate Residential Five Acre or Ten Acre zoning, to match the surrounding neighborhoods to the east and north.

Mr. Boeger brought the discussion back to the Board. He asked Ms. Flores to read staff's recommendation for the Ag Commission. Ms. Flores read the following recommendation:

"Staff recommends APPROVAL of the Dixon Ranch subdivision request to rezone the subject parcels from agricultural zoning to residential zoning to provide consistency with the General Plan, as the project site is located within the El Dorado Hills Community Region and has a residential land use designation, and although the parcels were historically used for grazing purposes, housing development is directed to occur in the Community Regions of the County. Staff concludes that the findings for General Plan Policy 8.1.4.1 can be made "...the proposed project:

A. Will not intensify existing conflicts or add new conflicts between adjacent residential areas and agricultural activities; and
B. Will not create an island effect wherein agricultural lands located between the project site and other non-agricultural lands will be negatively affected; and
C. Will not significantly reduce or destroy the buffering effect of existing large parcel sizes adjacent to agricultural lands."

Ms. Flores reiterated that a recommendation to change the zoning from agricultural zoning to residential zoning, consistent with the land use designation, would not be making a change.

A motion was made by Mr. Smith and seconded by Mr. Bacchi to recommend APPROVAL of the Dixon Ranch request to rezone APN's 126-020-01, -02, -03, -04, and 126-150-23 from Exclusive Agricultural (AE) zoning to residential zoning consistent with the General Plan and the land use designation and that all necessary considerations for adjacent agriculture on adjoining lands be taken into account when zoning and environmental impacts are considered. The findings for General Plan Policy 8.1.4.1 can be made "...the proposed project:

- ***A. Will not intensify existing conflicts or add new conflicts between adjacent residential areas and agricultural activities;***
- ***B. Will not create an island effect wherein agricultural lands located between the project site and other non-agricultural lands will be negatively affected; and***
- ***C. Will not significantly reduce or destroy the buffering effect of existing large parcel sizes adjacent to agricultural lands."***

Motion passed.

AYES:	Bacchi, Smith, Mansfield, Neilsen, Walker, Boeger
NOES:	None
ABSENT:	Draper

Mr. Neilsen added that people who live on five and ten acre parcels who have small orchards or vineyards or raise their own animals, are important to everyone. He clarified that the Ag Commission's responsibility and purview is to agriculturally *zoned* land. When the discussion revolves around residentially designated or zoned lands, their hands are tied.

Mr. Bacchi added that the Commission recognizes that people living on 5-10 acre parcels are more aligned with rural lifestyles and agriculture than those living in a high density residential development, and the Commission appreciates that fact. However, he reminded the public that the Ag Commission is a recommending body with constraints.

Note: Three letters and one petition were received stating opposition of the Dixon Ranch Subdivision project from the following neighbors: Victoria L. Sacksteder, Robert and Bonnie Reitz, John T. Hossack and twenty-four signatures were listed on the petition.

If you have any questions regarding the Agricultural Commission's actions, please contact the Agriculture Department at (530) 621-5520.

GB:na

cc: Dixon Ranch Partners
CTA Engineering & Surveying

El Dorado Hills
Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

January 14, 2013

El Dorado County Planning Services
Attn: Pierre Rivas, Principal Planner
2850 Fairlane Court
Placerville, CA 95667

Subject: APAC Comments on the Notice of Preparation of an Environmental Impact Report for the Dixon Ranch Residential Project (file nos. A11-0006, Z11-0008, PD11-0006, & TM111505

Dear Pierre,

The APAC committee submits the following comments listed below on the Dixon Ranch Residential Project NOP. The information for this project review is based on the following website: http://edcapps.edcgov.us/Planning/ProjectDocuments/NOP(2).pdf. APAC was unable to receive the revised design package for the project due to the EDH CSD being closed for the holidays. APAC receives its correspondence from the County for project reviews and comments via the CSD. APAC was advised that many of our EDH residents in the Green Valley Corridor area were unable to comment readily due holiday absences and other commitments. It would be helpful if the comment period was extended another 30 days to allow all interested parties to comment, given the difficulties associated with the holiday season timing of the release of the updated information.

APAC requests that all comments submitted by the public to the previous design be included as part of the new design NOP.

If you have any question about any of the comments and concerns expressed herein, please contact John Hidahl, APAC Chairman at Hidahl@aol.com or (916 933-2703) or the GVC subcommittee chairman for this project, Norm Rowett at: arowett@pacbell.net or (916 933-2211).

APAC appreciates having the opportunity to comment on this project.

Sincerely,

John Hidahl

John Hidahl
APAC Committee chair

Cc: EDCo Planning Commission
EDCo BOS
APAC read file

APAC's Dixon Ranch NOP Comments

POTENTIAL ENVIRONMENTAL EFFECTS
The EIR will evaluate whether the proposed project may potentially result in one or more significant environmental effects. The topics listed below will be further analyzed in the EIR.

- Aesthetics

This project will substantially change the character of this area of the Green Valley Road Corridor from rural to high density. This will result in a multitude of negative aesthetics, i.e. loss of open spaces, view shed degradation for surrounding neighbors, loss of privacy/screening, and other related issues. Mitigation alternatives must include: 1) Berming and landscaping buffers around the periphery of the property 2) Restrictions on the height and proximity of the homes to the adjacent rural properties 3) Use of 'visually softening' fencing within the subdivision.

An evaluation of the effects of the street lighting at major intersections within the development and at Green Valley Road must be performed for purposes of maintaining a dark skies policy.

The project 2 main road entrances will change the landscape of the existing connector roads. This will require **mitigation measures** to visually blend the new project with the existing rural setting.

- Agriculture

There is a vineyard located next to the property which could be impacted resulting in a loss of production, especially during the construction phase if the wind-driven dust is not controlled adequately. The Draft EIR should **address a protection method/mitigation measure to prevent any crop losses associated with the project.**

- Air Quality

This area already often exceeds the State air quality limits to avoid health risks associated with air pollution. The addition of 605 houses and corresponding daily traffic will cause a worsening condition and perhaps related health problems for some highly susceptible individuals. **The draft EIR should include an air quality comparative analysis that quantifies the additional impacts from this proposed project in comparison to the existing conditions.**

- Biological Resources

There are hundreds of Oaks tree on the parcel. **A tree preservation/removed tree mitigation plan must be included consistent with the County Oak Tree Ordinance.**

- Cultural Resources

This site was part of a Native American Indian tribal area and may contain Indian artifacts both above and below ground. **The draft EIR should determine if any of these artifacts are on site and a mitigation plan established to preserve artifacts if they are found.**

A very high density neighborhood in the middle of low density neighborhoods and rural will change the cultural and environmental landscape in a way that steals from the investment and dream of current invested residents who live there. **Please evaluate this impact.**

- Geology and Soils

The depths of the top soils on the project must be tested and mapped in order to define the maximum excavation depths in different areas to ensure that significant topsoil depths exist for all of the homeowner lots. **Mass pad grading and other similar 'deep cut and fill' practices should not be allowed.**

* Wildlife

The density of homes and the road network will cut off the movement and migration of wildlife between the Serrano open space and the rural areas to the east and north of the proposed development. It will also cause substantial injury to wildlife and their habitat. The land is part of a known mountain lion range. There are coyotes, turkeys, bobcats, deer, foxes, owls, raccoons, rodents, and numerous species of hawks. **Please address this impact.**

- Greenhouse Gas Emissions

Please analyze the amount of Greenhouse gas generated by this project and the impact to the environment.

- Hazards and Hazardous Materials

The project site contains asbestos and other hazardous material. Please address the impact of airborne asbestos created by the tremendous amount of grading required for the proposed project. Please address both the asbestos dust from grading as well as the asbestos that is moved to the surface and present in dry form after the surface runoff from rain or watering for dust control dries out. This thin layer of dry asbestos is easily transported in the wind. Also, please address affects the asbestos has on aquatic life for the asbestos that will be carried into the streams and lake. **Please evaluate all of these hazardous conditions.**

- Hydrology and Water Quality

This project's water runoff will drain into Folsom lake from New York and Sweetwater creeks and cause degradation of water quality. Please address **how will this be prevented?**

Please include in the analysis herbicides, pesticides, fertilizers, soaps, detergents, and automobile chemicals (leaking motor oil, coolant, etc.). Also, address the impact this will have on the water supply that is pumped just downstream from the New York Creek inlet in Folsom Lake.

Please include in the analysis the effect of nitrogen-containing fertilizers and detergents on algae and aquatic plant growth in the streams and in the lake. Also, address the additional flow rate effects/year round flow caused by landscape irrigation, etc. Please include the longer breeding season this creates for mosquitoes and other insects and the diseases they carry.

- Land Use

This property is zoned low density and would have low impact on the environment if developed under the current zoning. **The Draft EIR should provide a side-by-side comparison of the impacts if the new zoning is approved.**

The developer has said they may change the lot sizes at a later date. **The EIR should evaluate the impacts if the lots sizes are changed.**

- Noise

Evaluate the noise impacts to residents who live in the area from additional cars and trucks that will use Green Valley road.

Having over 5,150 vehicle trips per day added to the neighborhood will definitely increase the noise level.. Even now, noisy cars, speeding cars, loud radios in cars, can be heard throughout a lot of the development, not just on the street they are traveling. Also, the traffic noise from Green Valley Road can currently be heard in the Highland View community. With the traffic being doubled on Green Valley with high density housing, the noise level will dramatically be increased and what is now a low hum of traffic noise will be like sitting on top of a main thoroughfare.

- Population and Housing

The Draft EIR should evaluate the increases in population and housing on existing infrastructure and services. The 2004 General Plan population map designation for El Dorado Hills doesn't require the Dixon Ranch project to meet its housing requirement goals. **Please evaluate the need for the additional population from the Dixon Ranch with the population goal required in the 2004 General Plan and the additional impacts on the environment with the higher population from the project.**

- Public Resources

The Draft EIR should disclose the impact and a plan for migration of the project on the El Dorado Hills library.

The NOP does not provide enough detail on the proposed projects water supply and required water and wastewater infrastructure. Although EID may be able to supply the water for the proposed project at this time, please address the impact the water demanded by the proposed project will have on the build-out of El Dorado County and other projects in the future that demand water—especially in drought years where we are already asked to cut way back on water usage. The significant additional water usage in the proposed project area will cause others served by EID to have to make sacrifices they would otherwise not have to make. Other land owners will have their development rights restricted because of the lack of availability of water in the future. **This project has over 550 additional homes above what the land use designation would allow**. This will result in the project taking more than their fair share of the limited water supply in the county. **The Draft EIR should clearly identify the long-term water supply and address these impacts.**

- Recreation

APAC requests that the draft EIR include analysis of impact to existing and proposed recreational facilities that would service the project. For the proposed facilities, the analysis should identify the funding mechanism and make sure the funding will be available when infrastructure is required as well as the mechanism for funding the on-going facility maintenance.

- Transportation/Traffic

The draft EIR should require a new traffic impact study to replace the just released May 9, 2012 traffic Impact study which doesn't address the public input from affected residents that are aware of existing traffic congestion and safety problems.

The draft EIR should address alternative ingress and egress to the project. The project will have a major impact on Green Valley Road.

The long cul-de-sacs with 25 homes should be evaluated for fire safety and evacuation requirement is case of emergencies.

The Draft EIR should evaluate a stop light with a demand signal located at the Green Valley Road intersection. Green Valley Road **must be** widened to four lanes with dedicated right and left turn lanes (decelerating right hand turn lane).

The widths of the streets, especially the cul-de-sacs, are too narrow and would restrict traffic flow; **this should be evaluated for safety for pedestrians'.**

Comments re: Traffic Impact Analysis for Dixon Ranch Project

The current Traffic Impact Analysis (TIA**) fails to take into account the unique geometry of the area and specific design of the proposed development**. Generic factors, etc. are only good for an order of magnitude estimate. The model Kimley-Horn used is a "macro" model. On page 32 of the TIA they even admit that "The site plan for the proposed project (Figure 2) was qualitatively reviewed for general access and on-site circulation." Thus, no quantitative analysis was performed for the site. We believe this also applies to the area incorporating the Highland View neighborhood.

The TIA did not model numerous roads and intersections including:

- Roads through the Stirlingshire and Highland Hills neighborhoods
- Intersections at EDH Blvd and: Governor Dr, Harvard Way, Olson Lane, and Wilson Blvd.
- The intersection at Harvard Way and Clermont Way
- Roads and intersections within the proposed project

The TIA analysis of trip distribution (routes used to determine where people go**) is not accurate for the proposed project** as it relies on all of the existing EDH neighborhoods and Cameron Park as its basis for the route preference

The model also failed to include many common destinations residents of EDH travel including:

- Oak Ridge High School
- CSD pool/play fields/Teen Center
- Town Center (Target, Nugget Market, movie theaters, post office, etc.)
- Hwy 50 shopping in the Raley's area
- The EDH Business Park

APAC doesn't believe the TIA modeled signal timing. Without that, how do they really know the intersection delays? Did they use some efficiency factors and/or make assumptions that may or may not apply?

The EIR should point out these failures in the TIA and require that a model be developed that is specific to the proposed project and surrounding area to adequately assess these significant environmental impacts.

TIA excluded analysis of impacts on Stirlingshire, Malcolm Dixon, Allegheny, Highland View or Highland Hills in general. It's a fact that these roadways are and will be seriously impacted by addition of 6,000 trips in area. **The EIR needs to validate this!**

TIA did not review impact of increased traffic on Silva Valley Parkway. Specifically, how the increased volumes will impact the four schools along SVP: the public safety of the children; the exacerbation of existing congestion during peak drop off/pick up times. **The EIR needs to evaluate this condition.**

The TIA was evidently performed using traffic data collected over the summer months when school was out and used dated numbers. Traffic counts collected before June of 2012 must be used to get an accurate analysis of current conditions. **Please evaluate the impact of having an outdated and inaccurate TIA.**

Green Valley road is deadly, claiming lives each year. They can't just widen it; it needs to be straightened. There are serious accidents on Green Valley road and most happen when the traffic backs up at the lights at Francisco and EDH BLVD intersections. It is also dangerous going east, when you get to Francisco and Green Valley, in front of El Dorado Saloon, it goes from two lanes to one lane. Around 5PM to 7PM, the light stacks up the heavy traffic at Salmon Falls and Green Valley. There is only a short distance for cars to get into one lane, and then prepare to stop. It will only get worse with the additional traffic generated from Dixon Ranch. Also, Allegheny cannot support any more "shortcuts" from people traveling from Green Valley West to Salmon Falls. They take the shortcut through Allegheny and have to traverse over one of the two narrow Pony Express bridges on Malcolm Dixon road. **Please evaluate this traffic impacts**.

The current traffic patterns have numerous choke points in this area of El Dorado Hills.
Furthermore, current traffic patterns are problematic on Green Valley Road and Silva Valley Parkway. This is acute during the school year with the cluster of schools at Harvard Way and Silva Valley as well as Francisco and Green Valley. These road ways are also heavily traveled during the evening commute hours. **What improvements will be made to prevent this area from total traffic gridlock during the commute periods?**

We recommend that traffic demand analysis be analyzed *very* carefully to determine which of the two Green Valley road entries to the development will carry the majority of traffic.

Please study and publish the feasibility of connecting the proposed development with (East) Green Spring Road as alternative exist instead of two exist of Green Valley road allowing more distance between intersections.

Please study and publish the feasibility of connecting the proposed development with Marden Drive as alternative exist instead of two onto Green Valley road.

The EIR should gather data on actual trip destinations used by current residents in the north El Dorado Hills area. Possible methods to gather this data include surveying residents and conducting focus group meetings.
This would directly address risk of inaccuracy in conventional traffic demand models for these locality-specific reasons:

Sparseness of the El Dorado Hills road network in relation to population density

Limited commercial resources (shopping) in El Dorado Hills

Limited employment opportunities in El Dorado Hills

Human psychology: Residents' preference for uncongested roads with minimal control delays

Additional traffic comments if the connection to Highland View is reopen for traffic from the project.

The draft EIR should address alternative ingress and egress to the project. The project will have a major impact on Green Valley Road and Aberdeen way.

The hammerhead streets on the Highland View side of the property should be evaluated for connection to the internal traffic flow pattern.

The TIA analysis of trip distribution (routes used to determine where people go**) is not accurate for the proposed project** as it relies on all of the existing EDH neighborhoods and Cameron Park as its basis for the route preference. For example, people who live in the Francisco Drive area north of EDH Blvd. may travel a different route (such as through Folsom north) to Hwy 50 west bound or the Costco/Home Depot/Folsom Lake College area when compared to someone in the Highland View neighborhood who goes south on SVP to get to these same destinations. The proposed project would also provide a new route to Oak Ridge High School and Highway 50 through the Highland View neighborhood that did not previously exist (see next paragraph).

The TIA **failed to address cut-through traffic from GVR in the vicinity of the project and to the east**. The shortest and quickest route to many common destinations will be through the proposed project and the Highland View neighborhood. There will also be cut-through traffic the other direction. This will add even more significant traffic to Highland View's narrow, steep, winding residential roads that don't have sidewalks.

The County's own design standard (101B) is not even met by the current design of the Highland View roads. They are 5 feet narrower, exceed the 15% grade on the south side of Aberdeen Lane, have no sidewalks as required, and are right at the 2000 ADT. Adding **<u>any</u>** traffic to these streets makes the roads further out of compliance with the safety design standard as the design speed would be 35 mph, street width needs to be 15 feet wider and the maximum grade is 12%. In addition, the likely additional volume will exceed 3000 trips per

day and cause the safety standards to be even further violated. **This public safety condition must be evaluated to determine the impact on the existing residents of Highland View.**

While Lima Way is listed as a secondary access, it has been calculated that it will be quicker to exit the Dixon Ranch development via Lima Way than Green Valley. If this is correct, MapQuest will direct people to use Lima Way, and ultimately Lima Way will become the primary access. **The EIR must address how this condition will be prevented.**

The Highland View streets cannot be widened to accommodate an overwhelming increase in traffic. If the proposed Dixon Ranch development is allowed to move forward, the exit streets for our subdivision would have to accommodate a minimum of an additional 3 times more traffic every day, and other streets, such as Aberdeen, will have to accommodate a much higher percent increase. **This will cause a safety issues and must be evaluated to address the safety of the existing residents along theses streets.**

There is also no realistic way to install sidewalks to keep pedestrians safe with 3000 - 6000 additional automobile trips per day. Lima Way exits to Aberdeen, which is a long, steep decline, which naturally results in increased speed. This causes a very real safety hazard for children, bicyclists, pedestrians, and runners, as well as existing vehicle traffic. The safety issues with the high traffic flow through Highland View that would result from the proposed subdivision should be obvious. **This is a critical health and safety issue and a thorough evaluation with real world mitigation measures must be provided to prevent this condition. Please also evaluate the impact to pedestrians and others using these streets.**

High school students would use Highland View as an ideal thoroughfare to get to the high school and driving down the steep hills and would encourage them to drive faster. Judging from other high school students who drive up here to see their friends, the stop signs are inconvenient to them and often they drive through the stop signs. Adding, perhaps another hundred plus high school drivers, driving to and from school would make our area extremely dangerous to all children and walkers. **Please evaluate this traffic impact on existing streets.**

The biggest concern is the traffic barreling down Appian and the danger to pedestrian or bicycle traffic. It's already a very dangerous situation as cars cross over the white lines threatening those walkers and bikers. The increased traffic will only worsen this problem. **Please evaluate this traffic impact.**

The grade on Aberdeen is 17% on one side and approximately 10% on the other leading to Lima way. There is already a speeding problem now on Aberdeen and increased traffic will be unsafe for local children who currently enjoy using the street to walk (there are no sidewalks) ride bikes and play. The grade was passed as an exception for the current neighborhood (Highland View) and additional traffic on Aberdeen will be a major safety issue. **Please evaluate this impact.**

Please update the traffic impact analysis to include the traffic impacts at the following intersection:

1. Aberdeen lane and Naval Drive
2. Aberdeen lane and Reem Court
3. Aberdeen lane and Murray Court
4. Aberdeen lane and Appian Way
5. Aberdeen lane and Amer Way
6. Aberdeen lane and Loch Way

- Utilities and Service Systems

It was stated by the applicant at the May 27th scoping meeting that the Highland View sewer line may be used to support this project. **The capacity of this line with projected additional sewage needs to be thoroughly reviewed and evaluated.**

- Mineral Resources

No comment at this time

- Cumulative Affects

There are currently 5 approved residential projects and one commercial project seeking approval in the Green Valley corridor area that will have a cumulative effect on the environment. **All of the environmental elements must be analyzed to determine the overall impact these projects will have on the environment**.

Also, **please address the impact this project will have if all other undeveloped areas within 10 miles** of the proposed project that have a similar land use designation, Low Density Residential (1 D.U./5 ac.) or Rural Residential (1 D.U./10 ac.), were also developed at 13+ times the designated land use density (as is being requested by this project). Please be sure to address the impact on air quality, county services, roadways, safety, schools, transportation, water availability, and wildlife. This addresses the fairness issue that other land owners could raise if this project is approved and they demand equal treatment by the County for subdividing their parcels outside of the current land use designation.

Jeff Tewksbury

2030 Marden Drive

Rescue, CA 95672

January 2, 2013

Mr. Pierre Rivas, Principal Planner

El Dorado County

Development Services Dept.

2850 Fairlane Court

Placerville, CA 95667

RE: NOP for Dixon Ranch Residential Project

Dear Mr. Rivas,

This letter serves as my objection to the proposed development of the Dixon Ranch, as revised in the December 14, 2012 NOP. The revision of the low density residential land use is detrimental to El Dorado County and the local community. This is a negative impact for the following reasons:

1. **Traffic - Impact of 605 new dwellings will be a negative impact and burden on the 2 lane Green Valley Road. There are no interchanges planned for the A-DR and C-DR.**
2. **Air Quality – The impact of the 605 new dwellings will have a negative impact on the air quality in the Western portion of El Dorado County.**
3. **Soils - The known asbestos content in the area will be disturb and have negative impact.**
4. **Water - Even with EID and reclaimed irrigation water for landscape purposes, my well will be dramatically impacted on the water demands. No guarantee by the builder has been made to me that I will have EID access at no cost to my property. Also, the planned well to stock the planned ponds will have a negative impact on my existing**

water table and supply. The developer has no ability to guarantee that a negative impact would not occur.

5. **Land Use – Currently assessed for agricultural purposes, this will be non-existing in the future.**
6. **Noise- 605 new dwellings with traffic and overall noise pollution will increase the noise from current state.**
7. **Biological Impact - Known protected species exist in the area and these will be negatively impacted by this development.**
8. **Crime - with 605 new dwellings, it is a known fact that crime will increase due to increase in population.**
9. **Money – While it is understood that the County of El Dorado elected officials' main attraction to this project is to increase County tax revenues, the same result could be achieved if the one dwelling per 5 acres density be kept in place and let the developer build on the 280 acres with one dwelling per 5 acres.**

For these and other reasons, I oppose the new development. I recommend that the developer proceed with plans of one dwelling per 5 acres. Please consider my input as you make this decision.

Respectfully,

Jeff Tewksbury

From: Pierre Rivas <pierre.rivas@edcgov.us>
Date: December 26, 2012, 11:45:14 AM PST
To: Eileen Crawford <eileen.crawford@edcgov.us>, Amy Paulsen <Amy.Paulsen@lsa-assoc.com>
Subject: Fwd: NOP Comment on Dixon Ranch Subdivision

Hi Eileen and Amy - FYI.

Please see comments on the Dixon Ranch NOP. These comments focus on the traffic study for the project.

Thank you.
Pierre

---------- Forwarded message ----------
From: **Bill Welty** <wmwelty@gmail.com>
Date: Wed, Dec 26, 2012 at 10:23 AM
Subject: Re:
To: Pierre Rivas <pierre.rivas@edcgov.us>

Hey Pierre, thanks for your note.

Probably don't have to mention, re-mention, or say again, or plead:

DO AN HONEST CUMULATIVE TRAFFIC STUDY OF THE IMPACTS OF DIXON RANCH DEVELOPMENT ON GREEN VALLEY ROAD, SALMON FALLS ROAD, EL DORADO HILLS BLVD., CAMERON PARK DRIVE, CAMBRIDGE, BASS LAKE ROAD, FRANCISCO DRIVE, ALLEGHENY, MALCOLM DIXON, AND SILVA VALLEY. KEEPING IN MIND THE UPCOMING PROJECTS OF THE GV EQUESTRIAN CENTER, WILSON ESTATES AND THE WINN PROJECT (whatever that may be); and other projects yet on our radar.

Particularly the impacts on Silva Valley Road, once the Silva Valley Interechange is completed, Silva Valley WILL become the #1 route to/from HWY 50 of folks on living on or travelling to/from GVR, probably west of Cameron Park Drive. The Exchange will challenge the allowed traffic loads around the several schools on Silva Valley, elementary and high schools, where traffic is already congested during AM's, and PM's. And the road is narrow, with allowed roadside parking.

SO, DO AN HONEST TRAFFIC STUDY. DIXON RANCH WILL ADD 1000's OF NEW TRIPS TO THE AREA. FORTUNATELY, THE ACCESS TO SILVA VALLEY VIA LIMA WAY IN HIGHLAND HILLS WAS CLOSED (but permanently???). THAT'S THE ***KIND OF THINKING*** THAT SCARES THE HELL OUT OF US ABOUT THE

PLANNING BEING DONE AT COUNTY LEVEL. THAT ACCESS POINT SHOULD ***NEVER*** HAVE BEEN CONSIDERED.

PLEASE.....

Thanks Pierre....we're countin' on ya!

- Bill

On Wed, Dec 26, 2012 at 8:49 AM, Pierre Rivas <pierre.rivas@edcgov.us> wrote:
Hi Bill,

Other than the two exhibits (Location Map and Conceptual Site Plan), there are no other attachments to the Notice of Preparation (NOP). The NOP section: "Potential Environmental Effects" is a list of those areas that may have a significant impact resulting from the project. The purpose of the NOP is to notify public regulatory agencies and interested persons that an EIR will be prepared and to solicit comments on specifics of the areas listed or any other areas that are not listed that should be covered in the EIR.

Please call me if you would like to discuss. I will be in the office today through Friday.

Thank you.
Pierre

On Mon, Dec 24, 2012 at 11:06 AM, Bill Welty <wmwelty@gmail.com> wrote:
Hey Pirerre, regarding the Dixon Ranch NOP just announced.... I couldn't find attachments re: possible environmental impacts, as referenced in your announcement.

Could you give me the link?

--
Bill

From: Pierre Rivas
To: Amy Paulsen
Subject: Fwd: Holiday Traffic counters on EDH Blvd.
Date: Wednesday, December 26, 2012 2:44:40 PM

Hi Amy - This comment pertains to Dixon Ranch. -Pierre

---------- Forwarded message ----------
From: **Norman & Sue** <arowett@pacbell.net>
Date: Wed, Dec 26, 2012 at 2:39 PM
Subject: Holiday Traffic counters on EDH Blvd.
To: Eileen Crawford <eileen.crawford@edcgov.us>
Cc: Bill Welty <wmwelty@gmail.com>, John & Kelley <bugginu@sbcglobal.net>, John H <hidahl@aol.com>, "Hidahl, John W (Mission Systems)" <John.Hidahl@ngc.com>, pierre.rivas@edcgov.us, Rich Stewart <rich_stewart@sbcglobal.net>, Ron Mikulaco <ron@gotmik.com>, Tara Mccann <mccannengineering@sbcglobal.net>, Cheryl McDougal <gvralliance@gmail.com>

Eileen

Hope you and your family had a great Christmas. It's so beautiful this time of year in El Dorado Hills.

I don't know if you are aware of this or not but yesterday (Christmas day) I was driving home on EDH Blvd. and I noticed that there were vehicle counters installed along the road way at several locations. I'm puzzle to why the County would be collecting traffic data on a holiday or a holiday week(s) when traffic is light. When I approached the intersection with Francisco dr. at approximately 3:30 PM there was no wait at the stop sign. Normally, when I go through this intersections at this time I'm in a 20 or more car string waiting to get through the intersection.

In my opinion, this is not the time to collect traffic count data. Schools are closed and many people leave town or are on vacation during this holiday period which reduces vehicle travel. As you know, the Dixon Ranch and other project are currently in the County development process and will have a major impact on the roads in EDH especially the GVC corridor. It is critical that we have the most accurate traffic data available to analyze the impacts of these projects on our roadway system.

I respectfully request that you review the collection of traffic data during this period and if possible re-schedule a new date for the collection when schools are open and there is normal daily traffic patterns.

Thanks

Norm Rowett

GVC subcommittee

--
Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court, Placerville, CA 95667
EMAIL: pierre.rivas@edcgov.us
530-621-5841 530-642-0508 FAX

From: Pierre Rivas
To: Amy Paulsen
Cc: Joel Korotkin
Subject: Fwd: Fw: Dixon Ranch NOP
Date: Thursday, January 10, 2013 9:26:25 AM

Hi Amy,

For your information, please see comments submitted by Tara Mccann.

Pierre

---------- Forwarded message ----------
From: **Char Tim** <charlene.tim@edcgov.us>
Date: Thu, Jan 10, 2013 at 7:48 AM
Subject: Fwd: Fw: Dixon Ranch NOP
To: Roger Trout <roger.trout@edcgov.us>, Pierre Rivas <pierre.rivas@edcgov.us>

The text is addressed to BOS & Pierre, yet it appears I'm the only County staff that the e-mail was sent to....wanted to forward this on to both of you.

---------- Forwarded message ----------
From: **Tara Mccann** <mccannengineering@sbcglobal.net>
Date: Wed, Jan 9, 2013 at 7:04 PM
Subject: Fw: Dixon Ranch NOP
To: arowett@pacbell.net, "John W (IS) Hidahl" <John.Hidahl@ngc.com>, Jeff Haberman <jeff.h@ix.netcom.com>, readysetgo@pacbell.net, Cheryl McDougal <cheryl_mcdougal@yahoo.com>, GreenValley Community <gvralliance@gmail.com>, Bill Welty <wmwelty@gmail.com>, Ellison Rumsey <aerumsey@sbcglobal.net>, aliceklinger@earthlink.net, Assemblymember.huber@assembly.ca.gov, Dave and Susan Comstock <dandscomstock@comcast.net>, Rich Stewart <rich_stewart@sbcglobal.net>, charlene.tim@edcgov.us

El Dorado Board of Supervisors

Pierra Rivas, El Dorado County Principal Planner

RE: Proposed Dixon Ranch High Density Development request to change from Agriculture to High Density Residential Development Notice of Preparation

I am sending this email on behalf of concerned residents that have flooded my email box from the areas of El Dorado Hills Green Valley Alliance, Highland View Residents, Highland Hills Residents and Sterlingshire Residents with concerns that the County would send out this very critical Proposed Dixon

Ranch Project Notice of Preparation just before the holidays making the Dixon Ranch Notice of Preparation not available to the El Dorado Hills Area Planning Advisory Committee (APAC) until the offices opened Jan 4, 2013 and that so many effected people would not get a chance to look at it and make appropriate comments until the second week of Jan. giving a very short time period to be engaged and involved in the process. We don't feel the County intentionally wanted to shorten the comment period due to sending it out over the holiday as the County Board of Supervisors has always encouraged and welcomed feedback and involvement. There were a few people that commented on the NOP not showing up on the County web site on the date it was stated to be posted as may have been an over sight post holidays.

Additionally the NOP was date stamped Dec 14, 2012 with the El Dorado Hills CSD stamped December 21 but the El Dorado Hills Area Planning Advisory Committee (APAC) was not able to access the locked up building until Jan 5, 2013. I know the County Board of Supervisors has always encouraged engaged and involved constituents. We ask the County give the public adequate time to read and comment on this very important document that stands to have a significant impact on El Dorado Hills and the entire local transportation infrastructure. Due to other planning documents and an updated Traffic Impact Analysis needing to be prepared we are asking for the County to extend the comment period date a fair and reasonable 30 days to Feb 14, 2013 as this would give the Board the public feedback your looking for and allow for the vetting of the many critical issues that this project presents.

Thank You for your Public Service and Dedication,

Tara Mccann
El Dorado Hills

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Char Tim
Clerk of the Planning Commission
County of El Dorado
Development Services
(530) 621-5351

--

Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court, Placerville, CA 95667
EMAIL: pierre.rivas@edcgov.us
530-621-5841 530-642-0508 FAX

From:	Pierre Rivas
To:	Amy Paulsen
Cc:	Joel Korotkin; Brian Allen
Subject:	Fwd: Dixon Ranch NOP Comments
Date:	Tuesday, January 15, 2013 12:51:46 PM

Amy,

Please see comments from Charles Frey on the Dixon Ranch NOP.

Pierre

---------- Forwarded message ----------
From: **Charles Frey** <cffreymd@pacbell.net>
Date: Mon, Jan 14, 2013 at 9:09 PM
Subject:
To: pierre.rivas@edcgov.us

To Mr. Pierre Rivas, Principal Planner El Dorado County Development Services Department

Regarding Environmental Impact Report for the Dixon Ranch Residential Project request for comment sent 12-14- 2012.

My name is Charles F. Frey a resident and member of the Green Springs Ranch Landowner's Association and member of the Border Committee.

I know no one in our ranch who supports the General Plan Amendment Description as described in the December 14th 2012 notice, which permits up to 605 single family detached residential units as well as a clubhouse on 280 acres. The result would be a calamity in terms of traffic congestion on Green Valley road both in terms of access in and out of our homes at Deer Valley into Green Valley, and at the intersections at Silva, Eldorado Hills Blvd, and Franciso Drive, in one direction, and at the Middle School, Bass lake and Cameron Park Drive in the other direction.

I hope you are aware that with existing traffic patterns there are already long waits at the time of the morning and evening commute at the intersections at Silva, Eldorado Hills Blvd and Francisco Drive. At the beginning and ending of school there is prolonged congestion in both directions on Green Valley at the Middle School traffic light as well as on Bass Lake opposite the grade school. The school traffic at both schools occurs during the morning commute and is disruptive to both those trying to enter the schools, as well as those who are commuting. To add somewhere between 600-1200 vehicles to this mix on Green Valley

based on 605 dwellings coming and going from the Dixon ranch by residents, not to speak of the delivery and service vehicles which probably add another 600-1000 vehicles coming and going is mind boggling. The delays frustration and decline in quality of life will be truly calamitous to us who bought homes assuming the Dixon Ranch was zoned to not permit more than one home per five acres. To permit the Dixon ranch to be densely developed would be a breach of trust by our elected officials and an abrogation of the General Plan.

While it might seem expedient to our elected officials to obtain additional tax revenue from dense housing in the proposed development, it would come at an extremely high cost to the County in terms of the need for additional Public Services, such as law enforcement , fire protection and medical care for the occupants of the age restricted units. There would be a need for more class rooms or larger class size in the schools, as well as additional busing, expansion of roads far beyond the locale of this proposed development and more lights and intersections.

This high density housing proposal for the Dixon Ranch is totally unacceptable. The developer should stick with present zoning of one house per five acres.

Charles and Jane Frey

2351 East Green Springs Court

Rescue Ca 95672

530-677-8100

cffreymd@pacbell.net

--
Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court, Placerville, CA 95667
EMAIL: pierre.rivas@edcgov.us
530-621-5841 530-642-0508 FAX

El Dorado County
Development Service Department
2850 Fairlane Court
Placerville, CA 95667
Attn: Mr. Pierre Rivas

27 December 2012

David and Susan Comstock
2809 Aberdeen Lane
El Dorado Hills, CA 95762

Mr. Rivas:

This letter is in response to the Notice of Preparation for the Dixon Ranch Residential Project dated December 14, 2012 that was sent by the county to public agencies, interested organizations and individuals. As related to the proposed Dixon Ranch Residential Project, our concerns, comments, and questions are listed below.

1. **WATER**

There is an existing water tank that is used by the Highland View subdivision at the top of Aberdeen Lane on the corner of Lima Way. While it may be considered as a possible source of water for Dixon Ranch, any additional draw on this tank may cause an unacceptable drop in water pressure for the current users in Highland View.

When Highland View was under construction, the Fire Marshall required four houses near the top of Aberdeen Lane to have sprinkler systems installed because water pressure from the tank was too low to guarantee sufficient pressure to fight a house fire. Because we live in one of the four houses that was mandated to have fire sprinklers installed, we are concerned that allowing Dixon Ranch to use this water tank as a source of supply may lower water pressure to an unacceptable level that would endanger our lives and the lives of our neighbors in the event of a future house fire.

In order ensure the safety of the lives of Highland View residents, we are asking the county to not allow the water tank at the corner of Aberdeen Lane and Lima Way to be used as a water source for Dixon Ranch.

2. **ARCHEOLOGY** – Will there be an archeological review as part of the environmental impact study?

3. **OAK TREES**

Q1. Is Dixon Ranch planned to have any **"**affordable housing projects for lower income households, as defined pursuant to Section 50079.5 of the Health and Safety Code"?

Q2. If the answer to question 1 above is yes, are there any county limitations on the number of oak trees that could be removed within the Dixon Ranch development?

Q3. If the answer to question 1 above is no, we are concerned that sufficient space surrounding each replacement oak tree may not be sufficient to allow it to grow to its mature size without overlapping the land area needed for any contiguous oak trees. If replacement oak trees are planted on-site, how will oak tree mitigation be handled for Dixon Ranch in terms of the space needed for each oak tree that is replaced?

Q4. Will Dixon Ranch oak tree mitigation involve any off-site planting of replacement oak trees?

Q5. Which department within El Dorado County is responsible for ensuring the survival of replacement oak trees?

4. **DARK SKIES** – The contiguous neighborhoods of Highland Hills, Sterlingshire and Highland View are all in close proximity to the proposed Dixon Ranch development and none of them have any streetlights. Also, there are no streetlights at Homestead Park which serves these neighborhoods. The Notice of Preparation from June 6th, 2012 stated that Dixon Ranch would have outdoor lighting at "major intersections and mid-block pedestrian crossings as appropriate and along the sag vertical drive where 'A' Drive crosses Green Springs Creek." We did not see street lighting specifically mentioned in the new NOP of December 14th but if the new NOP has no request for streetlights, we would be in favor of such a proposal. If street lights are proposed, in order to follow the intent of the Dark Skies policy, and to preserve the rural atmosphere of El Dorado County, we are asking that any street lighting for Dixon Ranch be limited to the minimum number of lights as recommended by the county in order to reach a reasonable compromise that will meet public safety and also minimize the amount of nighttime light pollution.

5. **SEWAGE LINES** – We are asking the Board of Supervisors to require that any proposed sewage pump/lift stations for Dixon Ranch be located at least 100' from the eastern property lines of all houses in Highland View on the eastern side of Aberdeen Lane that border the proposed Dixon Ranch development.

6. **ENDAGERED SPECIES** – Will the Environmental Impact Review include a risk assessment for any endangered species?

7. **TRAFFIC FLOW** – As drawn in the new Notice of Proposal, Dixon Ranch will have two exits onto Green Valley Road and the development will not be connected to Highland View via Lima Way. Because of this change from the first NOP, we would like to thank Mr. Joel Korotkin for listening to our concerns about traffic safety as stated in our response to the June 6th Notice of Preparation. If the Dixon Ranch street plan is approved by the Board of Supervisors with no connection to Highland View, there will be no increase in traffic through Highland View and no increase in the risk of traffic deaths from potential Dixon Ranch traffic traversing the Highland View subdivision. Conversely, not connecting these two subdivisions will also reduce the risk of Dixon Ranch traffic deaths by preventing any Highland View residents from travelling through Dixon Ranch as a "shortcut" to get to Green Valley Road.

However, we are concerned that the fire marshal may oppose the plan as submitted and request a connection via Lima Way with a fire gate or possibly with unrestricted access. If such a connection were to be approved by the county, we believe that such unrestricted access would put the lives of Highland View residents at an unacceptable level of risk for traffic deaths.

Based on life experience and common sense, we believe that most people will normally take the shortest and most direct route to reach their destination in order to save time, gas, money and mileage on their vehicles. Because the greater Sacramento Metropolitan Service Area has more than 2,000,000 people, the vast majority of jobs are to the west of Dixon Ranch. This is also true for access to highways 50 and 80, shopping, Oak Ridge High School, most colleges, medical care, entertainment and the airport. If connected with unrestricted access, we believe that the majority of residents of Dixon Ranch would not drive in an easterly direction to reach Green Valley Road and then go west to get to a destination that is to the west of Dixon Ranch. If connected, we believe that a majority of Dixon Ranch residents would use Lima Way as the fastest, shortest and most economical route to get to their destinations which may be to the west of Dixon Ranch.

Because of the lower density of Highland View and the corresponding low traffic count in the Highland View subdivision, the county did not require any sidewalks to be installed when the Highland View subdivision was built. Highland View residents are and will always be required to walk in the street. Unfortunately, traffic deaths do occur on residential streets and while there have been no traffic deaths in the Highland View subdivision that we are aware of, there has been one traffic death in the adjoining Sterlingshire subdivision following a collision between a bicycle and a car. A thirteen year old boy was killed. If the county should require Dixon Ranch to be connected to Aberdeen Lane via Lima Way with unrestricted access, we expect the increase in traffic to potentially be a few thousand additional car trips per day on Aberdeen Lane. When viewed from the perspective of 365 days a year times ten years, this would result in millions of additional car trips on Aberdeen Lane.

Much of the Highland View subdivision is on a steep hillside. This is especially true for Aberdeen Lane which would have to be used by every vehicle entering or exiting Dixon Ranch on Lima Way if the two subdivisions were to be connected. During the winter, the Highland View subdivision receives snow about one to three times each year. When this happens, the roads become extremely hazardous due to ice and the steep gradients. We have had multiple accidents under these conditions when drivers can't stop as their vehicles slide downhill. Adding possibly thousands of additional car trips per day from Dixon Ranch during the winter will result in even more accidents and increase the potential for traffic deaths.

To the best of our knowledge, the southern portion of Aberdeen Lane has a slope of approximately 16° which exceeds the county maximum limit of 15° for residential streets. We presume that the Highland View subdivision had a waiver to this limit when it was approved but exacerbating the situation with a possible connection via Lima Way would greatly increase the risk of traffic accidents and deaths in Highland View. If connected with unrestricted access, we believe that a possible proposed alternative of painting stripes on the street to provide safety zones for people to walk in is not an acceptable solution. When cars are parked on the street,

people walking, people on skateboards and bicycle riders will usually go around the vehicle and thus be outside any safety zone and be at much greater risk of being struck and killed.

We would like to state for the record that we are very strongly opposed to connecting the Dixon Ranch and Highland View subdivisions on the basis of increased traffic and the increased risk for pedestrian deaths of both Highland View residents and future Dixon Ranch residents.

Lastly, in order to allow the large mature oak trees just east of Lima Way to remain undisturbed, we are asking the county to support the Dixon Ranch street plan as submitted in the NOP of December 14th, 2012, and to disapprove any new or future request for a road connection between Dixon Ranch and Highland View.

Thank you,

_____

David Comstock / Susan Comstock

From:	Pierre Rivas
To:	Amy Paulsen
Cc:	Joel Korotkin; Brian Allen
Subject:	Fwd: Comments for NOP#2 on an EIR for Dixon Ranch Residential Project
Date:	Thursday, January 31, 2013 3:58:48 PM
Attachments:	Dixon Ranch NOP Comments Jan 2013.pdf

Hi Amy,

Please see comments from Kitty Stewart on the Dixon Ranch NOP.

Pierre

---------- Forwarded message ----------
From: **Kitty Stewart** <kitty_stewart@sbcglobal.net>
Date: Thu, Jan 17, 2013 at 3:01 PM
Subject: Comments for NOP#2 on an EIR for Dixon Ranch Residential Project
To: pierre.rivas@edcgov.us
Cc: roger.trout@edcgov.us, rich.stewart@edcgov.us, bosone@edcgov.us

El Dorado County

Development Services Department

2850 Fairlane Court Placerville, CA 95667

Attn: Mr. Pierre Rivas, Principal Planner

Email: pierre.rivas@edcgov.us

> Subject: Notice of Preparation of an Environmental Impact Report for the proposed Dixon Ranch Residential Project (File Nos. A11-0006, Z11-0008, PD11-0006, & TM11-1505)

Mr. Rivas:

I have provided my comments regarding the NOP #2 for the subject project below the signature line as well as in the attached PDF Document.

As the County and its citizens progress through the process of evaluating the proposed project, please remember to represent all citizens of the County, not just those who propose

projects. I understand that the owner of the property has a right to bring forward anything they want, but if the negative impacts on others are as significant as those of this project appear to be, the County has an obligation to those impacted to communicate to the applicant that the recommendation will be to deny the project as proposed.

Any benefits to all citizens of the County from development, such as property tax dollars and added revenue to local businesses, can be obtained from build out of other more appropriate areas of the El Dorado Hills region without any modifications to current Land Use and Zoning designations. Thus, any development of the project area above the 53 lots allowed under the current Land Use designation results in no net benefit and only very significant negative cumulative impacts that cannot be mitigated. It is my understanding that comments on the negative economic impacts and lack of meeting General Plan requirements will be made later during the process if it reaches that point; however, my expectation is that the negative environmental impacts will cause the project to "go back to the drawing board".

Sincerely,

Kitty Stewart

Comments in regard to the Notice of Preparation of an Environmental Impact Report for the proposed Dixon Ranch Residential Project (File Nos. A11-0006, Z11-0008, PD11-0006, & TM11-1505) are as follows:

If the project or any alternative that is analyzed includes any type of connection to Lima Way or Aberdeen Lane, please be sure to address the comments listed below that are pertinent to that case.

Traffic:

Any new TIA needs to correct the deficiencies and errors listed below that apply to the original Traffic Impact Analysis (TIA).

The original TIA fails to take into account the unique geometry of the area and specific design of the proposed development. Generic factors, etc. are only good for

an order of magnitude estimate. The model Kimley-Horn used is a "macro" model. On page 32 of the TIA they even admit that “The site plan for the proposed project (Figure 2) was qualitatively reviewed for general access and on-site circulation.” Thus, no quantitative analysis was performed for the site. I believe this also applies to the area incorporating the Highland View neighborhood.

The TIA did not model numerous roads and intersections including:

- roads through the Sterlingshire and Highland Hills neighborhoods
- intersections at EDH Blvd and: Governor Dr, Harvard Way, Olson Lane, and Wilson Blvd.
- the intersection at Harvard Way and Clermont Way
- roads and intersections within the proposed project

Modeling the above roads and intersections is key to obtaining the proper route vehicles will take to and from their destinations. Parameters such as distance, typical vehicle speed (appropriate for the time of day), intersection and traffic signal delay should all be used to calculate the route of preference. In addition, I have heard the project proponents say vehicles will avoid going uphill to get to their destination. First, if it is uphill on the way out, then it is down hill on the way back! Also, the topography of the proposed project site is a very gentle slope. A more significant psychological factor is the direction of their destination. For example, most people will not travel a half mile east to get to a destination that is 3 miles to the west—even if it might be 30 seconds faster. The route of preference for many drivers, not just the residents of the proposed DR project, will be different due to the location of the project and the fact that it changes the road network geometry.

The TIA analysis of trip distribution (routes used to determine where people go) is not accurate for the proposed project as it relies on all of the existing EDH neighborhoods and Cameron Park as its basis for the route preference. For example, people who live in the Francisco Drive area north of EDH Blvd. may travel a different route (such as through Folsom north) to Hwy 50 west bound or the Costco/Home Depot/Folsom Lake College area when compared to someone in the Highland View neighborhood who goes south on SVP to get to these same destinations. The proposed project would also provide a new route to Oak Ridge High School and Highway 50 through the Highland View neighborhood that did not previously exist (see next paragraph).

The TIA failed to address cut-through traffic from GVR in the vicinity of the project

and to the east. The shortest and quickest route to many common destinations will be through the proposed project and the Highland View neighborhood. There will also be cut-through traffic the other direction. This will add even more significant traffic to Highland View's narrow, steep, winding residential roads that don't have sidewalks.

The model also failed to include many common destinations residents of EDH travel including:

- Oak Ridge High School
- CSD pool/play fields/Teen Center
- Town Center (Target, Nugget Market, movie theaters, post office, etc.)
- Hwy 50 shopping in the Raley's area
- the EDH Business Park

I suspect that part of the reason they didn't model the local area in detail may be due to time and cost—but that is not an acceptable reason to ignore obtaining an accurate representation of the impact traffic will have on the community due to the proposed DR project, especially the Highland View neighborhood. **This is a significant impact that can only be mitigated by not connecting to the Highland View neighborhood**.

The year 2025+PP+mitigation shows very little delay at GVR/SVP for a left turn heading south on SVP as well as continuing straight. It is logical that adding that much traffic would cause a much longer delay and back-up on GVR. This is currently a pinch point and adding thousands of vehicles per day will only make it worse. No mitigations were proposed at this intersection. The mitigations at the next intersection to the west (EDH Blvd/GVR) will not help the left turn at GVR/SVP very much. If so, why hasn't the County already done these mitigations to solve the problem? The cost is small relative to the benefit.

Also, converting GVR to 4 lanes may not be a mitigation that is even possible. The county may not be able to secure the right-of-way from the project site to SVP. There is rumored to be a land owner who says they won't give up their land and apparently it is not subject to eminent domain because it is a Federal Land Grant(?) and there may not be room on the other side of GVR to move the road around it due to the topography.

I don't believe the TIA modeled signal timing. Without that, how do they really know the intersection delays? Did they use some efficiency factors and/or make assumptions that may or may not apply?

The EIR should point out these failures in the TIA and require that a model be developed that is specific to the proposed project and surrounding area to adequately assess these significant environmental impacts.

When considering the traffic impacts, please address how a 70+ percent increase in the traffic on Green Valley Road can be mitigated by simply adding a turn pocket and possibly changing signal timing (as alluded to in the previous TIA). This road is near or at level of service F. Between approved, pending, and proposed projects the ADT will increase by about 8,000 to 9,000 trips with the Dixon Ranch project contributing around 5,000 of the additional trips. Common sense dictates that the road would need additional lanes to carry this much additional traffic. Green Valley Road has become the Highway 50 of the northern section of the most densely populated portion of the county. This concern needs significant attention. Be sure to address the existence of right-of-way for additional lanes as well as areas where eminent domain cannot be used to obtain needed right-of-way to add additional lanes between Bass Lake Road and just west of El Dorado Hills Boulevard.

Traffic Safety:

There are no sidewalks in the Highland View neighborhood. The streets are narrow and cars park along the sides. There are many blind curves with steep grades. A significant increase in traffic will make walking the streets extremely unsafe for children and adults alike. It will be difficult to back out of one's driveway. The high volume of traffic created by the proposed project will be extremely unsafe.

The County's own design standard (101B) is not even met by the current design of the Highland View roads. They are 5 feet narrower, exceed the 15% grade on the south side of Aberdeen Lane, have no sidewalks as required, and are right at the 2000 ADT. Adding **any** traffic to these streets makes the roads further out of compliance with the safety design standard as the design speed would be 35 mph, street width needs to be 15 feet wider, and the maximum grade is 12%. In addition, the likely additional volume will exceed 3000 trips per day and cause the safety standards to be even further violated where the design speed would be 40 mph, street width needing to be 20 to 30 feet wider, and the maximum grade of 10%.

The County also has a draft road design standard (August 2011) that would put an additional and necessary safety constraint of no residential frontage on streets over 2500 ADT. This safety standard would again be violated.

Please evaluate these very serious safety impacts of the proposed project design.

School System:

The additional students will create crowded classrooms and detract from student learning. Please address this impact.

Crime:

Having an additional point of access to the Highland View neighborhood in the Aberdeen Lane loop area will increase crime in the neighborhood. Right now, it is difficult for criminals to get in and out of the neighborhood. Having another road or any type of connector to Highland View will make it much easier to commit crimes and quickly escape. Please evaluate this impact.

Noise:

Traffic creates significant noise especially at the speeds typically traveled down the south side of Aberdeen Lane. In addition, loud delivery trucks will use Aberdeen Lane as the shortest route to the proposed development. This disrupts the enjoyment of one's yard as well as disrupting one's sleep when the windows are open in the summer time. Disrupted sleep is known to create health problems and add to stress levels. Please evaluate these impacts.

Water Runoff:

Please assess the impact of additional chemicals that will flow to the creeks and eventually to Folsom Lake through New York Creek. Please include herbicides, pesticides, fertilizers, soaps, detergents, and automobile chemicals (leaking motor oil, coolant, etc.). Please address the impact this will have on the water supply that is

pumped just downstream from the New York Creek inlet in Folsom Lake. Please include the effect of nitrogen-containing fertilizers and detergents on algae and aquatic plant growth in the streams and in the lake. Please address the additional flow rate effects/year round flow caused by landscape irrigation, etc. Please include the longer breeding season this creates for mosquitoes and other insects and the diseases they carry.

Please address the sediment in runoff created from the tremendous amount of grading required for development, including the asbestos and other pollutants present in the drainage effluents.

Water Availability:

Although EID may be able to supply the water for the proposed project at this time, please address the impact the water demanded by the proposed project will have on the build-out of El Dorado County and other projects in the future that demand water —especially in drought years where we are already asked to cut way back on water usage. The significant additional water usage in the proposed project area will cause others served by EID to have to make sacrifices they would otherwise not have to make. Other land owners will have their development rights restricted because of the lack of availability of water in the future. This project has over 550 additional homes above what the land use designation would allow. This will result in the project taking more than their fair share of the limited water supply in the county. Please address these impacts.

Depletion of ground water:

Please evaluate the impact of the significant area of asphalt, home footprints, and impenetrable surfaces on the recharge of the ground water. Also, please evaluate the impact this will have on surrounding land owners who rely on well water for irrigation and/or domestic water supply. Please supply calculations for the resulting loss of ground water with all assumptions made regarding annual rainfall, the rate of seepage, the depth and thickness of the aquifer, permeability (vertical and horizontal), and direction of flow for the water that would normally supply the aquifer from the project area.

Wastewater

The increased volume and pressure of wastewater could cause back-ups and/or leaks in the system resulting in property and environmental damage. The steep hill for the flow path could cause too high of a pressure in the system. The “backflow” preventers typically installed at the outlet of each residence at the bottom of the hill are not designed for high pressures that may result from the project. Please evaluate these impacts. Also, please identify any modifications needed for all current homes to prevent damage from backflow.

Air Pollution:

Please review the added health risk of thousands of additional vehicles per day traveling our roads. It is a well documented fact that homes situated close to busy roads cause health problems for the residents. Homes on Aberdeen Lane are much closer to the roadway than a typical street that has 7000 vehicles per day traveling on it. Having thousands of additional vehicle trips per day in close proximity to residences will pose a serious public health hazard. Many homes are close to the road on Green Valley Road as well.

Please address the impact of airborne asbestos created by the tremendous amount of grading required for the proposed project. Please address both the asbestos dust from grading as well as the asbestos that is moved to the surface and present in dry form after the surface runoff from rain or watering for dust control dries out. This thin layer of dry asbestos is easily transported in the wind. Also, please address affects the asbestos has on aquatic life for the asbestos that will be carried into the streams and lake.

Wildlife:

The density of homes and the road network will cut off the movement and migration of wildlife between the Serrano open space and the rural areas to the east and north of the proposed development. It will also cause substantial injury to wildlife and their habitat. The land is part of a known mountain lion range. There are coyotes, turkeys, bobcats, deer, foxes, owls, raccoons, rodents, and numerous species of hawks. Please address this impact.

Project Alternatives:

Please compare to the no-project alternative

Please compare to 53 parcels of 5 acres each in a rural subdivision (comparable to the surrounding parcels). This is the allowed land use for the project area in the General Plan.

Cumulative Impacts:

Please add the category "Cumulative Impacts" as it was left off the list of areas to include.

Also, please address the impact this project will have if all other undeveloped areas within 10 miles of the proposed project that have a similar land use designation, Low Density Residential (1 D.U./5 ac.) or Rural Residential (1 D.U./10 ac.), were also developed at over 10 times the designated land use density (as is being requested by this project). Please be sure to address the impact on air quality, county services, roadways, safety, schools, transportation, water availability, and wildlife. This addresses the fairness issue that other land owners could raise if this project is approved and they demand equal treatment by the County for subdividing their parcels outside of the current land use designation.

Comments to Incorporate by Reference:

The most significant change in the proposed project when compared to the previous project proposal is the apparent removal of a street connection to Lima Way and Aberdeen Lane. As long as that change stands and a street connection does not become one of the project alternatives or part of the preferred project, then comments specific to a street connection may no longer be relevant. However, despite information released as part of this NOP showing no connection of any type to Highland View, it is my understanding that the proposed project contains a somewhat tortuous, paved route that connects to Highland View for emergency access only. There is a risk that, at some date in the future, the connection could be changed to a street. Thus, I believe that the proposed project must be evaluated for such a street connection and all comments made previously are essentially still valid. To ensure such a connection is never made, the lots on the west side of the project could be designed so as to share a common property line with the Highland View lots in the vicinity of Lima Way.

So, although some positive changes have been made to the proposed project, from an environmental evaluation standpoint it is essentially the same as the previous proposal.

Since many people from the public who commented on the first NOP for this project may be unaware of a new NOP due to the timing of the release during the holiday period and to protect the interest of all parties, **I hereby include all previous comments that were made by everyone and the entire administrative record for the project before, during, and after the first NOP and draft EIR process as part of my comments by reference here**. Please be sure to evaluate all comments made previously on the original Dixon Ranch proposal and use the entire administrative record for environmental review of the current proposal. The comments and record are still valid despite minor changes in the number and types of homes and the layout.

Also, it has been said that the traffic on Green Valley Road will be approximately the same as the prior project. If a new TIA amounts to essentially stating that the previous TIA is still valid for traffic traveling Green Valley Road, then all comments made regarding Green Valley Road and connecting roads for the previous TIA still hold true.

--
Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court, Placerville, CA 95667
EMAIL: pierre.rivas@edcgov.us
530-621-5841 530-642-0508 FAX

George W. Kucera
2425 Clarksville Road
Rescue, CA 95672
January 17, 2013
gkucera@hotmail.com

Pierre Rivas
El Dorado County
Development Services Department
2850 Fairlane Court
Placerville, CA 95667

Dear Mr. Rivas:

I am writing in regard to the proposed Dixon Ranch project near my property in Rescue and the impact it will have on the environment in this area.

My concerns are many and all of them may not be relevant to the environmental study.

Additional Traffic: Green Valley Road is already busy with many people turning left across the intersection into driveways and small roads. The impact on the traffic congestion will be considerable. With accidents already all too common, this situation will certainly worsen. In addition, many cyclists travel up and down Green Valley road and they will be put into additional danger as even more cars will be entering, exiting and travelling on the road, changing speeds more frequently, and maneuvering, often into the bike lane, to avoid having to wait for people wanting to turn across the road. The lights where Green Valley Road meets Silva Valley Parkway and El Dorado Hills are already busy, especially during the commute times, and traffic will be increased immensely given that almost all shopping, gas, and other errands will occur in Folsom & El Dorado Hills. The stop sign at Jackson School and El Dorado Hills Blvd is almost gridlock from 8:00 – 9:00 AM on weekdays. Where are these people (if not all retired people, try not to laugh) going to work? Not in Folsom is my guess…most will be heading to the freeway via GVR and EDH Blvd.

Air Quality: In addition to the obvious increase in pollution in the area caused by the increased automobile traffic, the high density housing project will be vastly increasing the house emissions per acre in Rescue. As it is, the air quality is concern in the Rescue area and we have low density housing now. I don't know what the housing density is in rescue, but I would imagine it is one per 3-4 acres currently. The fireplaces, stoves and other appliances that will be at these locations will certainly exacerbate this problem in the area. Irrespective of the gross invasion of air quality this imposes on everyone in the community, the result of this will likely mean more "Save the air" days and/or other new restrictions that will burden not just the new homeowners, but all others, most of whom have a lot of open space around their homes.

Water Quality: It is silly to believe that by managing the "sewage" and waste water captured by the plumbing of the houses & streets fully addresses the burden put on the environment by such high density housing. Any homeowner can tell you that there is irrigation, fertilization, weed control, spills and leaks of all sorts of liquids from the homes and motor vehicles, all of which will leech directly into the wetlands area and pollute the waterway it empties into. When someone has 5 acres, their property buffers this and the burden is mostly that of the homeowner. With this community, the burden will mostly be shifted to those nearby and downstream of the project.

Local Wildlife: All of the above factors will impact the local wildlife, and any housing in that location would have an impact. However, given the urban development nature of this project we can expect a far greater impact on the many animals that habitat the area. Instead of being able to co-exist with humans, there is virtually no open space in the project that animals can be supported on.

Specific changes: The latest proposal is worse in many ways than the first one, which was already urban density, not rural. The "undeveloped" space has been reduced to comical levels. Any objective observer can't help but note that there is something fishy about this kind of project even being considered at that this stage as it is an obvious distortion of the community standards by politicians. Things like 'Senior Development' put in specifically to jig the "trip calculation" numbers and push the burden of the overcrowded roads onto others. This is highly unethical. That aside, if this is going to be sold to seniors (prima facie highly dubious), then shouldn't the road requirements be more stringent given their weakened driving skills?

Anyone should be able to develop their property. However, this project smells like a politically greased boondoggle given both the rampant transgression of community standards and burden (externalities) that would be foisted on the surrounding communities.

Sincerely,

George W. Kucera

cc:
Planning Services, **planning@edcgov.us**
Char Tim, Clerk of the Planning Commission, **charlene.tim@edcgov.us**
Ron Mikulaco, District 1 Supervisor, **bosone@edcgov.us**

From:	Pierre Rivas
To:	Amy Paulsen
Cc:	Joel Korotkin; Brian Allen
Subject:	Fwd: Revised Dixon Ranch Project NOP
Date:	Thursday, January 31, 2013 4:40:18 PM

Hi Amy,

Please see comments on the Dixon Ranch NOP from Ray Peterson.

Pierre

---------- Forwarded message ----------
From: **Ray Peterson** <hogback1@sbcglobal.net>
Date: Wed, Jan 16, 2013 at 9:37 PM
Subject: Revised Dixon Ranch Project NOP
To: pierre.rivas@edcgov.us

We have review the resubmitted NOP for Dixon Ranch. We originally wrote to you 7/2/2012. A copy of that follows as well as current comment.
Although the project now proposed less homes, there are still too many. The traffic is still a concern as all traffic will be using Green Valley Rd. It is hard enough already to leave and enter Deer Valley Rd as well as other cross streets between El Dorado Hills Blvd. at certain times of day. This increase in residences will just make traffic worse.

There are fewer homes proposed, however it appears there is now no open space between some properties and Green Springs Ranch properties. This density in housing does not belong adjacent to rural properties.

(Following is our original letter)

We are residents of Green Springs Ranch and are extremely concerned about the request to rezone property for the Dixon Ranch planned development. Most of us moved here for the rural atmosphere and the rural low density properties around us. Our concerns are as follows:

Traffic: The increase in traffic will affect all surrounding property owners. Right and left turn lanes will not reduce traffic. We will still have many more vehicles on the road. Did the Traffic Impact Analysis also take into consideration the proposed equestrian center on Deer Valley and Green Valley Roads? The intersection is already bad and an eastbound right turn lane onto Deer Valley Rd will not change the wait time nor improve safety for those waiting to make a left turn onto Green Valley Rd from Deer Valley Rd. It will not reduce wait time nor help prevent accidents for those waiting to make an eastbound or westbound left turn onto Deer Valley Rd.

The analysis also indicates El Dorado Hills Blvd. is 3 lanes in each direction north of Hwy 50. That is correct for just over 1000 feet. It then reduces to 2 lanes and then after another 2 miles it is reduced to 1 lane. It is 4 miles from the freeway to Green Valley Rd. If most of the traffic from the proposed project is directed to Green Valley Rd then a good portion will be using EDH Blvd. which is one lane at that point. We have seen no evidence of a new

right turn lane on EDH Blvd onto Francisco that was slated (according to the May 2012 traffic analysis) for spring of 2012. If the rezoning is based on mitigated road improvements the county has planned, it will be a long time in coming. That brings up- who pays? The analysis says the developer should contribute its proportioned share. Who determines and how is their share determined. If this goes through the developer should be required to contribute their share. That money should be set aside in an escrow account before building permits can be issued.

Noise: Some bordering the subdivision will have as many as 8 homes in their back or side yards. The noise from those residences not to mention noise from the new streets to those homes will increase. Noise from the soccer field is also a concern. The NOP indicates the field will not be lighted. It should be required to stay unlit.

Water: The NOP indicated the residences would be supplied water from EID. There is also mention of a possible new well to replenish the ponds during summer. What about the open spaces and park area? If new wells are drilled for irrigating those areas what effect will this have on neighboring wells?

Aesthetics: The homes next to the proposed project will have new views. Instead of seeing natural land and someday maybe one residence they will be looking at fencing, maybe a sound wall, and a lot of backyards. What is aesthetic about that?

High density housing should be closer to freeways, shopping and public transportation. It does not belong where those residents must pass through rural and less dense housing to get to the previously mentioned destinations.

Ray and Betty Peterson
1884 Carl Rd.
Rescue, CA 95672

cc Ron Mikulaco

--
Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court, Placerville, CA 95667
EMAIL: pierre.rivas@edcgov.us
530-621-5841 530-642-0508 FAX

From:	Pierre Rivas
To:	Amy Paulsen
Cc:	Joel Korotkin; Brian Allen
Subject:	Fwd: Proposed Dixon Ranch High Density Development - NOP
Date:	Thursday, January 31, 2013 4:47:42 PM

Hi Amy,

Please see comments from Cheryl McDougal on the Dixon Ranch NOP.

Pierre

---------- Forwarded message ----------
From: **Cheryl McDougal** <gvralliance@gmail.com>
Date: Wed, Jan 16, 2013 at 11:21 AM
Subject: Proposed Dixon Ranch High Density Development - NOP
To: pierre.rivas@edcgov.us
Cc: roger.trout@edcgov.us, bosone@edcgov.us

Mr. Rivas,

This email communication is being sent on behalf of concerned residents that are represented by the Green Valley Community Alliance which represents 300+ individuals. Due to the thirty-day timeframe for response to the Dixon Ranch NOP of which was over a very significant holiday season (Hanukah, Christmas, New Years), we are requesting a 30-day extension to enable us to have the time required to review and submit our comments to the County. This is in concurrence with the El Dorado County Board of Supervisor's past reassurance of their commitment to us that we have the opportunity to be engaged and involved in land planning initiatives. This would allow us to provide you with the public's feedback and support the appropriate vetting of concerns raised.

Thank you,

Cheryl McDougal
send on behalf of the Green Valley Community Alliance

--
Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court, Placerville, CA 95667
EMAIL: pierre.rivas@edcgov.us
530-621-5841 530-642-0508 FAX

mail and delete the material from your system.
Thank you.

January 16, 2013

Mr. Pierre Rivas
El Dorado County Planning Services
2850 Fairlane Court
Placerville, CA 95667

RE: **Dixon Ranch NOP** (A11-2006, Z11-0008, PD11-0006, & TM11-1505)

Dear Mr. Rivas:

We feel very strongly that the density of the proposed Dixon Ranch project, revised to 605 units, is still well beyond what is reasonable for the subject property.

a. There is no secondary collector road access: Green Valley Road will be required to accommodate 100% of the proposed project traffic, but is not designed to do so. The cost to add the lanes that *should* be required is well beyond what the county or any developer is willing to pay for, and we are concerned about a "this is good enough" attitude.
b. The negative impact on the local riparian, grassland and woodland habitat will be significant. While the county has typically favored development over natural resources, the issue is larger than saving a few trees and frogs. We moved here for the rural environment, and hope the county will acknowledge and respect the needs of the local citizenry.
c. The density for the proposed site is not anywhere close to that of the adjacent developments of East Green Springs, West Green Springs, and Highland Hills, as required by the El Dorado Hills Salmon Falls Area Plan *(Policies,A.2.c, pg5*).
d. The buffer space between the proposed residential parcels and the existing rural residential development has actually been reduced in this latest proposal, as has the overall 'undeveloped' area.

The specifics of our concerns regarding traffic, wildlife and water, included in our letter for the original proposal, are still applicable and are included here as an attachment. Additionally, a portion of the project has been changed to a 'Senior Development' in order to reduce the traffic analysis 'trip' calculation. While a California Drivers License does not differentiate the age of drivers, a development geared to seniors should have access roads which are amenable to drivers with slower reflexes. Fast moving traffic on a curvy two lane road with an abundance of horse trailers and commercial service vehicles does not seem compatible with the typical senior driver, and should be taken into account for this review.

Please understand that we don't object to the development of this property. What we object to is the proposed density, and hope that the professional input obtained for the EIR will adequately address the possible impacts this project will have on our area.

Sincerely,

Ellen and Don Van Dyke
Green Springs Ranch residents

Attachment: Dixon Ranch NOP letter dated 7.5.12

cc: Planning Services, **planning@edcgov.us**
Char Tim, Clerk of the Planning Commission, **charlene.tim@edcgov.us**
Ron Mikulaco, District 1 Supervisor, **bosone@edcgov.us**

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Jan. 16, 2013

Curtis M. Leipold and Susan M. McClurg
1871 Carl Road
Rescue, CA 95672
Green Springs Ranch

Pierre Rivas, Principal Planner
Development Services Department
El Dorado County
2850 Fairlane Court
Placerville, CA 95667
Email: Pierre.rivas@edcgov.us

Re. NOP of an Environmental Impact Report for the Dixon Ranch Residential Project (File Nos. A11-0006, Z11-0008, Z11-008, PD11-0006, & TM11-1505)

Dear Mr. Rivas,

We have reviewed the Dec. 14, 2012, Notice of Preparation (NOP) for the Dixon Ranch Residential Project. As we previously wrote concerning the June 6, 2012, NOP, **we have serious concerns about this project**. We live in Green Springs Ranch in Rescue adjacent to this property and believe the Dixon Ranch area should remain as zoned – Low Density Residential (LDR) to complement the rural neighborhood.

As stated in the Dec. 14 NOP, the applicant has reduced the number of proposed homes from 709 to 605. Despite this reduction in the number of units, the proposal still consists of too many homes for this area given the traffic impacts on Green Valley Road, especially at the intersections of Malcom Dixon Road and Deer Valley Road. We note that the previously proposed secondary exit to Silva Valley Parkway in the June 6, 2012 NOP has been eliminated. **We do not think reducing the number of homes by 104 will significantly reduce traffic on Green Valley Road – especially since the secondary exit at Highland View has been eliminated.**

The Green Valley Road/Deer Valley Road intersection where Green Springs Ranch is located already has an issue with traffic congestion and safety. New homes have recently been approved in the Green Valley Road/Malcom Dixon Road area while construction is pending on new homes adjacent to Green Valley Road across the street from Pleasant Valley Middle School. These new developments, along with a current proposal to develop an equestrian center at Green Valley Road and Deer Valley Road just east of the entrance to Green Springs Ranch, already will increase traffic on Green Valley Road.

The May 9, 2012, Dixon Ranch Traffic Impact Analysis prepared by Kimley-Horn and Associates said that the Dixon Ranch project would "significantly worsen conditions at multiple study intersections" along Green Valley Road. Although that report said that these impacts "can be mitigated to less than significant" if numerous road improvements are made we do not agree. **We**

believe this revised project will still generate too much traffic on Green Valley Road to be mitigated by these limited road improvements – especially now that the alternate Highland View Lima Way entrance/exit to Dixon Ranch has been eliminated. We also remain concerned whether the improvements to the intersection as identified in the May 9, 2012 Traffic Impact Analysis will actually be constructed. Has funding been secured? Is there a timeline for these improvements? If so, how does it mesh with the build-out development timeline of the Dixon Ranch project? The residents of Green Springs Ranch have been told for several years now that a dedicated left/right turn access will be built at Green Valley Road at Deer Valley Road. This turn lane has still not been constructed even as additional homes have been approved in the area.

The Traffic Impact Analysis that analyzed the June 6, 2012 Dixon Ranch proposal stated that the initial phase of the project would result in "2,226 total new daily trips" with "170 new trips occurring during the AM peak-hour" and "248 new trips occurring during the PM peak-hour." At full build out, the Traffic Impact Analysis projected that there will be "6,964 total new daily trips" from the Dixon Ranch Project with "541 new AM peak-hour trips and 748 new PM peak-hour trips."

We believed that was an underestimate. Even though portions of the Dixon Ranch proposal are now identified as age-restricted, i.e. for senior citizens, a great number of residents in the El Dorado Hills area are commuters and traffic already is congested during these hours on Green Valley Road. In addition, the families that choose to live in Dixon Ranch that have school-age children will now be forced to use Green Valley Road for their entrance/exit point since it will be the only access to the area. **Thus, ALL of the new traffic from this development will be funneled onto Green Valley Road near Malcom Dixon Road.**

In conclusion **we remain opposed to the request to change the zoning of the Dixon Ranch project from LDR to High Density Residential (HDR)**. This is not a good location for HDR given the rural nature of the surrounding properties and the traffic impacts on Green Valley Road.

Sincerely,

Curtis M. Leipold and Susan M. McClurg

July 5, 2012

Mr. Pierre Rivas
El Dorado County Development Services
2850 Fairlane Court
Placerville, CA 95667

RE: **Dixon Ranch (A11-0006, Z11-0008, PD11-0006, & TM11-1505)**
NOP Feedback for Environmental Impact Report

Dear Mr. Rivas:

The proposed rezoning and high density development of the Dixon Ranch project is in no way compatible with the rural nature of the Green Valley Road corridor. We are happy the county is doing an EIR, and are anxious to have our concerns addressed.

Traffic

From El Dorado Hills to Placerville, Green Valley Road is lined with 10 and 20 acre parcels, and small rural side roads. It was never intended to accommodate the kind of traffic generated by the rezoning of these rural parcels into High Density Residential housing and Commercial uses. The Traffic Impact Analysis for Dixon Ranch does not fully address the level of traffic proposed. Some additional concerns are as follows:

- According to the traffic analysis, Green Valley Road currently services 15,000 vehicles per day. The increase due to this project alone is an additional 7,000 trips daily, or a nearly 50 percent volume increase. And yet, no widening or lanes are proposed to be added in the east-west direction.
- Residents of Green Springs Ranch have been waiting for years for improvements at the ranch entrance, where the left turn from Green Valley Road onto Deer Valley Road has been a source of major accidents. No mention of this has been included in the traffic study.
- The intersection at West Green Springs Road with Green Valley Road has not been reviewed, nor have any changes there been proposed. There is approximately 50 feet of separation between the West Green Springs turn and Malcolm Dixon Road. These two roads are typical of the small rural side roads and driveways all along Green Valley that have no turning lane and are already hazardous even at the current level of traffic, but are invisible in this traffic study. In fact, there are 27 of these access ways off of Green Valley Road that are within the study area. Factor in the traffic from the 709 homes of Dixon Ranch, not to mention the approved Silver Springs development of 244 homes, and the risk is greatly increased.
- Where Silva Valley Road, El Dorado Hills Blvd., and Francisco Blvd, each cross Green Valley Road, there are no mitigating changes proposed for widening or adding lanes in the east-west direction. Each of these intersections is currently terrible to try to pass through in the westbound direction at peak hours. Adding flares and turn lanes in the north-south direction will not significantly relieve the traffic congestion caused by cars from 7,000 east-west trips added onto Green Valley Road.
- The middle school East of the project on Green Valley Road has not been discussed at all. The traffic on Green Valley Road at start/stop times for the school is already heavy and something to be avoided, but this intersection does not appear to have been reviewed. Again, add 1,000 households and their associated car trips into the equation, and see what happens to the Level of Service evaluation at this point on Green Valley Road.

- The proposed addition of a soccer park as part of the Dixon project, will create a large influx of traffic when the park is emptying or filling for a game or event. This has not been discussed in the impact analysis.

Note that even with mitigation measures in place, the intersection of Green Valley Road and El Dorado Hills Blvd. will be operating at Level of Service 'E' at peak hours. This should be unacceptable, but is not noted as such in the traffic analysis. The width of Green Valley Road is simply substandard to accommodate the Dixon Ranch project as a High Density Residential project. Note that page 29 of the traffic analysis points out that the widening of Green Valley Road from Salmon Falls Road to Deer Valley Road is identified as a future project, but that it is noted as not currently funded through fiscal year 2019.

Finally, there is no discussion of bike traffic on Green Valley Road. Bicycles on Green Valley Road are currently a hazard to motorists as well as themselves when they don't stay within the bike lane or road shoulder, which is common. Shouldn't a dividing curb be required with the increased vehicular traffic? Cyclists will use Green Valley Road as long as there is a shoulder to ride on. They should be accommodated for the safety of all of us.

Wildlife

Figure three of the NOP shows the perimeter of the Dixon Ranch project to be lined with high density housing and paved roadway. The interior "open space" is not accessible or amenable to wildlife, and essentially makes the project a 280 acre black hole replacing both habitat and migration pathways. Looking at Figure one, it is easy to visualize the blockade created for migrating wildlife with Green Valley Road becoming increasingly impassable due to development of high density projects in this corridor.

Water

Green Springs Ranch residents utilize well water. Dixon Ranch plans call for maintaining the level of the two ponds at Green Springs Creek throughout the dry season. This could affect the water level for users in Green Springs Ranch. The installation of ponds in Serrano coincided with the drying up of many wells on that side of the Ranch. The hydrology reports of the EIR will hopefully discuss any impact the Dixon Ranch development may potentially have on our only water source.

The Dixon Ranch Project is surrounded by low density rural development. Although the county may be pressured to provide low cost housing and high density development, as the developer has said, this is not the best location to accomplish that. The roads and surrounding rural development, not to mention wildlife habitat and tree cover, make this a most inappropriate location for this development model. A significantly lower density project would be met with much less objection, and even welcomed by some residents. We urge the county planners to keep this in mind when reviewing the results of the EIR.

Sincerely,

Ellen & Don Van Dyke
Green Springs Ranch Residents

cc: Planning Services, **planning@edcgov.us**
Char Tim, Clerk of the Planning Commission, **charlene.tim@edcgov.us**

1880 Green Valley Rd
El Dorado Hills, CA 95762
January 12, 2013

Mr. Pierre Rivas
Principal Planner
El Dorado County
Development Services Dept
2850 Fairlane Court
Placerville, CA 95667

Dear Mr. Rivas:

Ref: Parcel #126-150-20-100

In response to your updated Notice of Preparation of an Environmental Impact Report, dated 12/14/2012, I am still waiting for a response from you regarding my concerns on the Dixon Ranch Residential Project from June 2012. In my letter to you on June 11, 2012, I stated that I was concerned with the amount of homes being built so close to my property. I therefore would like the following:

Hook up to EID water due to the potential contamination to my drinking water from the runoff of 605 units
Signal light access on Green Valley Road so I can safely enter and exit my property
Sound Wall for increase in street noise

Please present my concerns during the scoping period and I would like a response to my concerns by February 28, 2013, or I will seek legal counsel.

Thank you.

Sincerely,

Tom Ratto

Thomas Ratto

PUBLIC SCOPING MEETING COMMENT FORM

RECEIVED
JAN 17 2013
EL DORADO COUNTY
BUILDING DEPARTMENT

NAME: Tenley Martinez

ORGANIZATION: Member of Green Springs Ranch Landowners Association (IF APPLICABLE)

ADDRESS: 2021 Marden Drive
Rescue, CA 95672

PHONE: (530) 306-8427

EMAIL: tenleymartinez@gmail.com

*What impacts, mitigation measures and project alternatives do **YOU** think should be considered in the environmental impact report?*

As the owner, builder and resident of the home at 2021 Marden Drive, Rescue, CA for 28 years I have serious concerns about the Dixon Ranch Residential Project. This high density project does not belong on the Dixon Ranch property. Please consider the following issues in the EIR

Bidogical Resources - Proposed construction of road and culverts crossing Green Springs Creek Excavation, erosion, silt, run off of gas/oil on road from estimated 6000 vehicles crossing per day. Elevation between level of Green Springs Creek and Green Valley Road is a tremendous rise / noise of accelerating cars and squealing tires.

Wildlife, water quality - how will it be affected?

Address pollution from 160 landscaped lots, fertilizers, pesticides run off to creek, Folsom Lake bodies of and downstream water.

PLEASE RETURN THIS FORM TO LSA ASSOCIATES, INC. STAFF
OR
Submit your comments by 5:00 p.m. on Thursday Jan. 17, 2013 to:
Pierre Rivas, Principal Planner
Development Service Department
2850 Fairlane Court
Placerville, CA 95667
Email: pierre.rivas@edcgov.us

(1)

PUBLIC SCOPING MEETING COMMENT FORM

NAME: Tenley Martinez

ADDRESS: 2021 Marden Drive
Rescue, CA 95672

ORGANIZATION: Member of Green Springs Ranch Landowner's Association
(IF APPLICABLE)

PHONE: (530) 306-8427

EMAIL: tenleymartinez@gmail.com

*What impacts, mitigation measures and project alternatives do **YOU** think should be considered in the environmental impact report?*

Please address how road crossing the creek with 6000 vehicles per day will comply with EPA National Wildlife Mitigation Action Plan which recommends "no net loss of wetlands" - ponds are only a part of a wetland - how will the proposed road affect aquatic life? - Stream/creek water samples need to be taken to establish baseline populations, clarity, levels of water that run through the creek from Oct. to July. How will the culverts impact water flow/clogging collection of debris coming down the creek as not to flood adjoining property? Studies need to be done during the rainy season and documented before any road can be proposed for construction!

PLEASE RETURN THIS FORM TO LSA ASSOCIATES, INC. STAFF
OR
Submit your comments by 5:00 p.m. on Thursday Jan. 17, 2013 to:
Pierre Rivas, Principal Planner
Development Service Department
2850 Fairlane Court
Placerville, CA 95667
Email: pierre.rivas@edcgov.us

(2)

PUBLIC SCOPING MEETING COMMENT FORM

NAME: Tenley Martinez

ADDRESS: 2021 Marden Drive
Rescue, CA 95672

ORGANIZATION: Member of Green Springs Ranch Landowner's Association
(IF APPLICABLE)

PHONE: (530) 306-8427

EMAIL: tenleymartinez@gmail.com

*What impacts, mitigation measures and project alternatives do **YOU** think should be considered in the environmental impact report?*

Traffic - How will 6000 vehicles per day coming onto Green Valley Road affect safety, noise, air pollution? Address global climate change, ozone levels in summer, take baseline air samples.

Hydrology - How will proposed wells to be drilled affect adjoining land parcels/existing water? My well is close to the Dixon Ranch property line. Will my primary source of water be affected? - where will wells be drilled that are proposed "to manage and maintain the dry season water levels in the 2 ponds at Green Springs Creek"? I have agricultural plantings of Lavender, botanicals that provide products that supplement my retirement income - my livelihood and basic needs are dependent on water from my well.

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OR
Submit your comments by 5:00 p.m. on Thursday Jan. 17, 2013 to:
Pierre Rivas, Principal Planner
Development Service Department
2850 Fairlane Court
Placerville, CA 95667
Email: pierre.rivas@edcgov.us

(3)

PUBLIC SCOPING MEETING COMMENT FORM

NAME: Tenley Martinez

ADDRESS: 2021 Marden Drive
Rescue, CA 95672

ORGANIZATION: Member of Green Spring Ranch Landowners Association
(IF APPLICABLE)

PHONE: (530) 306-8427

EMAIL: tenleymartinez@gmail.com

*What impacts, mitigation measures and project alternatives do **YOU** think should be considered in the environmental impact report?*

Geology/Soils - How will excavation on sloped property affect erosion of topsoil? Will soil run into the creek? Asbestos is an issue. If disturbed will it drift airborn into the creek or onto adjoining property? Will excavating cause an increased level of asbestos in the air? Air samples before excavation must be taken to establish a baseline.

Many other considerations/concerns have been raised. To conclude, a high density project does not respect the pre existing neighboring low density zoned parcels surrounding the Dixon Ranch Property.

PLEASE RETURN THIS FORM TO LSA ASSOCIATES, INC. STAFF
OR
Submit your comments by 5:00 p.m. on Thursday Jan 17, 2013 to:
Pierre Rivas, Principal Planner
Development Service Department
2850 Fairlane Court
Placerville, CA 95667
Email: pierre.rivas@edcgov.us

(4)

PUBLIC SCOPING MEETING COMMENT FORM

NAME: Tenley Martinez

ADDRESS: 2021 Marden Drive
Rescue, CA 95672

ORGANIZATION: Member of Green Springs Ranch Landowners Association
(IF APPLICABLE)

PHONE: (530) 306-8427

EMAIL: tenleymartinez@gmail.com

*What impacts, mitigation measures and project alternatives do **YOU** think should be considered in the environmental impact report?*

Pumping sewage from a high density development through an existing neighborhood is unacceptable. Putting 6000 cars a day onto a 2 laned road (Green Valley) will only increase traffic fatalities, flow and loss of property and human/animal life.

El Dorado County prides itself on respect for nature and healthy lifestyle. Well planned development is possible. However, the Dixon Ranch Project contradicts this.

I was a primary schoolteacher in El Dorado County for 23 years. Our children deserve environmentally responsible development in El Dorado County. Respectfully submitted,

Tenley Martinez

PLEASE RETURN THIS FORM TO LSA ASSOCIATES, INC. STAFF

OR

Submit your comments by 5:00 p.m. on Thursday Jan 17, 2013 to:

Pierre Rivas, Principal Planner
Development Service Department
2850 Fairlane Court
Placerville, CA 95667
Email: pierre.rivas@edcgov.us

(5)

From: Robert R. Morgan & Eleni Morgan
2537 Queenwood Drive
Rancho Cordova, Ca 95670
Owners of lot #72, Green Springs Ranch

January 13, 2013

To: Mr Pierre Rivas
El Dorado County
Development Services Department
2850 Fairlane Court
Placerville, CA 95667

Dear Mr. Rivas:

Thank you for sending us your certified letter, dated 12/14/2012 and soliciting our response regarding the proposed development of the Dixon Ranch. My husband and I have read all previous proposals, copies of which we have received, as well as your letter, carefully.

So, here is our response. Pay attention and evaluate, carefully, only the first topic: **Aesthetics.** And, if you give it the correct, complete evaluation, this will give you the answers you are looking for the remaining topics.

Dixon Ranch, as well as the surrounding land, is a beautiful, bucolic piece of land. Crowded housing development will look ugly and out of place in that area. The best looking plan would be one that allows one acre of land per a unit. If this is applied, it will give you an answer for the rest of the topics. One part that, really, bothers us is the seniors units. Seniors need to be (a) near shopping, and complete medical facilities. There is not all that much in that area. And (b) seniors need peace and quietness. If all those proposed houses are built near and/or around them, they will never be able to have either one.

The best alternative to this project would be one acre per a unit. This, in addition to giving an answer to the other topics listed, will minimize the issue of crime connected with congested areas. We all know that crowded housing areas promote trouble and crime.

We hope and pray that you and the developers of this beautiful land would consider this first, instead of profits.

Recently, my husband and I read a novel written by John D. Mac Donald titled: Barrier Island. I have enclosed a copy of a direct quotation from the book. Hopefully, you will take the time to read it, as it will help you in making your recommendations.

Respectfully,

Robert R. Morgan
Robert R. Morgan

Eleni Morgan
Eleni Morgan

BARRIER ISLAND by John D. Mac Donald (1916-1986)

We're in an endless war with the developers, a very critical and deadly war, and they don't even know they're in one. All they know is that if they are patient enough and generous enough and amiable enough, sooner or later they can pry some more fragile marshland from the politicians and take it away from the people forever. They rip it out of the ecosystem so completely it is as if it never existed. They put up condominiums and increase the sewage load, the traffic load, fire and police protection, water supply, education costs. But they make enough to join the right clubs, drive the right cars and build their own homes overlooking the water. And they go to breakfast work sessions of the Chamber of Commerce and the Committee of One Hundred to talk about the problems of the future of the Gulf area. And after they are dead, the damage they do goes on and on, visited on their descendents forevermore. Their great-grandchildren will live in a world that is drab, dirty, ugly and dangerous. A world composed of an unending Miami or Calcutta or Djakarta, sick and stinking.

Jan 14, 2013

Mr. Rivas -

Thankyou for hearing our concerns regarding the proposed Dixon Ranch high density housing project. We live at 1980 Deer Valley road. This project will be literally in our back yard. We have always planned on this being our retirement home and community, we as most in this area have paid the price to live away from the high traffic, and high density housing areas, Now this project will certainly change all of that. The noise and air pollution alone is reason enough to cancel this in our opinion. We are very adament about not allowing this project to proceed as planned. - Sincerely

Gary + Nancy Kraker

APPENDIX B

TRAFFIC IMPACT ANALYSIS REPORT

Traffic Impact Analysis

Dixon Ranch (WO#5)
El Dorado Hills, California

REVISED FINAL
June 18, 2013

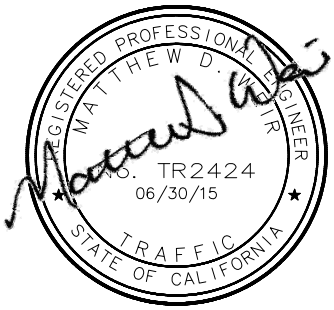
Prepared for:

El Dorado County, California

Prepared by:

Kimley-Horn and Associates, Inc.
11919 Foundation Place, Suite 200
Gold River, California 95670

Phone: (916) 858-5800
Fax: (916) 608-0885



Kimley»Horn

Memorandum

To: Joel Korotkin

From: Matt Weir, P.E., T.E., PTOE

Re: **Traffic Impact Analysis Addendum**
Dixon Ranch – El Dorado Hills, California

Date: May 29, 2014

As requested, I am writing to provide supplemental information in support of our traffic study[1] previously prepared for the above referenced project. The information in this memorandum clarifies and/or expands the content and conclusions of the previous traffic study. Please note that the traffic section of the project's Draft Environmental Impact Report (DEIR) incorporates this information and should, therefore, be considered the comprehensive source for all traffic related information. The following is a discussion of each of the topic areas for which this memorandum has been prepared.

I. Traffic Mitigation Correlation to DEIR

In an effort match the traffic mitigations documented in our previously prepared traffic study[1], **Table 1** provides clarification of how the traffic study and DEIR traffic/transportation mitigation measures correlate:

Table 1 – Traffic Mitigation Summary

Analysis Scenario & Intersection	TIA Mitigation	DEIR Mitigation
Existing (2013) plus Proposed Project		
Intersection #2	M1	TRANS-1
Intersection #12	M2	TRANS-2
EPAP (2018) plus Proposed Project		
Intersection #2	M3	TRANS-3
Intersection #4	M4	TRANS-4
Cumulative (2025) plus Proposed Project		
Intersection #2	M5	TRANS-5
Intersection #4	M6	TRANS-6
Intersection #7	M7	TRANS-7
Intersection #24	M8	TRANS-8
Intersection Queuing		
Intersection #2 and #12	M9 (see Section III below)	TRANS-9

II. Intersection Queuing, Silva Valley Parkway @ US-50 Westbound Ramps

We have evaluated the available storage distance previously documented for the westbound approach to the Silva Valley Parkway intersection with the US-50 Westbound Off-Ramp. As noted in **Table 16** of our original traffic analysis[1], the westbound right-turn lane was previously depicted as having 360-feet of available storage.

[1] *Traffic Impact Analysis, Dixon Ranch (WO#5)*, Kimley-Horn and Associates, Inc., June 18, 2013.

A recent email from the County[2] provided design plans for the current interchange project in which the subject approach lane is shown to have approximately 700-feet of storage. When the storage distance is corrected to match the current design plans (changed from 360-feet to 700-feet), there is no longer a need to address queuing along this approach as the maximum queuing is noted as being 663-feet.

III. TIA Mitigation 9 (M9), Intersection Queuing for Significant LOS Impact Locations

As presented in the **Table 2** below, an additional queuing analysis was prepared to evaluate the intersections that were previously identified[1] as having a significant impact during the operational analyses. The purpose of this analysis was to determine if additional impacts related to queuing would be realized. For this supplemental evaluation, at locations where the addition of the proposed project is anticipated to cause the vehicle queues to exceed the available storage capacity, improvements to decrease the vehicle queues and/or increase the available storage length are recommended. The following summarizes intersection queues that exceed capacity and corresponding improvements that are recommended:

- ***M9, Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road***
  This intersection was previously identified as having significant LOS impacts for Existing (2013), Existing plus Approved Projects (2018), and Cumulative (2025) Conditions.
  - **WBL:** The westbound left-turn pocket at this intersection should be extended to 250-feet (from 105-feet) to accommodate future traffic projections. This extension would require widening Green Valley Road between El Dorado Hills Boulevard and Silva Valley Parkway. The documented queuing currently is utilizing the entire storage space between intersections, but is not exceeding it. This queuing would exceed the storage capacity with future traffic, as well as with the addition of the proposed project. The project increases traffic volumes for this movement and should contribute its proportionate share toward this improvement.
  - **WBT/R:**To accommodate the westbound through queue, an additional westbound through lane should be provided between El Dorado Hills and Silva Valley Parkway that is long enough to accommodate the anticipated queuing and other operational considerations. This mitigation was specified during the operational analysis for Cumulative (2025) conditions. It is important to note that the "Green Valley Road Widening from Salmon Falls Road to Deer Valley Road" project is identified in the current County Capital Improvement Program (CIP) as a "Future" project that "will be built beyond fiscal year 2020/2021." With the widening improvements identified, queuing for the westbound through would be resolved. The queuing impacts currently exist and would continue to worsen with future traffic and the addition of the proposed project. Similar to the operational mitigation discussion for Cumulative (2025) conditions, the project should contribute its proportionate share toward these improvements.
  - **NBT/R:** The northbound through queue extends beyond the next intersection to the south, Timberline Ridge Drive. To prevent blocking of traffic entering and exiting Timberline Ridge Drive, "Keep Clear" markings should be added to northbound El Dorado Hills Boulevard lanes in front of the Timberline Ridge Drive intersection. There is approximately 960-feet beyond Timberline Ridge Drive until the next intersection to the south that would accommodate the queue. The project increases traffic volumes for this movement and should contribute its proportionate share toward these improvements.

[2] Email from Dave Spiegelberg, El Dorado County Department of Transportation, to Brian Allen, CTA Engineering & Surveying.

Table 2 – Intersection Queuing Evaluation Results for Select Locations

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#2, Green Valley Rd @ El Dorado Hills Blvd					
	WBL				
Existing (2013)		105	99	105	75
Existing plus Proposed Project (2013)			**276**		**212**
Existing plus Proposed Project (2013) (Mitigated)			**233**		**208**
EPAP (2018)			**169**		**150**
EPAP plus Proposed Project (2018)			**242**		**203**
EPAP plus Proposed Project (2018) (Mitigated)			**185**		**191**
Cumulative (2025)			**156**		**162**
Cumulative plus Proposed Project (2025)			**210**		**215**
Cumulative plus Proposed Project (2025) (Mitigated)			**131**		**116**
	WBT/R				
Existing (2013)		800	**996**	800	514
Existing plus Proposed Project (2013)			**1254**		706
Existing plus Proposed Project (2013) (Mitigated)			**1083**		639
EPAP (2018)			**1390**		764
EPAP plus Proposed Project (2018)			**1615**		**954**
EPAP plus Proposed Project (2018) (Mitigated)			**1428**		799
Cumulative (2025)			**1660**		**914**
Cumulative plus Proposed Project (2025)			**1885**		**1094**
Cumulative plus Proposed Project (2025) (Mitigated)			550		312
	EBL				
Existing (2013)		85	49	85	**194**
Existing plus Proposed Project (2013)			50		**239**
Existing plus Proposed Project (2013) (Mitigated)			63		**196**
EPAP (2018)			**93**		**272**
EPAP plus Proposed Project (2018)			**93**		**272**
EPAP plus Proposed Project (2018) (Mitigated)			**98**		**264**
Cumulative (2025)			**93**		**291**
Cumulative plus Proposed Project (2025)			**93**		**291**
Cumulative plus Proposed Project (2025) (Mitigated)			69		**179**
	EBT				
Existing (2013)		1820	262	1820	870
Existing plus Proposed Project (2013)			319		1289
Existing plus Proposed Project (2013) (Mitigated)			319		1190
EPAP (2018)			351		1386
EPAP plus Proposed Project (2018)			392		1616
EPAP plus Proposed Project (2018) (Mitigated)			358		1515
Cumulative (2025)			373		1333
Cumulative plus Proposed Project (2025)			417		1564
Cumulative plus Proposed Project (2025) (Mitigated)			160		464

Table 2 – Intersection Queuing Evaluation Results for Select Locations (Continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#2, Green Valley Rd @ El Dorado Hills Blvd (continued)					
	NBL				
Existing (2013)		165	58	165	77
Existing plus Proposed Project (2013)			58		91
Existing plus Proposed Project (2013) (Mitigated)			72		92
EPAP (2018)			72		96
EPAP plus Proposed Project (2018)			72		96
EPAP plus Proposed Project (2018) (Mitigated)			74		100
Cumulative (2025)			89		126
Cumulative plus Proposed Project (2025)			89		126
Cumulative plus Proposed Project (2025) (Mitigated)			62		80
	NBT/R				
Existing (2013)		460	107	460	263
Existing plus Proposed Project (2013)			133		**513**
Existing plus Proposed Project (2013) (Mitigated)			170		**517**
EPAP (2018)			179		**570**
EPAP plus Proposed Project (2018)			190		**638**
EPAP plus Proposed Project (2018) (Mitigated)			178		**611**
Cumulative (2025)			179		**633**
Cumulative plus Proposed Project (2025)			190		**699**
Cumulative plus Proposed Project (2025) (Mitigated)			117		364
	SBR				
Existing (2013)		590	67	590	29
Existing plus Proposed Project (2013)			70		53
Existing plus Proposed Project (2013) (Mitigated)			67		52
EPAP (2018)			107		58
EPAP plus Proposed Project (2018)			107		58
EPAP plus Proposed Project (2018) (Mitigated)			70		34
Cumulative (2025)			145		63
Cumulative plus Proposed Project (2025)			146		63
Cumulative plus Proposed Project (2025) (Mitigated)			55		37
	SBT				
Existing (2013)		590	532	590	147
Existing plus Proposed Project (2013)			559		195
Existing plus Proposed Project (2013) (Mitigated)			360 (SBT)		117 (SBT)
EPAP (2018)			703		240
EPAP plus Proposed Project (2018)			708		248
EPAP plus Proposed Project (2018) (Mitigated)			506 (SBT)		163 (SBT)
Cumulative (2025)			837		253
Cumulative plus Proposed Project (2025)			841		261
Cumulative plus Proposed Project (2025) (Mitigated)			295 (SBT)		98 (SBT)
	SBL				
Existing plus Proposed Project (2013) (Mitigated)		240	165	240	98
EPAP plus Proposed Project (2018) (Mitigated)			185		121
Cumulative plus Proposed Project (2025) (Mitigated)			142		81

Table 2 – Intersection Queuing Evaluation Results for Select Locations (Continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#3, Green Valley Rd @ Silva Valley Pkwy					
	WBL				
Existing (2013)		350	96	350	62
Existing plus Proposed Project (2013)			112		74
EPAP (2018)			136		118
EPAP plus Proposed Project (2018)			285		218
Cumulative (2025)			170		173
Cumulative plus Proposed Project (2025)			**357**		286
#4, Green Valley Rd @ Loch Way					
	NBL				
Existing (2013)		380	12	380	11
Existing plus Proposed Project (2013)			20		21
EPAP (2018)			10		13
EPAP plus Proposed Project (2018)			16		24
EPAP plus Proposed Project (2018) (Mitigated)			6		7
Cumulative (2025)			14		17
Cumulative plus Proposed Project (2025)			23		33
Cumulative plus Proposed Project (2025) (Mitigated)			9		9
	NBR				
Existing (2013)		60	1	60	1
Existing plus Proposed Project (2013)			1		1
EPAP (2018)			1		1
EPAP plus Proposed Project (2018)			1		1
EPAP plus Proposed Project (2018) (Mitigated)			1		1
Cumulative (2025)			1		1
Cumulative plus Proposed Project (2025)			1		2
Cumulative plus Proposed Project (2025) (Mitigated)			1		2
#7, Green Valley Rd @ Deer Valley Rd					
	NBLTR				
Existing (2013)		215	8	215	10
Existing plus Proposed Project (2013)			9		12
EPAP (2018)			10		14
EPAP plus Proposed Project (2018)			11		17
Cumulative (2025)			17		29
Cumulative plus Proposed Project (2025)			20		36
Cumulative plus Proposed Project (2025) (Mitigated)			28		29
	SBLTR				
Existing (2013)		645	17	645	11
Existing plus Proposed Project (2013)			19		13
EPAP (2018)			17		9
EPAP plus Proposed Project (2018)			19		11
Cumulative (2025)			24		14
Cumulative plus Proposed Project (2025)			27		17
Cumulative plus Proposed Project (2025) (Mitigated)			32		23

Table 2 – Intersection Queuing Evaluation Results for Select Locations (Continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#7, Green Valley Rd @ Deer Valley Rd (continued)					
	EBL				
Cumulative plus Proposed Project (2025) (Mitigated)		100	4	100	12
	EBTR				
Cumulative plus Proposed Project (2025) (Mitigated)		1865	71	1865	211
	WBL				
Cumulative plus Proposed Project (2025) (Mitigated)		100	5	100	11
	WBTR				
Cumulative plus Proposed Project (2025) (Mitigated)		3130	157	3130	93
#12, El Dorado Hills Blvd @ Francisco Dr					
	NBL				
Existing (2013)		95	**300**	95	**447**
Existing plus Proposed Project (2013)			**327**		**447**
Existing plus Proposed Project (2013) (Mitigated)			**327**		**457**
EPAP (2018)			**368**		**485**
EPAP plus Proposed Project (2018)			**368**		**485**
Cumulative (2025)			**368**		**485**
Cumulative plus Proposed Project (2025)			**368**		**485**
	NBT				
Existing (2013)		890	96	890	265
Existing plus Proposed Project (2013)			169		360
Existing plus Proposed Project (2013) (Mitigated)			169		368
EPAP (2018)			166		353
EPAP plus Proposed Project (2018)			175		381
Cumulative (2025)			170		357
Cumulative plus Proposed Project (2025)			179		385
	SBL				
Existing (2013)		105	104	105	9
Existing plus Proposed Project (2013)			**139**		9
Existing plus Proposed Project (2013) (Mitigated)			**113**		8
EPAP (2018)			**113**		8
EPAP plus Proposed Project (2018)			**113**		8
Cumulative (2025)			**117**		8
Cumulative plus Proposed Project (2025)			**117**		8
	SBT				
Existing (2013)		300	207	300	157
Existing plus Proposed Project (2013)			**387**		219
Existing plus Proposed Project (2013) (Mitigated)			**315**		200
EPAP (2018)			**324**		185
EPAP plus Proposed Project (2018)			**350**		201
Cumulative (2025)			**326**		185
Cumulative plus Proposed Project (2025)			**352**		201
	EBLTR				
Existing (2013)		2285	488	2285	459
Existing plus Proposed Project (2013)			488		459

Table 2 – Intersection Queuing Evaluation Results for Select Locations (Continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#12, El Dorado Hills Blvd @ Francisco Dr (continued)					
	EBLT				
Existing plus Proposed Project (2013) (Mitigated)			46		38
EPAP (2018)			46		38
EPAP plus Proposed Project (2018)		100	46	100	38
Cumulative (2025)			48		38
Cumulative plus Proposed Project (2025)			48		38
	EBR				
Existing plus Proposed Project (2013) (Mitigated)			410		407
EPAP (2018)			439		450
EPAP plus Proposed Project (2018)		2285	439	2285	450
Cumulative (2025)			439		450
Cumulative plus Proposed Project (2025)			439		450
	WBL/T/R				
Existing (2013)			**240**		**140**
Existing plus Proposed Project (2013)			**240**		**140**
Existing plus Proposed Project (2013) (Mitigated)			**136**		92
EPAP (2018)		110	**137**	110	93
EPAP plus Proposed Project (2018)			**137**		93
Cumulative (2025)			**145**		97
Cumulative plus Proposed Project (2025)			**145**		97
#17, El Dorado Hills Blvd @ US-50 WB Ramps					
	WBR[+]				
Existing (2013)			57		**360**
Existing plus Proposed Project (2013)		185	63	185	**431**
Existing plus Proposed Project (2013) (Mitigated)			95		**336**
EPAP (2018)[+]					
EPAP plus Proposed Project (2018)[+]					
Cumulative (2025)[+]					
Cumulative plus Proposed Project (2025)[+]					
	SBR				
Existing (2013)			**123**		**201**
Existing plus Proposed Project (2013)			**204**		**107**
Existing plus Proposed Project (2013) (Mitigated)			0 (free)		0 (free)
EPAP (2018)		100[*]	0 (free)	100[*]	0 (free)
EPAP plus Proposed Project (2018)			0 (free)		0 (free)
Cumulative (2025)			0 (free)		0 (free)
Cumulative plus Proposed Project (2025)			0 (free)		0 (free)
#18, Latrobe Rd. @ US-50 EB Ramps					
	SBL				
Existing (2013)			140		88
Existing plus Proposed Project (2013)			161		98
EPAP (2018)		350	312	350	259
EPAP plus Proposed Project (2018)			301		250
Cumulative (2025)			181		**579**
Cumulative plus Proposed Project (2025)			181		**579**

Table 2 – Intersection Queuing Evaluation Results for Select Locations (Continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#19, Silva Valley Pkwy @ US-50 EB Ramps					
EBL					
Existing (2013)	750			750	
Existing plus Proposed Project (2013)					
EPAP (2018)			183		349
EPAP plus Proposed Project (2018)			204		390
EPAP plus Proposed Project (2018) (Mitigated)			204		402
Cumulative (2025)			305		455
Cumulative plus Proposed Project (2025)			318		503
NBL					
Existing (2013)	350			350	
Existing plus Proposed Project (2013)					
EPAP (2018)			207		**390**
EPAP plus Proposed Project (2018)			207		**390**
EPAP plus Proposed Project (2018) (Mitigated)			n/a		n/a
Cumulative (2025)			**375**		**584**
Cumulative plus Proposed Project (2025)			**375**		**584**
#20, Silva Valley Pkwy @ US-50 WB Ramps					
WBR					
Existing (2013)	700			700	
Existing plus Proposed Project (2013)					
EPAP (2018)			121		465
EPAP plus Proposed Project (2018)			132		496
Cumulative (2025)			304		637
Cumulative plus Proposed Project (2025)			314		663
SBR					
Existing (2013)	85			85	
Existing plus Proposed Project (2013)					
EPAP (2018)			24		**132**
EPAP plus Proposed Project (2018)			36		**133**
Cumulative (2025)			0 (free)		0 (free)
Cumulative plus Proposed Project (2025)			0 (free)		0 (free)
#24, Silva Valley Pkwy @ Appian Wy					
NBLTR					
Existing (2013)	1665		332	1665	394
Existing plus Proposed Project (2013)			338		409
EPAP (2018)			283		467
EPAP plus Proposed Project (2018)			310		549
Cumulative (2025)			369		589
Cumulative plus Proposed Project (2025)			397		671
Cumulative plus Proposed Project (2025) (Mitigated)			203		436

Table 2 – Intersection Queuing Evaluation Results for Select Locations (Continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#24, Silva Valley Pkwy @ Appian Wy					
	SBLTR				
Existing (2013)		3500	323	3500	262
Existing plus Proposed Project (2013)			341		271
EPAP (2018)			315		362
EPAP plus Proposed Project (2018)			390		410
Cumulative (2025)			355		387
Cumulative plus Proposed Project (2025)			430		436
Cumulative plus Proposed Project (2025) (Mitigated)			233		564
#24, Silva Valley Pkwy @ Appian Wy (continued)					
	EBLTR				
Existing (2013)		390	146	390	63
Existing plus Proposed Project (2013)			146		63
EPAP (2018)			108		54
EPAP plus Proposed Project (2018)			108		54
Cumulative (2025)			133		67
Cumulative plus Proposed Project (2025)			133		67
Cumulative plus Proposed Project (2025) (Mitigated)			41		36
	WBLTR				
Existing (2013)		2025	259	2025	97
Existing plus Proposed Project (2013)			259		97
EPAP (2018)			299		152
EPAP plus Proposed Project (2018)			299		152
Cumulative (2025)			299		152
Cumulative plus Proposed Project (2025)			299		152
Cumulative plus Proposed Project (2025) (Mitigated)			154		76
#26, Green Valley Rd @ Site Access Dwy					
	WBL				
Existing (2013)		100+		100+	
Existing plus Proposed Project (2013)			12		35
EPAP (2018)					
EPAP plus Proposed Project (2018)			12		56
Cumulative (2025)					
Cumulative plus Proposed Project (2025)			12		77

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro© v8.
* Intersection approach with available storage length equal to segment length. + Assumed initial geometry.

- ***M9, #12, El Dorado Hills Boulevard @ Francisco Drive***
  This intersection was previously identified as having significant LOS impacts for Existing (2013), Conditions.
  - **SBT:** The southbound through queue extends beyond the next intersection to the north, Telegraph Hill Road. To prevent blocking of traffic entering and exiting Telegraph Hill Road, "Keep Clear" markings should be added to southbound El Dorado Hills Boulevard lanes in front of the Telegraph Hill Road intersection. There is approximately 440-feet beyond Telegraph Hill Road until the next intersection to the north that would accommodate the queue.

All proposed mitigations for queuing are extensions of turn pockets or "Keep Clear" pavement markings to help minor streets at adjacent intersections access the major roadways. These modifications would not have an effect on other movements at intersections, so no additional analysis was prepared.

It is important to note that approaches at four of the intersections evaluated are also shown to have queuing in excess of available storage. Because the proposed project does not increase traffic volumes for these movements, no additional improvements to mitigate queuing conditions are required. The following is a list of these movements:

- ***Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road***
  - EBL
- ***#12, El Dorado Hills Boulevard @ Francisco Drive***
  - NBL
  - SBL
  - WBL/T/R
- ***#18, Latrobe Road @ US-50 EB Ramps***
  - SBL
- ***#19, Silva Valley Parkway @ US-50 EB Ramps***
  - NBL

IV. Intersection Fair Share Calculations

For locations at which the proposed project was determined to contribute traffic to conditions already operating at a substandard level, the project's "fair share" proportion was calculated. This calculation was prepared in accordance with Caltrans' standard methodology[3].

Accordingly, using both the intersection LOS impacts per the previous traffic study, and the intersection queuing impacts per the discussion above, **Table 3** provides a summary of the proposed project's fair share contributions to the applicable significant impacts.

Table 3 – Traffic Impact Fair Share Summary

Int.	Intersection	Required Mitigation	Scenario	Fair Share %
#2	GVR at EDH/SFR	Change the northbound and southbound signal phasing from split-phased to concurrent protected left turns.	2018	**46%**
#2	GVR at EDH/SFR	Add an additional through lane in each direction along Green Valley Road	2025	**33%**
#2	GVR at EDH/SFR	The westbound left-turn pocket at this intersection should be extended to 250' (from 105')	2018	**61%**
#2	GVR at EDH/SFR	"KEEP CLEAR" markings should be added to northbound EDH lanes in front of Timberline Ridge Drive intersection	2018	**27%**
#12	EDH at Francisco	"KEEP CLEAR" markings should be added to southbound EDH lanes in front of the Telegraph Hill Road intersection.	2018	**26%**
#7	GVR at Deer Valley	Add traffic signal	2025	**32%**
#24	Silva Valley at Appian	Add traffic signal	2025	**35%**

[3] *Guide for the Preparation of Traffic Impact Studies*, Caltrans, December 2002.

EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for Dixon Ranch, an approximately 280-acre project proposed to be developed with up to 604 new residential units (444 single-family detached units and 160 age-restricted single-family detached units), and a 3.5-acre soccer park (the "proposed project" or "project"). The project site has one existing residence which will remain. The project site is generally located south of Green Valley Road, east of Silva Valley Parkway in El Dorado Hills, 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 El Dorado County Department of Transportation's *Traffic Impact Study Protocols and Procedures*, and the scope of work provided by a representative of the County.

Primary access to the site will be provided via two driveways along Green Valley Road, one right-in/right-out, and one full access. All other access points are proposed to be emergency use only. The following intersections are included in this evaluation:

1. Green Valley Road @ Francisco Drive
2. Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
3. Green Valley Road @ Silva Valley Parkway/Allegheny Road
4. Green Valley Road @ Loch Way
5. *Green Valley Road @ Wilson Estates Connector (Future)*
6. Green Valley Road @ Malcolm Dixon Road
7. Green Valley Road @ Deer Valley Road
8. *Green Valley Road @ Silver Springs Parkway (Future)*
9. Green Valley Road @ Bass Lake Road
10. Green Valley Road @ Cambridge Road
11. Green Valley Road @ Cameron Park Drive
12. El Dorado Hills Boulevard @ Francisco Drive
13. El Dorado Hills Boulevard @ Harvard Way
14. El Dorado Hills Boulevard @ Serrano Parkway
15. El Dorado Hills Boulevard @ Saratoga Way (North)
16. El Dorado Hills Boulevard @ Saratoga Way (South)
17. El Dorado Hills Boulevard @ US-50 Westbound Ramps
18. Latrobe Road @ US-50 Eastbound Ramps
19. *Silva Valley Parkway @ US-50 Eastbound Ramps (Future)*
20. *Silva Valley Parkway @ US-50 Westbound Ramps (Future)*
21. *Silva Valley Parkway @ Country Club Drive (Future)*
22. Silva Valley Parkway @ Serrano Parkway
23. Silva Valley Parkway @ Harvard Way
24. Silva Valley Parkway @ Appian Way
25. *Green Valley Road @ Site Access Driveway (Right-in/Right-out) (Future)*
26. *Green Valley Road @ Site Access Driveway (Full access) (Future)*

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

A. Existing (2013) Conditions
B. Existing (2013) plus Proposed Project Conditions
C. Existing plus Approved Projects (2018) Conditions
D. Existing plus Approved Projects (2018) plus Proposed Project Conditions
E. Cumulative (2025) Conditions
F. Cumulative (2025) plus Proposed Project Conditions

Significant findings of this study include:

- The proposed project is estimated to generate 4,931 total daily trips, with 379 trips occurring during the AM peak-hour, and 484 trips occurring during the PM peak-hour.

- The proposed project is not consistent with the *2004 General Plan* land use designation and zoning density for the site (Low Density Residential). Therefore, the proposed project does satisfy the first criterion for determining if a new cumulative 2025 analysis is required in addition to the analysis already completed for the County's *General Plan*. According to information provided by a representative of the County it is necessary to re-run the County's travel demand model by adding an additional 294 single-family dwelling units to the Traffic Analysis Zone (TAZ) in which the project is located to reflect the addition of the proposed project.

- As defined by the County, the addition of the proposed project to the Existing (2013), Existing plus Approved Projects (2018), and Cumulative (2025) scenarios significantly worsens conditions at multiple study intersections. However, these impacts can be mitigated to be *less than significant*. The following is a summary of the required mitigation measures which are *presumed to be the project's sole responsibility:*

  Existing (2013) plus Proposed Project
  - Mitigation (M1) - modifying the lane configuration on the southbound approach at Intersection #2 (Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road). The modified southbound lane configuration will result in the following: one left-turn lane, one through lane, and one right-turn lane. The existing right-of-way and pavement widths along Salmon Falls Road, immediately north of Green Valley Road, appear to provide adequate space to accommodate the additional southbound approach lane.

  Existing plus Approved Projects (2018) plus Proposed Project
  - Mitigation (M4) - adding a two-way left-turn lane along Green Valley Road in the immediate vicinity of Intersection #4 (Green Valley Road @ Loch Way). The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic.

Cumulative (2025) plus Proposed Project

- Mitigation (M6) (same as M4) - adding a two-way left-turn lane along Green Valley Road in the immediate vicinity of Intersection #4 (Green Valley Road @ Loch Way). The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic.

- The significant impacts and associated mitigation measures identified in this report represent the effect of the full proposed project (604-units) added to Existing (2013) and EPAP (2018) Conditions. It is important to note that the necessity for, and the timing of the various mitigations measures could differ from what is presented based on potential phased project implementation.

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INTRODUCTION

This report documents the results of a traffic impact analysis completed for Dixon Ranch, an approximately 280-acre project proposed to be developed with up to 604 new residential units (444 single-family detached units and 160 age-restricted single-family detached units), and a 3.5-acre soccer park (the "proposed project" or "project"). The project site has one existing residence which will remain. The project site is generally located south of Green Valley Road, east of Silva Valley Parkway in El Dorado Hills, 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 El Dorado County Department of Transportation's *Traffic Impact Study Protocols and Procedures*, and the scope of work provided by a representative of the County[1].

The remaining sections of this report document the proposed project, analysis methodologies, impacts and mitigation, and general study conclusions.

PROJECT DESCRIPTION

The project site is proposed to be developed with 444 single-family detached dwelling units, 160 age-restricted single-family detached units, and a 3.5-acre soccer park. The existing site residence will remain. Primary access to the site will be provided via two driveways along Green Valley Road, one right-in/right-out, and one full access. All other access points are proposed to be emergency use only. The project location is shown in Figure 1, and the proposed project site plan is shown in Figure 2. The following intersections are included in this evaluation:

1. Green Valley Road @ Francisco Drive
2. Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
3. Green Valley Road @ Silva Valley Parkway/Allegheny Road
4. Green Valley Road @ Loch Way
5. *Green Valley Road @ Wilson Estates Connector (Future)*
6. Green Valley Road @ Malcolm Dixon Road
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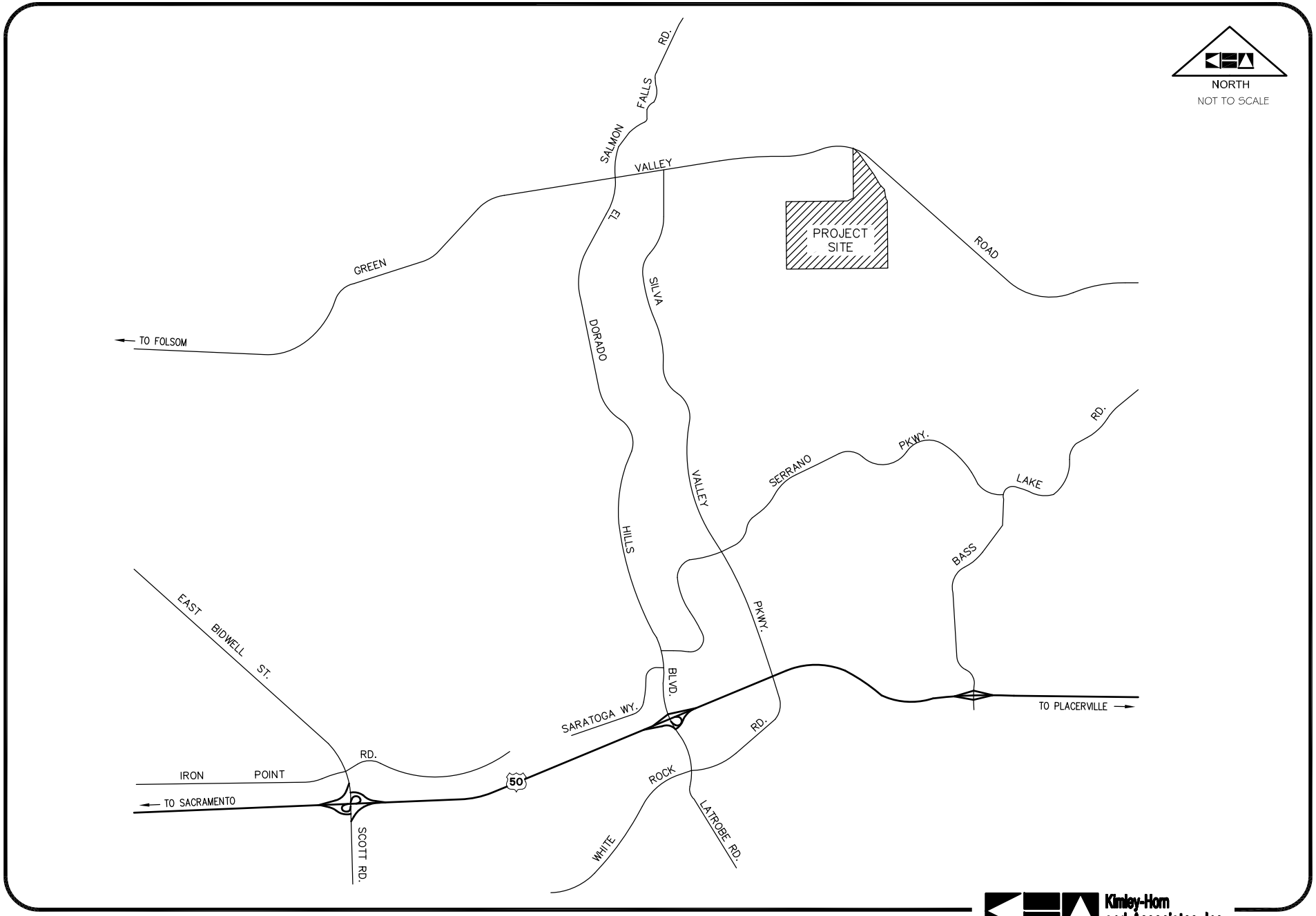
23. Silva Valley Parkway @ Harvard Way
24. Silva Valley Parkway @ Appian Way
25. *Green Valley Road @ Site Access Driveway (Right-in/Right-out) (Future)*
26. *Green Valley Road @ Site Access Driveway (Full access) (Future)*

Figure 3 illustrates the study facilities, existing traffic control, and existing lane configurations.

[1] Memorandum from Chirag Safi, Kittelson & Associates, Inc., to Eileen Crawford and Natalie Porter, El Dorado County DOT, November 15, 2012.



Kimley-Horn and Associates, Inc.

FIGURE 1

PROJECT VICINITY MAP

DIXON RANCH

EL DORADO HILLS, CA

SITE PLAN
DIXON RANCH

COUNTY OF EL DORADO | MARCH, 2013 | STATE OF CALIFORNIA

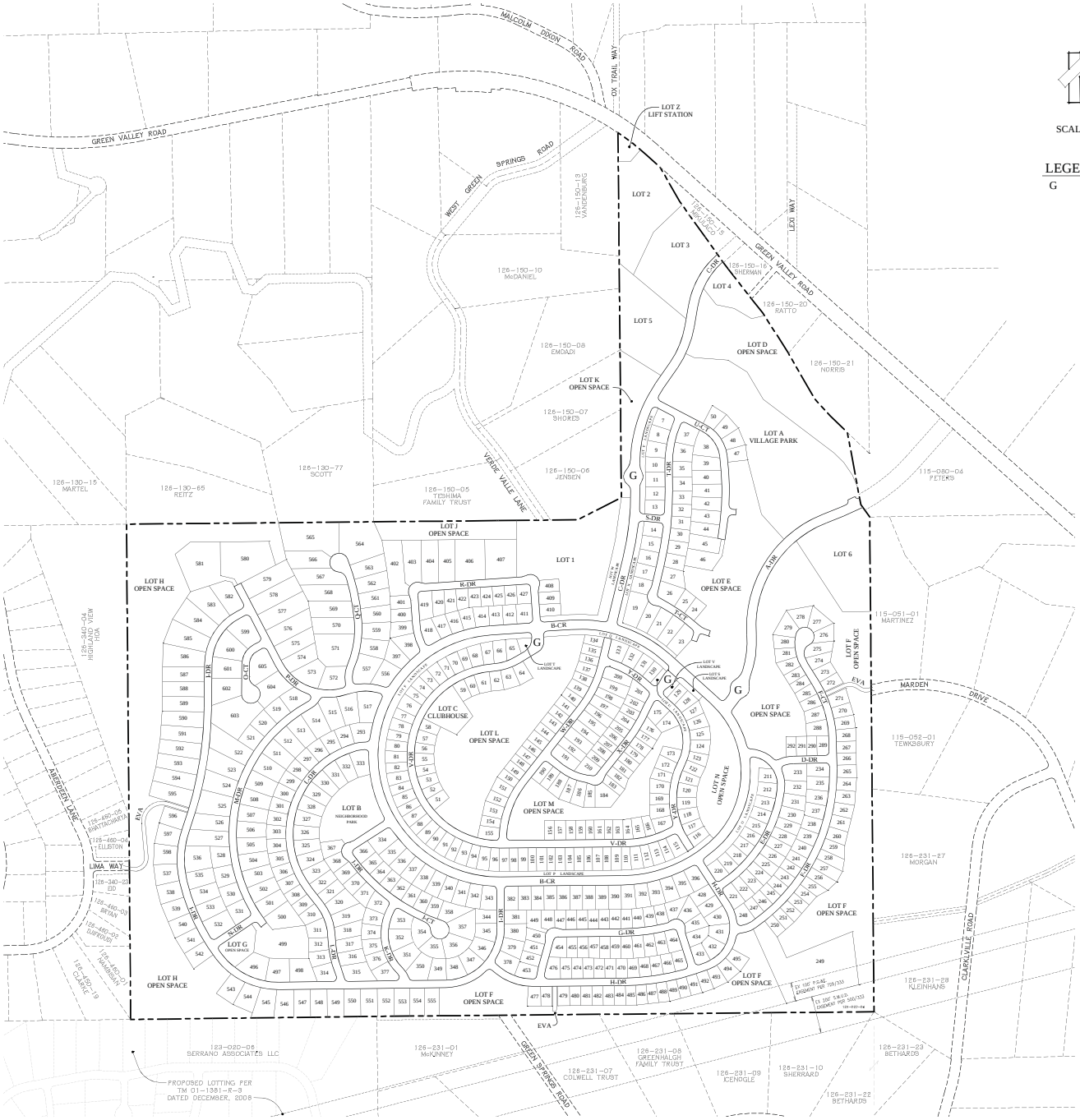


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Figure 2 - Proposed Project Site Plan

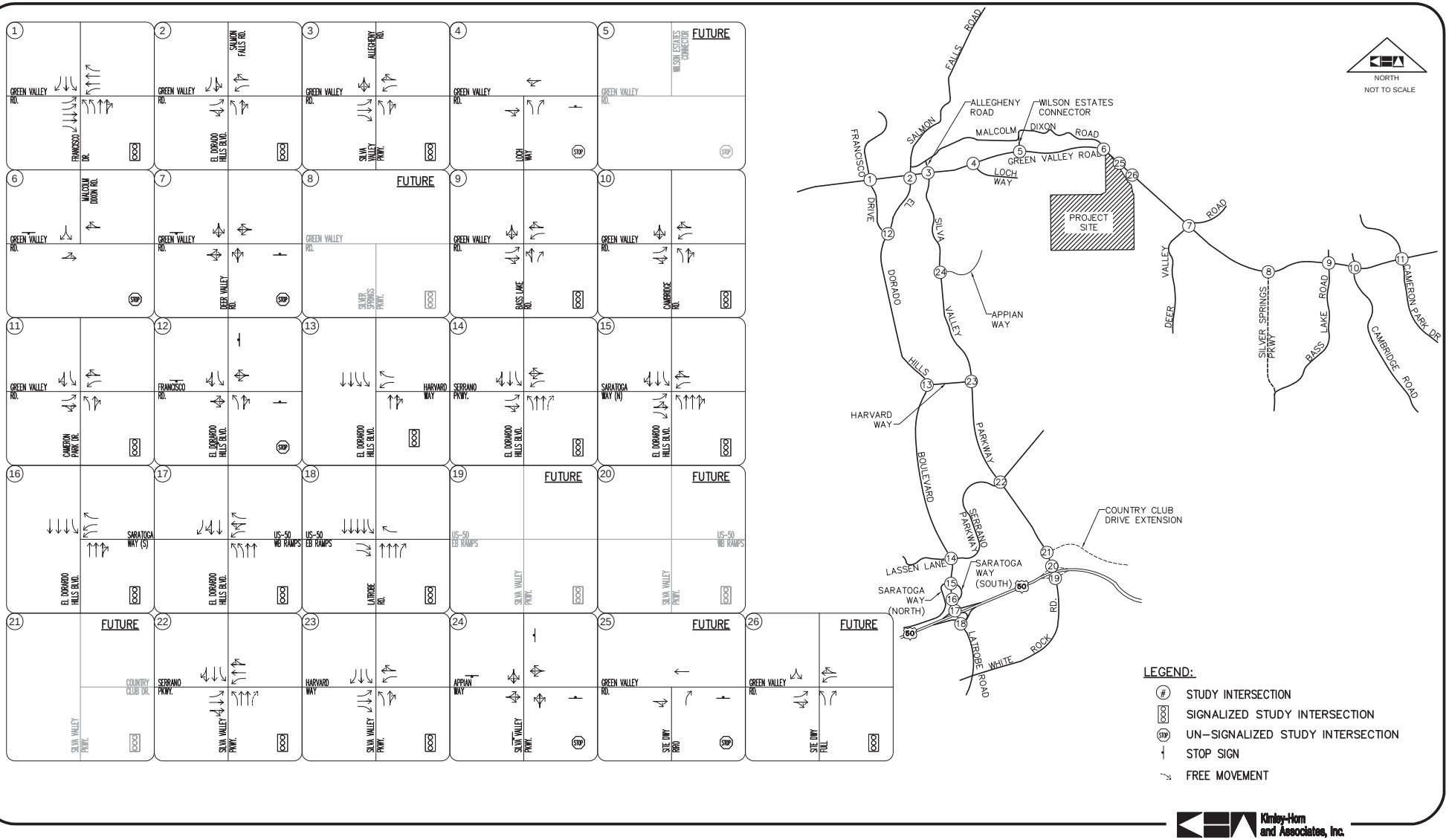


FIGURE 3

STUDY INTERSECTIONS, TRAFFIC CONTROL, AND LANE GEOMETRIES

DIXON RANCH
EL DORADO HILLS, CA

PROJECT AREA ROADWAYS

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

US Route 50 (US-50) is an east-west freeway located south of the project site. Generally, US-50 serves all of El Dorado County's major population centers and provides connections to Sacramento County to the west and the State of Nevada to the east. Primary access to the project site from US-50 is provided at the El Dorado Hills Boulevard/Latrobe Road interchange with supplemental access via the Silva Valley Parkway interchange beginning with the year 2018 analysis scenarios. Within the general project area, US-50 currently serves approximately 91,000 vehicles per day[2] (vpd) with three westbound and four eastbound travel lanes, west of El Dorado Hills Boulevard/Latrobe Road.

Green Valley Road is an east-west arterial roadway that connects Placerville with western portions of El Dorado County and eastern Sacramento County, south of Folsom Lake. Through the project area, Green Valley Road provides one travel lane in each direction and serves approximately 11,000 vehicles per day[3].

El Dorado Hills Boulevard is a north-south arterial roadway that provides a primary connection to US-50 for western El Dorado County. Just north of US-50 this roadway carries approximately 31,700 vpd[3] with three travel lanes in each direction. North of Green Valley Road, El Dorado Hills Boulevard becomes Salmon Falls Road. At the time of this study, the US-50 interchange with El Dorado Hills Boulevard/Latrobe Road was under construction. These improvements are assumed for year 2018 and 2025 analysis scenarios.

Silva Valley Parkway is a north-south collector roadway that connects Green Valley Road with Serrano Parkway and eventually US-50. Silva Valley Parkway provides one travel lane in each direction and serves approximately 6,200 vpd[3] just south of Green Valley Road. The initial phase of a new US-50 interchange with Silva Valley Parkway was assumed to be constructed prior to the year 2018 analysis scenarios, with the ultimate configuration operational prior to the year 2025 analysis scenarios.

ASSESSMENT OF PROPOSED PROJECT

Proposed Project Trip Generation

The number of trips anticipated to be generated by the proposed project were derived using data included in *Trip Generation, 9th Edition,* published by the Institute of Transportation Engineers (ITE). The anticipated trip generation characteristics for the proposed project are depicted in Table 1.

Table 1 – Proposed Project Trip Generation

Land Use (ITE Code)	Size (units/# fields)	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	IN		OUT		Total Trips	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
Single-Family Detached Housing (210)	444	4,139	321	25%	80	75%	241	402	63%	253	37%	149
Senior Adult Housing-Detached (251)	160	720	57	35%	20	65%	37	64	61%	39	39%	25
Soccer Complex (488)	1	72	1	57%	1	43%	0	18	67%	12	33%	6
Net New External Trips:		***4,931***	***379***		***101***		***278***	***484***		***304***		***180***

Source: *Trip Generation, 9th Edition* , ITE.

As shown in Table 1, the proposed project is estimated to generate 4,931 daily trips, with 379 trips occurring during the AM peak-hour, and 484 trips occurring during the PM peak-hour.

[2] Caltrans Traffic and Vehicle Data Systems Unit, http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2011all/index.html
[3] El Dorado County Department of Transportation, 2012.

Proposed Project Trip Distribution

The distribution of project traffic was based on information approved and provided by a representative of the County[4]. The project trip distribution percentages for all analysis scenarios are illustrated in Figure 4. The resulting AM and PM peak-hour traffic volumes attributed to the proposed project are illustrated in Figure 5 and Figure 6.

TRAFFIC IMPACT ANALYSIS METHODOLOGY

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. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software.

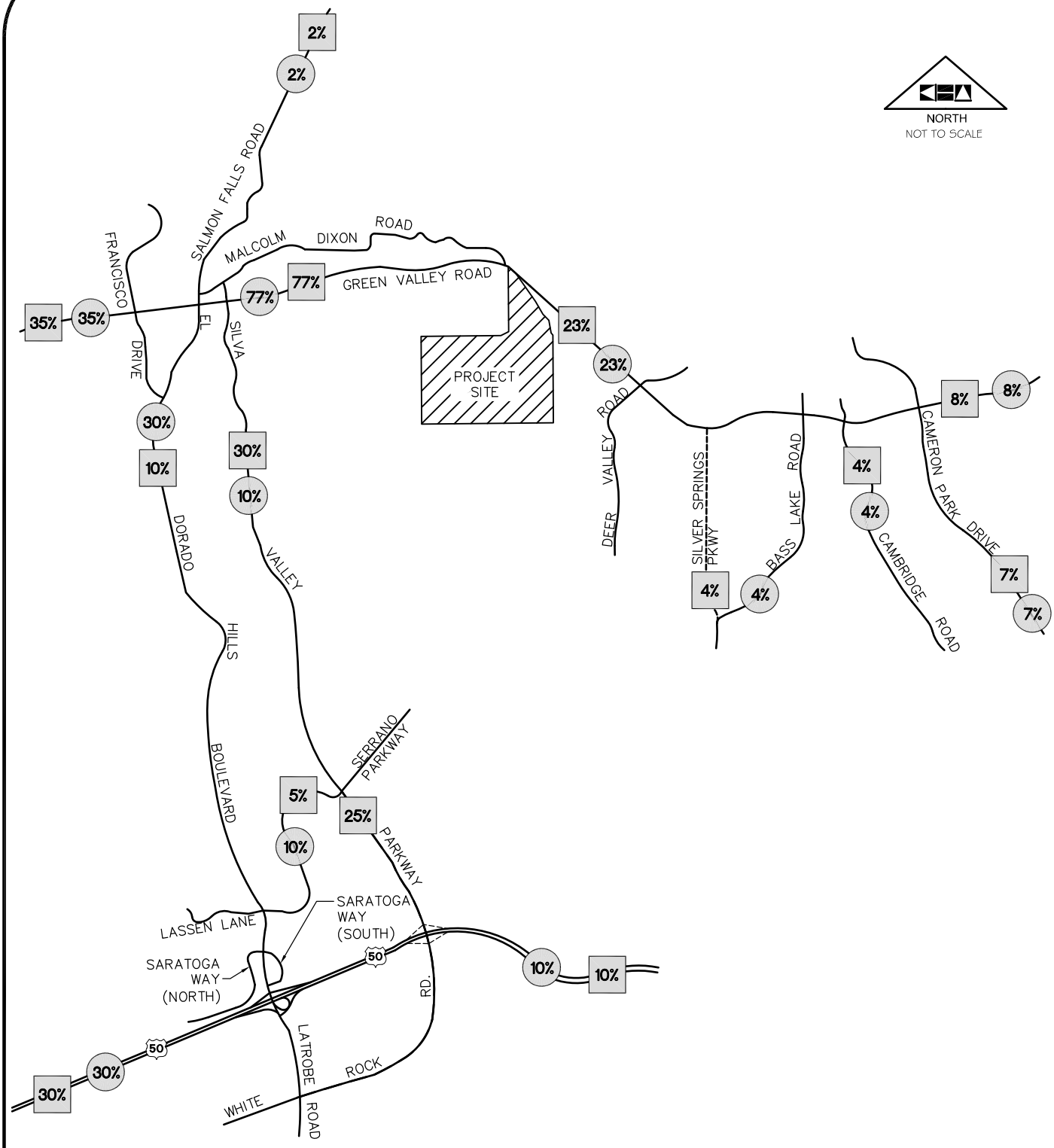
The HCM includes procedures for analyzing two-way stop controlled (TWSC), all-way stop controlled (AWSC), and signalized intersections. The TWSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. Table 2 presents intersection LOS definitions as defined in the HCM.

Table 2 – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Control Delay per Vehicle (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, 2000
* Applied to the worst lane/lane group(s) for TWSC

[4] Email from Chirag Safi, Kittelson & Associates, Inc., February 19, 2013.



LEGEND:

XX% EXISTING (2013) DISTRIBUTION PERCENTAGE

XX% EXISTING PLUS APPROVED PROJECTS (2018) DISTRIBUTION PERCENTAGE

Kimley-Horn and Associates, Inc.

FIGURE 4

PROPOSED PROJECT TRIP DISTRIBUTION

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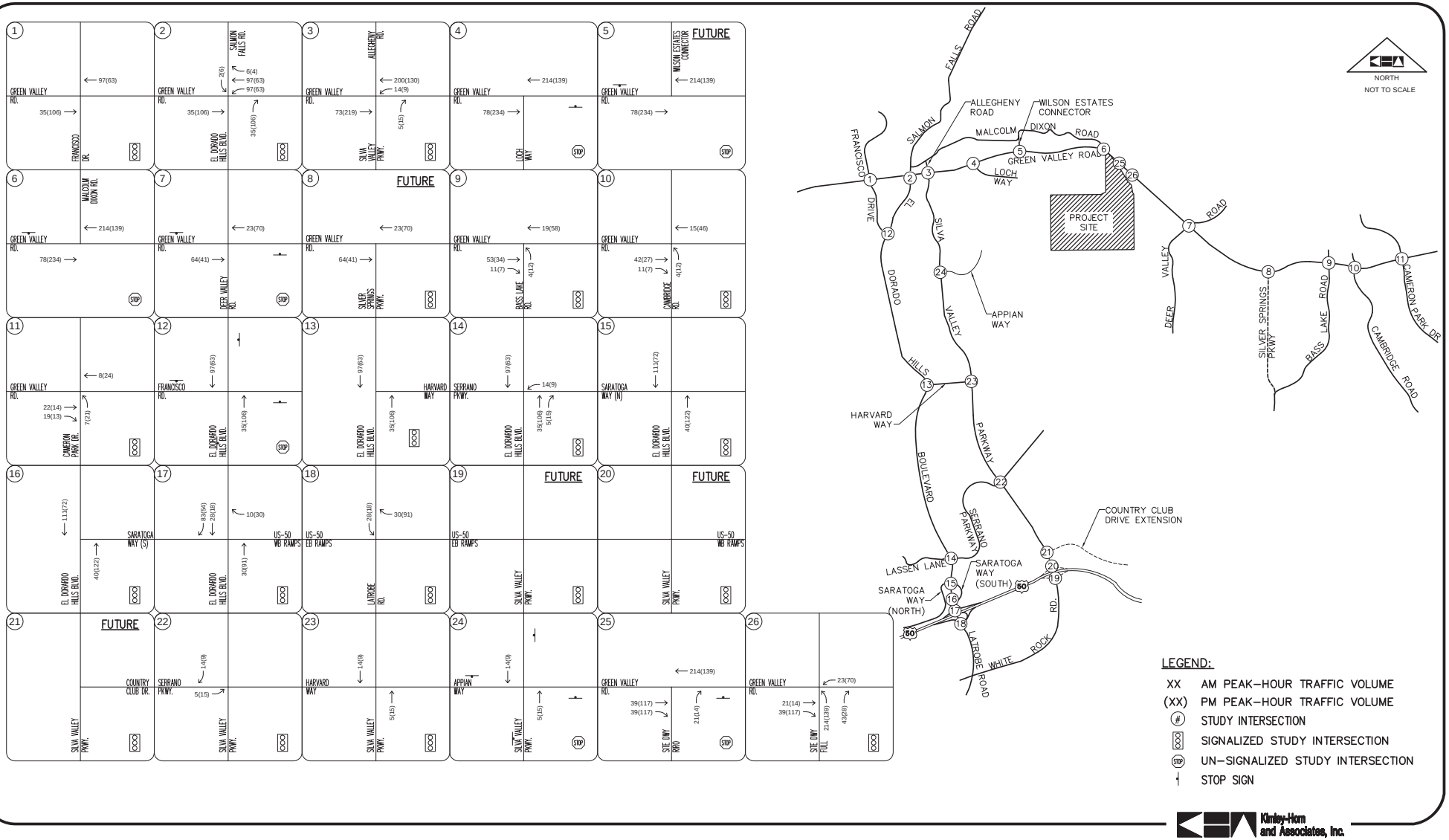

FIGURE 5

PROPOSED PROJECT TRIP ASSIGNMENT (EXISTING (2013))

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EL DORADO HILLS, CA

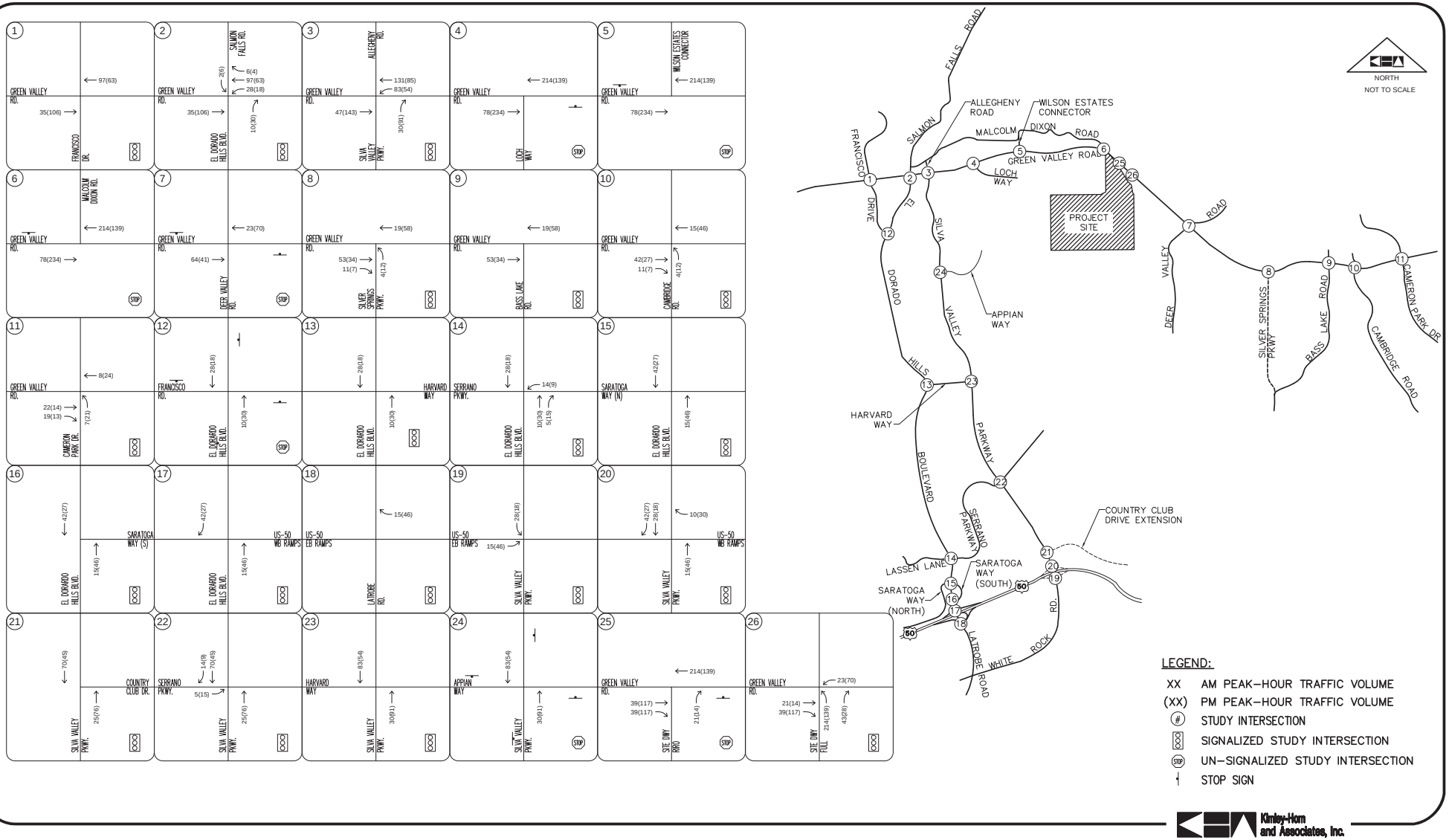

FIGURE 6

PROPOSED PROJECT TRIP ASSIGNMENT (EXISTING PLUS APPROVED PROJECTS (2018))

DIXON RANCH
EL DORADO HILLS, CA

Consistency with General Plan Land Use Designation

According to the County's *Protocols*:

> "[A] Each traffic impact study must provide a review of a proposed project's consistency with the land use designations and zoning densities of the 2004 County General Plan to determine if the project is consistent with such designation(s) as applicable within the proposed project area…[B] If a proposed project is of a magnitude that is clearly within the amount of development which was anticipated in the traffic study conducted for the General Plan, then the General Plan's traffic analysis will serve as the basis for the cumulative traffic analysis of the project."

The proposed project is not consistent with the *2004 General Plan* land use designation and zoning density for the site (Low Density Residential)[5]. Therefore, the proposed project does satisfy the first criterion [A] for determining if a new cumulative 2025 analysis is required in addition to the analysis already completed for the County's *General Plan*. According to information provided by a representative of the County[6] it is necessary to re-run the County's travel demand model by adding an additional 294 single-family dwelling units (see the Cumulative (2025) plus Proposed Project Conditions discussion for details pertaining to the translation of age restricted units to traditional single family dwelling units) to the Traffic Analysis Zone (TAZ) in which the project is located to reflect the addition of the proposed project.

Based on the above criteria and the County's requirements, this LOS analysis was conducted for the study facilities for the following scenarios:

A. Existing (2013) Conditions
B. Existing (2013) plus Proposed Project Conditions
C. Existing plus Approved Projects (2018) Conditions
D. Existing plus Approved Projects (2018) plus Proposed Project Conditions
E. Cumulative (2025) Conditions
F. Cumulative (2025) plus Proposed Project Conditions

The following is a discussion of the analyses for these scenarios.

EXISTING (2013) CONDITIONS

Nineteen (19) new weekday AM and PM peak-period intersection turning movement traffic counts were conducted in January 2013. These counts were conducted between the hours of 6:30 a.m. and 9:30 a.m., and 3:30 p.m. and 6:30 p.m. The other seven (7) study intersections do not exist today, and are not contemplated in this analysis scenario.

Existing (2013) peak-hour turn movement volumes are presented in Figure 7, and the traffic count data sheets are provided in Appendix A. Table 3 presents the peak-hour intersection operating conditions for this analysis scenario.

[5] *2004 General Plan Land Use Diagram*, El Dorado County Planning Department.
[6] Email from Chirag Safi, Kittelson & Associates, Inc., February 28, 2013.

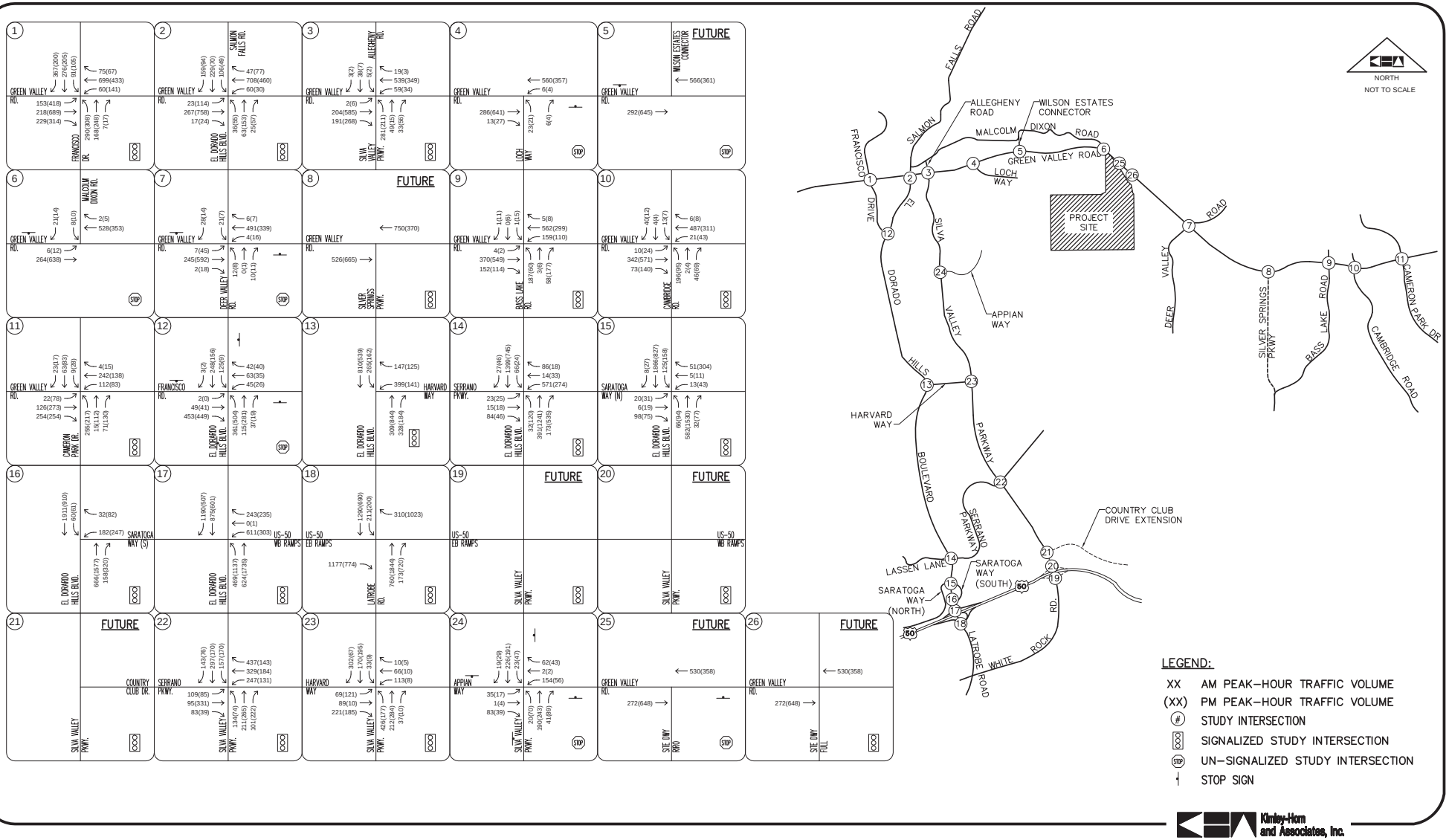

FIGURE 7

EXISTING (2013) PEAK–HOUR TRAFFIC VOLUMES

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Table 3 – Existing (2013) Intersection Levels of Service

#	Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Green Valley Rd @ Francisco Dr	Signal	29.5	C	52.6	D
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Signal	63.8	E	43.4	D
3	Green Valley Rd @ Silva Valley Pkwy/Allegheny Rd	Signal	31.5	C	19.0	B
4	Green Valley Rd @ Loch Wy	TWSC*	19.2 (NBL)	C	24.3 (NBL)	C
5	Green Valley Rd @ Wilson Estates Connector	*Not Studied in this Analysis Scenario*				
6	Green Valley Rd @ Malcolm Dixon Rd	TWSC*	14.3 (SB)	B	16.0 (SB)	C
7	Green Valley Road @ Deer Valley Rd	TWSC*	17.1 (SB)	C	21.9 (SB)	C
8	Green Valley Rd @ Silver Springs Pkwy	*Not Studied in this Analysis Scenario*				
9	Green Valley Rd @ Bass Lake Rd	Signal	36.7	D	21.1	C
10	Green Valley Rd @ Cambridge Rd	Signal	22.5	C	20.4	C
11	Green Valley Rd @ Cameron Park Dr	Signal	32.4	C	30.4	C
12	El Dorado Hills Blvd @ Francisco Dr	AWSC	**87.5**	**F**	**68.9**	**F**
13	El Dorado Hills Blvd @ Harvard Wy	Signal	16.0	B	10.5	B
14	El Dorado Hills Blvd @ Serrano Pkwy	Signal	41.9	D	16.1	B
15	El Dorado Hills Blvd @ Saratoga Way (North)	Signal	14.5	B	20.2	C
16	El Dorado Hills Blvd @ Saratoga Way (South)	Signal	5.7	A	15.8	B
17	El Dorado Hills Blvd @ US-50 WB Ramps	Signal	44.6	D	36.5	D
18	Latrobe Rd @ US-50 EB Ramps	Signal	12.4	B	11.1	B
19	Silva Valley Pkwy @ US-50 EB Ramps	*Not Studied in this Analysis Scenario*				
20	Silva Valley Pkwy @ US-50 WB Ramps					
21	Silva Valley Pkwy @ Country Club Dr					
22	Silva Valley Pkwy @ Serrano Pkwy	Signal	38.8	D	35.0	D
23	Silva Valley Pkwy @ Harvard Wy	Signal	30.4	C	15.1	B
24	Silva Valley Pkwy @ Appian Wy	AWSC	22.5	C	13.6	B
25	Green Valley Rd @ Site Access Dwy (Right-in/Right-out)	*Plus Project Scenarios Only*				
26	Green Valley Rd @ Site Access Dwy					

* Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**

As indicated in Table 3, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours. Analysis worksheets for this scenario are provided in Appendix B.

EXISTING (2013) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed project was added to the existing traffic volumes and levels of service were determined at the study intersections. Table 4 provides a summary of the intersection analysis and Figure 8 provides the AM and PM peak-hour traffic volumes at the study intersections for this analysis scenario.

As indicated in Table 4, the study intersections operate from LOS A to LOS F with the addition of project traffic during the AM and PM peak-hours. The analysis worksheets for this scenario are provided in Appendix C.

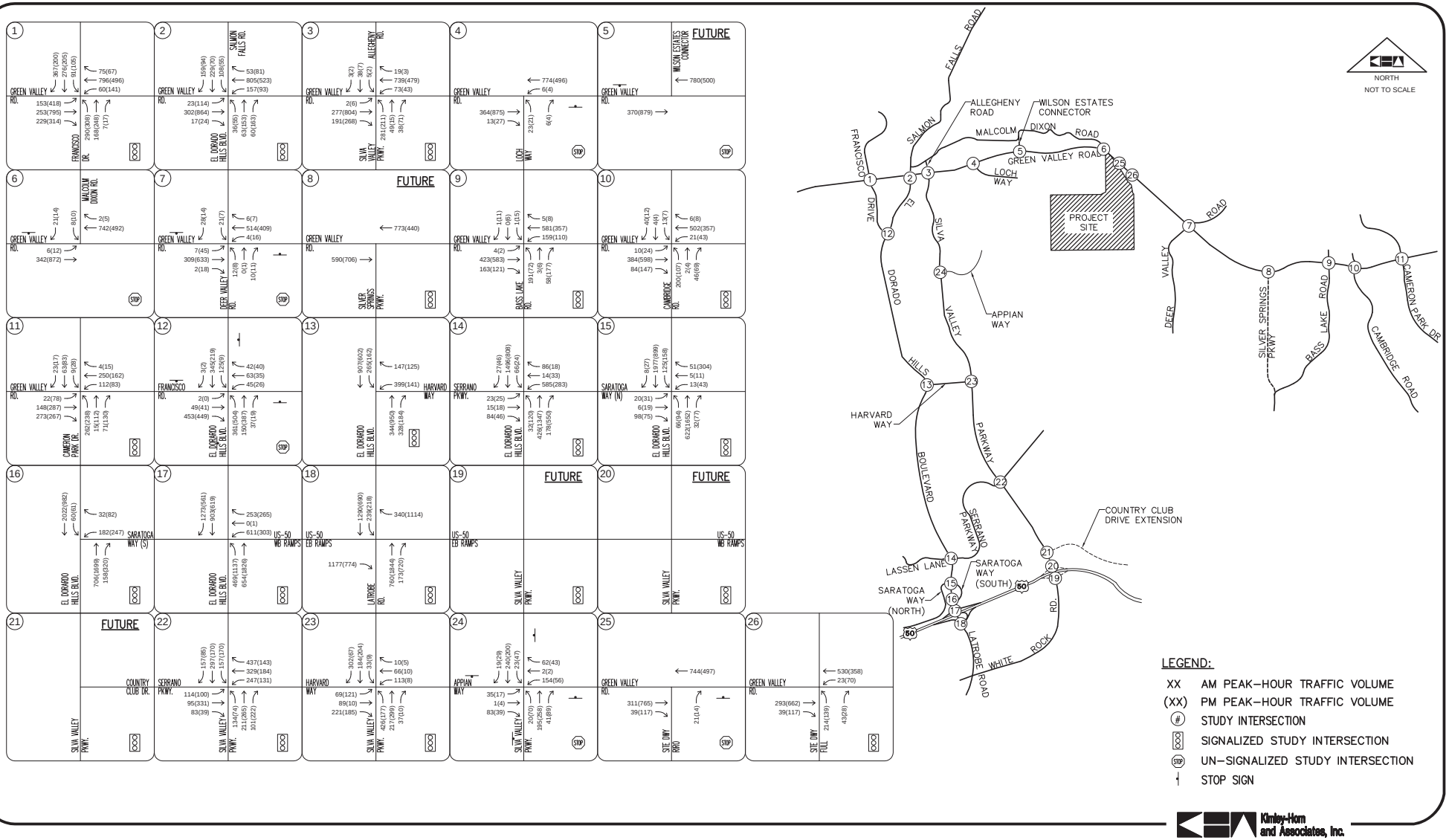

FIGURE 8

EXISTING (2013) PLUS PROPOSED PROJECT PEAK–HOUR TRAFFIC VOLUMES

DIXON RANCH
EL DORADO HILLS, CA

Table 4 – Existing (2013) and Existing (2013) plus Proposed Project Intersection Levels of Service

#	Intersection	Analysis Scenario[+]	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (sec)	LOS	Delay (sec)	LOS
1	Green Valley Rd @ Francisco Dr	Exist.	Signal	29.5	C	52.6	D
		Exist.+PP		30.9	C	53.1	D
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Exist.	Signal	63.8	E	43.4	D
		Exist.+PP		**87.7**	**F**	77.8	E
3	Green Valley Rd @ Silva Valley Pkwy/Allegheny Rd	Exist.	Signal	31.5	C	19.0	B
		Exist.+PP		37.3	D	22.7	C
4	Green Valley Rd @ Loch Wy	Exist.	TWSC[*]	19.2 (NBL)	C	24.3 (NBL)	C
		Exist.+PP		28.9 (NBL)	D	44.6 (NBL)	E
5	Green Valley Rd @ Wilson Estates Connector	Exist.	*Not Studied in these Analysis Scenarios*				
		Exist.+PP					
6	Green Valley Rd @ Malcolm Dixon Rd	Exist.	TWSC[*]	14.3 (SB)	B	16.0 (SB)	C
		Exist.+PP		19.2 (SB)	C	23.9 (SB)	C
7	Green Valley Road @ Deer Valley Rd	Exist.	TWSC[*]	17.1 (SB)	C	21.9 (SB)	C
		Exist.+PP		18.8 (SB)	C	25.3 (SB)	D
8	Green Valley Rd @ Silver Springs Pkwy	Exist.	*Not Studied in these Analysis Scenarios*				
		Exist.+PP					
9	Green Valley Rd @ Bass Lake Rd	Exist.	Signal	36.7	D	21.1	C
		Exist.+PP		47.4	D	22.2	C
10	Green Valley Rd @ Cambridge Rd	Exist.	Signal	22.5	C	20.4	C
		Exist.+PP		24.0	C	21.3	C
11	Green Valley Rd @ Cameron Park Dr	Exist.	Signal	32.4	C	30.4	C
		Exist.+PP		36.8	D	32.6	C
12	El Dorado Hills Blvd @ Francisco Dr	Exist.	AWSC	**87.5**	**F**	**68.9**	**F**
		Exist.+PP		**110.7**	**F**	**78.5**	**F**
13	El Dorado Hills Blvd @ Harvard Wy	Exist.	Signal	16.0	B	10.5	B
		Exist.+PP		16.4	B	10.8	B
14	El Dorado Hills Blvd @ Serrano Pkwy	Exist.	Signal	41.9	D	16.1	B
		Exist.+PP		45.7	D	15.9	B
15	El Dorado Hills Blvd @ Saratoga Way (North)	Exist.	Signal	14.5	B	20.2	C
		Exist.+PP		14.4	B	20.2	C
16	El Dorado Hills Blvd @ Saratoga Way (South)	Exist.	Signal	5.7	A	15.8	B
		Exist.+PP		5.6	A	15.4	B
17	El Dorado Hills Blvd @ US-50 WB Ramps	Exist.	Signal	44.6	D	36.5	D
		Exist.+PP		51.8	D	44.6	D
18	Latrobe Rd @ US-50 EB Ramps	Exist.	Signal	12.4	B	11.1	B
		Exist.+PP		12.4	B	11.2	B
19	Silva Valley Pkwy @ US-50 EB Ramps	Exist.	*Not Studied in these Analysis Scenarios*				
		Exist.+PP					
20	Silva Valley Pkwy @ US-50 WB Ramps	Exist.					
		Exist.+PP					
21	Silva Valley Pkwy @ Country Club Dr	Exist.					
		Exist.+PP					
22	Silva Valley Pkwy @ Serrano Pkwy	Exist.	Signal	38.8	D	35.0	D
		Exist.+PP		39.0	D	36.4	D
23	Silva Valley Pkwy @ Harvard Wy	Exist.	Signal	30.4	C	15.1	B
		Exist.+PP		30.7	C	15.1	B
24	Silva Valley Pkwy @ Appian Wy	Exist.	AWSC	22.5	C	13.6	B
		Exist.+PP		24.7	C	14.3	B
25	Green Valley Rd @ Site Access Dwy (Right-in/Right-out)	Exist.	*Plus Project Scenarios Only*				
		Exist.+PP	TWSC[*]	10.4 (NBR)	B	16.1 (NBR)	C
26	Green Valley Rd @ Site Access Dwy	Exist.	*Plus Project Scenarios Only*				
		Exist.+PP	Signal	8.5	A	7.9	A

[+] Exist. = Existing (2013), Exist. + PP = Existing (2013) plus Proposed Project

[*] Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**

EXISTING PLUS APPROVED PROJECTS (2018) CONDITIONS

Two approaches were used in the development of background traffic volumes for this analysis scenario.

First, for the twenty (20) study intersections that are not common with the study facilities found in the traffic study for the US-50 interchange with Silva Valley Parkway[7], as required by the County, two conditions were evaluated to determine the worst case approximation of near-term study area roadway traffic volumes. Traffic associated with approved projects in the vicinity of the proposed project were combined and added to the Existing (2013) traffic conditions. A full inventory of these projects can be found in Appendix D. Next, five years of projected growth as derived from the County's travel demand model output was applied to the Existing (2013) traffic conditions. For this second condition, peak-hour traffic volumes for the study area roadway segments were obtained from a representative of the County for the years 1998 and 2025[8]. Using the 1998 and 2025 model data, percent annual peak growth rates were determined for each roadway segment direction and were then extended to five-year growth rates. The study intersections' Existing (2013) peak-hour traffic volumes were then increased by these five year growth rates (by direction) to obtain forecasted (year 2018) traffic conditions. These two volume conditions were compared and for each intersection and each time period (AM peak-hour and PM peak-hour) the worst case traffic conditions were utilized. Details regarding the comparison of year 2018 traffic conditions are presented in Appendix D.

Second, as directed by a representative of the County[1], for the six (6) study intersections that are common with the study facilities found in the traffic study for the US-50 interchange with Silva Valley Parkway[7], year 2018 traffic volumes were developed by "back-casting" 2 percent per year from 2020 conditions.

For all study intersections, traffic volumes were balanced as deemed appropriate based on the presence of intermediate driveways and/or cross-streets.

Figure 9 indicates lane configurations assumed to be constructed for Existing plus Approved Projects (2018) and Cumulative (2025) Conditions. As specified by a representative of the County[1], the following capital improvement projects are anticipated to be completed beginning with this analysis scenario:

- US-50 HOV Lanes Phase 0 (El Dorado Hills Interchange) (CIP #53124)
- US-50/Silva Valley Parkway Interchange Phase 1 (CIP #71328)
- Eastbound Right-Turn Lane on Francisco Drive at El Dorado Hills Boulevard (CIP #71358)
- Left-turn pockets on Green Valley Road at Deer Valley Road West (CIP #76114)

Table 5 provides a summary of the intersection analysis and Figure 10 provides the AM and PM traffic volumes for this analysis scenario. As indicated in Table 5, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours. The analysis worksheets for this scenario are provided in Appendix E.

[7] *Final Traffic Operations Study for: US-50 Silva Valley Interchange*, Dowling Associates, Inc., July 22, 2010.
[8] Dowling Associates, Inc., ftp://ftp.dowlinginc.com.

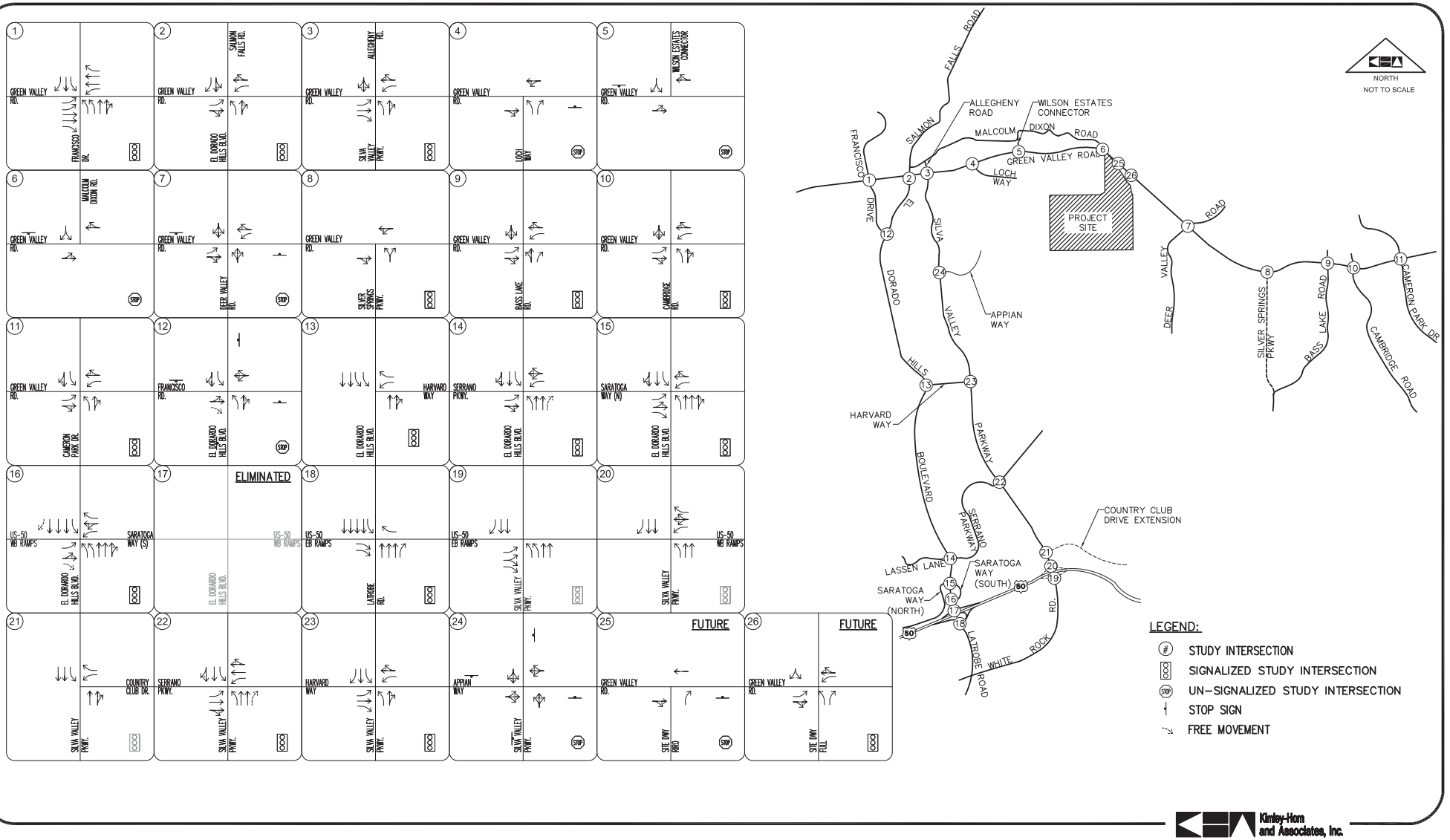

FIGURE 9

EXISTING PLUS APPROVED PROJECTS (2018) AND CUMULATIVE (2025) INTERSECTION CONFIGURATIONS

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EL DORADO HILLS, CA

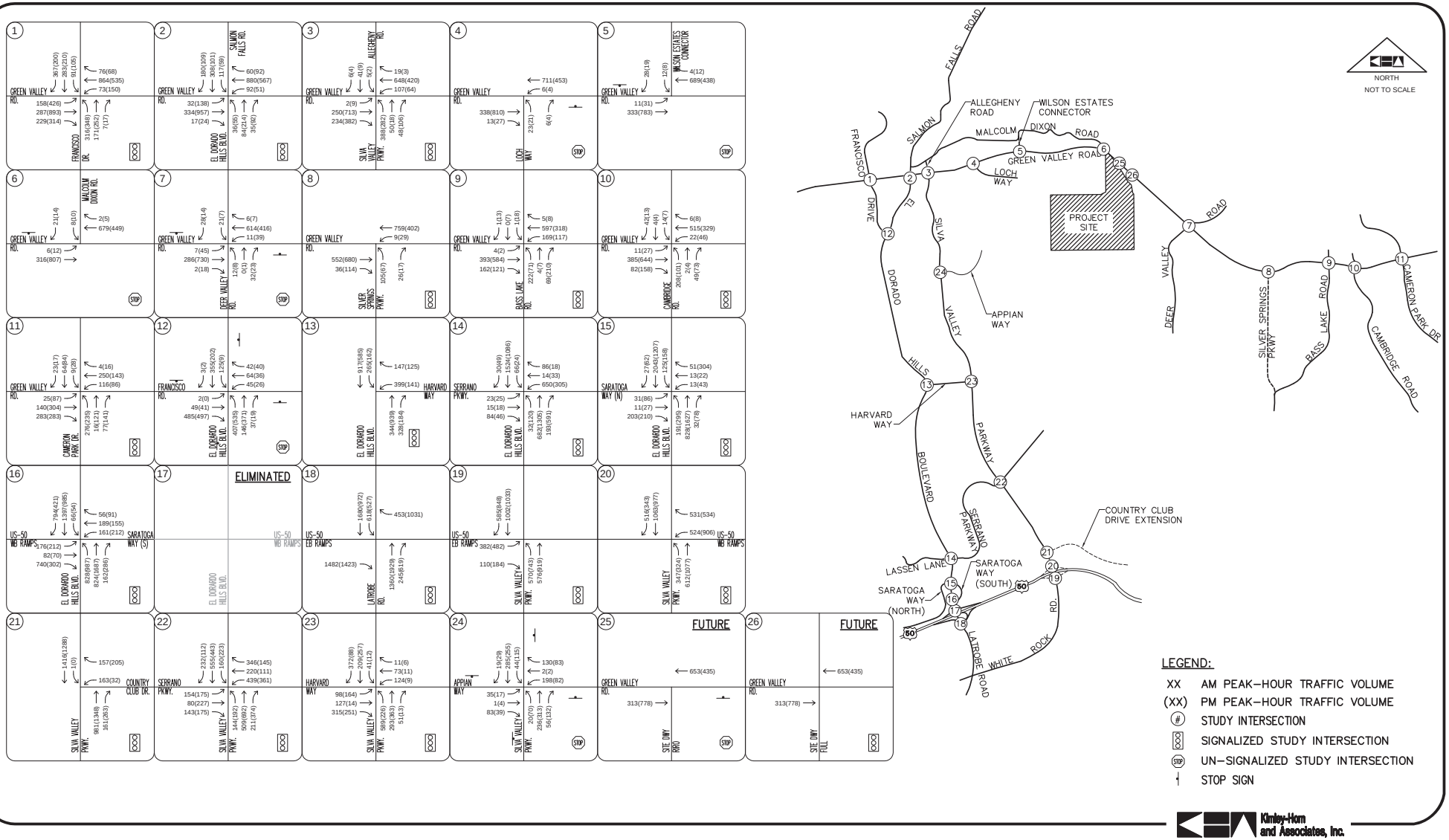

FIGURE 10

EXISTING PLUS APPROVED PROJECTS (2018) PEAK-HOUR TRAFFIC VOLUMES

DIXON RANCH
EL DORADO HILLS, CA

Table 5 – Existing plus Approved Projects (2018) Intersection Levels of Service

#	Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Green Valley Rd @ Francisco Dr	Signal	33.0	C	32.8	C
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Signal	**83.7**	**F**	78.7	E
3	Green Valley Rd @ Silva Valley Pkwy/Allegheny Rd	Signal	33.6	C	25.8	C
4	Green Valley Rd @ Loch Wy	TWSC*	24.0 (NBL)	C	32.3 (NBL)	D
5	Green Valley Rd @ Wilson Estates Connector	TWSC*	17.7 (SB)	C	17.6 (SB)	C
6	Green Valley Rd @ Malcolm Dixon Rd	TWSC*	16.5 (SB)	C	19.8 (SB)	C
7	Green Valley Road @ Deer Valley Rd	TWSC*	20.4 (SB)	C	25.2 (NB)	D
8	Green Valley Rd @ Silver Springs Pkwy	Signal	8.5	A	7.8	A
9	Green Valley Rd @ Bass Lake Rd	Signal	22.1	C	22.3	C
10	Green Valley Rd @ Cambridge Rd	Signal	18.6	B	21.0	C
11	Green Valley Rd @ Cameron Park Dr	Signal	27.6	C	31.7	C
12	El Dorado Hills Blvd @ Francisco Dr	AWSC	16.8	C	22.2	C
13	El Dorado Hills Blvd @ Harvard Wy	Signal	13.2	B	10.6	B
14	El Dorado Hills Blvd @ Serrano Pkwy	Signal	39.9	D	16.9	B
15	El Dorado Hills Blvd @ Saratoga Wy (North)	Signal	31.2	C	25.0	C
16	El Dorado Hills Blvd @ US-50 WB Ramps/Saratoga Wy (South)	Signal	28.1	C	29.9	C
17	*Intersection Eliminated with Interchange Reconstruction*					
18	Latrobe Rd @ US-50 EB Ramps	Signal	10.5	B	10.4	B
19	Silva Valley Pkwy @ US-50 EB Ramps	Signal	18.1	B	34.7	C
20	Silva Valley Pkwy @ US-50 WB Ramps	Signal	28.7	C	42.5	D
21	Silva Valley Pkwy @ Country Club Dr	Signal	9.7	A	7.7	A
22	Silva Valley Pkwy @ Serrano Pkwy	Signal	46.5	D	42.6	D
23	Silva Valley Pkwy @ Harvard Wy	Signal	36.0	D	17.3	B
24	Silva Valley Pkwy @ Appian Wy	AWSC	19.0	C	22.9	C
25	Green Valley Rd @ Site Access Dwy (Right-in/Right-out)	*Plus Project Scenarios Only*				
26	Green Valley Rd @ Site Access Dwy					

* Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**

EXISTING PLUS APPROVED PROJECTS (2018) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed project was added to the Existing plus Approved Projects (2018) traffic volumes and levels of service were determined at the study intersections. Table 6 provides a summary of the intersection operating conditions for this analysis scenario. Figure 11 provides the AM and PM traffic volumes 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. The analysis worksheets for this scenario are provided in Appendix F.

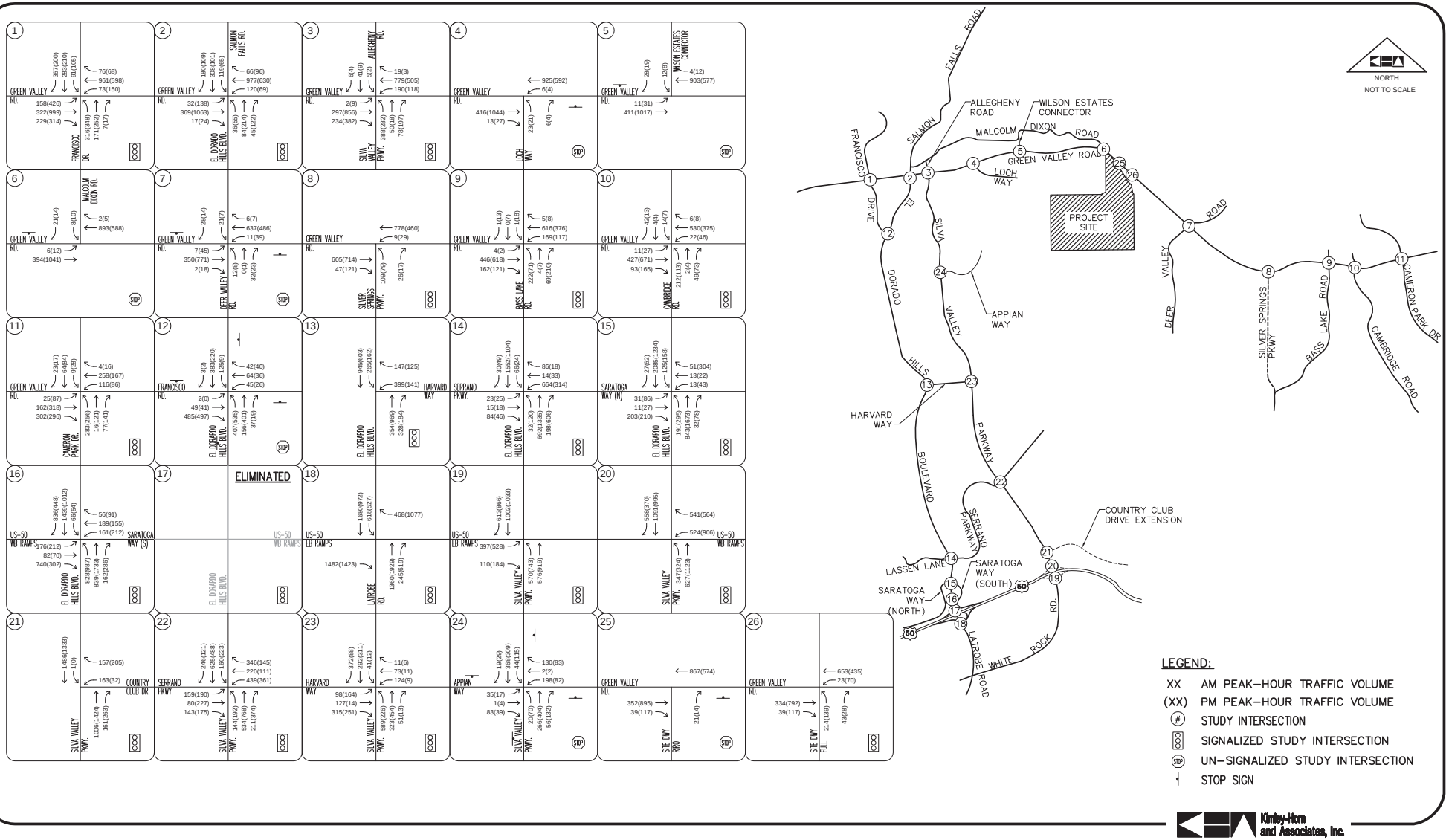

FIGURE 11

EXISTING PLUS APPROVED PROJECTS (2018) PLUS PROPOSED PROJECT PEAK-HOUR TRAFFIC VOLUMES

DIXON RANCH
EL DORADO HILLS, CA

Table 6 – EPAP (2018) and EPAP (2018) plus Proposed Project Intersection Levels of Service

#	Intersection	Analysis Scenario[+]	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (sec)	LOS	Delay (sec)	LOS
1	Green Valley Rd @ Francisco Dr	EPAP	Signal	33.0	C	32.8	C
		EPAP+PP		34.6	C	34.6	C
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	EPAP	Signal	**83.7**	**F**	78.7	E
		EPAP+PP		**108.0**	**F**	**108.1**	**F**
3	Green Valley Rd @ Silva Valley Pkwy/Allegheny Rd	EPAP	Signal	33.6	C	25.8	C
		EPAP+PP		46.7	D	42.9	D
4	Green Valley Rd @ Loch Wy	EPAP	TWSC[*]	24.0 (NBL)	C	32.3 (NBL)	D
		EPAP+PP		36.8 (NBL)	E	**60.6 (NBL)**	**F**
5	Green Valley Rd @ Wilson Estates Connector	EPAP	TWSC[*]	17.7 (SB)	C	17.6 (SB)	C
		EPAP+PP		24.8 (SB)	C	26.1 (SB)	D
6	Green Valley Rd @ Malcolm Dixon Rd	EPAP	TWSC[*]	16.5 (SB)	C	19.8 (SB)	C
		EPAP+PP		22.4 (SB)	C	30.8 (SB)	D
7	Green Valley Road @ Deer Valley Rd	EPAP	TWSC[*]	20.4 (SB)	C	25.2 (NB)	D
		EPAP+PP		22.7 (SB)	C	29.0 (NB)	D
8	Green Valley Rd @ Silver Springs Pkwy	EPAP	Signal	8.5	A	7.8	A
		EPAP+PP		8.9	A	8.1	A
9	Green Valley Rd @ Bass Lake Rd	EPAP	Signal	22.1	C	22.3	C
		EPAP+PP		23.3	C	23.0	C
10	Green Valley Rd @ Cambridge Rd	EPAP	Signal	18.6	B	21.0	C
		EPAP+PP		19.3	B	22.1	C
11	Green Valley Rd @ Cameron Park Dr	EPAP	Signal	27.6	C	31.7	C
		EPAP+PP		30.8	C	34.9	C
12	El Dorado Hills Blvd @ Francisco Dr	EPAP	AWSC	16.8	C	22.2	C
		EPAP+PP		17.8	C	23.0	C
13	El Dorado Hills Blvd @ Harvard Wy	EPAP	Signal	13.2	B	10.6	B
		EPAP+PP		13.3	B	10.7	B
14	El Dorado Hills Blvd @ Serrano Pkwy	EPAP	Signal	39.9	D	16.9	B
		EPAP+PP		40.9	D	17.1	B
15	El Dorado Hills Blvd @ Saratoga Wy (North)	EPAP	Signal	31.2	C	25.0	C
		EPAP+PP		31.3	C	24.7	C
16	El Dorado Hills Blvd @ US-50 WB Ramps/Saratoga Wy (South)	EPAP	Signal	28.1	C	29.9	C
		EPAP+PP		29.0	C	30.2	C
17	*Intersection Eliminated with Interchange Reconfiguration*						
18	Latrobe Rd @ US-50 EB Ramps	EPAP	Signal	10.5	B	10.4	B
		EPAP+PP		10.5	B	10.4	B
19	Silva Valley Pkwy @ US-50 EB Ramps	EPAP	Signal	18.1	B	34.7	C
		EPAP+PP		18.5	B	37.7	D
20	Silva Valley Pkwy @ US-50 WB Ramps	EPAP	Signal	28.7	C	42.5	D
		EPAP+PP		29.8	C	41.5	D
21	Silva Valley Pkwy @ Country Club Dr	EPAP	Signal	9.7	A	7.7	A
		EPAP+PP		9.8	A	8.2	A
22	Silva Valley Pkwy @ Serrano Pkwy	EPAP	Signal	46.5	D	42.6	D
		EPAP+PP		49.0	D	44.0	D
23	Silva Valley Pkwy @ Harvard Wy	EPAP	Signal	36.0	D	17.3	B
		EPAP+PP		39.2	D	17.7	B
24	Silva Valley Pkwy @ Appian Wy	EPAP	AWSC	19.0	C	22.9	C
		EPAP+PP		28.9	D	42.5	E
25	Green Valley Rd @ Site Access Dwy (Right-in/Right-out)	EPAP	*Plus Project Scenarios Only*				
		EPAP+PP	TWSC[*]	10.8 (NBR)	B	18.5 (NBR)	C
26	Green Valley Rd @ Site Access Dwy	EPAP	*Plus Project Scenarios Only*				
		EPAP+PP	Signal	9.2	A	9.7	A

[+] EPAP = Existing plus Approved Projects (2018), EPAP+PP = Existing plus Approved Projects (2018) plus Proposed Project
[*] Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**

CUMULATIVE (2025) CONDITIONS

Two approaches were used in the development of background traffic volumes for this analysis scenario.

First, for the twenty (20) study intersections that are not common with the study facilities found in the traffic study for the US-50 interchange with Silva Valley Parkway[7], a straight line growth rate was calculated based on existing (1998) and 2025 model volumes. This growth rate was then applied to year 2013 volumes to approximate year 2025 conditions for these intersections. Second, for the six (6) intersections that are common with the study facilities found in the traffic study for the US-50 interchange with Silva Valley Parkway[7], year 2025 traffic volumes were developed by interpolating between year 2020 and year 2030 conditions.

For all study intersections, traffic volumes were balanced as deemed appropriate based on the presence of intermediate driveways and/or cross-streets. Furthermore, in the cases where the Cumulative (2025) traffic volumes were forecasted to be less than the Existing plus Approved Projects (2018) volumes, the 2018 volumes were conservatively utilized.

Table 7 provides a summary of the intersection analysis and Figure 12 provides the AM and PM traffic volumes for this analysis scenario. As indicated in Table 7, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours. The analysis worksheets for this scenario are provided in Appendix G.

CUMULATIVE (2025) PLUS PROPOSED PROJECT CONDITIONS

As previously established, according to information provided by a representative of the County[6], it is necessary to re-run the County's travel demand model by adding an additional 294 single-family dwelling units to the Traffic Analysis Zone (TAZ) in which the project is located to reflect the addition of the proposed project. As such, the County's travel demand model was updated to include the additional 294 single-family dwelling units within TAZ 335.

Due to the project's inclusion of age-restricted dwelling units, it was necessary to develop a rationale for determining the equivalent total single-family dwelling unit value for input into the travel demand model. As presented in Table 8, using the average ITE trip rates, the age-restricted units are anticipated to generate trips at a rate equal to 39 percent of the single-family rate (use of the Daily trip data is considered to be conservative as the AM and PM peak-hour trip rates for the age-restricted units are less than 30 percent of the single-family rates).

Because ITE guidance[9] recommends the use of the land use data regression equation for both proposed residential land uses, Table 9 demonstrates that the age-restricted units are anticipated to generate trips at a rate equal to 49 percent of the single-family rate based on the regression equation data.

[9] Figure 3.1, Page 10, *Trip Generation Handbook, 2nd Edition*, ITE.

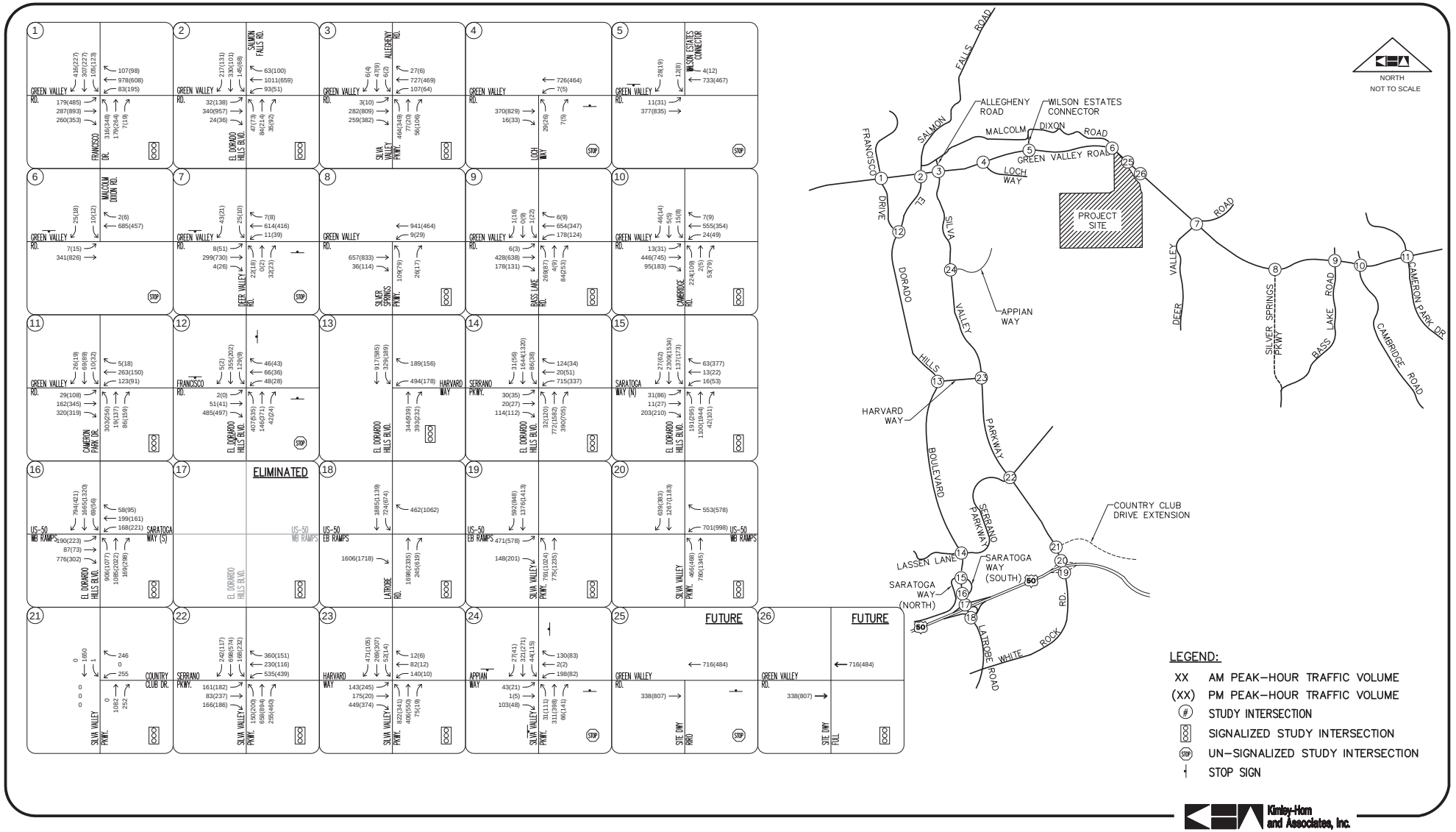

FIGURE 12

CUMULATIVE (2025) PEAK–HOUR TRAFFIC VOLUMES

DIXON RANCH

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Table 7 – Cumulative (2025) Intersection Levels of Service

#	Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Green Valley Rd @ Francisco Dr	Signal	35.9	D	37.7	D
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Signal	**120.5**	**F**	**90.6**	**F**
3	Green Valley Rd @ Silva Valley Pkwy/Allegheny Rd	Signal	45.9	D	35.6	D
4	Green Valley Rd @ Loch Wy	TWSC*	26.5 (NBL)	D	35.4 (NBL)	E
5	Green Valley Rd @ Wilson Estates Connector	TWSC*	19.2 (SB)	C	19.0 (SB)	C
6	Green Valley Rd @ Malcolm Dixon Rd	TWSC*	17.2 (SB)	C	20.6 (SB)	C
7	Green Valley Road @ Deer Valley Rd	TWSC*	21.1 (SB)	C	**37.2 (NB)**	**E**
8	Green Valley Rd @ Silver Springs Pkwy	Signal	10.3	B	9.3	A
9	Green Valley Rd @ Bass Lake Rd	Signal	26.8	C	25.8	C
10	Green Valley Rd @ Cambridge Rd	Signal	21.7	C	25.3	C
11	Green Valley Rd @ Cameron Park Dr	Signal	32.1	C	38.4	D
12	El Dorado Hills Blvd @ Francisco Dr	AWSC	17.3	C	22.5	C
13	El Dorado Hills Blvd @ Harvard Wy	Signal	16.1	B	10.4	B
14	El Dorado Hills Blvd @ Serrano Pkwy	Signal	51.3	D	19.9	B
15	El Dorado Hills Blvd @ Saratoga Wy (North)	Signal	32.4	C	51.8	D
16	El Dorado Hills Blvd @ US-50 WB Ramps/Saratoga Wy (South)	Signal	33.9	C	43.9	D
17	*Intersection Eliminated with Interchange Reconfiguration*					
18	Latrobe Rd @ US-50 EB Ramps	Signal	17.0	B	24.4	C
19	Silva Valley Pkwy @ US-50 EB Ramps	Signal	28.4	C	53.2	D
20	Silva Valley Pkwy @ US-50 WB Ramps	Signal	56.4	E	70.6	E
21	Silva Valley Pkwy @ Country Club Dr	Signal	16.1	B	16.2	B
22	Silva Valley Pkwy @ Serrano Pkwy	Signal	53.8	D	60.1	E
23	Silva Valley Pkwy @ Harvard Wy	Signal	69.9	E	24.1	C
24	Silva Valley Pkwy @ Appian Wy	AWSC	35.6	E	**54.3**	**F**
25	Green Valley Rd @ Site Access Dwy (Right-in/Right-out)	*Plus Project Scenarios Only*				
26	Green Valley Rd @ Site Access Dwy					

* Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**

Table 8 – Trip Rate Comparison (ITE 9th Edition Average Rate)

Land Use (ITE Code)	ITE Trip Rates		
	Daily	AM	PM
Single-Family Detached Housing (210)	9.52	0.75	1.00
Senior Adult Housing-Detached (251)	3.68	0.22	0.27
% of Single-Family (210):	***39%***	***29%***	***27%***

Table 9 – Trip Rate Comparison (ITE 9th Edition Regression Equation)

Land Use (ITE Code)	ITE Trip Rates		
	Daily	AM	PM
Single-Family Detached Housing (210)	9.23	0.72	0.91
Senior Adult Housing-Detached (251)	4.50	0.36	0.40
% of Single-Family (210):	***49%***	***49%***	***44%***

It is acknowledged that previous documentation[10] on the topic illustrates that age-restricted single-family homes "generate 63% fewer trips than standard single-family homes…". Nevertheless, we utilized more recent, conservative data. As such, using a 50 percent equivalency factor (based on the regression equation generated trip rate, rounded up from 49 percent to 50 percent), each age-restricted dwelling unit would equate to 0.50 single-family dwelling units, resulting in consideration for up to 524 single-family dwelling units (444+0.5*160). Based on this logic, it was determined that 294 single family dwelling units were required to be added to TAZ 335[6].

Model runs both without and with these additional units were generated, and the difference (the "delta") between the runs was added to the Cumulative (2025) traffic volumes to establish conditions for this analysis scenario. Levels of service were then determined at the study intersections. Table 10 provides a summary of the intersection analysis and Figure 13 provides the AM and PM traffic volumes 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. The analysis worksheets for this scenario are provided in Appendix H.

IMPACTS AND MITIGATION

Standards of Significance

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the proposed project forces the LOS to fall below a specific threshold. The County's standards[11] specify the following:

> "Level of Service (LOS) for County-maintained roads and State highways within the unincorporated areas of the County *shall not be worse than* ***LOS E in the Community Regions*** or ***LOS D in the Rural Centers and Rural Regions***..." (El Dorado County General Plan Policy TC-Xd) The majority of the study facilities are located within the El Dorado Hills Community Region.
>
> "If a project causes the peak-hour level of service…on a County road or State highway that would otherwise meet the County standards (without the project) to exceed the [given] values, then the impact shall be considered significant."
>
> "If any county road or state highway fails to meet the [given] standards for peak hour level of service…under existing conditions, and the project will 'significantly worsen' conditions on the road or highway, then the impact shall be considered significant." According to General Plan Policy TC- Xe[12], 'significantly worsen' is defined as "a 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or the addition of 100 or more daily trips, or the addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour."

The Caltrans District 3 standard of significance was applied to intersections at the El Dorado Hills Boulevard and Silva Valley Parkway interchanges. The following LOS requirement was used for Caltrans facilities:

> "The District 3 standard for average delay at signalized intersections, in most areas, is LOS D on an hourly basis, or LOS E for the peak 15 minutes. For all-way stop intersections and roundabouts, this standard should be used for each approach… For signals in high speed areas, the standard is LOS C on an hourly basis, or LOS D for the peak 15 minutes.[13]"

The freeway ramps are not located in high speed areas, therefore, the ***LOS E*** threshold for the peak 15 minutes should apply to Caltrans facilities.

[10] Letter from Michael McDougall, MJM Properties, to El Dorado County Board of Supervisors, September 16, 2008.
[11] *Traffic Impact Study Protocols and Procedures,* El Dorado County Department of Transportation, June 2008.
[12] *El Dorado County General Plan, Transportation and Circulation Element*, July 2004.
[13] Email from Teresa Limon, Caltrans, to Jennifer Maxwell, El Dorado County DOT, September 3, 2008.

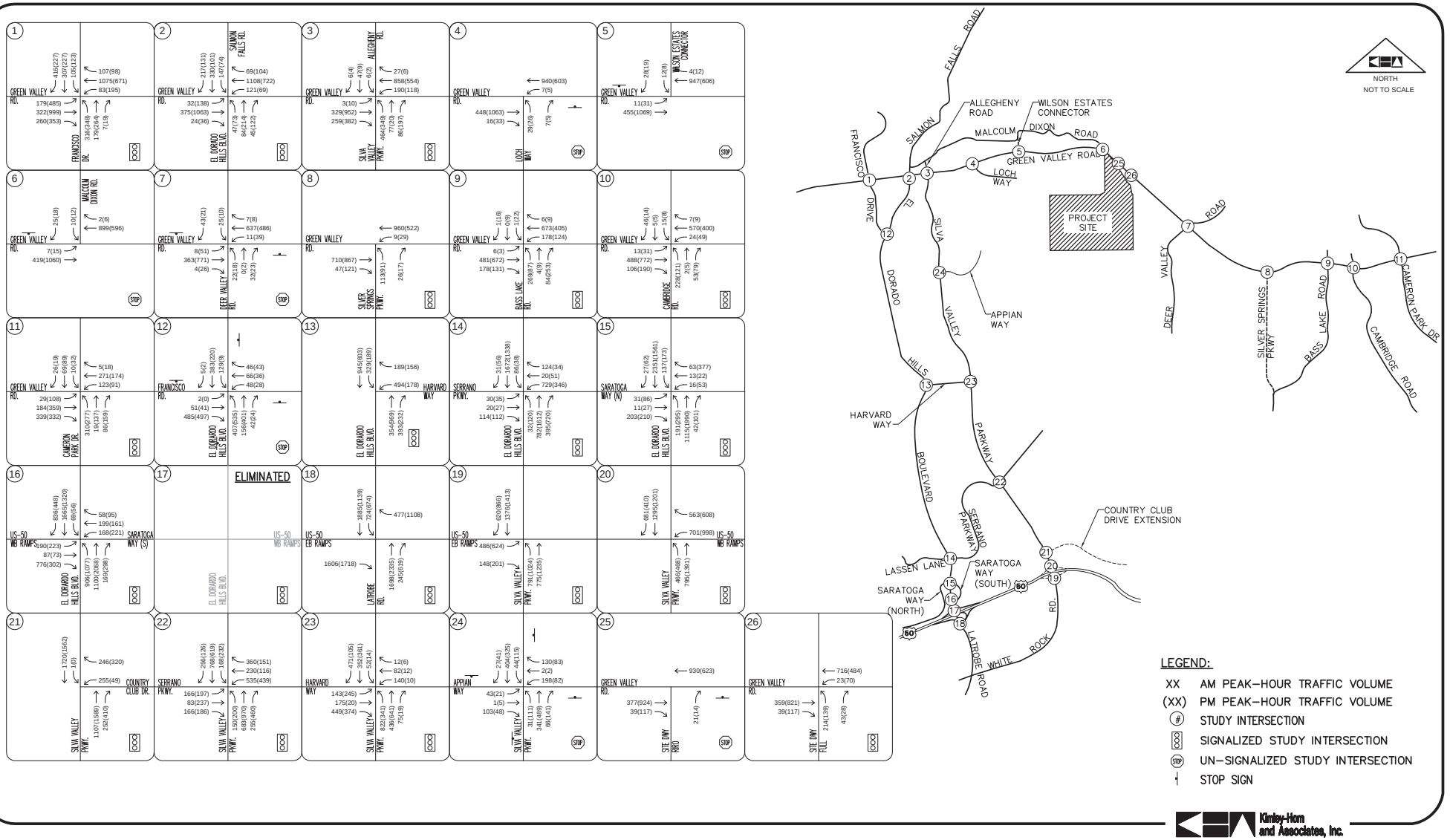

FIGURE 13

CUMULATIVE (2025) PLUS PROPOSED PROJECT PEAK–HOUR TRAFFIC VOLUMES

DIXON RANCH
EL DORADO HILLS, CA

Table 10 – Cumulative (2025) and Cumulative (2025) plus Proposed Project Intersection Levels of Service

#	Intersection	Analysis Scenario[+]	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (sec)	LOS	Delay (sec)	LOS
1	Green Valley Rd @ Francisco Dr	Cum	Signal	35.9	D	37.7	D
		Cum+PP		37.9	D	40.5	D
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Cum	Signal	**120.5**	**F**	**90.6**	**F**
		Cum+PP		**145.4**	**F**	**120.9**	**F**
3	Green Valley Rd @ Silva Valley Pkwy/Allegheny Rd	Cum	Signal	45.9	D	35.6	C
		Cum+PP		65.8	E	53.4	D
4	Green Valley Rd @ Loch Wy	Cum	TWSC[*]	26.5 (NBL)	D	35.4 (NBL)	E
		Cum+PP		42.3 (NBL)	E	**70.3 (NBL)**	**F**
5	Green Valley Rd @ Wilson Estates Connector	Cum	TWSC[*]	19.2 (SB)	C	19.0 (SB)	C
		Cum+PP		27.4 (SB)	D	28.8 (SB)	D
6	Green Valley Rd @ Malcolm Dixon Rd	Cum	TWSC[*]	17.2 (SB)	C	20.6 (SB)	C
		Cum+PP		23.7 (SB)	C	32.7 (SB)	D
7	Green Valley Road @ Deer Valley Rd	Cum	TWSC[*]	21.1 (SB)	C	**37.2 (NB)**	**E**
		Cum+PP		23.6 (SB)	C	**46.1 (NB)**	**E**
8	Green Valley Rd @ Silver Springs Pkwy	Cum	Signal	10.3	B	9.3	A
		Cum+PP		11.0	B	10.4	A
9	Green Valley Rd @ Bass Lake Rd	Cum	Signal	26.8	C	25.8	C
		Cum+PP		28.7	C	26.5	C
10	Green Valley Rd @ Cambridge Rd	Cum	Signal	21.7	C	25.3	C
		Cum+PP		22.2	C	27.9	C
11	Green Valley Rd @ Cameron Park Dr	Cum	Signal	32.1	C	38.4	D
		Cum+PP		35.6	D	43.0	D
12	El Dorado Hills Blvd @ Francisco Dr	Cum	AWSC	17.3	C	22.5	C
		Cum+PP		18.5	C	23.3	C
13	El Dorado Hills Blvd @ Harvard Wy	Cum	Signal	16.1	B	10.4	B
		Cum+PP		16.2	B	10.5	B
14	El Dorado Hills Blvd @ Serrano Pkwy	Cum	Signal	51.3	D	19.9	B
		Cum+PP		54.1	D	20.3	C
15	El Dorado Hills Blvd @ Saratoga Wy (North)	Cum	Signal	32.4	C	51.8	D
		Cum+PP		34.2	C	51.5	D
16	El Dorado Hills Blvd @ US-50 WB Ramps/Saratoga Wy (South)	Cum	Signal	33.9	C	43.9	D
		Cum+PP		33.5	C	43.9	D
17	*Intersection Eliminated with Interchange Reconfiguration*						
18	Latrobe Rd @ US-50 EB Ramps	Cum	Signal	17.0	B	24.4	C
		Cum+PP		17.0	B	24.3	C
19	Silva Valley Pkwy @ US-50 EB Ramps	Cum	Signal	28.4	C	53.2	D
		Cum+PP		28.9	C	70.5	E
20	Silva Valley Pkwy @ US-50 WB Ramps	Cum	Signal	56.4	E	70.6	E
		Cum+PP		59.8	E	74.6	E
21	Silva Valley Pkwy @ Country Club Dr	Cum	Signal	16.1	B	16.2	B
		Cum+PP		15.4	B	17.5	B
22	Silva Valley Pkwy @ Serrano Pkwy	Cum	Signal	53.8	D	60.1	E
		Cum+PP		57.4	E	63.0	E
23	Silva Valley Pkwy @ Harvard Wy	Cum	Signal	69.9	E	24.1	C
		Cum+PP		77.1	E	25.5	C
24	Silva Valley Pkwy @ Appian Wy	Cum	AWSC	35.6	E	**54.3**	**F**
		Cum+PP		**62.4**	**F**	**95.1**	**F**
25	Green Valley Rd @ Site Access Dwy (Right-in/Right-out)	Cum	*Plus Project Scenarios Only*				
		Cum+PP	TWSC[*]	11.0 (NBR)	B	19.2 (NBR)	C
26	Green Valley Rd @ Site Access Dwy	Cum	*Plus Project Scenarios Only*				
		Cum+PP	Signal	10.9	B	12.6	B

[+] Cum = Cumulative (2025), Cum+PP = Cumulative (2025) plus Proposed Project
[*] Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**

Impacts and Mitigation

Existing (2013) plus Proposed Project Conditions

As reflected in Table 4, the addition of the proposed project results in three (3) significant impact as defined by the County. The following is a discussion of the impact and its associated mitigation.

Impacts:

I1. Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
As shown in Table 4, this intersection operates at LOS E during the AM peak-hour without the project, and the project results in LOS F during the AM peak-hour. ***This is a significant impact.***

I2. Intersection #12, El Dorado Hills Boulevard @ Francisco Drive
As shown in Table 4, this intersection operates at LOS F during the AM and PM peak-hours without the project, and the project contributes more than 10 peak-hour trips to the intersection during both peak-hours (Figure 5). ***This is a significant impact.***

Mitigations:

M1. Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
The significant impact at this intersection during the AM peak-hour can be mitigated by modifying the lane configuration on the southbound approach. The modified southbound lane configuration will result in the following: one left-turn lane, one through lane, and one right-turn lane. The existing right-of-way and pavement widths along Salmon Falls Road, immediately north of Green Valley Road, appear to provide adequate space to accommodate the additional southbound approach lane. As shown in Table 11, this mitigation measure results in the intersection operating at LOS D during the AM peak-hour. Therefore, ***this impact is less than significant***.

M2. Intersection #12, El Dorado Hills Boulevard @ Francisco Drive
The significant impact at this intersection during the AM and PM peak-hours can be mitigated with the County's planned 2013 intersection improvement project. The County project will include the addition of an eastbound channelized right-turn lane and a southbound receiving lane. As shown in Table 11, this mitigation measure results in the intersection operating at LOS B and LOS C during the AM and PM peak-hours, respectively. Therefore, ***this impact is less than significant***.

Analysis worksheets for this scenario are provided in Appendix I.

Table 11 – Intersection Levels of Service –
Existing (2013) plus Proposed Project Mitigated Conditions

#	Intersection	Analysis Scenario[+]	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Exist.	Signal	63.8	E	43.4	D
		Exist. + PP		**87.7**	**F**	77.8	E
		Exist. + PP (Mit)		45.3	D	61.8	E
12	El Dorado Hills Blvd @ Francisco Dr	Exist.	Signal	**87.5**	**F**	**68.9**	**F**
		Exist. + PP		**110.7**	**F**	**78.5**	**F**
		Exist. + PP (Mit)		14.5	B	19.6	C

[+] Exist. = Existing (2013), Exist. + PP = Existing (2013) plus Proposed Project, Mit = Mitigated. **Bold = Substandard per County**

The aforementioned significant impacts and associated mitigation measures represent the effect of the full proposed project (604-units) added to Existing (2013). It is important to note that the necessity for, and the timing of the various mitigations measures could differ from what is presented based on potential phased project implementation.

Existing plus Approved Projects (2018) plus Proposed Project Conditions

As reflected in Table 6, the addition of the proposed project results in two (2) significant impacts as defined by the County. The following is a discussion of the impact and its associated mitigation.

Impacts:

I3. Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
As shown in Table 6, this intersection operates at LOS F during the AM peak-hour without the project, and the project contributes more than 10 peak-hour trips to the intersection during the AM peak-hour (Figure 6) and results in LOS F during the PM peak-hour. ***This is a significant impact.***

I4. Intersection #4, Green Valley Road @ Loch Way
As shown in Table 6, this intersection operates at LOS F during the PM peak-hour with the project. ***This is a significant impact.***

Mitigation:

M3. Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
The significant impact at this intersection during the AM and PM peak-hours can be mitigated by modifying the lane configuration on the southbound approach and changing the northbound and southbound signal phasing from split-phased to concurrent protected left turns. The modified southbound lane configuration will result in the following: one left-turn lane, one through lane, and one right-turn lane. The existing right-of-way and pavement widths along Salmon Falls Road, immediately north of Green Valley Road, appear to provide adequate space to accommodate the additional southbound approach lane. As shown in Table 12, this mitigation measure results in the intersection operating at LOS E during the AM and PM peak-hours. Therefore, ***this impact is less than significant***. The proposed project should contribute its proportionate share toward these improvements.

M4. Intersection #4, Green Valley Road @ Loch Way
The significant impact at this intersection during the PM peak-hour can be mitigated by adding a two-way left-turn lane along Green Valley Road in the immediate vicinity of the intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. As shown in Table 12, this mitigation measure results in the intersection operating at LOS C during the PM peak-hour. Therefore, ***this impact is less than significant.***

Table 12 – Intersection Levels of Service –
Existing plus Approved Projects (2018) plus Proposed Project Mitigated Conditions

#	Intersection	Analysis Scenario[+]	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	EPAP	Signal	**83.7**	**F**	78.7	E
		EPAP + PP		**108.0**	**F**	**108.1**	**F**
		EPAP + PP (Mit)		59.8	E	77.8	E
4	Green Valley Rd @ Loch Way	EPAP	TWSC[*]	24.0 (NBL)	C	32.3 (NBL)	D
		EPAP + PP		36.8 (NBL)	E	**60.6 (NBL)**	**F**
		EPAP + PP (Mit)		17.4 (NBL)	C	20.2 (NBR)	C

[*] Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**
[+] EPAP = Existing plus Approved Projects (2018), EPAP + PP = Existing plus Approved Projects (2018) plus Proposed Project, Mit = Mitigated

Analysis worksheets for this scenario are provided in Appendix I.

The aforementioned significant impacts and associated mitigation measures represent the effect of the full proposed project (604-units) added to EPAP (2018) Conditions. It is important to note that the necessity for, and the timing of the various mitigations measures could differ from what is presented based on potential phased project implementation.

Cumulative (2025) plus Proposed Project Conditions

As reflected in Table 10, the addition of the proposed project results in three (3) significant impacts as defined by the County. The following is a discussion of each of these impacts and their associated mitigations.

Impacts:

I5. Intersection #2, Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road
As shown in Table 10, this intersection operates at LOS F during the AM and PM peak-hours without the project, and the project contributes more than 10 peak-hour trips to the intersection during both peak-hours. ***This is a significant impact.***

I6. Intersection #4, Green Valley Road @ Loch Way
As shown in Table 10, this intersection operates at LOS F during the PM peak-hour with the project. ***This is a significant impact.***

I7. Intersection #7, Green Valley Road @ Deer Valley Road
As shown in Table 10, this intersection operates at LOS E during the PM peak-hour without the project, and the project contributes more than 10 peak-hour trips to the intersection during the PM peak-hour. ***This is a significant impact.***

I8. Intersection #24, Silva Valley Parkway @ Appian Way
As shown in Table 10, this intersection operates at LOS F during the PM peak-hour without the project, and the project contributes more than 10 peak-hour trips to the intersection during the PM peak-hour and results in LOS F during the AM peak-hour. ***This is a significant impact.***

Mitigation:

M5. Intersection #2, Green Valley Road @ El Dorado Hills Boulevard
The significant impact at this intersection during the AM and PM peak-hours can be mitigated by modifying the lane configuration on the southbound approach, changing the northbound and southbound signal phasing from split-phased to concurrent protected left turns, and with an additional through lane in each direction along Green Valley Road. As shown in Table 13, this mitigation measure results in the intersection operating at LOS C and LOS D during the AM and PM peak-hours, respectively. Therefore, ***this impact is less than significant***. The proposed project should contribute its proportionate share toward these improvements.

It is important to note that the "Green Valley Road Widening from Salmon Falls Road to Deer Valley Road" project is identified in the current County Capital Improvement Program (CIP) as a "Future" project that "will be built beyond fiscal year 2020/2021."

M6. Intersection #4, Green Valley Road @ Loch Way
The significant impact at this intersection during the PM peak-hour can be mitigated by adding a two-way left-turn lane along Green Valley in the immediate vicinity of the intersection. The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic. As shown in Table 13, this mitigation measure results in the intersection operating at LOS C during the PM peak-hour. Therefore, ***this impact is less than significant***.

M7. Intersection #7, Green Valley Road @ Deer Valley Road

The significant impact at this intersection during the PM peak-hour can be mitigated with the addition of traffic signal control. As shown in Table 13, this mitigation measure results in the intersection operating at LOS A during the PM peak-hour. Therefore, ***this impact is less than significant***. The proposed project should contribute its proportionate share toward these improvements.

M8. Intersection #24, Silva Valley Parkway @ Appian Way

The significant impact at this intersection during the PM peak-hour can be mitigated by the addition of traffic signal control. As shown in Table 13, this mitigation measure results in the intersection operating at LOS B and LOS A during the AM and PM peak-hours, respectively. Therefore, ***this impact is less than significant***. The proposed project should contribute its proportionate share toward these improvements.

Analysis worksheets for this scenario are provided in Appendix I.

Table 13 – Intersection Levels of Service –
Cumulative (2025) plus Proposed Project Mitigated Conditions

#	Intersection	Analysis Scenario[+]	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
2	Green Valley Rd @ El Dorado Hills Blvd/Salmon Falls Rd	Cum.	Signal	**120.5**	**F**	**90.6**	**F**
		Cum. + PP		**145.4**	**F**	**120.9**	**F**
		Cum. + PP (Mit)		34.2	C	36.8	D
4	Green Valley Rd @ Loch Way	Cum.	TWSC[*]	26.5 (NBL)	D	35.4 (NBL)	E
		Cum. + PP		42.3 (NBL)	E	**70.3 (NBL)**	**F**
		Cum. + PP (Mit)		18.1 (NBL)	C	20.8 (NBR)	C
7	Green Valley Rd @ Deer Valley Rd	Cum.	TWSC[*]	21.1 (SB)	C	**37.2** (NB)	**E**
		Cum. + PP		23.6 (SB)	C	**46.1 (NB)**	**E**
		Cum. + PP (Mit)	Signal	4.5	A	3.5	A
24	Silva Valley Pkwy @ Appian Way	Cum.	AWSC	35.6	E	**54.3**	**F**
		Cum. + PP		**62.4**	**F**	**95.1**	**F**
		Cum. + PP (Mit)	Signal	11.5	B	9.1	A

[*] Control delay for worst minor approach (worst minor movement) for TWSC. **Bold = Substandard per County**
[+] Cum. = Cumulative (2025), Cum. + PP = Cumulative (2025) plus Proposed Project, Mit = Mitigated

OTHER CONSIDERATIONS

Peak-Hour Traffic Signal Warrant Evaluation

A planning level assessment of the need for traffic signalization was performed for the un-signalized study intersections. This evaluation was performed consistently with the peak-hour warrant methodologies noted in Section 4C of the *California Manual on Uniform Traffic Control Devices (CMUTCD), 2012 Edition*. A summary of the peak-hour warrant results are presented in Table 14.

Table 14 – Traffic Signal Warrant Analysis Results

#	Intersection	Analysis Scenario					
		Existing (2013)	Existing (2013) plus PP	EPAP (2018)	EPAP (2018) plus PP	Cum (2025)	Cum (2025) plus PP
4	Green Valley Rd @ Loch Wy	No / No	No / No	No / No	No / No	No / No	No / No
5	Green Valley Rd @ Wilson Connector	No / No	No / No	No / No	No / No	No / No	No / No
6	Green Valley Rd @ Malcolm Dixon Rd	No / No	No / No	No / No	No / No	No / No	No / No
7	Green Valley Rd @ Deer Valley Rd	No / No	No / No	No / No	No / No	No / No	No / No
12	El Dorado Hills Blvd @ Francisco Dr	Yes / Yes	Yes / Yes	Yes / Yes	Yes / Yes	Yes / Yes	Yes / Yes
24	Silva Valley Pkwy @ Appian Way	No / No	No / No	Yes / No	Yes / No	Yes / No	Yes / Yes
25	Green Valley Rd @ Site Access Dwy		No / No		No / No		No / No
26	Green Valley Rd @ Site Access Dwy		No / No		No / Yes		Yes / Yes

Results are presented in **AM / PM format.**
Note: Peak-hour warrant is satisfied if Condition A or B is satisfied.

As shown in Table 14, the addition of the proposed project does not result in the peak-hour signal warrant being satisfied. Detailed results of this analysis are presented in Appendix J.

Site Plan, Access, and On-site Circulation Evaluation

The site plan for the proposed project (Figure 2) was qualitatively reviewed for general access and on-site circulation. According to the site plan, primary access to the site will be provided via two driveways along Green Valley Road, one right-in/right-out, and one full access. All other access points are proposed to be emergency use only. Detailed level of service and delay data were previously reported for the Green Valley Road intersections (Intersections #25 and #26). The combination of these access points, as well as the on-site circulation system appears to provide adequate access to/from Green Valley Road.

As shown in Table 4, Table 6, and Table 10, the site access points along Green Valley Road (Intersections #25 and #26) are anticipated to operate at LOS A or B for all analysis scenarios. The documented analyses assumed the following baseline intersection geometry at the full access driveway (Intersection #26): traffic signal control, a westbound left-turn lane into site, and a restriction on the eastbound-to-westbound u-turn movement. As demonstrated in Table 14, Intersection #25 (right-in/right-out site driveway) does not satisfy the peak-hour traffic signal warrant under any scenario.

In addition, *Fire Safe Regulations*[14] state that on-site roadways shall "provide for safe access for emergency wildland fire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency…" All project roadways shall be designed and constructed in accordance with these requirements.

Preliminary Traffic Safety Evaluation

According to the County's 2011 *Accident Location Study*[15], several study area sites (i.e., intersections and roadway segments) experienced three (3) or more accidents during a three-year period between January 1, 2009, and December 31, 2011. According to the Study, these sites were selected for investigation and determination of corrective action(s). Table 15 provides a summary of the study area sites and their selected actions.

[14] *Fire Safe Regulations*, Title 14 Natural Resources, Division 1.5 Department of Forestry, Chapter 7 – Fire Protection, Subchapter 2 SRA Safe Regulations, Article 2 Emergency Access, El Dorado County Building Department.
[15] *Annual Accident Location Study 2011*, County of El Dorado Department of Transportation, May 18, 2012.

Table 15 – Project Area Sites Selected for Investigation

Site #	Location Description	Accident Rate[+]	Identified Action
13	El Dorado Hills Blvd, US 50 On/Off Ramps	1.07	Pending Improvements
14	El Dorado Hills Blvd, North of Lassen/Serrano Pkwy	0.25	None Required
15	El Dorado Hills Blvd, South of Wilson Blvd	0.12	None Required
16	El Dorado Hills Blvd, at Crown Dr	0.24	None Required
23	Green Valley Rd, vicinity of Silva Valley Pkwy	0.68	None Required
24	Green Valley Rd, vicinity of Deer Valley Rd (west)	0.67	None Required
25	Green Valley Rd, vicinity of Bass Lake Rd	0.33	None Required
59	Silva Valley Pkwy, vicinity of Darwin Wy	0.60	None Required

Source: *Annual Accident Location Study 2011*, County of El Dorado Department of Transportation, May 18, 2012.
[+] # Accidents per Million Vehicles (MV) for single sites (intersections/curves), # Accidents per Million Vehicle Miles (MVM) for roadway sections.

According to the *Study*, seven sites "do not require further review at this time. However, these sites will continue to be monitored and any subsequent increase in the frequency of accidents may necessitate further review and analysis." One site has a pending improvement and it is anticipated that, "upon completion, [this] improvement will substantially reduce the number of accidents."

Intersection Queuing Evaluation

Vehicle queuing for seven (7) intersections was evaluated. For the queuing analysis, the anticipated vehicle queues for critical movements at these intersections were evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths. Results of the queuing evaluation are presented in Table 16. Analysis sheets that include the anticipated vehicle queues are presented in Appendices B, C, and E-I. As presented in Table 16, the addition of the proposed project adds additional queuing to several of the study locations.

Bicycle and Pedestrian Facilities Evaluation

According to Chapter 5 of the *El Dorado County Bicycle Transportation Plan*, Class II Bike Lanes are proposed for Green Valley Road, Francisco Drive, and El Dorado Hills Boulevard in the vicinity of the project site. In addition, Class III Bike Routes are proposed for Francisco Drive and Salmon Falls Road/Lakehills Drive north of Green Valley Road. A Class I Bike Path is also proposed for El Dorado Hills Boulevard, south of Francisco Drive.

While the project will not result in removal of a bikeway/bike lane or prohibition of implementation of the facilities identified in the *Plan*, it is required to include pedestrian/bicycle paths connecting to adjacent commercial, research and development, or industrial projects and any schools, parks, or other public facilities. The proposed project will be required to construct on-site roadway and pedestrian facilities in accordance with County design guidelines. These on-site pedestrian and bicycle facilities will connect the project with the future adjacent Class II Bike Lanes along Green Valley Road (by others). Through this connection to the proposed bike lane network, the project will provide continuity with adjacent projects, schools, parks, and other public facilities.

Table 16 – Intersection Queuing Evaluation Results for Select Locations

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#2, Green Valley Rd @ El Dorado Hills Blvd	**WBL**				
Existing (2013)		105	99	105	75
Existing plus Proposed Project (2013)			276		212
Existing plus Proposed Project (2013) (Mitigated)			233		208
EPAP (2018)			169		150
EPAP plus Proposed Project (2018)			242		203
EPAP plus Proposed Project (2018) (Mitigated)			185		191
Cumulative (2025)			156		162
Cumulative plus Proposed Project (2025)			210		215
Cumulative plus Proposed Project (2025) (Mitigated)			131		116
#3, Green Valley Rd @ Silva Valley Pkwy	**WBL**				
Existing (2013)		350	96	350	62
Existing plus Proposed Project (2013)			112		74
EPAP (2018)			136		118
EPAP plus Proposed Project (2018)			285		218
Cumulative (2025)			170		173
Cumulative plus Proposed Project (2025)			357		286
#17, El Dorado Hills Blvd @ US-50 WB Ramps	**WBR+**				
Existing (2013)		185	57	185	360
Existing plus Proposed Project (2013)			63		431
Existing plus Proposed Project (2013) (Mitigated)			95		336
EPAP (2018)+					
EPAP plus Proposed Project (2018)+					
Cumulative (2025)+					
Cumulative plus Proposed Project (2025)+					
	SBR				
Existing (2013)		100*	123	100*	201
Existing plus Proposed Project (2013)			204		107
Existing plus Proposed Project (2013) (Mitigated)			0 (free)		0 (free)
EPAP (2018)++			0 (free)		0 (free)
EPAP plus Proposed Project (2018)++			0 (free)		0 (free)
Cumulative (2025)++			0 (free)		0 (free)
Cumulative plus Proposed Project (2025)++			0 (free)		0 (free)
#18, Latrobe Rd. @ US-50 EB Ramps	**SBL**				
Existing (2013)		350	140	350	88
Existing plus Proposed Project (2013)			161		98
EPAP (2018)			312		259
EPAP plus Proposed Project (2018)			301		250
Cumulative (2025)			181		579
Cumulative plus Proposed Project (2025)			181		579

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro© v8.
* Intersection approach with available storage length equal to segment length, + Becomes EBL at Intersection #16 with interchange reconfiguration. ++ Becomes SBR at Intersection #16 with interchange reconfiguration.

Table 16 – Intersection Queuing Evaluation Results for Select Locations (continued)

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#19, Silva Valley Pkwy @ US-50 EB Ramps	**EBL**				
Existing (2013)		750		750	
Existing plus Proposed Project (2013)					
EPAP (2018)			183		349
EPAP plus Proposed Project (2018)			204		390
Cumulative (2025)			305		455
Cumulative plus Proposed Project (2025)			318		503
	NBL				
Existing (2013)		350		350	
Existing plus Proposed Project (2013)					
EPAP (2018)			207		390
EPAP plus Proposed Project (2018)			207		390
Cumulative (2025)			375		584
Cumulative plus Proposed Project (2025)			375		584
#20, Silva Valley Pkwy @ US-50 WB Ramps	**WBR**				
Existing (2013)		360		360	
Existing plus Proposed Project (2013)					
EPAP (2018)			121		465
EPAP plus Proposed Project (2018)			132		496
Cumulative (2025)			304		637
Cumulative plus Proposed Project (2025)			314		663
	SBR				
Existing (2013)		85		85	
Existing plus Proposed Project (2013)					
EPAP (2018)			24		132
EPAP plus Proposed Project (2018)			36		133
Cumulative (2025)			0 (free)		0 (free)
Cumulative plus Proposed Project (2025)			0 (free)		0 (free)
#26, Green Valley Rd @ Site Access Dwy	**WBL**				
Existing (2013)		100+		100+	
Existing plus Proposed Project (2013)			12		35
EPAP (2018)					
EPAP plus Proposed Project (2018)			12		56
Cumulative (2025)					
Cumulative plus Proposed Project (2025)			12		77

Source: *Highway Capacity Manual (HCM) 2000* methodology per Synchro© v8.
* Intersection approach with available storage length equal to segment length. ** Becomes dual left-turn lanes with proposed mitigation. + Assumed initial geometry.

CONCLUSIONS

Significant findings of this study include:

- The proposed project is estimated to generate 4,931 total daily trips, with 379 trips occurring during the AM peak-hour, and 484 trips occurring during the PM peak-hour.
- The proposed project is not consistent with the *2004 General Plan* land use designation and zoning density for the site (Low Density Residential). Therefore, the proposed project does satisfy the first criterion for determining if a new cumulative 2025 analysis is required in addition to the analysis already completed for the County's *General Plan*. According to information provided by a representative of the County it is necessary to re-run the County's travel demand model by adding an additional 294 single-family dwelling units to the Traffic Analysis Zone (TAZ) in which the project is located to reflect the addition of the proposed project.
- As defined by the County, the addition of the proposed project to the Existing (2013), Existing plus Approved Projects (2018), and Cumulative (2025) scenarios significantly worsens conditions at multiple study intersections. However, these impacts can be mitigated to be *less than significant*. The following is a summary of the required mitigation measures which are *presumed to be the project's sole responsibility:*

  Existing (2013) plus Proposed Project
  - Mitigation (M1) - modifying the lane configuration on the southbound approach at Intersection #2 (Green Valley Road @ El Dorado Hills Boulevard/Salmon Falls Road). The modified southbound lane configuration will result in the following: one left-turn lane, one through lane, and one right-turn lane. The existing right-of-way and pavement widths along Salmon Falls Road, immediately north of Green Valley Road, appear to provide adequate space to accommodate the additional southbound approach lane.

  Existing plus Approved Projects (2018) plus Proposed Project
  - Mitigation (M4) - adding a two-way left-turn lane along Green Valley Road in the immediate vicinity of Intersection #4 (Green Valley Road @ Loch Way). The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic.

  Cumulative (2025) plus Proposed Project
  - Mitigation (M6) (same as M4) - adding a two-way left-turn lane along Green Valley Road in the immediate vicinity of Intersection #4 (Green Valley Road @ Loch Way). The addition of a two-way left-turn lane would provide a left-turn lane for westbound left-turning traffic and would allow for vehicles making a northbound left-turn movement to clear eastbound traffic and wait for a gap in westbound traffic.

- The significant impacts and associated mitigation measures identified in this report represent the effect of the full proposed project (604-units) added to Existing (2013) and EPAP (2018) Conditions. It is important to note that the necessity for, and the timing of the various mitigations measures could differ from what is presented based on potential phased project implementation.

Appendix A:

Traffic Count Data Sheets

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-001 Francisco-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	Francisco Drive Southbound				Green Valley Road Westbound					Francisco Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	4	28	30	62	5	109	2	4	120	25	8	0	33	6	29	25	60	275
06:45	5	41	49	95	9	106	10	4	129	40	18	1	59	12	31	41	84	367
Total	9	69	79	157	14	215	12	8	249	65	26	1	92	18	60	66	144	642
07:00	24	97	52	173	10	149	21	10	190	57	27	2	86	28	40	41	109	558
07:15	16	68	79	163	5	183	36	8	232	51	71	0	122	49	48	54	151	668
07:30	35	66	115	216	9	183	22	3	217	96	40	2	138	36	52	59	147	718
07:45	24	81	109	214	6	188	6	8	208	76	28	3	107	33	51	62	146	675
Total	99	312	355	766	30	703	85	29	847	280	166	7	453	146	191	216	553	2619
08:00	16	61	64	141	15	145	11	6	177	67	29	2	98	35	67	54	156	572
08:15	13	62	54	129	17	151	25	13	206	65	34	1	100	35	70	59	164	599
08:30	27	63	102	192	11	172	28	7	218	72	48	0	120	32	63	45	140	670
08:45	17	51	60	128	4	167	20	9	200	56	42	0	98	45	60	42	147	573
Total	73	237	280	590	47	635	84	35	801	260	153	3	416	147	260	200	607	2414
09:00	17	34	67	118	6	107	15	6	134	52	21	1	74	30	54	39	123	449
09:15	10	34	51	95	9	110	14	10	143	46	28	0	74	24	34	26	84	396
Total	27	68	118	213	15	217	29	16	277	98	49	1	148	54	88	65	207	845
15:30	27	38	60	125	19	86	16	15	136	50	56	3	109	77	137	61	275	645
15:45	21	47	54	122	20	101	19	14	154	69	42	3	114	84	147	77	308	698
Total	48	85	114	247	39	187	35	29	290	119	98	6	223	161	284	138	583	1343
16:00	20	37	39	96	17	102	15	17	151	50	59	2	111	85	165	72	322	680
16:15	28	42	36	106	20	91	11	23	145	59	72	0	131	82	141	68	291	673
16:30	35	40	49	124	15	79	18	14	126	79	68	5	152	104	172	79	355	757
16:45	31	53	56	140	17	112	22	16	167	99	58	4	161	96	173	73	342	810
Total	114	172	180	466	69	384	66	70	589	287	257	11	555	367	651	292	1310	2920
17:00	28	38	68	134	13	92	9	23	137	59	53	6	118	98	175	69	342	731
17:15	23	47	36	106	16	122	22	21	181	96	72	3	171	96	152	71	319	777

All Traffic Data

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El Dorado County

File Name : 13-7063-001 Francisco-Green Valley
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Page No : 2

Groups Printed- Unshifted

	Francisco Drive Southbound				Green Valley Road Westbound					Francisco Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	23	54	51	128	10	117	11	16	154	88	66	4	158	107	198	78	383	823
17:45	31	66	45	142	22	102	25	20	169	65	57	4	126	117	164	96	377	814
Total	105	205	200	510	61	433	67	80	641	308	248	17	573	418	689	314	1421	3145
18:00	39	42	40	121	12	69	26	15	122	45	49	3	97	110	203	72	385	725
18:15	27	38	27	92	15	56	17	9	97	44	68	4	116	95	150	56	301	606
Grand Total	541	1228	1393	3162	302	2899	421	291	3913	1506	1114	53	2673	1516	2576	1419	5511	15259
Apprch %	17.1	38.8	44.1		7.7	74.1	10.8	7.4		56.3	41.7	2		27.5	46.7	25.7		
Total %	3.5	8	9.1	20.7	2	19	2.8	1.9	25.6	9.9	7.3	0.3	17.5	9.9	16.9	9.3	36.1	

	Francisco Drive Southbound				Green Valley Road Westbound					Francisco Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15																		
07:15	16	68	79	163	5	183	**36**	**8**	**232**	51	**71**	0	122	**49**	48	54	151	668
07:30	**35**	66	**115**	**216**	9	183	22	3	217	**96**	40	2	**138**	36	52	59	147	**718**
07:45	24	**81**	109	214	6	**188**	6	8	208	76	28	**3**	107	33	51	**62**	146	675
08:00	16	61	64	141	**15**	145	11	6	177	67	29	2	98	35	**67**	54	**156**	572
Total Volume	91	276	367	734	35	699	75	25	834	290	168	7	465	153	218	229	600	2633
% App. Total	12.4	37.6	50		4.2	83.8	9	3		62.4	36.1	1.5		25.5	36.3	38.2		
PHF	.650	.852	.798	.850	.583	.930	.521	.781	.899	.755	.592	.583	.842	.781	.813	.923	.962	.917

All Traffic Data

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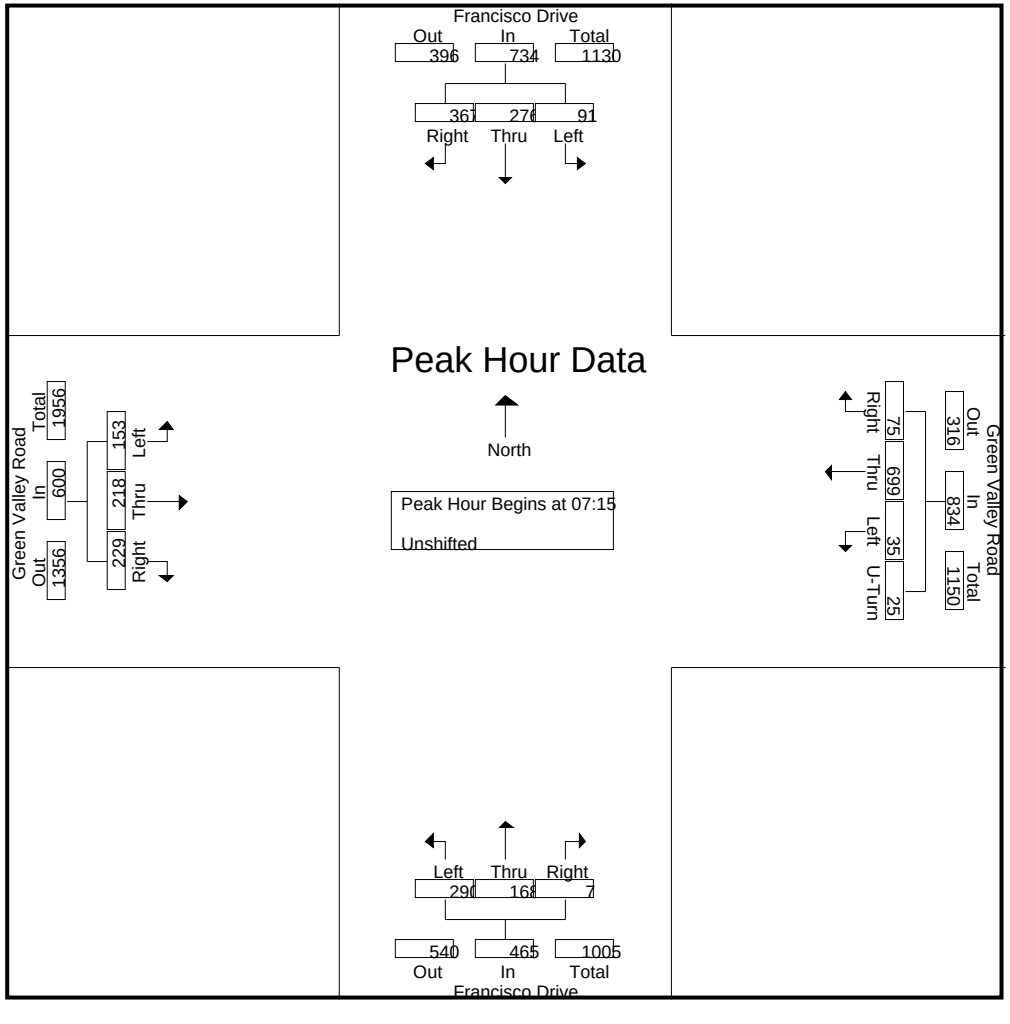

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-001 Francisco-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 4

	Francisco Drive Southbound				Green Valley Road Westbound					Francisco Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 17:00																		
17:00	28	38	**68**	134	13	92	9	**23**	137	59	53	**6**	118	98	175	69	342	731
17:15	23	47	36	106	16	**122**	22	21	**181**	**96**	**72**	3	**171**	96	152	71	319	777
17:30	23	54	51	128	10	117	11	16	154	88	66	4	158	107	**198**	78	**383**	**823**
17:45	**31**	**66**	45	**142**	**22**	102	**25**	20	169	65	57	4	126	**117**	164	**96**	377	814
Total Volume	105	205	200	510	61	433	67	80	641	308	248	17	573	418	689	314	1421	3145
% App. Total	20.6	40.2	39.2		9.5	67.6	10.5	12.5		53.8	43.3	3		29.4	48.5	22.1		
PHF	.847	.777	.735	.898	.693	.887	.670	.870	.885	.802	.861	.708	.838	.893	.870	.818	.928	.955

All Traffic Data

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El Dorado County

File Name : 13-7063-001 Francisco-Green Valley
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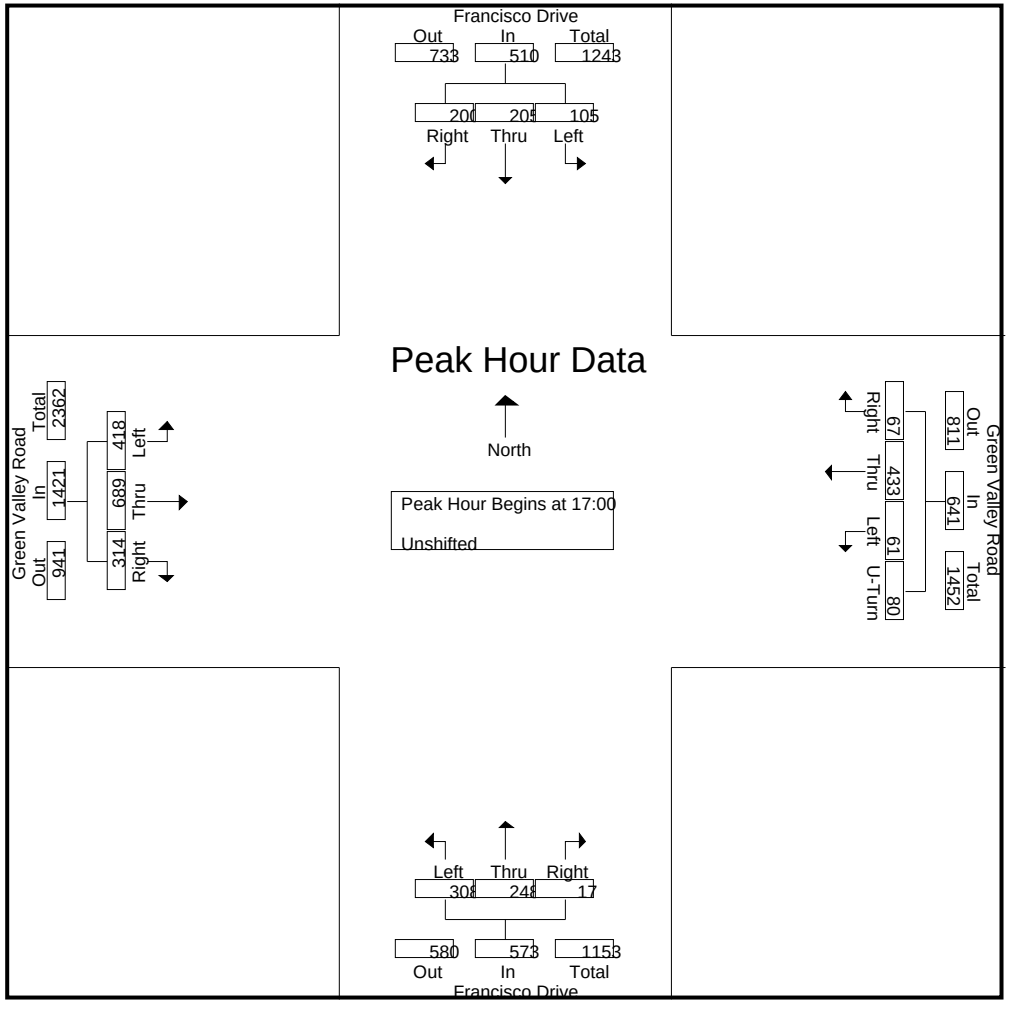

All Traffic Data

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El Dorado County

File Name : 13-7063-002 El Dorado Hills-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Green Valley Road Westbound				El Dorado Hills Blvd Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	3	31	20	54	10	106	1	117	4	5	1	10	3	35	0	38	219
06:45	10	48	24	82	9	123	4	136	2	5	3	10	1	36	2	39	267
Total	13	79	44	136	19	229	5	253	6	10	4	20	4	71	2	77	486
07:00	34	82	39	155	10	142	11	163	5	4	5	14	5	62	7	74	406
07:15	18	37	43	98	16	193	19	228	11	27	9	47	7	59	2	68	441
07:30	26	50	40	116	16	197	11	224	10	11	4	25	4	81	6	91	456
07:45	28	60	37	125	18	176	6	200	10	21	7	38	7	65	2	74	437
Total	106	229	159	494	60	708	47	815	36	63	25	124	23	267	17	307	1740
08:00	18	40	29	87	11	165	5	181	8	13	5	26	10	76	4	90	384
08:15	26	42	26	94	16	166	13	195	11	22	4	37	16	76	5	97	423
08:30	24	49	40	113	45	152	13	210	8	16	18	42	13	74	6	93	458
08:45	15	31	32	78	14	147	6	167	24	17	28	69	3	78	1	82	396
Total	83	162	127	372	86	630	37	753	51	68	55	174	42	304	16	362	1661
09:00	6	28	23	57	9	126	4	139	2	6	9	17	10	60	4	74	287
09:15	4	22	22	48	10	125	7	142	8	10	12	30	10	41	0	51	271
Total	10	50	45	105	19	251	11	281	10	16	21	47	20	101	4	125	558
15:30	18	23	25	66	9	100	15	124	11	28	12	51	20	145	11	176	417
15:45	18	25	14	57	9	117	12	138	14	43	11	68	21	155	7	183	446
Total	36	48	39	123	18	217	27	262	25	71	23	119	41	300	18	359	863
16:00	8	21	19	48	10	106	16	132	18	35	17	70	24	165	7	196	446
16:15	14	17	19	50	4	105	13	122	14	30	13	57	31	170	3	204	433
16:30	9	25	15	49	12	110	18	140	23	29	9	61	41	178	3	222	472
16:45	17	25	25	67	10	104	10	124	14	34	20	68	28	178	0	206	465
Total	48	88	78	214	36	425	57	518	69	128	59	256	124	691	13	828	1816
17:00	13	16	20	49	6	98	20	124	11	35	14	60	36	195	6	237	470
17:15	13	16	21	50	13	130	26	169	21	42	16	79	19	179	3	201	499

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-002 El Dorado Hills-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 2

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Green Valley Road Westbound				El Dorado Hills Blvd Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	12	14	34	60	7	103	17	127	17	40	14	71	27	184	6	217	475
17:45	11	24	19	54	4	129	14	147	6	36	13	55	32	200	9	241	497
Total	49	70	94	213	30	460	77	567	55	153	57	265	114	758	24	896	1941
18:00	14	15	6	35	13	85	12	110	9	38	15	62	27	203	5	235	442
18:15	13	9	18	40	10	62	8	80	9	37	9	55	28	149	4	181	356
Grand Total	372	750	610	1732	291	3067	281	3639	270	584	268	1122	423	2844	103	3370	9863
Apprch %	21.5	43.3	35.2		8	84.3	7.7		24.1	52	23.9		12.6	84.4	3.1		
Total %	3.8	7.6	6.2	17.6	3	31.1	2.8	36.9	2.7	5.9	2.7	11.4	4.3	28.8	1	34.2	

	El Dorado Hills Blvd Southbound				Green Valley Road Westbound				El Dorado Hills Blvd Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	**34**	**82**	39	**155**	10	142	11	163	5	4	5	14	5	62	**7**	74	406
07:15	18	37	**43**	98	16	193	**19**	**228**	**11**	**27**	**9**	**47**	**7**	59	2	68	441
07:30	26	50	40	116	16	**197**	11	224	10	11	4	25	4	**81**	6	**91**	**456**
07:45	28	60	37	125	**18**	176	6	200	10	21	7	38	7	65	2	74	437
Total Volume	106	229	159	494	60	708	47	815	36	63	25	124	23	267	17	307	1740
% App. Total	21.5	46.4	32.2		7.4	86.9	5.8		29	50.8	20.2		7.5	87	5.5		
PHF	.779	.698	.924	.797	.833	.898	.618	.894	.818	.583	.694	.660	.821	.824	.607	.843	.954

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-002 El Dorado Hills-Green Valley
Site Code : 00000000
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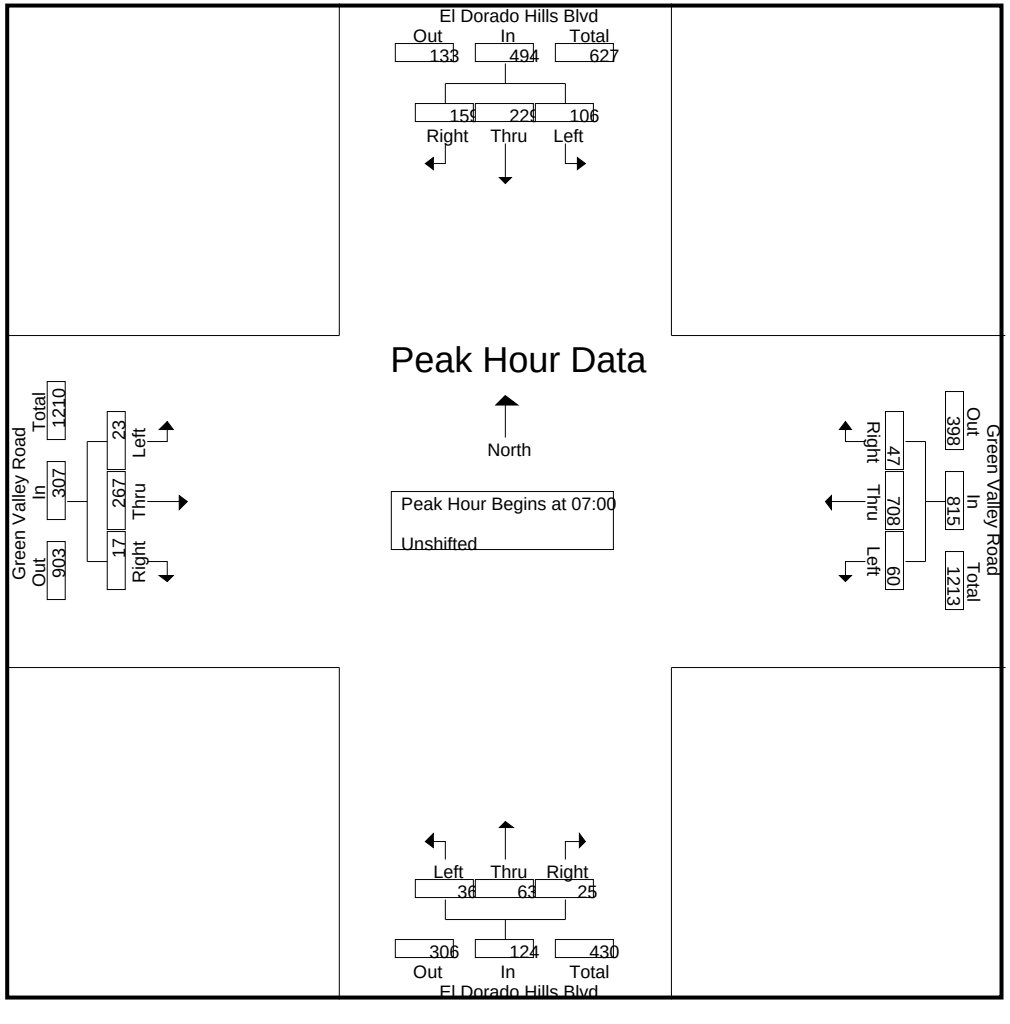

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(916) 771-8700

El Dorado County

File Name : 13-7063-002 El Dorado Hills-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
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	El Dorado Hills Blvd Southbound				Green Valley Road Westbound				El Dorado Hills Blvd Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**13**	16	20	49	6	98	20	124	11	35	14	60	**36**	195	6	237	470
17:15	13	16	21	50	**13**	**130**	**26**	**169**	**21**	**42**	**16**	**79**	19	179	3	201	**499**
17:30	12	14	**34**	**60**	7	103	17	127	17	40	14	71	27	184	6	217	475
17:45	11	**24**	19	54	4	129	14	147	6	36	13	55	32	**200**	**9**	**241**	497
Total Volume	49	70	94	213	30	460	77	567	55	153	57	265	114	758	24	896	1941
% App. Total	23	32.9	44.1		5.3	81.1	13.6		20.8	57.7	21.5		12.7	84.6	2.7		
PHF	.942	.729	.691	.888	.577	.885	.740	.839	.655	.911	.891	.839	.792	.948	.667	.929	.972

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-002 El Dorado Hills-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
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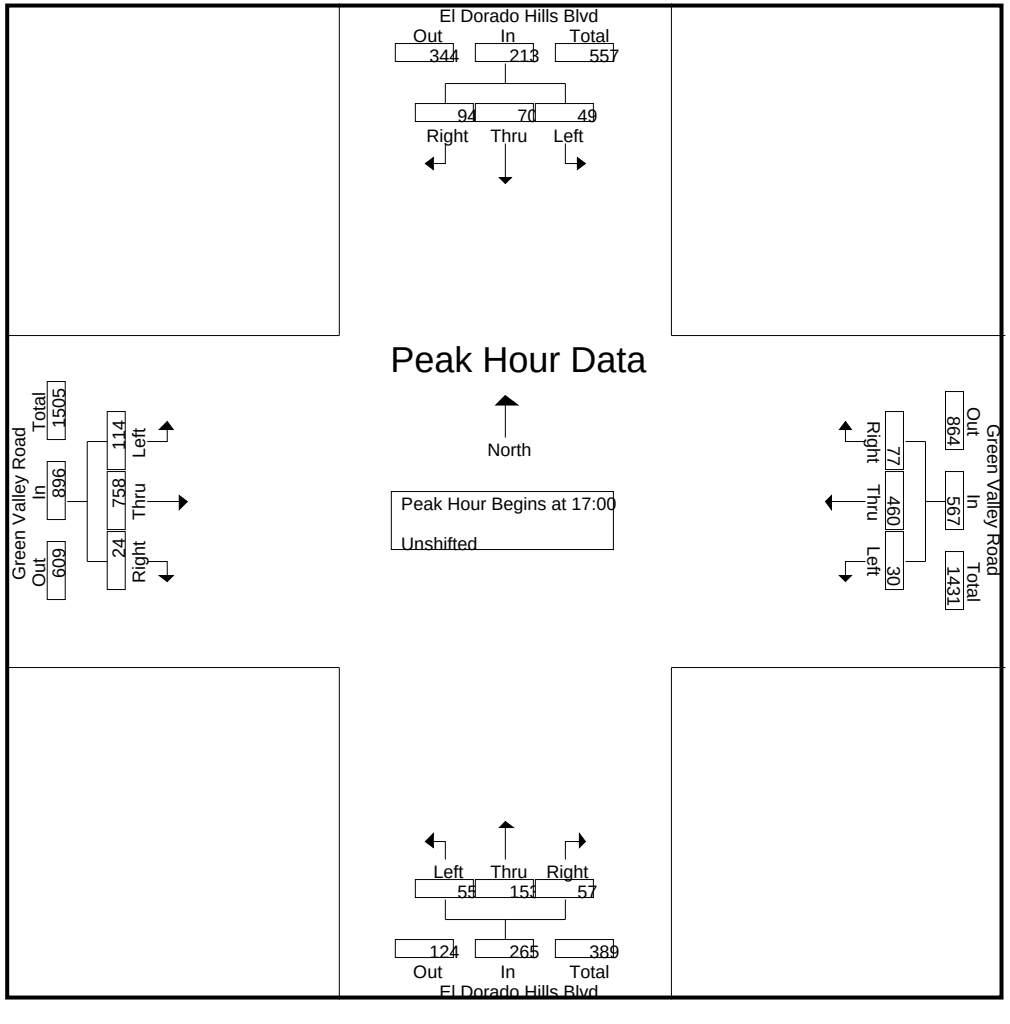

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-003 Silva Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	Silva Valley Parkway Southbound				Green Valley Road Westbound				Silva Valley Parkway Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	0	3	0	3	11	87	0	98	28	0	3	31	0	24	14	38	170
06:45	0	1	0	1	30	94	0	124	43	1	7	51	0	18	30	48	224
Total	0	4	0	4	41	181	0	222	71	1	10	82	0	42	44	86	394
07:00	0	14	1	15	17	116	1	134	59	1	5	65	0	36	63	99	313
07:15	1	7	2	10	16	142	11	169	84	30	14	128	2	46	39	87	394
07:30	1	9	0	10	9	140	7	156	76	15	6	97	0	55	52	107	370
07:45	3	8	0	11	17	141	0	158	62	3	8	73	0	67	37	104	346
Total	5	38	3	46	59	539	19	617	281	49	33	363	2	204	191	397	1423
08:00	0	6	1	7	13	117	0	130	64	1	7	72	0	60	36	96	305
08:15	1	2	2	5	12	129	1	142	60	5	7	72	0	62	42	104	323
08:30	2	4	1	7	8	145	2	155	75	2	3	80	0	75	45	120	362
08:45	0	1	0	1	14	118	0	132	38	1	2	41	1	78	42	121	295
Total	3	13	4	20	47	509	3	559	237	9	19	265	1	275	165	441	1285
09:00	0	2	0	2	9	102	0	111	35	0	4	39	1	49	26	76	228
09:15	1	2	0	3	5	102	1	108	42	0	6	48	0	25	27	52	211
Total	1	4	0	5	14	204	1	219	77	0	10	87	1	74	53	128	439
15:30	0	1	0	1	4	68	0	72	57	4	14	75	3	140	47	190	338
15:45	1	3	0	4	4	73	0	77	63	2	9	74	1	132	49	182	337
Total	1	4	0	5	8	141	0	149	120	6	23	149	4	272	96	372	675
16:00	1	1	0	2	7	85	1	93	47	2	19	68	2	131	54	187	350
16:15	0	2	0	2	3	63	1	67	58	4	8	70	0	148	52	200	339
16:30	0	1	0	1	14	80	1	95	61	5	11	77	2	138	55	195	368
16:45	0	1	0	1	11	77	0	88	51	5	12	68	1	162	57	220	377
Total	1	5	0	6	35	305	3	343	217	16	50	283	5	579	218	802	1434
17:00	1	2	1	4	7	81	2	90	51	4	14	69	0	156	64	220	383
17:15	0	1	0	1	8	97	0	105	60	3	15	78	0	138	63	201	385

All Traffic Data

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El Dorado County

File Name : 13-7063-003 Silva Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 2

Groups Printed- Unshifted

	Silva Valley Parkway Southbound				Green Valley Road Westbound				Silva Valley Parkway Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	0	2	1	3	8	80	0	88	48	5	13	66	3	144	67	214	371
17:45	1	2	0	3	11	91	1	103	52	3	14	69	3	147	74	224	399
Total	2	7	2	11	34	349	3	386	211	15	56	282	6	585	268	859	1538
18:00	0	2	0	2	9	76	0	85	33	4	9	46	0	170	74	244	377
18:15	0	2	1	3	6	52	0	58	29	1	12	42	5	113	52	170	273
Grand Total	13	79	10	102	253	2356	29	2638	1276	101	222	1599	24	2314	1161	3499	7838
Apprch %	12.7	77.5	9.8		9.6	89.3	1.1		79.8	6.3	13.9		0.7	66.1	33.2		
Total %	0.2	1	0.1	1.3	3.2	30.1	0.4	33.7	16.3	1.3	2.8	20.4	0.3	29.5	14.8	44.6	

	Silva Valley Parkway Southbound				Green Valley Road Westbound				Silva Valley Parkway Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	**14**	1	**15**	**17**	116	1	134	59	1	5	65	0	36	**63**	99	313
07:15	1	7	**2**	10	16	**142**	**11**	**169**	**84**	**30**	**14**	**128**	**2**	46	39	87	**394**
07:30	1	9	0	10	9	140	7	156	76	15	6	97	0	55	52	**107**	370
07:45	**3**	8	0	11	17	141	0	158	62	3	8	73	0	**67**	37	104	346
Total Volume	5	38	3	46	59	539	19	617	281	49	33	363	2	204	191	397	1423
% App. Total	10.9	82.6	6.5		9.6	87.4	3.1		77.4	13.5	9.1		0.5	51.4	48.1		
PHF	.417	.679	.375	.767	.868	.949	.432	.913	.836	.408	.589	.709	.250	.761	.758	.928	.903

All Traffic Data

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El Dorado County

File Name : 13-7063-003 Silva Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
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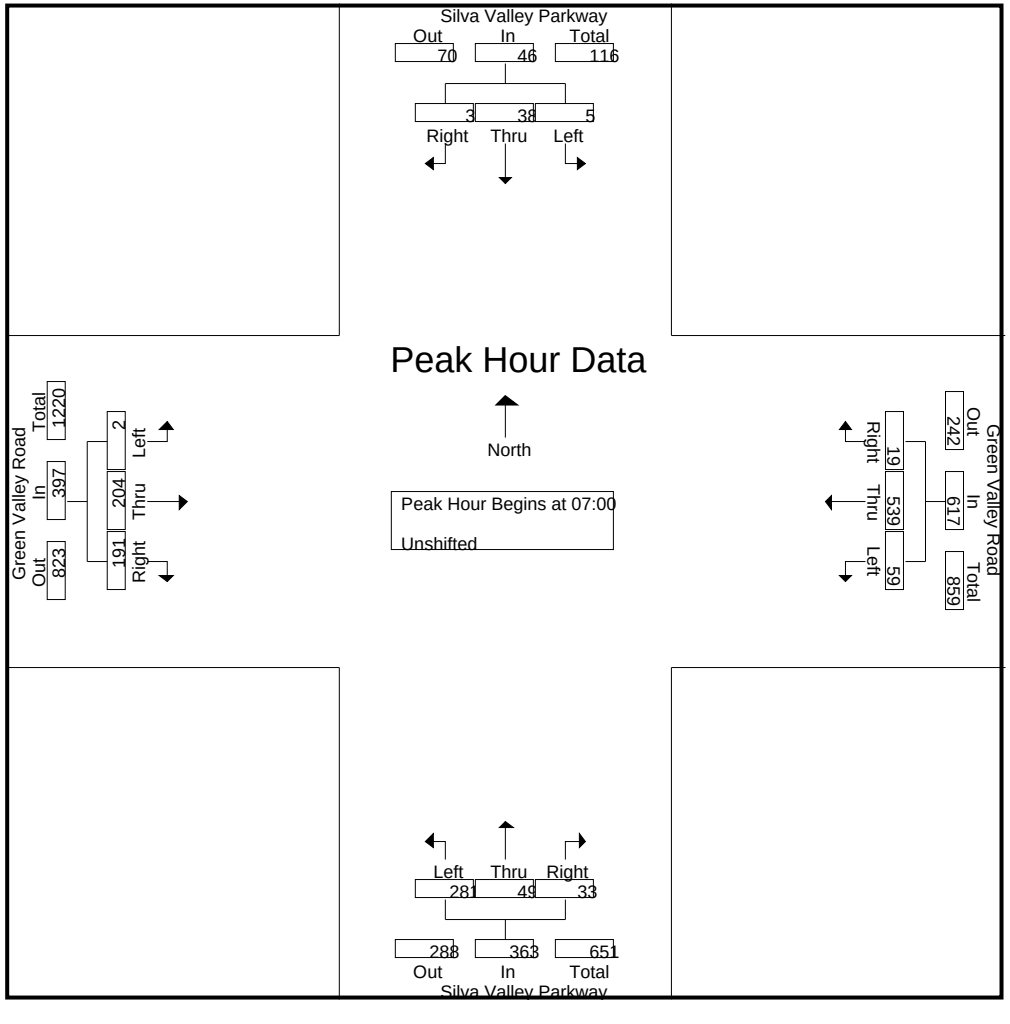

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-003 Silva Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 4

	Silva Valley Parkway Southbound				Green Valley Road Westbound				Silva Valley Parkway Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**1**	**2**	**1**	**4**	7	81	**2**	90	51	4	14	69	0	**156**	64	220	383
17:15	0	1	0	1	8	**97**	0	**105**	**60**	3	**15**	**78**	0	138	63	201	385
17:30	0	2	1	3	8	80	0	88	48	**5**	13	66	**3**	144	67	214	371
17:45	1	2	0	3	**11**	91	1	103	52	3	14	69	3	147	**74**	**224**	**399**
Total Volume	2	7	2	11	34	349	3	386	211	15	56	282	6	585	268	859	1538
% App. Total	18.2	63.6	18.2		8.8	90.4	0.8		74.8	5.3	19.9		0.7	68.1	31.2		
PHF	.500	.875	.500	.688	.773	.899	.375	.919	.879	.750	.933	.904	.500	.938	.905	.959	.964

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-003 Silva Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
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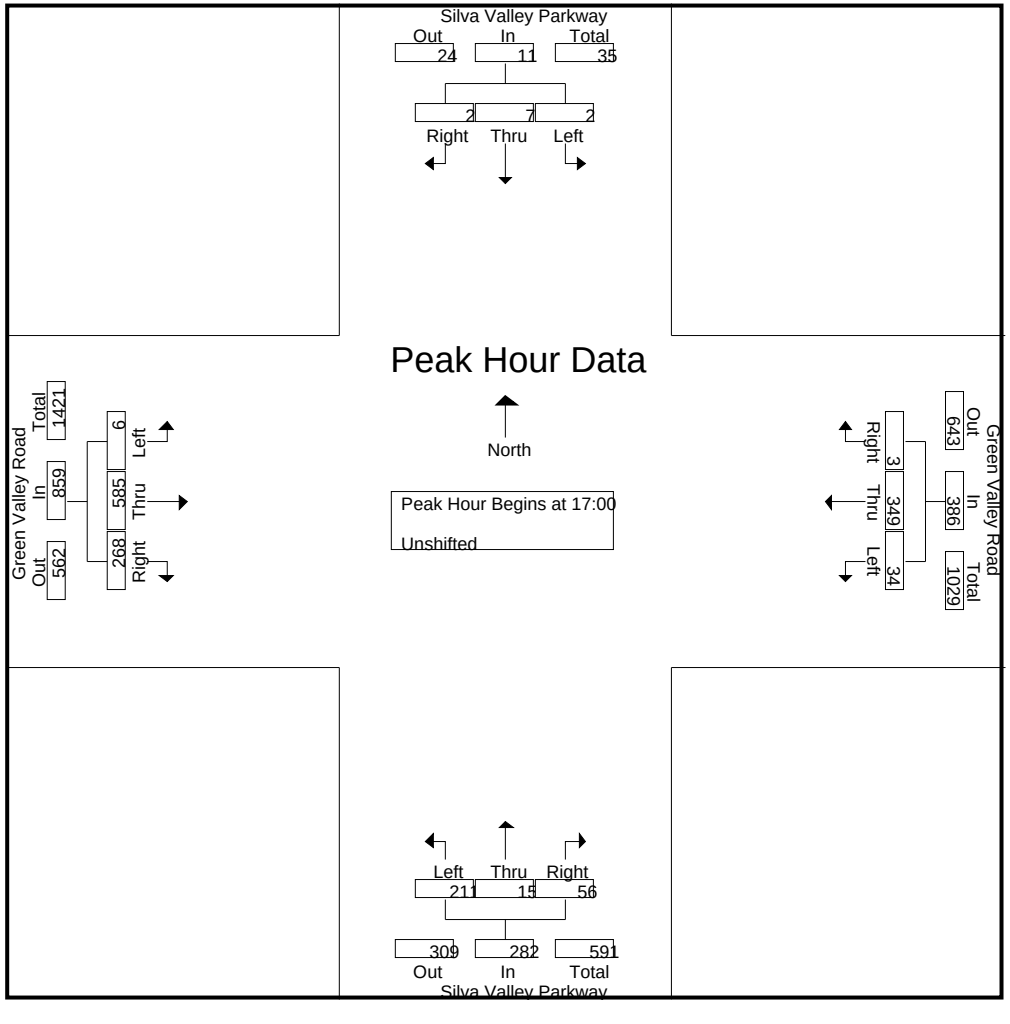

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-004 Loch-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	Southbound				Green Valley Road Westbound				Loch Way Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	0	0	0	0	1	93	0	94	4	0	2	6	0	23	2	25	125
06:45	0	0	0	0	1	125	0	126	3	0	0	3	0	25	1	26	155
Total	0	0	0	0	2	218	0	220	7	0	2	9	0	48	3	51	280
07:00	0	0	0	0	0	141	0	141	6	0	2	8	0	40	1	41	190
07:15	0	0	0	0	0	151	0	151	9	0	1	10	0	57	4	61	222
07:30	0	0	0	0	0	150	0	150	11	0	4	15	0	58	6	64	229
07:45	0	0	0	0	1	149	0	150	0	0	0	0	0	75	6	81	231
Total	0	0	0	0	1	591	0	592	26	0	7	33	0	230	17	247	872
08:00	0	0	0	0	1	126	0	127	7	0	6	13	0	62	2	64	204
08:15	0	0	0	0	0	140	0	140	6	0	0	6	0	70	2	72	218
08:30	0	0	0	0	4	145	0	149	10	0	0	10	0	79	3	82	241
08:45	0	0	0	0	0	127	0	127	7	0	0	7	0	77	4	81	215
Total	0	0	0	0	5	538	0	543	30	0	6	36	0	288	11	299	878
09:00	0	0	0	0	0	100	0	100	5	0	0	5	0	48	3	51	156
09:15	0	0	0	0	1	101	0	102	6	0	0	6	0	31	2	33	141
Total	0	0	0	0	1	201	0	202	11	0	0	11	0	79	5	84	297
15:30	0	0	0	0	0	76	0	76	2	0	3	5	0	149	8	157	238
15:45	0	0	0	0	3	68	0	71	1	0	0	1	0	129	5	134	206
Total	0	0	0	0	3	144	0	147	3	0	3	6	0	278	13	291	444
16:00	0	0	0	0	2	91	0	93	2	0	1	3	0	144	7	151	247
16:15	0	0	0	0	2	66	0	68	1	0	1	2	0	150	4	154	224
16:30	0	0	0	0	0	90	0	90	3	0	4	7	0	135	5	140	237
16:45	0	0	0	0	0	85	0	85	7	0	1	8	0	180	4	184	277
Total	0	0	0	0	4	332	0	336	13	0	7	20	0	609	20	629	985
17:00	0	0	0	0	2	83	0	85	5	0	1	6	0	167	8	175	266
17:15	0	0	0	0	2	108	0	110	4	0	0	4	0	144	6	150	264

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El Dorado County

File Name : 13-7063-004 Loch-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
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Groups Printed- Unshifted

	Southbound				Green Valley Road Westbound				Loch Way Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	0	0	0	0	0	81	0	81	5	0	2	7	0	150	9	159	247
17:45	0	0	0	0	2	88	0	90	10	0	1	11	0	156	6	162	263
Total	0	0	0	0	6	360	0	366	24	0	4	28	0	617	29	646	1040
18:00	0	0	0	0	1	79	0	80	4	0	1	5	0	163	8	171	256
18:15	0	0	0	0	0	55	0	55	3	0	0	3	0	125	8	133	191
Grand Total	0	0	0	0	23	2518	0	2541	121	0	30	151	0	2437	114	2551	5243
Apprch %	0	0	0		0.9	99.1	0		80.1	0	19.9		0	95.5	4.5		
Total %	0	0	0	0	0.4	48	0	48.5	2.3	0	0.6	2.9	0	46.5	2.2	48.7	

	Southbound				Green Valley Road Westbound				Loch Way Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	1	**149**	0	**150**	0	0	0	0	0	75	**6**	81	231
08:00	0	0	0	0	1	126	0	127	7	0	**6**	**13**	0	62	2	64	204
08:15	0	0	0	0	0	140	0	140	6	0	0	6	0	70	2	72	218
08:30	0	0	0	0	**4**	145	0	149	**10**	0	0	10	0	**79**	3	**82**	**241**
Total Volume	0	0	0	0	6	560	0	566	23	0	6	29	0	286	13	299	894
% App. Total	0	0	0		1.1	98.9	0		79.3	0	20.7		0	95.7	4.3		
PHF	.000	.000	.000	.000	.375	.940	.000	.943	.575	.000	.250	.558	.000	.905	.542	.912	.927

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-004 Loch-Green Valley
Site Code : 00000000
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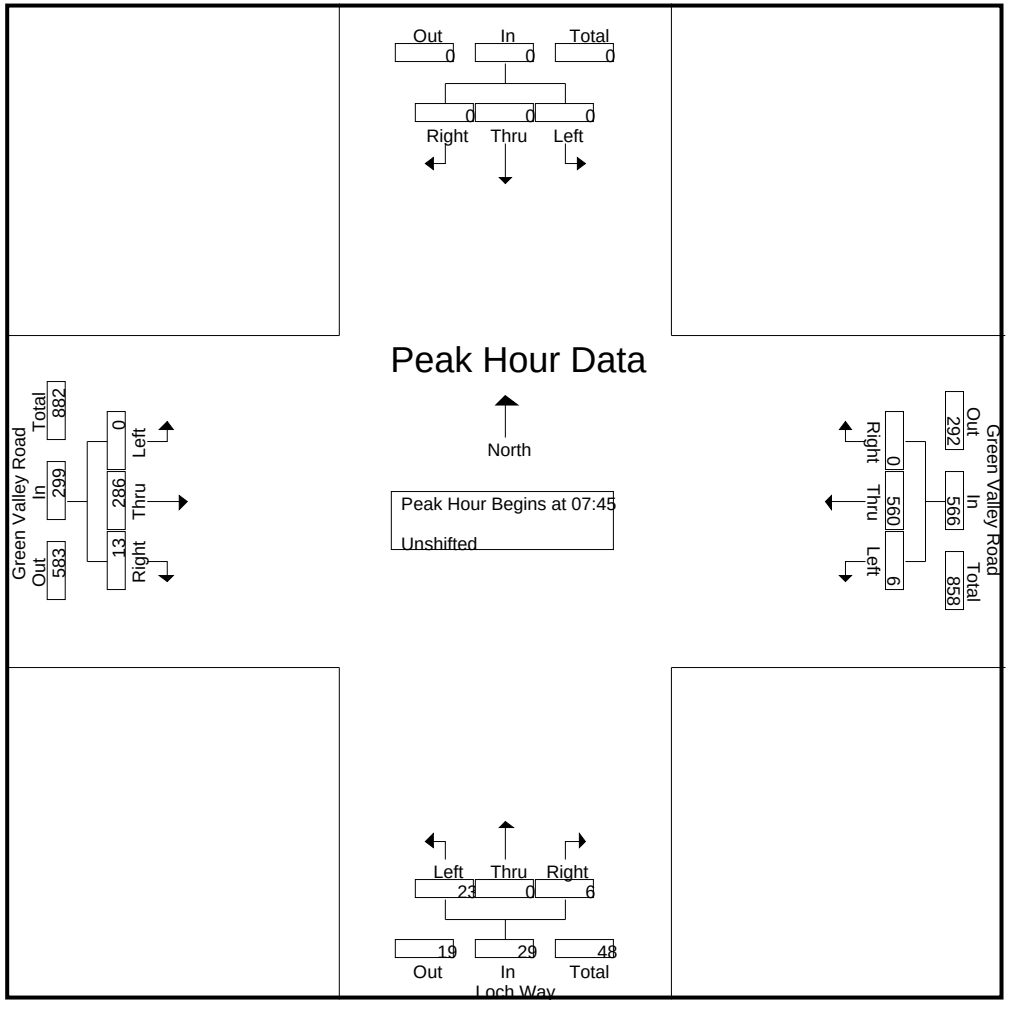


All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-004 Loch-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 4

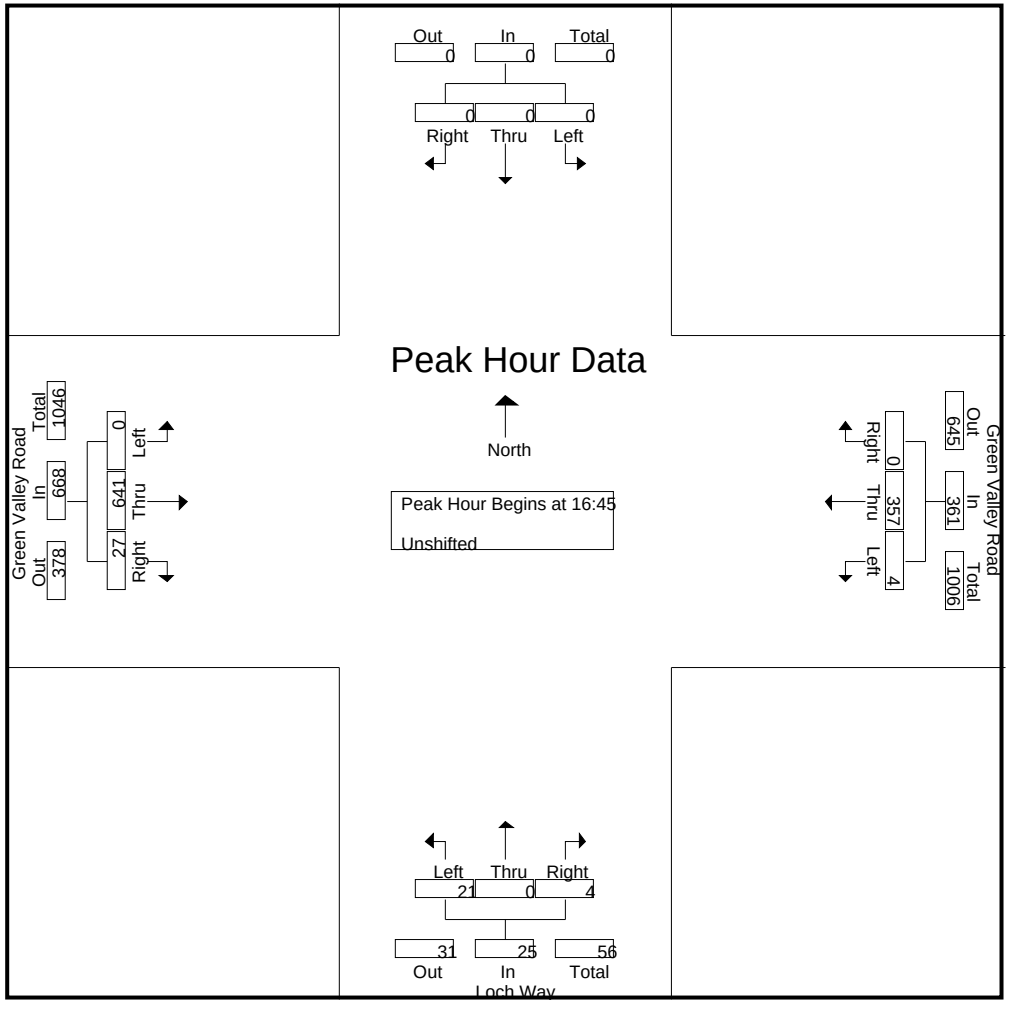
	Southbound				Green Valley Road Westbound				Loch Way Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	85	0	85	**7**	0	1	**8**	0	**180**	4	**184**	**277**
17:00	0	0	0	0	**2**	83	0	85	5	0	1	6	0	167	8	175	266
17:15	0	0	0	0	2	**108**	0	**110**	4	0	0	4	0	144	6	150	264
17:30	0	0	0	0	0	81	0	81	5	0	**2**	7	0	150	**9**	159	247
Total Volume	0	0	0	0	4	357	0	361	21	0	4	25	0	641	27	668	1054
% App. Total	0	0	0		1.1	98.9	0		84	0	16		0	96	4		
PHF	.000	.000	.000	.000	.500	.826	.000	.820	.750	.000	.500	.781	.000	.890	.750	.908	.951

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-004 Loch-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 5



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-005 Malcom Dixon-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	Malcom Dixon Road Southbound				Green Valley Road Westbound				Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	2	0	8	10	0	90	3	93	0	0	0	0	1	23	0	24	127
06:45	1	0	1	2	0	102	0	102	0	0	0	0	1	17	0	18	122
Total	3	0	9	12	0	192	3	195	0	0	0	0	2	40	0	42	249
07:00	0	0	7	7	0	133	0	133	0	0	0	0	1	30	0	31	171
07:15	2	0	3	5	0	141	1	142	0	0	0	0	2	51	0	53	200
07:30	2	0	6	8	0	153	1	154	0	0	0	0	1	59	0	60	222
07:45	2	0	6	8	0	126	0	126	0	0	0	0	3	70	0	73	207
Total	6	0	22	28	0	553	2	555	0	0	0	0	7	210	0	217	800
08:00	2	0	3	5	0	116	0	116	0	0	0	0	2	66	0	68	189
08:15	2	0	6	8	0	133	1	134	0	0	0	0	0	69	0	69	211
08:30	0	0	6	6	0	129	1	130	0	0	0	0	2	65	0	67	203
08:45	1	0	4	5	0	126	1	127	0	0	0	0	3	80	0	83	215
Total	5	0	19	24	0	504	3	507	0	0	0	0	7	280	0	287	818
09:00	1	0	1	2	0	98	1	99	0	0	0	0	0	52	0	52	153
09:15	2	0	2	4	0	88	0	88	0	0	0	0	2	30	0	32	124
Total	3	0	3	6	0	186	1	187	0	0	0	0	2	82	0	84	277
15:30	3	0	2	5	0	77	1	78	0	0	0	0	4	133	0	137	220
15:45	2	0	2	4	0	72	1	73	0	0	0	0	1	137	0	138	215
Total	5	0	4	9	0	149	2	151	0	0	0	0	5	270	0	275	435
16:00	1	0	0	1	0	92	5	97	0	0	0	0	7	147	0	154	252
16:15	1	0	4	5	0	69	3	72	0	0	0	0	3	147	0	150	227
16:30	3	0	2	5	0	83	3	86	0	0	0	0	3	139	0	142	233
16:45	3	0	5	8	0	86	1	87	0	0	0	0	3	162	0	165	260
Total	8	0	11	19	0	330	12	342	0	0	0	0	16	595	0	611	972
17:00	3	0	4	7	0	88	0	88	0	0	0	0	2	177	0	179	274
17:15	1	0	1	2	0	99	4	103	0	0	0	0	4	147	0	151	256

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-005 Malcom Dixon-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 2

Groups Printed- Unshifted

	Malcom Dixon Road Southbound				Green Valley Road Westbound				Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	3	0	4	7	0	80	0	80	0	0	0	0	3	152	0	155	242
17:45	2	0	5	7	0	78	1	79	0	0	0	0	7	156	0	163	249
Total	9	0	14	23	0	345	5	350	0	0	0	0	16	632	0	648	1021
18:00	2	0	2	4	0	82	0	82	0	0	0	0	3	151	0	154	240
18:15	0	0	2	2	0	55	4	59	0	0	0	0	4	129	0	133	194
Grand Total	41	0	86	127	0	2396	32	2428	0	0	0	0	62	2389	0	2451	5006
Apprch %	32.3	0	67.7		0	98.7	1.3		0	0	0		2.5	97.5	0		
Total %	0.8	0	1.7	2.5	0	47.9	0.6	48.5	0	0	0	0	1.2	47.7	0	49	

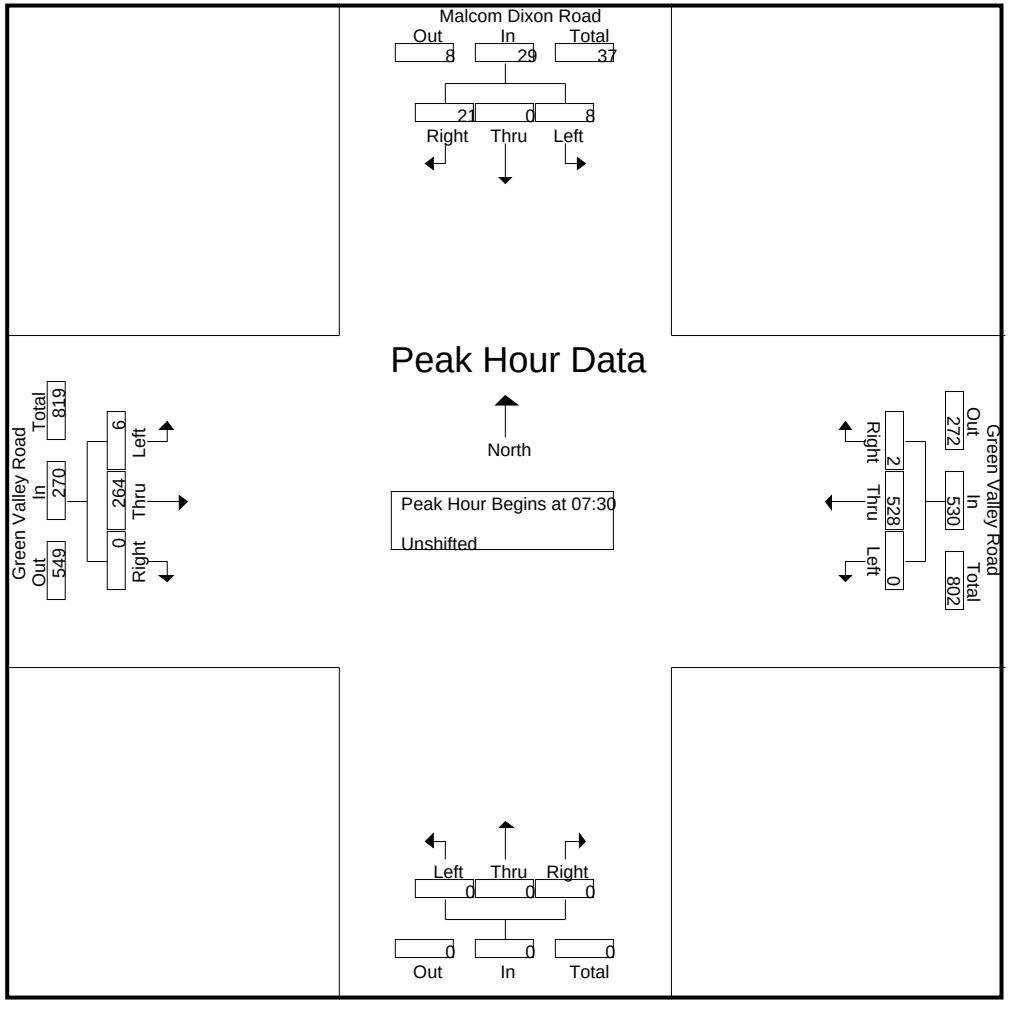
	Malcom Dixon Road Southbound				Green Valley Road Westbound				Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**2**	0	**6**	**8**	0	**153**	**1**	**154**	0	0	0	0	1	59	0	60	**222**
07:45	2	0	6	8	0	126	0	126	0	0	0	0	**3**	**70**	0	**73**	207
08:00	2	0	3	5	0	116	0	116	0	0	0	0	2	66	0	68	189
08:15	2	0	6	8	0	133	1	134	0	0	0	0	0	69	0	69	211
Total Volume	8	0	21	29	0	528	2	530	0	0	0	0	6	264	0	270	829
% App. Total	27.6	0	72.4		0	99.6	0.4		0	0	0		2.2	97.8	0		
PHF	1.000	.000	.875	.906	.000	.863	.500	.860	.000	.000	.000	.000	.500	.943	.000	.925	.934

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-005 Malcom Dixon-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 3



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-005 Malcom Dixon-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 4

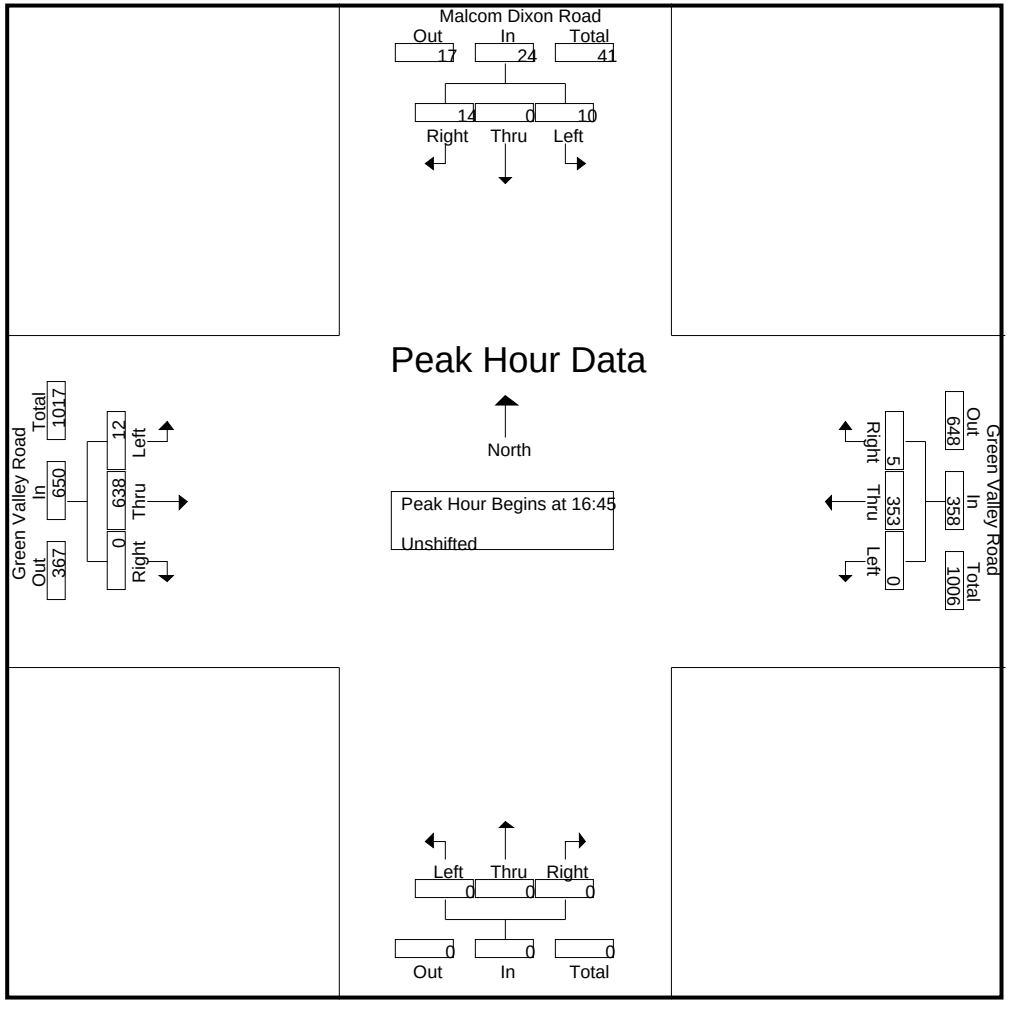
	Malcom Dixon Road Southbound				Green Valley Road Westbound				Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	**3**	0	**5**	**8**	0	86	1	87	0	0	0	0	3	162	0	165	260
17:00	3	0	4	7	0	88	0	88	0	0	0	0	2	**177**	0	**179**	**274**
17:15	1	0	1	2	0	**99**	**4**	**103**	0	0	0	0	**4**	147	0	151	256
17:30	3	0	4	7	0	80	0	80	0	0	0	0	3	152	0	155	242
Total Volume	10	0	14	24	0	353	5	358	0	0	0	0	12	638	0	650	1032
% App. Total	41.7	0	58.3		0	98.6	1.4		0	0	0		1.8	98.2	0		
PHF	.833	.000	.700	.750	.000	.891	.313	.869	.000	.000	.000	.000	.750	.901	.000	.908	.942

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-005 Malcom Dixon-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 5



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-006 Deer Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	Deer Valley Road Southbound				Green Valley Road Westbound				Deer Valley Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	1	0	9	10	0	80	0	80	3	0	0	3	1	26	0	27	120
06:45	1	0	10	11	0	84	0	84	8	0	1	9	1	19	0	20	124
Total	2	0	19	21	0	164	0	164	11	0	1	12	2	45	0	47	244
07:00	0	0	7	7	1	123	1	125	3	0	1	4	0	26	1	27	163
07:15	7	0	7	14	0	138	1	139	2	0	2	4	3	51	0	54	211
07:30	11	0	6	17	2	138	4	144	3	0	5	8	2	61	0	63	232
07:45	2	0	6	8	1	109	1	111	5	0	2	7	1	67	2	70	196
Total	20	0	26	46	4	508	7	519	13	0	10	23	6	205	3	214	802
08:00	1	0	9	10	1	106	0	107	2	0	1	3	1	66	0	67	187
08:15	0	0	6	6	2	114	1	117	6	0	3	9	3	65	0	68	200
08:30	3	0	15	18	2	113	1	116	9	0	4	13	2	63	0	65	212
08:45	0	0	8	8	1	101	1	103	2	0	2	4	7	73	4	84	199
Total	4	0	38	42	6	434	3	443	19	0	10	29	13	267	4	284	798
09:00	2	0	2	4	1	100	1	102	6	0	3	9	1	47	4	52	167
09:15	1	0	9	10	2	73	0	75	3	0	0	3	0	26	2	28	116
Total	3	0	11	14	3	173	1	177	9	0	3	12	1	73	6	80	283
15:30	0	0	4	4	5	76	1	82	1	1	2	4	6	122	2	130	220
15:45	1	0	2	3	4	74	0	78	1	0	3	4	4	138	2	144	229
Total	1	0	6	7	9	150	1	160	2	1	5	8	10	260	4	274	449
16:00	0	0	7	7	3	85	4	92	6	0	2	8	5	133	5	143	250
16:15	0	1	2	3	3	68	0	71	0	0	3	3	6	143	2	151	228
16:30	0	0	8	8	5	71	2	78	3	1	0	4	6	125	5	136	226
16:45	0	0	2	2	5	84	0	89	2	1	4	7	10	154	8	172	270
Total	0	1	19	20	16	308	6	330	11	2	9	22	27	555	20	602	974
17:00	5	0	5	10	5	83	2	90	3	0	1	4	7	169	4	180	284
17:15	2	0	6	8	1	96	2	99	1	0	5	6	14	129	0	143	256

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-006 Deer Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013

Groups Printed- Unshifted

	Deer Valley Road Southbound				Green Valley Road Westbound				Deer Valley Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	0	0	1	1	5	76	3	84	2	0	1	3	14	140	6	160	248
17:45	2	0	4	6	5	78	1	84	1	0	1	2	7	141	8	156	248
Total	9	0	16	25	16	333	8	357	7	0	8	15	42	579	18	639	1036
18:00	3	1	9	13	1	70	1	72	0	0	4	4	8	131	5	144	233
18:15	0	0	4	4	5	56	1	62	1	0	1	2	7	132	0	139	207
Grand Total	42	2	148	192	60	2196	28	2284	73	3	51	127	116	2247	60	2423	5026
Apprch %	21.9	1	77.1		2.6	96.1	1.2		57.5	2.4	40.2		4.8	92.7	2.5		
Total %	0.8	0	2.9	3.8	1.2	43.7	0.6	45.4	1.5	0.1	1	2.5	2.3	44.7	1.2	48.2	

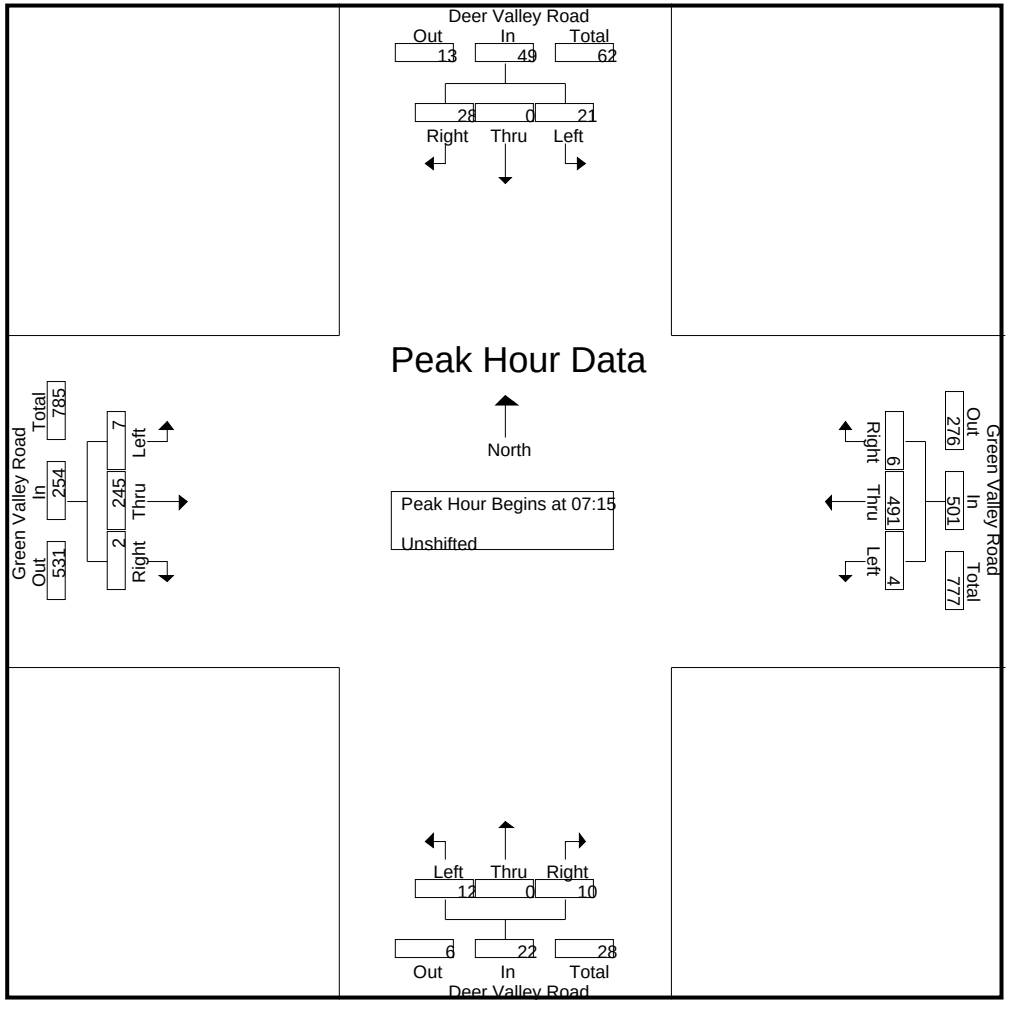
	Deer Valley Road Southbound				Green Valley Road Westbound				Deer Valley Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	7	0	7	14	0	**138**	1	139	2	0	2	4	**3**	51	0	54	211
07:30	**11**	0	6	**17**	**2**	138	**4**	**144**	3	0	**5**	**8**	2	61	0	63	**232**
07:45	2	0	6	8	1	109	1	111	**5**	0	2	7	1	**67**	**2**	**70**	196
08:00	1	0	**9**	10	1	106	0	107	2	0	1	3	1	66	0	67	187
Total Volume	21	0	28	49	4	491	6	501	12	0	10	22	7	245	2	254	826
% App. Total	42.9	0	57.1		0.8	98	1.2		54.5	0	45.5		2.8	96.5	0.8		
PHF	.477	.000	.778	.721	.500	.889	.375	.870	.600	.000	.500	.688	.583	.914	.250	.907	.890

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-006 Deer Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 3



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-006 Deer Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 4

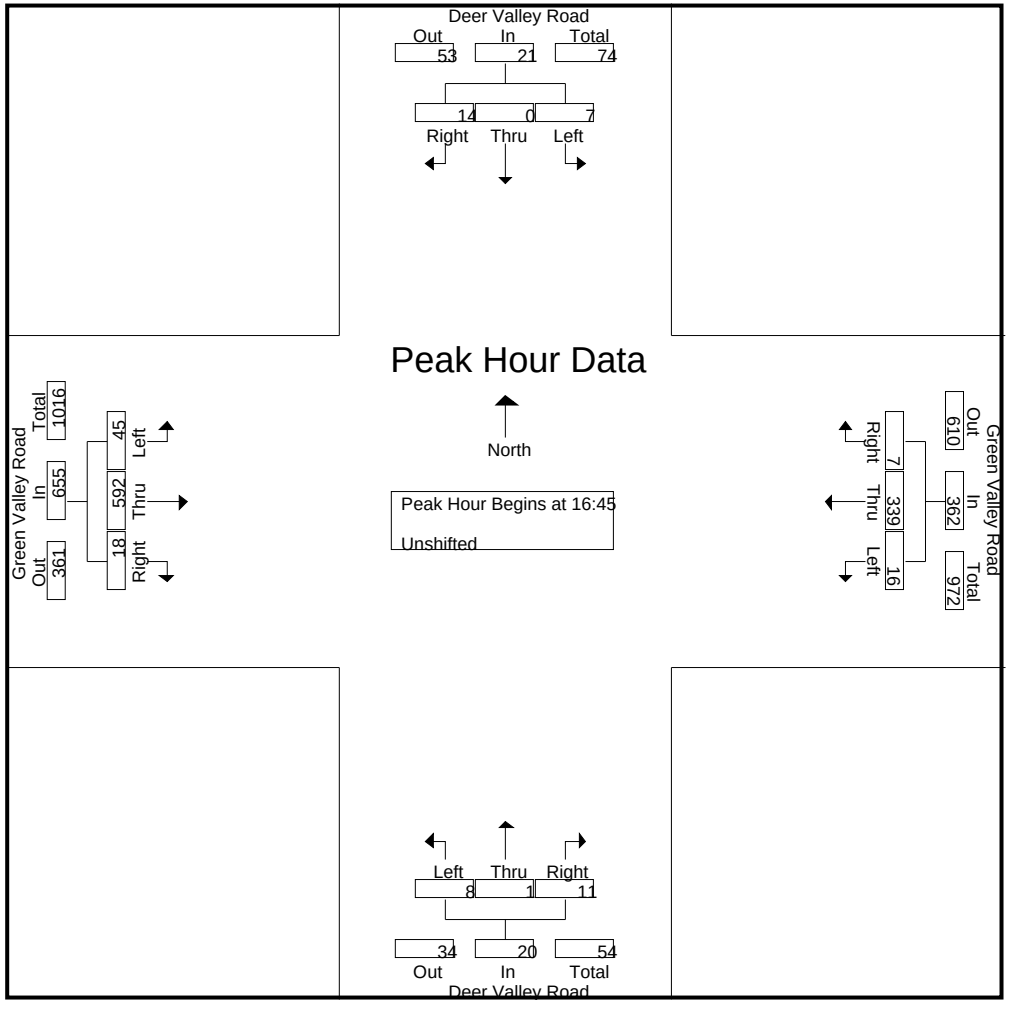
	Deer Valley Road Southbound				Green Valley Road Westbound				Deer Valley Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	2	2	**5**	84	0	89	2	**1**	4	**7**	10	154	**8**	172	270
17:00	**5**	0	5	**10**	5	83	2	90	**3**	0	1	4	7	**169**	4	**180**	**284**
17:15	2	0	**6**	8	1	**96**	2	**99**	1	0	**5**	6	**14**	129	0	143	256
17:30	0	0	1	1	5	76	**3**	84	2	0	1	3	14	140	6	160	248
Total Volume	7	0	14	21	16	339	7	362	8	1	11	20	45	592	18	655	1058
% App. Total	33.3	0	66.7		4.4	93.6	1.9		40	5	55		6.9	90.4	2.7		
PHF	.350	.000	.583	.525	.800	.883	.583	.914	.667	.250	.550	.714	.804	.876	.563	.910	.931

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-006 Deer Valley-Green Valley
Site Code : 00000000
Start Date : 1/29/2013
Page No : 5



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-007 Bass Lake-Green Valley
Site Code : 00000000
Start Date : 1/31/2013
Page No : 1

Groups Printed- Unshifted

	Bass Lake Road Southbound				Green Valley Road Westbound				Bass Lake Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	1	0	0	1	20	71	0	91	21	0	22	43	0	24	4	28	163
06:45	0	0	0	0	31	65	0	96	17	0	12	29	1	14	7	22	147
Total	1	0	0	1	51	136	0	187	38	0	34	72	1	38	11	50	310
07:00	0	0	0	0	43	118	2	163	35	1	5	41	1	21	11	33	237
07:15	0	0	0	0	30	207	1	238	85	1	11	97	2	97	31	130	465
07:30	0	0	1	1	44	167	0	211	60	1	11	72	0	139	75	214	498
07:45	1	0	0	1	41	95	1	137	17	0	14	31	0	76	27	103	272
Total	1	0	1	2	158	587	4	749	197	3	41	241	3	333	144	480	1472
08:00	0	0	0	0	44	93	3	140	25	1	22	48	2	58	19	79	267
08:15	2	0	1	3	48	87	1	136	22	0	28	50	0	59	10	69	258
08:30	2	0	2	4	61	84	0	145	33	0	46	79	0	48	16	64	292
08:45	1	0	0	1	35	71	9	115	25	0	40	65	4	64	17	85	266
Total	5	0	3	8	188	335	13	536	105	1	136	242	6	229	62	297	1083
09:00	1	1	0	2	24	86	3	113	20	0	15	35	2	43	6	51	201
09:15	1	0	1	2	16	61	2	79	16	1	17	34	1	33	5	39	154
Total	2	1	1	4	40	147	5	192	36	1	32	69	3	76	11	90	355
15:30	6	1	2	9	22	85	3	110	23	1	31	55	2	105	26	133	307
15:45	0	0	2	2	14	76	1	91	11	0	34	45	1	126	14	141	279
Total	6	1	4	11	36	161	4	201	34	1	65	100	3	231	40	274	586
16:00	4	1	5	10	17	78	0	95	22	2	30	54	2	107	20	129	288
16:15	3	2	2	7	25	65	1	91	20	1	46	67	2	110	24	136	301
16:30	5	1	3	9	22	86	2	110	20	0	44	64	0	127	23	150	333
16:45	7	1	0	8	32	61	3	96	10	2	39	51	1	126	35	162	317
Total	19	5	10	34	96	290	6	392	72	5	159	236	5	470	102	577	1239
17:00	3	4	6	13	25	65	2	92	21	4	47	72	1	154	25	180	357
17:15	0	0	2	2	31	87	1	119	9	0	47	56	0	142	31	173	350

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-007 Bass Lake-Green Valley
Site Code : 00000000
Start Date : 1/31/2013
Page No : 2

Groups Printed- Unshifted

	Bass Lake Road Southbound				Green Valley Road Westbound				Bass Lake Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	3	3	0	6	38	69	0	107	15	0	33	48	1	112	35	148	309
17:45	0	4	0	4	20	85	0	105	25	0	25	50	1	122	28	151	310
Total	6	11	8	25	114	306	3	423	70	4	152	226	3	530	119	652	1326
18:00	1	0	0	1	17	60	0	77	16	2	29	47	1	118	14	133	258
18:15	1	0	1	2	21	50	2	73	15	1	42	58	3	103	24	130	263
Grand Total	42	18	28	88	721	2072	37	2830	583	18	690	1291	28	2128	527	2683	6892
Apprch %	47.7	20.5	31.8		25.5	73.2	1.3		45.2	1.4	53.4		1	79.3	19.6		
Total %	0.6	0.3	0.4	1.3	10.5	30.1	0.5	41.1	8.5	0.3	10	18.7	0.4	30.9	7.6	38.9	

	Bass Lake Road Southbound				Green Valley Road Westbound				Bass Lake Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	30	**207**	1	**238**	**85**	**1**	11	**97**	**2**	97	31	130	465
07:30	0	0	**1**	**1**	**44**	167	0	211	60	1	11	72	0	**139**	**75**	**214**	**498**
07:45	**1**	0	0	1	41	95	1	137	17	0	14	31	0	76	27	103	272
08:00	0	0	0	0	44	93	**3**	140	25	1	**22**	48	2	58	19	79	267
Total Volume	1	0	1	2	159	562	5	726	187	3	58	248	4	370	152	526	1502
% App. Total	50	0	50		21.9	77.4	0.7		75.4	1.2	23.4		0.8	70.3	28.9		
PHF	.250	.000	.250	.500	.903	.679	.417	.763	.550	.750	.659	.639	.500	.665	.507	.614	.754

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El Dorado County

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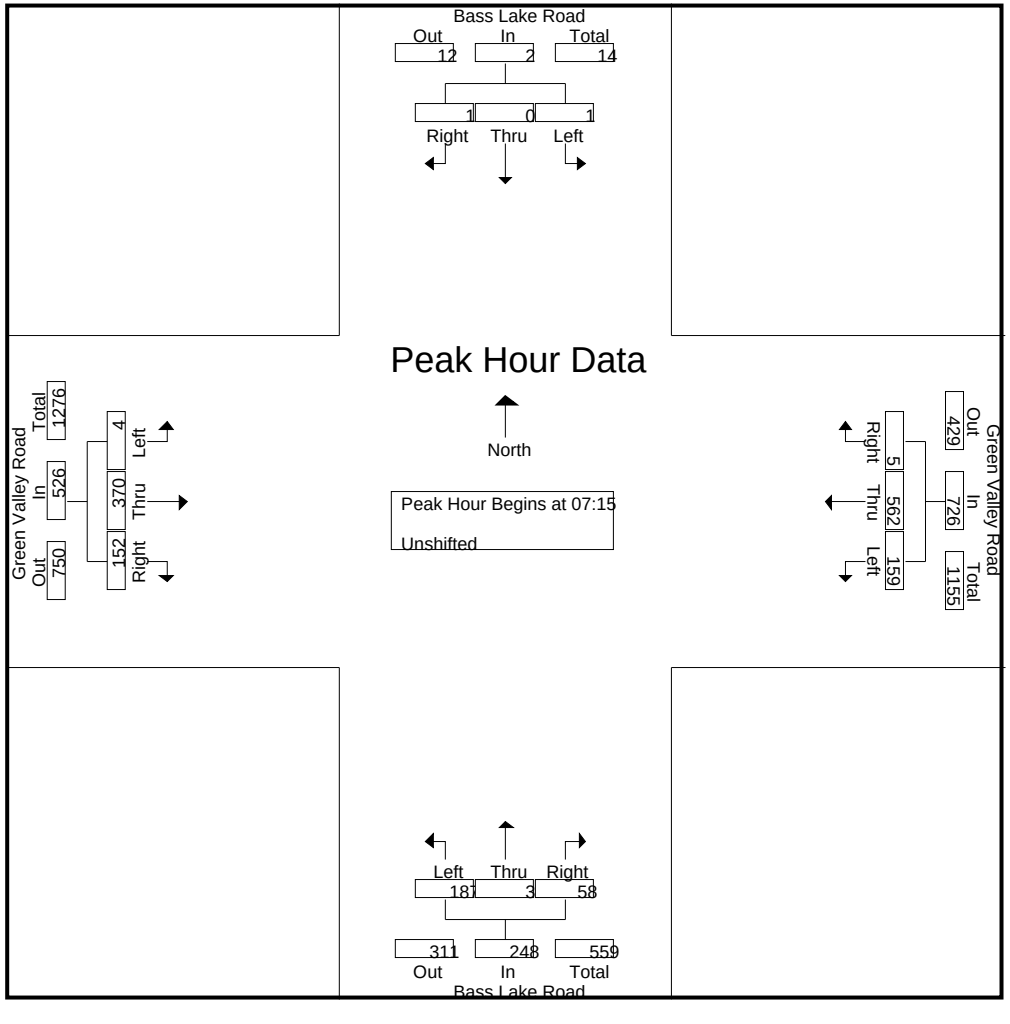

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	Bass Lake Road Southbound				Green Valley Road Westbound				Bass Lake Road Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	5	1	3	9	22	86	2	110	20	0	44	64	0	127	23	150	333
16:45	**7**	1	0	8	**32**	61	**3**	96	10	2	39	51	**1**	126	**35**	162	317
17:00	3	**4**	**6**	**13**	25	65	2	92	**21**	**4**	**47**	**72**	1	**154**	25	**180**	**357**
17:15	0	0	2	2	31	**87**	1	**119**	9	0	47	56	0	142	31	173	350
Total Volume	15	6	11	32	110	299	8	417	60	6	177	243	2	549	114	665	1357
% App. Total	46.9	18.8	34.4		26.4	71.7	1.9		24.7	2.5	72.8		0.3	82.6	17.1		
PHF	.536	.375	.458	.615	.859	.859	.667	.876	.714	.375	.941	.844	.500	.891	.814	.924	.950

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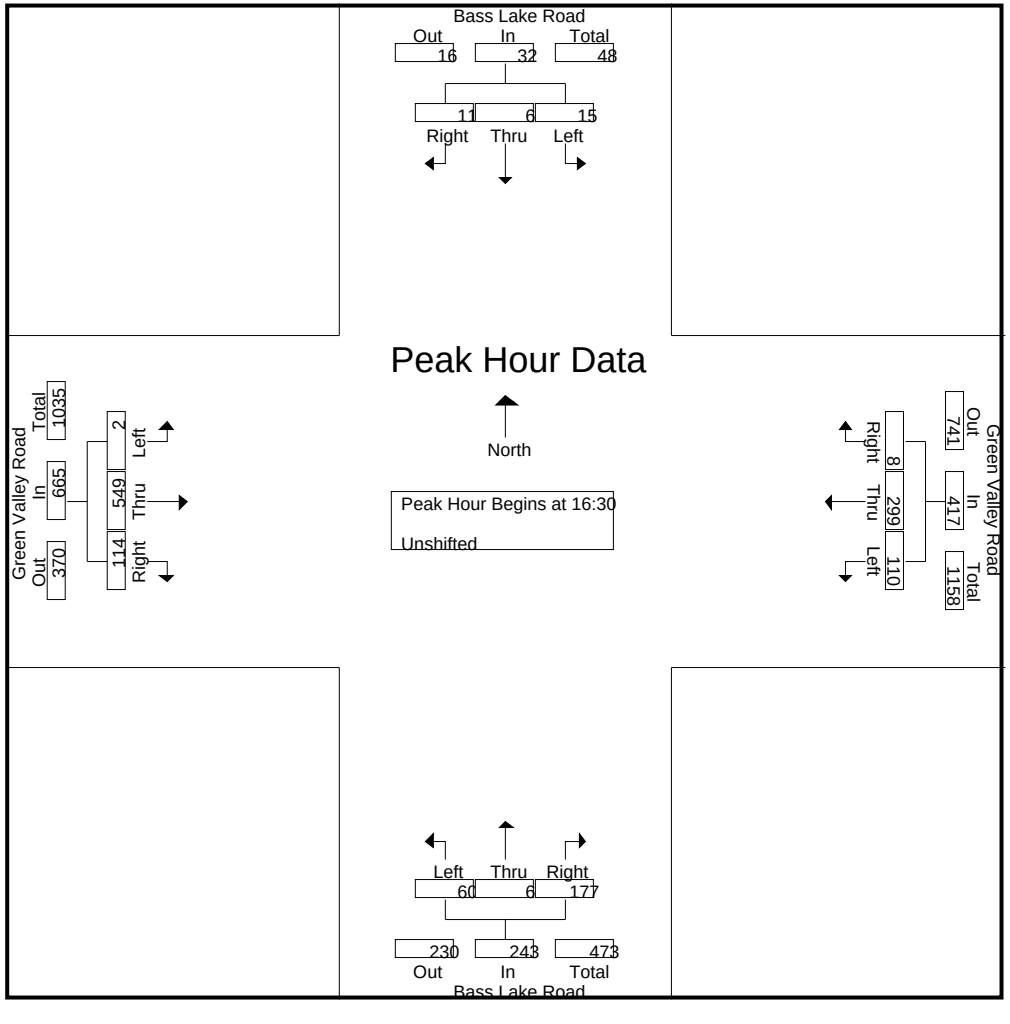

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(916) 771-8700

El Dorado County

File Name : 13-7063-008 Cambridge-Green Valley
Site Code : 00000000
Start Date : 1/31/2013
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Groups Printed- Unshifted

	Cambridge Drive Southbound				Green Valley Road Westbound				Cambridge Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	10	0	5	15	2	65	1	68	20	1	6	27	1	40	4	45	155
06:45	5	3	4	12	3	82	1	86	17	0	11	28	1	24	4	29	155
Total	15	3	9	27	5	147	2	154	37	1	17	55	2	64	8	74	310
07:00	2	3	9	14	8	106	1	115	49	1	8	58	0	23	3	26	213
07:15	5	2	11	18	2	165	0	167	71	0	6	77	6	76	17	99	361
07:30	3	0	11	14	9	122	0	131	63	0	13	76	1	126	30	157	378
07:45	4	1	7	12	2	97	4	103	33	2	14	49	2	72	16	90	254
Total	14	6	38	58	21	490	5	516	216	3	41	260	9	297	66	372	1206
08:00	1	1	11	13	8	103	2	113	29	0	13	42	1	68	10	79	247
08:15	2	0	8	10	6	92	1	99	37	0	14	51	1	82	8	91	251
08:30	3	1	8	12	6	94	0	100	43	0	18	61	3	76	15	94	267
08:45	4	1	4	9	16	83	1	100	25	1	8	34	1	89	13	103	246
Total	10	3	31	44	36	372	4	412	134	1	53	188	6	315	46	367	1011
09:00	1	0	3	4	9	76	1	86	33	3	14	50	3	52	8	63	203
09:15	1	0	2	3	6	52	0	58	26	0	9	35	0	42	7	49	145
Total	2	0	5	7	15	128	1	144	59	3	23	85	3	94	15	112	348
15:30	3	0	3	6	12	76	1	89	26	3	14	43	5	109	23	137	275
15:45	2	1	3	6	13	76	1	90	13	0	16	29	3	135	27	165	290
Total	5	1	6	12	25	152	2	179	39	3	30	72	8	244	50	302	565
16:00	1	0	4	5	16	68	3	87	26	1	14	41	3	105	27	135	268
16:15	4	1	4	9	10	76	3	89	12	0	9	21	6	132	23	161	280
16:30	3	1	6	10	11	80	3	94	23	0	18	41	5	147	23	175	320
16:45	1	1	2	4	15	77	1	93	21	2	15	38	4	132	34	170	305
Total	9	3	16	28	52	301	10	363	82	3	56	141	18	516	107	641	1173
17:00	2	0	1	3	7	63	3	73	24	1	19	44	10	156	41	207	327
17:15	1	2	3	6	10	91	1	102	27	1	17	45	5	136	42	183	336

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El Dorado County

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Groups Printed- Unshifted

	Cambridge Drive Southbound				Green Valley Road Westbound				Cambridge Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	0	0	3	3	16	86	2	104	17	1	20	38	6	125	30	161	306
17:45	4	3	2	9	6	79	2	87	22	2	17	41	4	110	27	141	278
Total	7	5	9	21	39	319	8	366	90	5	73	168	25	527	140	692	1247
18:00	1	1	2	4	11	59	4	74	15	0	17	32	6	119	32	157	267
18:15	2	3	2	7	9	53	1	63	19	2	12	33	8	97	34	139	242
Grand Total	65	25	118	208	213	2021	37	2271	691	21	322	1034	85	2273	498	2856	6369
Apprch %	31.2	12	56.7		9.4	89	1.6		66.8	2	31.1		3	79.6	17.4		
Total %	1	0.4	1.9	3.3	3.3	31.7	0.6	35.7	10.8	0.3	5.1	16.2	1.3	35.7	7.8	44.8	

	Cambridge Drive Southbound				Green Valley Road Westbound				Cambridge Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	**5**	**2**	**11**	**18**	2	**165**	0	**167**	**71**	0	6	**77**	**6**	76	17	99	361
07:30	3	0	11	14	**9**	122	0	131	63	0	13	76	1	**126**	**30**	**157**	**378**
07:45	4	1	7	12	2	97	**4**	103	33	**2**	**14**	49	2	72	16	90	254
08:00	1	1	11	13	8	103	2	113	29	0	13	42	1	68	10	79	247
Total Volume	13	4	40	57	21	487	6	514	196	2	46	244	10	342	73	425	1240
% App. Total	22.8	7	70.2		4.1	94.7	1.2		80.3	0.8	18.9		2.4	80.5	17.2		
PHF	.650	.500	.909	.792	.583	.738	.375	.769	.690	.250	.821	.792	.417	.679	.608	.677	.820

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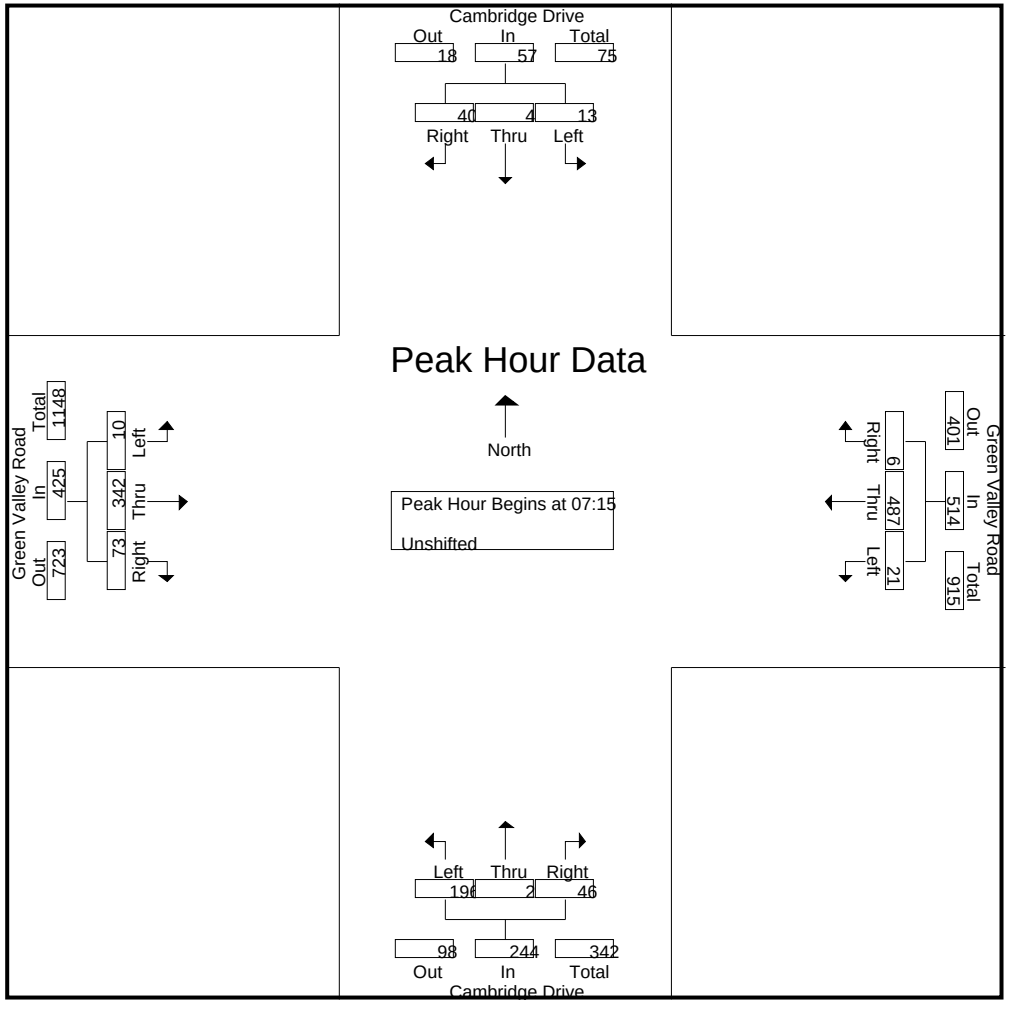

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	Cambridge Drive Southbound				Green Valley Road Westbound				Cambridge Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	**3**	1	**6**	**10**	11	80	**3**	94	23	0	18	41	5	147	23	175	320
16:45	1	1	2	4	**15**	77	1	93	21	**2**	15	38	4	132	34	170	305
17:00	2	0	1	3	7	63	3	73	24	1	**19**	44	**10**	**156**	41	**207**	327
17:15	1	**2**	3	6	10	**91**	1	**102**	**27**	1	17	**45**	5	136	**42**	183	**336**
Total Volume	7	4	12	23	43	311	8	362	95	4	69	168	24	571	140	735	1288
% App. Total	30.4	17.4	52.2		11.9	85.9	2.2		56.5	2.4	41.1		3.3	77.7	19		
PHF	.583	.500	.500	.575	.717	.854	.667	.887	.880	.500	.908	.933	.600	.915	.833	.888	.958

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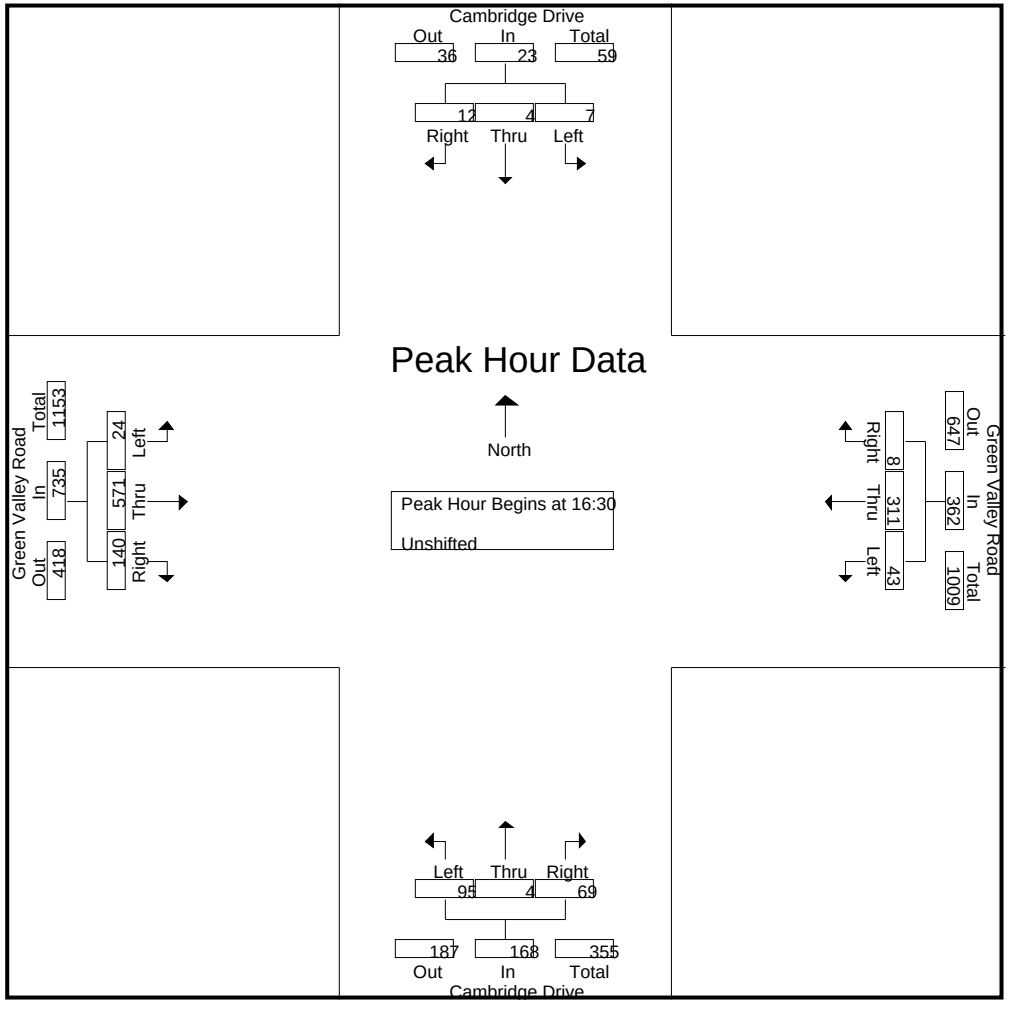

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El Dorado County

File Name : 13-7063-009 Cameron Park-Green Valley
Site Code : 00000000
Start Date : 1/31/2013
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Groups Printed- Unshifted

	Cameron Park Drive Southbound				Green Valley Road Westbound				Cameron Park Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	3	11	3	17	12	36	2	50	27	4	4	35	3	18	30	51	153
06:45	1	10	5	16	19	50	0	69	36	4	7	47	0	16	28	44	176
Total	4	21	8	33	31	86	2	119	63	8	11	82	3	34	58	95	329
07:00	0	17	7	24	23	55	2	80	58	2	8	68	1	14	20	35	207
07:15	0	9	9	18	31	75	1	107	83	4	10	97	3	33	49	85	307
07:30	3	27	6	36	21	61	0	82	66	3	11	80	8	44	92	144	342
07:45	5	17	4	26	25	52	1	78	46	4	31	81	9	29	59	97	282
Total	8	70	26	104	100	243	4	347	253	13	60	326	21	120	220	361	1138
08:00	1	10	4	15	35	54	2	91	60	4	19	83	2	20	54	76	265
08:15	4	14	10	28	23	50	1	74	43	3	16	62	8	39	42	89	253
08:30	7	9	8	24	41	54	4	99	47	4	49	100	13	53	41	107	330
08:45	2	15	6	23	61	51	3	115	47	5	15	67	14	34	52	100	305
Total	14	48	28	90	160	209	10	379	197	16	99	312	37	146	189	372	1153
09:00	1	9	4	14	22	41	1	64	42	10	13	65	6	32	26	64	207
09:15	1	7	3	11	14	32	0	46	22	8	5	35	6	20	24	50	142
Total	2	16	7	25	36	73	1	110	64	18	18	100	12	52	50	114	349
15:30	3	12	3	18	19	31	4	54	57	21	22	100	12	52	65	129	301
15:45	7	10	4	21	17	37	3	57	53	31	33	117	12	58	75	145	340
Total	10	22	7	39	36	68	7	111	110	52	55	217	24	110	140	274	641
16:00	3	10	8	21	22	26	0	48	45	20	29	94	10	57	61	128	291
16:15	5	10	3	18	27	30	5	62	44	18	28	90	16	71	67	154	324
16:30	4	9	7	20	22	43	8	73	65	13	32	110	18	63	70	151	354
16:45	6	17	3	26	22	36	8	66	45	26	36	107	21	74	67	162	361
Total	18	46	21	85	93	135	21	249	199	77	125	401	65	265	265	595	1330
17:00	5	18	5	28	21	32	0	53	57	19	28	104	23	66	67	156	341
17:15	10	22	4	36	18	35	3	56	57	39	34	130	22	62	65	149	371

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	Cameron Park Drive Southbound				Green Valley Road Westbound				Cameron Park Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	7	26	5	38	22	35	4	61	58	28	32	118	12	71	55	138	355
17:45	3	20	6	29	27	32	2	61	61	20	32	113	14	52	51	117	320
Total	25	86	20	131	88	134	9	231	233	106	126	465	71	251	238	560	1387
18:00	5	5	1	11	20	28	3	51	50	23	31	104	8	56	54	118	284
18:15	9	13	3	25	18	20	4	42	36	18	24	78	20	63	43	126	271
Grand Total	95	327	121	543	582	996	61	1639	1205	331	549	2085	261	1097	1257	2615	6882
Apprch %	17.5	60.2	22.3		35.5	60.8	3.7		57.8	15.9	26.3		10	42	48.1		
Total %	1.4	4.8	1.8	7.9	8.5	14.5	0.9	23.8	17.5	4.8	8	30.3	3.8	15.9	18.3	38	

	Cameron Park Drive Southbound				Green Valley Road Westbound				Cameron Park Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	9	**9**	18	31	**75**	1	**107**	**83**	**4**	10	**97**	3	33	49	85	307
07:30	3	**27**	6	**36**	21	61	0	82	66	3	11	80	8	**44**	**92**	**144**	**342**
07:45	**5**	17	4	26	25	52	1	78	46	4	**31**	81	**9**	29	59	97	282
08:00	1	10	4	15	**35**	54	**2**	91	60	4	19	83	2	20	54	76	265
Total Volume	9	63	23	95	112	242	4	358	255	15	71	341	22	126	254	402	1196
% App. Total	9.5	66.3	24.2		31.3	67.6	1.1		74.8	4.4	20.8		5.5	31.3	63.2		
PHF	.450	.583	.639	.660	.800	.807	.500	.836	.768	.938	.573	.879	.611	.716	.690	.698	.874

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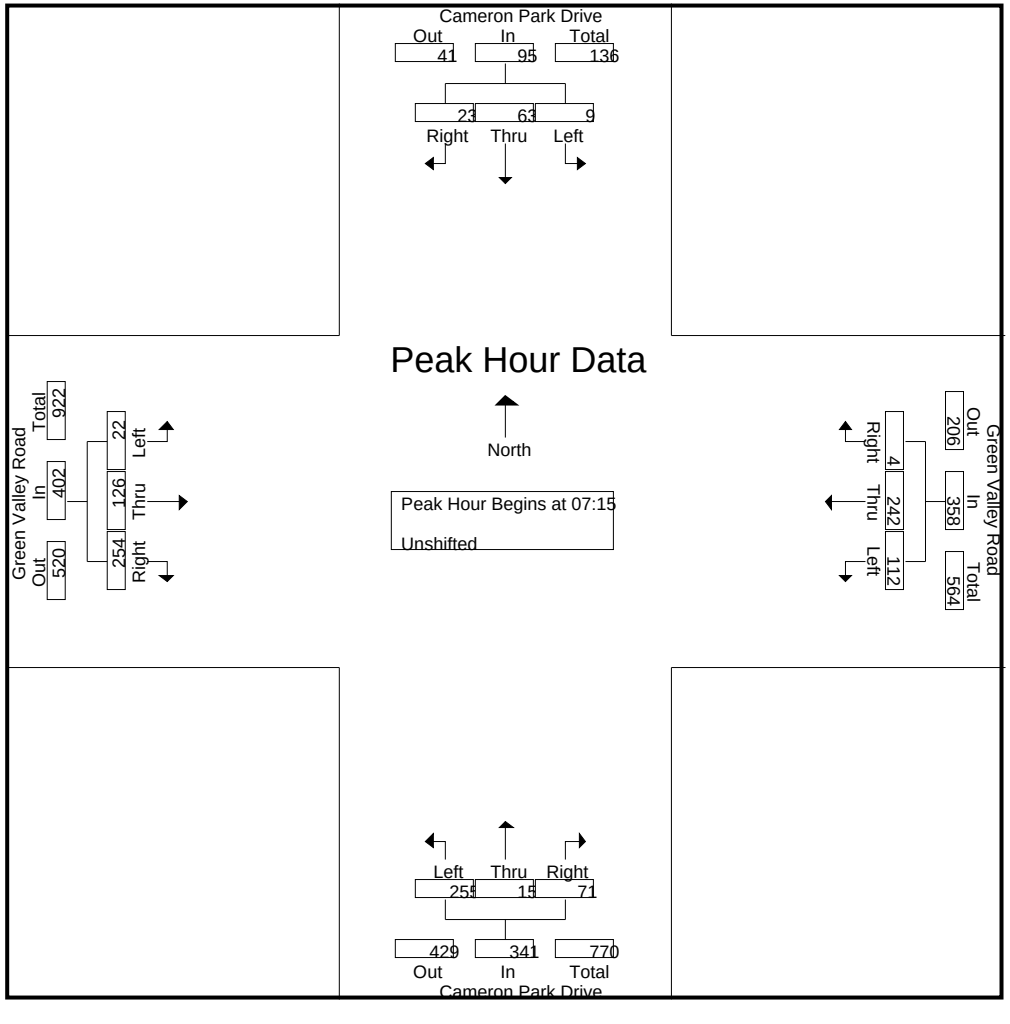

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	Cameron Park Drive Southbound				Green Valley Road Westbound				Cameron Park Drive Northbound				Green Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	6	17	3	26	**22**	**36**	**8**	**66**	45	26	**36**	107	21	**74**	**67**	**162**	361
17:00	5	18	**5**	28	21	32	0	53	57	19	28	104	**23**	66	67	156	341
17:15	**10**	22	4	36	18	35	3	56	57	**39**	34	**130**	22	62	65	149	**371**
17:30	7	**26**	5	**38**	22	35	4	61	**58**	28	32	118	12	71	55	138	355
Total Volume	28	83	17	128	83	138	15	236	217	112	130	459	78	273	254	605	1428
% App. Total	21.9	64.8	13.3		35.2	58.5	6.4		47.3	24.4	28.3		12.9	45.1	42		
PHF	.700	.798	.850	.842	.943	.958	.469	.894	.935	.718	.903	.883	.848	.922	.948	.934	.962

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File Name : 13-7063-009 Cameron Park-Green Valley
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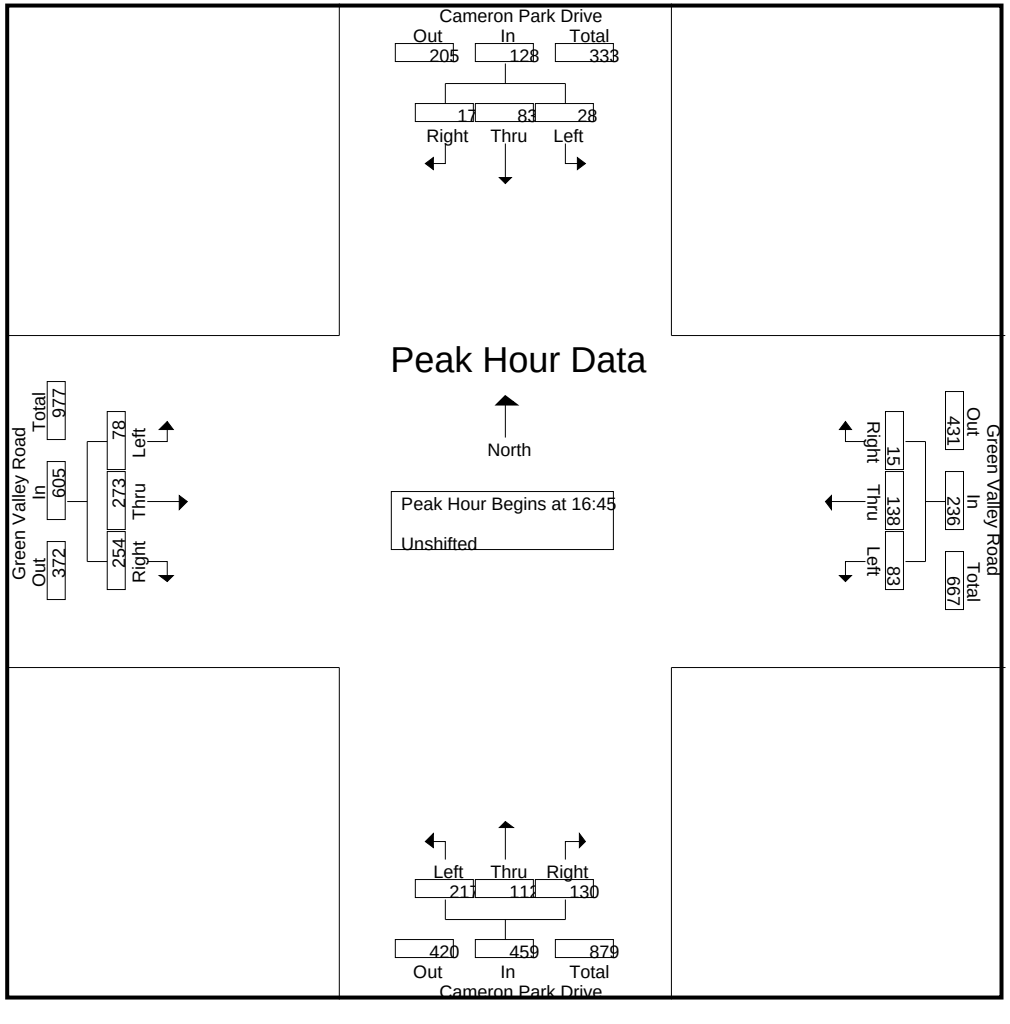

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-010 El Dorado Hills-Francisco
Site Code : 00000000
Start Date : 1/29/2013
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Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Francisco Drive Westbound				El Dorado Hills Blvd Northbound				Francisco Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	1	47	0	48	4	3	1	8	28	8	2	38	0	0	54	54	148
06:45	4	66	0	70	1	3	2	6	51	8	1	60	0	1	83	84	220
Total	5	113	0	118	5	6	3	14	79	16	3	98	0	1	137	138	368
07:00	2	107	0	109	8	16	2	26	71	14	2	87	1	6	118	125	347
07:15	5	74	1	80	4	17	4	25	106	37	3	146	1	5	138	144	395
07:30	13	69	1	83	10	11	5	26	111	20	1	132	3	9	105	117	358
07:45	7	79	1	87	5	11	8	24	92	31	2	125	0	13	133	146	382
Total	27	329	3	359	27	55	19	101	380	102	8	490	5	33	494	532	1482
08:00	18	60	1	79	5	13	2	20	87	28	4	119	1	8	110	119	337
08:15	26	57	1	84	10	13	11	34	94	32	13	139	1	10	129	140	397
08:30	74	52	0	126	25	26	21	72	88	24	18	130	0	18	81	99	427
08:45	9	60	1	70	27	29	23	79	59	32	5	96	1	11	106	118	363
Total	127	229	3	359	67	81	57	205	328	116	40	484	3	47	426	476	1524
09:00	4	39	0	43	4	6	2	12	63	18	0	81	0	2	78	80	216
09:15	2	38	1	41	3	4	1	8	68	24	2	94	0	0	65	65	208
Total	6	77	1	84	7	10	3	20	131	42	2	175	0	2	143	145	424
15:30	4	40	0	44	3	11	3	17	86	45	5	136	1	11	99	111	308
15:45	6	41	0	47	3	10	7	20	92	70	7	169	0	9	118	127	363
Total	10	81	0	91	6	21	10	37	178	115	12	305	1	20	217	238	671
16:00	7	36	0	43	2	8	5	15	110	70	6	186	0	16	106	122	366
16:15	5	28	1	34	0	15	10	25	109	64	9	182	0	16	99	115	356
16:30	3	47	0	50	15	10	17	42	125	61	7	193	0	12	108	120	405
16:45	3	35	1	39	3	13	12	28	130	67	4	201	0	13	125	138	406
Total	18	146	2	166	20	46	44	110	474	262	26	762	0	57	438	495	1533
17:00	1	33	1	35	4	6	8	18	117	73	7	197	0	9	105	114	364
17:15	2	41	0	43	4	6	3	13	132	80	1	213	0	7	111	118	387

All Traffic Data

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El Dorado County

File Name : 13-7063-010 El Dorado Hills-Francisco
Site Code : 00000000
Start Date : 1/29/2013
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Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Francisco Drive Westbound				El Dorado Hills Blvd Northbound				Francisco Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	3	26	0	29	5	7	9	21	132	65	7	204	2	11	123	136	390
17:45	2	41	0	43	5	7	4	16	107	55	5	167	1	16	129	146	372
Total	8	141	1	150	18	26	24	68	488	273	20	781	3	43	468	514	1513
18:00	5	28	1	34	1	3	3	7	96	64	4	164	0	10	133	143	348
18:15	1	20	0	21	1	4	5	10	95	54	1	150	0	11	84	95	276
Grand Total	207	1164	11	1382	152	252	168	572	2249	1044	116	3409	12	224	2540	2776	8139
Apprch %	15	84.2	0.8		26.6	44.1	29.4		66	30.6	3.4		0.4	8.1	91.5		
Total %	2.5	14.3	0.1	17	1.9	3.1	2.1	7	27.6	12.8	1.4	41.9	0.1	2.8	31.2	34.1	

	El Dorado Hills Blvd Southbound				Francisco Drive Westbound				El Dorado Hills Blvd Northbound				Francisco Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	7	**79**	**1**	87	5	11	8	24	92	31	2	125	0	13	**133**	**146**	382
08:00	18	60	1	79	5	13	2	20	87	28	4	119	**1**	8	110	119	337
08:15	26	57	1	84	10	13	11	34	**94**	**32**	13	**139**	1	10	129	140	397
08:30	**74**	52	0	**126**	**25**	**26**	**21**	**72**	88	24	**18**	130	0	**18**	81	99	**427**
Total Volume	125	248	3	376	45	63	42	150	361	115	37	513	2	49	453	504	1543
% App. Total	33.2	66	0.8		30	42	28		70.4	22.4	7.2		0.4	9.7	89.9		
PHF	.422	.785	.750	.746	.450	.606	.500	.521	.960	.898	.514	.923	.500	.681	.852	.863	.903

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-010 El Dorado Hills-Francisco
Site Code : 00000000
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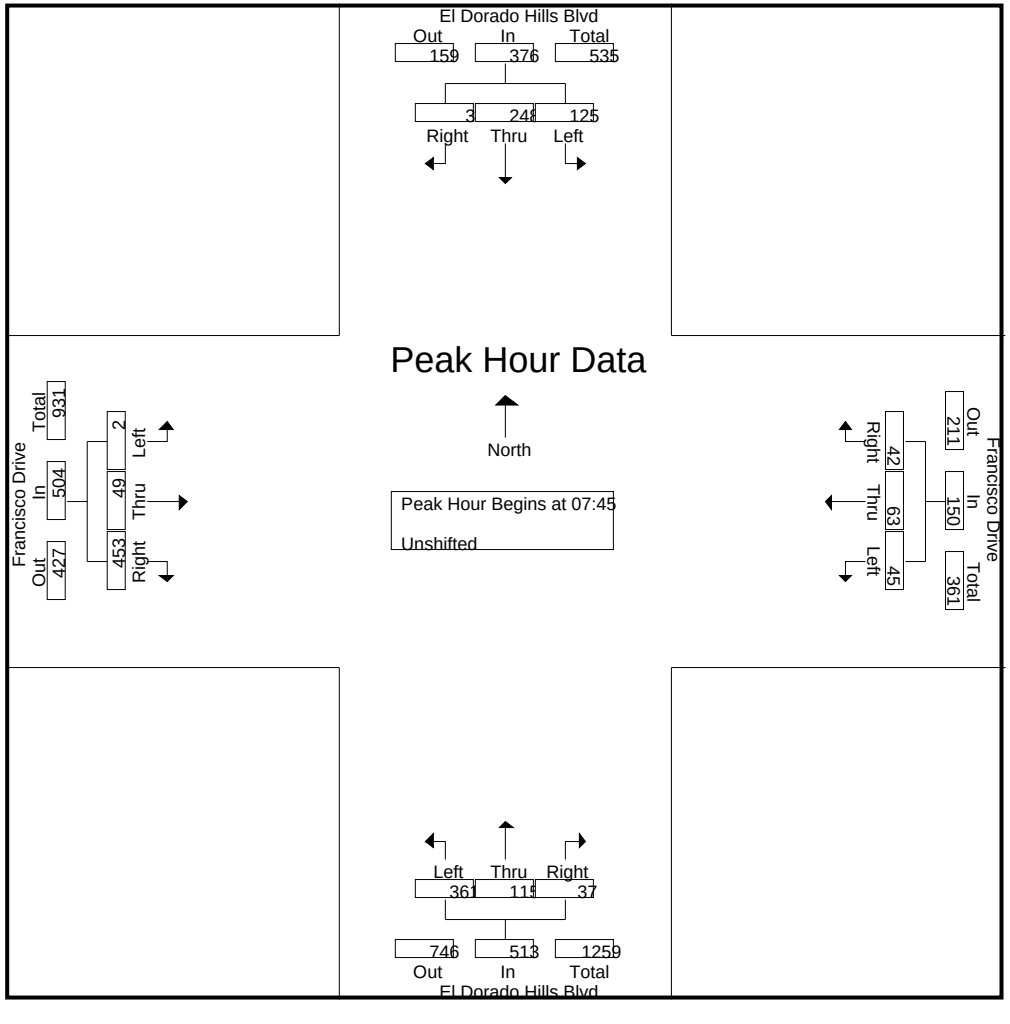

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-010 El Dorado Hills-Francisco
Site Code : 00000000
Start Date : 1/29/2013
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	El Dorado Hills Blvd Southbound				Francisco Drive Westbound				El Dorado Hills Blvd Northbound				Francisco Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	**3**	**47**	0	**50**	**15**	10	**17**	**42**	125	61	**7**	193	0	12	108	120	405
16:45	3	35	**1**	39	3	**13**	12	28	130	67	4	201	0	**13**	**125**	**138**	**406**
17:00	1	33	1	35	4	6	8	18	117	73	7	197	0	9	105	114	364
17:15	2	41	0	43	4	6	3	13	**132**	**80**	1	**213**	0	7	111	118	387
Total Volume	9	156	2	167	26	35	40	101	504	281	19	804	0	41	449	490	1562
% App. Total	5.4	93.4	1.2		25.7	34.7	39.6		62.7	35	2.4		0	8.4	91.6		
PHF	.750	.830	.500	.835	.433	.673	.588	.601	.955	.878	.679	.944	.000	.788	.898	.888	.962

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-010 El Dorado Hills-Francisco
Site Code : 00000000
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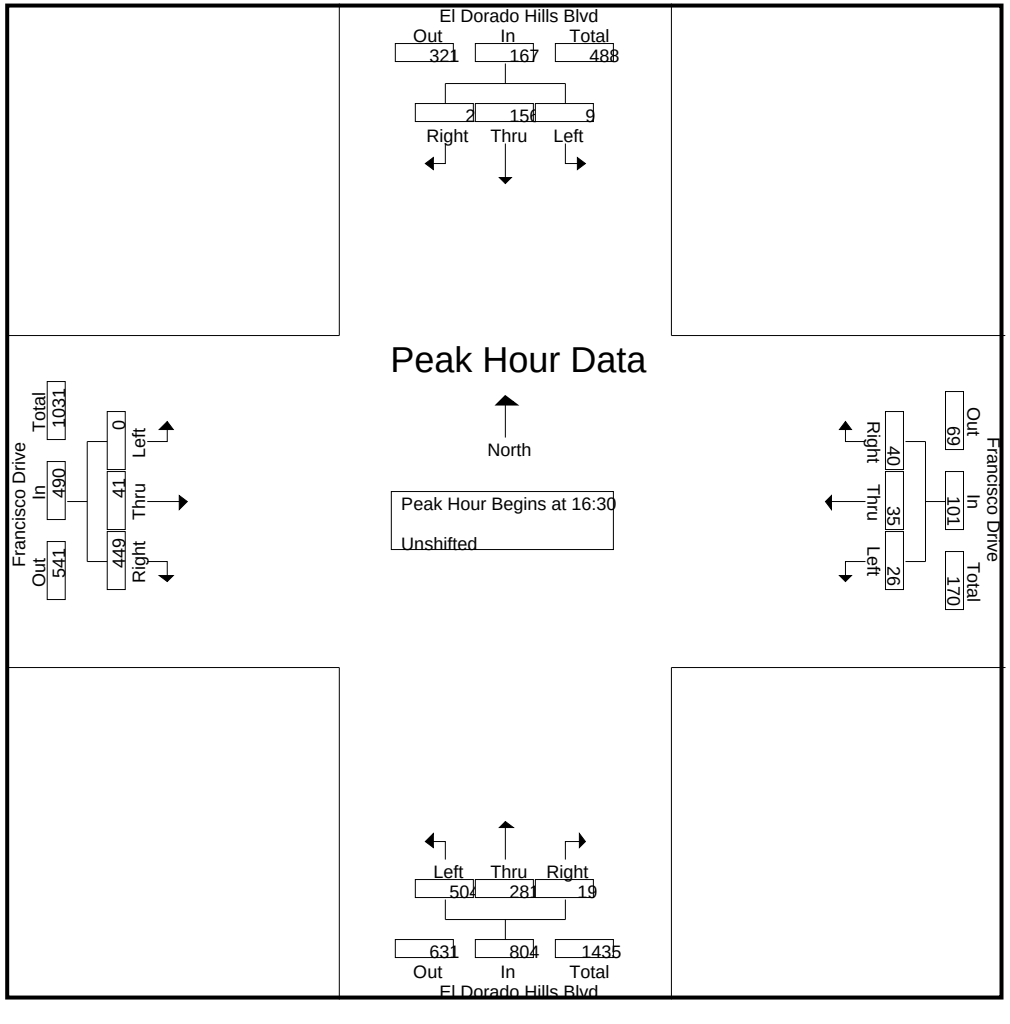

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-011 El Dorado Hills-Harvard
Site Code : 00000000
Start Date : 1/29/2013

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Harvard Way Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	6	123	0	129	23	0	5	28	0	29	4	33	0	0	0	0	190
06:45	35	162	0	197	28	0	7	35	0	49	30	79	0	0	0	0	311
Total	41	285	0	326	51	0	12	63	0	78	34	112	0	0	0	0	501
07:00	124	161	0	285	63	0	31	94	0	50	106	156	0	0	0	0	535
07:15	71	226	0	297	120	0	69	189	0	66	103	169	0	0	0	0	655
07:30	32	182	0	214	118	0	26	144	0	101	90	191	0	0	0	0	549
07:45	38	241	0	279	98	0	21	119	0	92	29	121	0	0	0	0	519
Total	265	810	0	1075	399	0	147	546	0	309	328	637	0	0	0	0	2258
08:00	34	171	0	205	51	0	34	85	0	96	28	124	0	0	0	0	414
08:15	68	166	0	234	63	0	52	115	0	86	67	153	0	0	0	0	502
08:30	17	183	0	200	44	0	41	85	0	116	16	132	0	0	0	0	417
08:45	30	225	0	255	30	0	15	45	0	79	12	91	0	0	0	0	391
Total	149	745	0	894	188	0	142	330	0	377	123	500	0	0	0	0	1724
09:00	10	136	0	146	31	0	10	41	0	78	8	86	0	0	0	0	273
09:15	4	135	0	139	15	0	4	19	0	94	9	103	0	0	0	0	261
Total	14	271	0	285	46	0	14	60	0	172	17	189	0	0	0	0	534
15:30	33	103	0	136	36	0	33	69	0	196	35	231	0	0	0	0	436
15:45	28	129	0	157	29	0	27	56	0	172	28	200	0	0	0	0	413
Total	61	232	0	293	65	0	60	125	0	368	63	431	0	0	0	0	849
16:00	25	131	0	156	27	0	34	61	0	176	44	220	0	0	0	0	437
16:15	40	117	0	157	31	0	33	64	0	214	27	241	0	0	0	0	462
16:30	38	112	0	150	17	0	29	46	0	209	32	241	0	0	0	0	437
16:45	43	137	0	180	32	0	43	75	0	198	45	243	0	0	0	0	498
Total	146	497	0	643	107	0	139	246	0	797	148	945	0	0	0	0	1834
17:00	35	127	0	162	38	0	29	67	0	225	49	274	0	0	0	0	503
17:15	37	128	0	165	34	0	25	59	0	208	43	251	0	0	0	0	475

All Traffic Data

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El Dorado County

File Name : 13-7063-011 El Dorado Hills-Harvard
Site Code : 00000000
Start Date : 1/29/2013

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Harvard Way Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	31	141	0	172	27	0	34	61	0	213	53	266	0	0	0	0	499
17:45	59	143	0	202	42	0	37	79	0	198	39	237	0	0	0	0	518
Total	162	539	0	701	141	0	125	266	0	844	184	1028	0	0	0	0	1995
18:00	42	102	0	144	34	0	16	50	0	175	43	218	0	0	0	0	412
18:15	31	103	0	134	22	0	28	50	0	155	35	190	0	0	0	0	374
Grand Total	911	3584	0	4495	1053	0	683	1736	0	3275	975	4250	0	0	0	0	10481
Apprch %	20.3	79.7	0		60.7	0	39.3		0	77.1	22.9		0	0	0		
Total %	8.7	34.2	0	42.9	10	0	6.5	16.6	0	31.2	9.3	40.5	0	0	0	0	

	El Dorado Hills Blvd Southbound				Harvard Way Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	**124**	161	0	285	63	0	31	94	0	50	**106**	156	0	0	0	0	535
07:15	71	226	0	**297**	**120**	0	**69**	**189**	0	66	103	169	0	0	0	0	**655**
07:30	32	182	0	214	118	0	26	144	0	**101**	90	**191**	0	0	0	0	549
07:45	38	**241**	0	279	98	0	21	119	0	92	29	121	0	0	0	0	519
Total Volume	265	810	0	1075	399	0	147	546	0	309	328	637	0	0	0	0	2258
% App. Total	24.7	75.3	0		73.1	0	26.9		0	48.5	51.5		0	0	0		
PHF	.534	.840	.000	.905	.831	.000	.533	.722	.000	.765	.774	.834	.000	.000	.000	.000	.862

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El Dorado County

File Name : 13-7063-011 El Dorado Hills-Harvard
Site Code : 00000000
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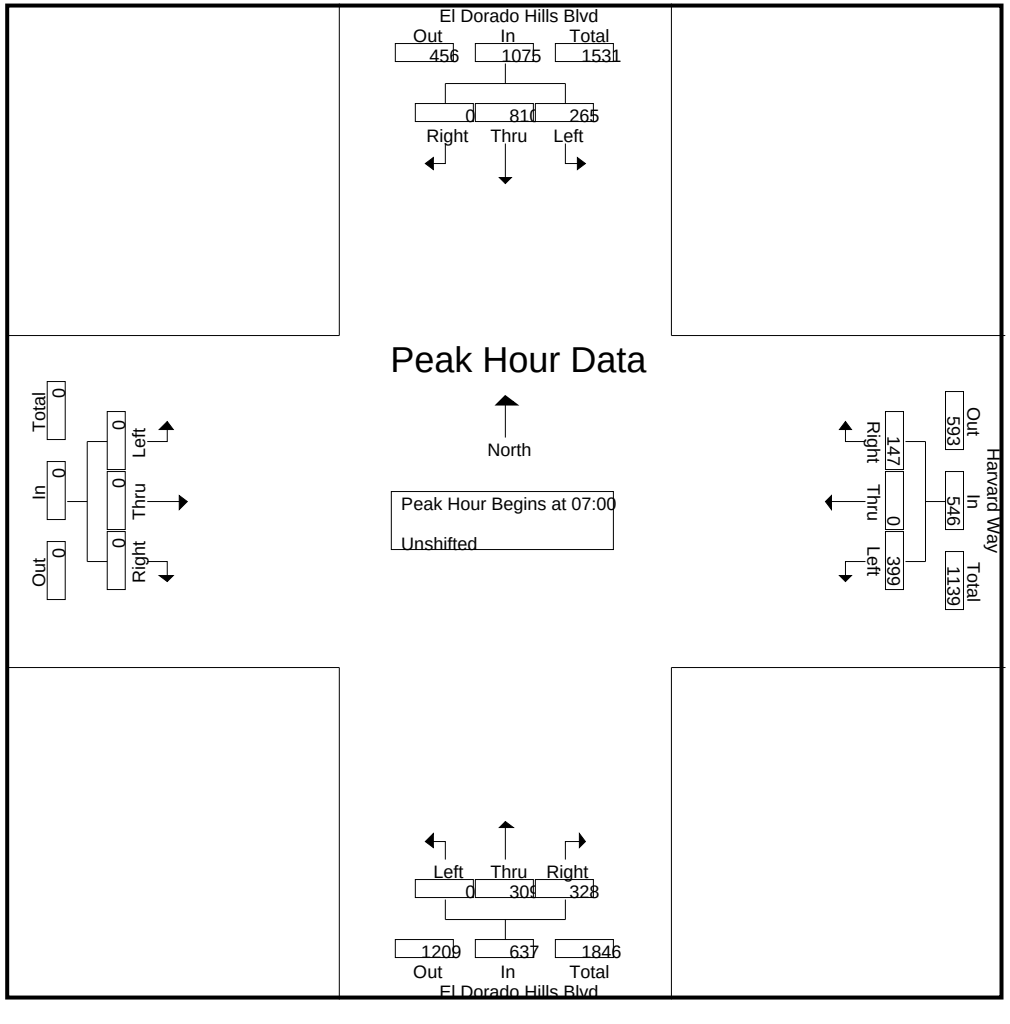

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(916) 771-8700

El Dorado County

File Name : 13-7063-011 El Dorado Hills-Harvard
Site Code : 00000000
Start Date : 1/29/2013
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	El Dorado Hills Blvd Southbound				Harvard Way Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	35	127	0	162	38	0	29	67	0	**225**	49	**274**	0	0	0	0	503
17:15	37	128	0	165	34	0	25	59	0	208	43	251	0	0	0	0	475
17:30	31	141	0	172	27	0	34	61	0	213	**53**	266	0	0	0	0	499
17:45	**59**	**143**	0	**202**	**42**	0	**37**	**79**	0	198	39	237	0	0	0	0	**518**
Total Volume	162	539	0	701	141	0	125	266	0	844	184	1028	0	0	0	0	1995
% App. Total	23.1	76.9	0		53	0	47		0	82.1	17.9		0	0	0		
PHF	.686	.942	.000	.868	.839	.000	.845	.842	.000	.938	.868	.938	.000	.000	.000	.000	.963

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El Dorado County

File Name : 13-7063-011 El Dorado Hills-Harvard
Site Code : 00000000
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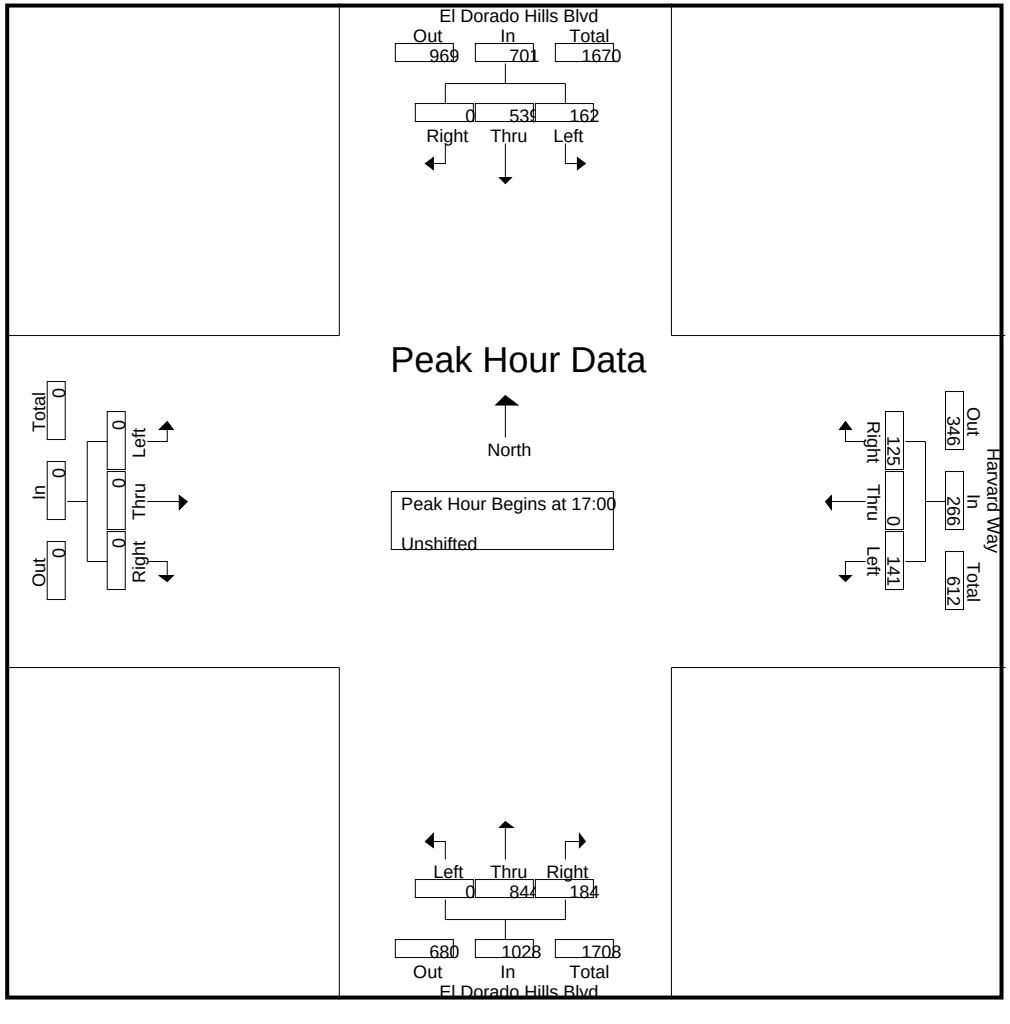

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-012 El Dorado Hills-Serrano
Site Code : 00000000
Start Date : 1/30/2013
Page No : 1

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Serrano Parkway Westbound				El Dorado Hills Blvd Northbound				Serrano Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	4	174	1	179	66	0	4	70	2	41	22	65	0	1	10	11	325
06:45	3	252	0	255	98	0	1	99	4	52	27	83	4	0	13	17	454
Total	7	426	1	434	164	0	5	169	6	93	49	148	4	1	23	28	779
07:00	4	276	2	282	110	2	8	120	1	110	32	143	8	2	13	23	568
07:15	13	358	3	374	140	2	14	156	4	83	37	124	5	3	19	27	681
07:30	29	351	9	389	134	3	27	164	2	83	42	127	6	6	16	28	708
07:45	16	398	9	423	178	6	29	213	14	101	49	164	4	4	17	25	825
Total	62	1383	23	1468	562	13	78	653	21	377	160	558	23	15	65	103	2782
08:00	8	292	6	306	119	3	16	138	12	124	45	181	8	2	32	42	667
08:15	4	306	13	323	136	4	11	151	8	134	44	186	4	1	9	14	674
08:30	5	265	8	278	124	5	7	136	19	109	43	171	3	1	19	23	608
08:45	6	295	19	320	98	8	4	110	39	96	41	176	23	2	47	72	678
Total	23	1158	46	1227	477	20	38	535	78	463	173	714	38	6	107	151	2627
09:00	7	218	3	228	97	2	4	103	16	98	34	148	7	3	35	45	524
09:15	1	147	2	150	61	0	4	65	9	103	36	148	5	4	18	27	390
Total	8	365	5	378	158	2	8	168	25	201	70	296	12	7	53	72	914
15:30	4	175	7	186	76	3	8	87	22	259	61	342	8	2	13	23	638
15:45	3	163	6	172	68	6	7	81	25	247	65	337	6	3	21	30	620
Total	7	338	13	358	144	9	15	168	47	506	126	679	14	5	34	53	1258
16:00	6	156	8	170	74	2	9	85	11	256	92	359	6	7	19	32	646
16:15	3	172	5	180	70	1	13	84	28	277	105	410	6	1	8	15	689
16:30	12	134	3	149	84	4	6	94	21	292	114	427	7	5	9	21	691
16:45	4	162	15	181	71	6	5	82	22	314	106	442	5	4	13	22	727
Total	25	624	31	680	299	13	33	345	82	1139	417	1638	24	17	49	90	2753
17:00	5	178	9	192	82	9	4	95	23	327	120	470	4	2	11	17	774
17:15	5	195	10	210	80	8	7	95	25	299	149	473	11	10	9	30	808

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El Dorado County

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	El Dorado Hills Blvd Southbound				Serrano Parkway Westbound				El Dorado Hills Blvd Northbound				Serrano Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	8	170	15	193	59	6	3	68	38	327	137	502	7	4	15	26	789
17:45	6	202	12	220	53	10	4	67	34	288	129	451	3	2	11	16	754
Total	24	745	46	815	274	33	18	325	120	1241	535	1896	25	18	46	89	3125
18:00	6	133	2	141	56	7	4	67	26	299	121	446	6	11	12	29	683
18:15	5	143	6	154	56	0	7	63	26	250	131	407	7	2	12	21	645
Grand Total	167	5315	173	5655	2190	97	206	2493	431	4569	1782	6782	153	82	401	636	15566
Apprch %	3	94	3.1		87.8	3.9	8.3		6.4	67.4	26.3		24.1	12.9	63.1		
Total %	1.1	34.1	1.1	36.3	14.1	0.6	1.3	16	2.8	29.4	11.4	43.6	1	0.5	2.6	4.1	

	El Dorado Hills Blvd Southbound				Serrano Parkway Westbound				El Dorado Hills Blvd Northbound				Serrano Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	13	358	3	374	140	2	14	156	4	83	37	124	5	3	19	27	681
07:30	**29**	351	**9**	389	134	3	27	164	2	83	42	127	6	**6**	16	28	708
07:45	16	**398**	9	**423**	**178**	**6**	**29**	**213**	**14**	101	**49**	164	4	4	17	25	**825**
08:00	8	292	6	306	119	3	16	138	12	**124**	45	**181**	**8**	2	**32**	**42**	667
Total Volume	66	1399	27	1492	571	14	86	671	32	391	173	596	23	15	84	122	2881
% App. Total	4.4	93.8	1.8		85.1	2.1	12.8		5.4	65.6	29		18.9	12.3	68.9		
PHF	.569	.879	.750	.882	.802	.583	.741	.788	.571	.788	.883	.823	.719	.625	.656	.726	.873

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-012 El Dorado Hills-Serrano
Site Code : 00000000
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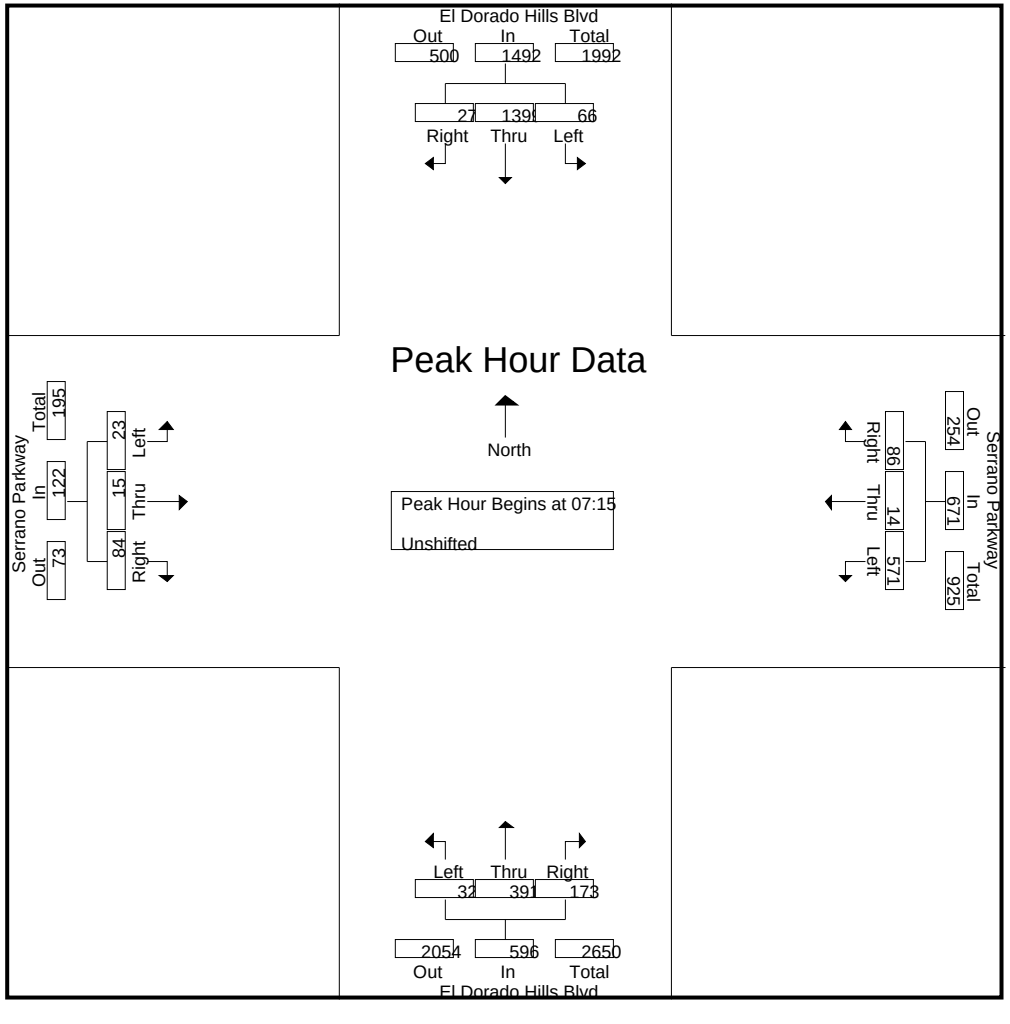

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-012 El Dorado Hills-Serrano
Site Code : 00000000
Start Date : 1/30/2013
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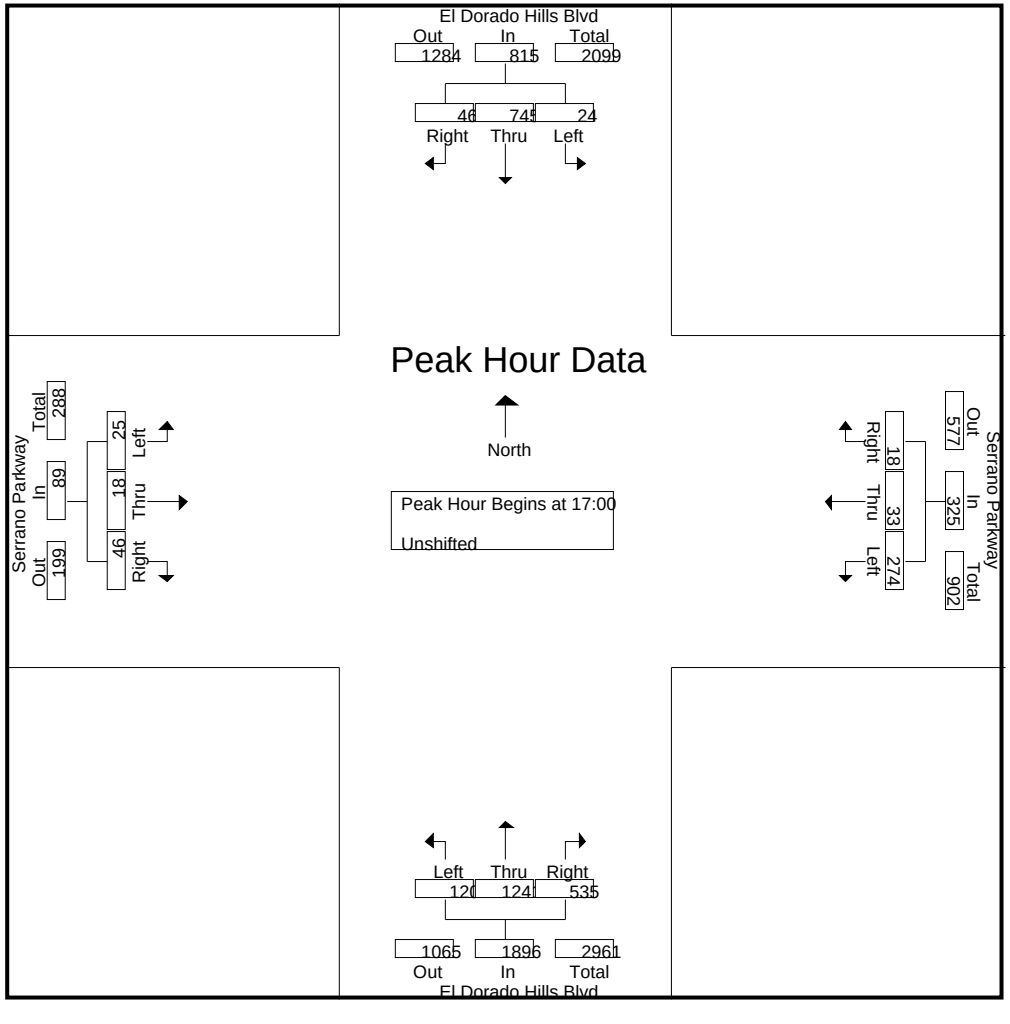
	El Dorado Hills Blvd Southbound				Serrano Parkway Westbound				El Dorado Hills Blvd Northbound				Serrano Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	5	178	9	192	**82**	9	4	**95**	23	**327**	120	470	4	2	11	17	774
17:15	5	195	10	210	80	8	**7**	95	25	299	**149**	473	**11**	**10**	9	**30**	**808**
17:30	**8**	170	**15**	193	59	6	3	68	**38**	327	137	**502**	7	4	**15**	26	789
17:45	6	**202**	12	**220**	53	**10**	4	67	34	288	129	451	3	2	11	16	754
Total Volume	24	745	46	815	274	33	18	325	120	1241	535	1896	25	18	46	89	3125
% App. Total	2.9	91.4	5.6		84.3	10.2	5.5		6.3	65.5	28.2		28.1	20.2	51.7		
PHF	.750	.922	.767	.926	.835	.825	.643	.855	.789	.949	.898	.944	.568	.450	.767	.742	.967

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-012 El Dorado Hills-Serrano
Site Code : 00000000
Start Date : 1/30/2013
Page No : 5



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-013 El Dorado Hills-Saratoga North
Site Code : 00000000
Start Date : 1/30/2013
Page No : 1

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Saratoga Way (North) Westbound				El Dorado Hills Blvd Northbound				Saratoga Way (North) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	8	228	0	236	1	0	7	8	3	65	4	72	1	2	14	17	333
06:45	20	348	1	369	1	2	3	6	8	69	3	80	2	0	12	14	469
Total	28	576	1	605	2	2	10	14	11	134	7	152	3	2	26	31	802
07:00	19	339	7	365	5	0	16	21	12	123	2	137	9	3	25	37	560
07:15	27	505	6	538	2	0	13	15	8	99	2	109	7	1	21	29	691
07:30	36	447	2	485	1	1	9	11	21	118	4	143	2	2	28	32	671
07:45	29	561	3	593	1	2	14	17	18	140	11	169	5	3	24	32	811
Total	111	1852	18	1981	9	3	52	64	59	480	19	558	23	9	98	130	2733
08:00	31	436	2	469	5	1	16	22	13	161	5	179	5	0	23	28	698
08:15	29	422	1	452	6	1	12	19	14	163	12	189	8	1	23	32	692
08:30	33	368	5	406	4	2	15	21	22	159	10	191	5	1	41	47	665
08:45	35	394	3	432	6	1	12	19	25	155	14	194	3	8	49	60	705
Total	128	1620	11	1759	21	5	55	81	74	638	41	753	21	10	136	167	2760
09:00	40	317	4	361	7	1	27	35	19	121	5	145	3	7	37	47	588
09:15	17	220	3	240	4	2	19	25	14	120	5	139	6	3	20	29	433
Total	57	537	7	601	11	3	46	60	33	241	10	284	9	10	57	76	1021
15:30	50	202	10	262	20	6	69	95	25	239	24	288	9	3	21	33	678
15:45	44	199	3	246	15	4	67	86	30	275	22	327	6	4	18	28	687
Total	94	401	13	508	35	10	136	181	55	514	46	615	15	7	39	61	1365
16:00	34	186	7	227	14	3	73	90	23	259	17	299	18	5	27	50	666
16:15	34	227	7	268	10	2	68	80	38	327	13	378	8	5	22	35	761
16:30	36	206	8	250	14	4	85	103	23	347	10	380	12	7	27	46	779
16:45	45	193	7	245	11	3	84	98	25	342	19	386	6	5	22	33	762
Total	149	812	29	990	49	12	310	371	109	1275	59	1443	44	22	98	164	2968
17:00	37	217	5	259	10	1	85	96	23	345	13	381	11	6	18	35	771
17:15	40	213	6	259	16	1	63	80	24	441	21	486	5	6	22	33	858

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-013 El Dorado Hills-Saratoga North
Site Code : 00000000
Start Date : 1/30/2013

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Saratoga Way (North) Westbound				El Dorado Hills Blvd Northbound				Saratoga Way (North) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	36	204	9	249	6	6	72	84	22	402	24	448	9	2	13	24	805
17:45	38	174	7	219	7	4	61	72	32	367	18	417	12	0	14	26	734
Total	151	808	27	986	39	12	281	332	101	1555	76	1732	37	14	67	118	3168
18:00	31	190	4	225	9	5	73	87	33	383	22	438	8	3	13	24	774
18:15	26	164	9	199	5	4	70	79	20	337	18	375	9	4	14	27	680
Grand Total	775	6960	119	7854	180	56	1033	1269	495	5557	298	6350	169	81	548	798	16271
Apprch %	9.9	88.6	1.5		14.2	4.4	81.4		7.8	87.5	4.7		21.2	10.2	68.7		
Total %	4.8	42.8	0.7	48.3	1.1	0.3	6.3	7.8	3	34.2	1.8	39	1	0.5	3.4	4.9	

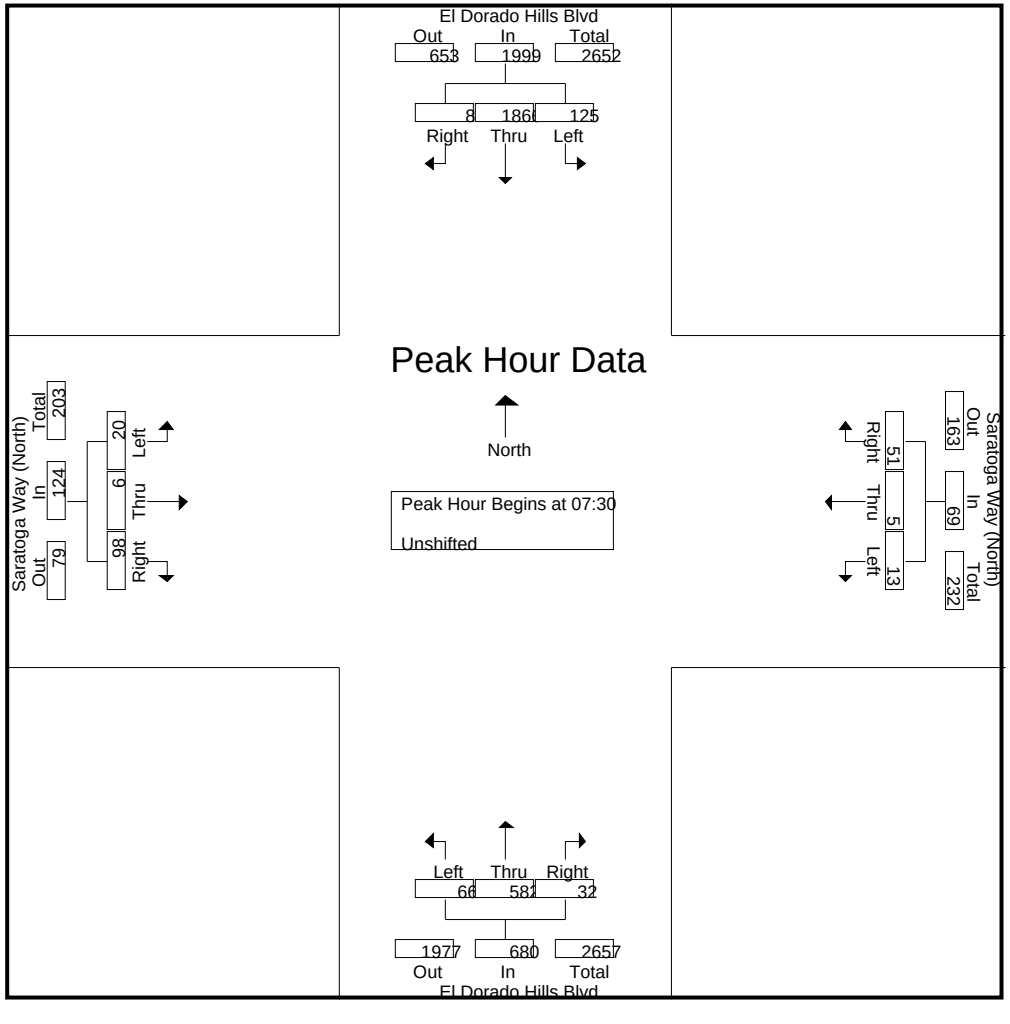
	El Dorado Hills Blvd Southbound				Saratoga Way (North) Westbound				El Dorado Hills Blvd Northbound				Saratoga Way (North) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**36**	447	2	485	1	1	9	11	**21**	118	4	143	2	2	**28**	**32**	671
07:45	29	**561**	**3**	**593**	1	**2**	14	17	18	140	11	169	5	**3**	24	32	**811**
08:00	31	436	2	469	5	1	**16**	**22**	13	161	5	179	5	0	23	28	698
08:15	29	422	1	452	**6**	1	12	19	14	**163**	**12**	**189**	**8**	1	23	32	692
Total Volume	125	1866	8	1999	13	5	51	69	66	582	32	680	20	6	98	124	2872
% App. Total	6.3	93.3	0.4		18.8	7.2	73.9		9.7	85.6	4.7		16.1	4.8	79		
PHF	.868	.832	.667	.843	.542	.625	.797	.784	.786	.893	.667	.899	.625	.500	.875	.969	.885

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-013 El Dorado Hills-Saratoga North
Site Code : 00000000
Start Date : 1/30/2013
Page No : 3



All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-013 El Dorado Hills-Saratoga North
Site Code : 00000000
Start Date : 1/30/2013
Page No : 4

	El Dorado Hills Blvd Southbound				Saratoga Way (North) Westbound				El Dorado Hills Blvd Northbound				Saratoga Way (North) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	**45**	193	7	245	11	3	84	**98**	**25**	342	19	386	6	5	**22**	33	762
17:00	37	**217**	5	**259**	10	1	**85**	96	23	345	13	381	**11**	**6**	18	**35**	771
17:15	40	213	6	259	**16**	1	63	80	24	**441**	21	**486**	5	6	22	33	**858**
17:30	36	204	**9**	249	6	**6**	72	84	22	402	**24**	448	9	2	13	24	805
Total Volume	158	827	27	1012	43	11	304	358	94	1530	77	1701	31	19	75	125	3196
% App. Total	15.6	81.7	2.7		12	3.1	84.9		5.5	89.9	4.5		24.8	15.2	60		
PHF	.878	.953	.750	.977	.672	.458	.894	.913	.940	.867	.802	.875	.705	.792	.852	.893	.931

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-013 El Dorado Hills-Saratoga North
Site Code : 00000000
Start Date : 1/30/2013
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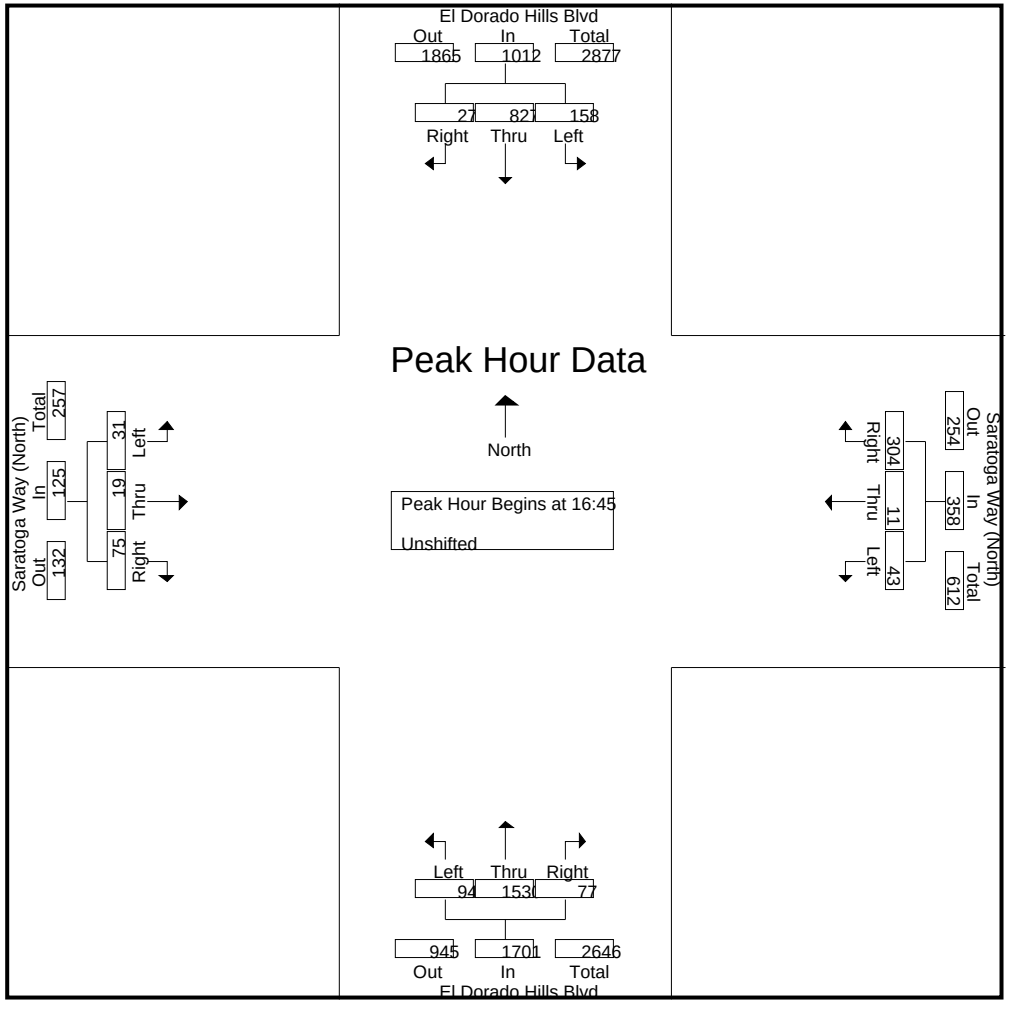

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-014 El Dorado Hills-Saratoga South
Site Code : 00000000
Start Date : 1/30/2013
Page No : 1

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Saratoga Way (South) Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	14	220	0	234	26	0	6	32	0	69	29	98	0	0	0	0	364
06:45	12	362	0	374	26	0	10	36	0	73	34	107	0	0	0	0	517
Total	26	582	0	608	52	0	16	68	0	142	63	205	0	0	0	0	881
07:00	9	355	0	364	33	0	10	43	0	129	35	164	0	0	0	0	571
07:15	10	481	0	491	42	0	7	49	0	102	32	134	0	0	0	0	674
07:30	9	474	0	483	42	0	6	48	0	139	38	177	0	0	0	0	708
07:45	16	552	0	568	47	0	6	53	0	158	41	199	0	0	0	0	820
Total	44	1862	0	1906	164	0	29	193	0	528	146	674	0	0	0	0	2773
08:00	14	452	0	466	50	0	12	62	0	170	42	212	0	0	0	0	740
08:15	21	433	0	454	43	0	8	51	0	199	37	236	0	0	0	0	741
08:30	13	397	0	410	55	0	12	67	0	162	48	210	0	0	0	0	687
08:45	17	397	0	414	43	0	6	49	0	185	39	224	0	0	0	0	687
Total	65	1679	0	1744	191	0	38	229	0	716	166	882	0	0	0	0	2855
09:00	15	352	0	367	36	0	7	43	0	136	38	174	0	0	0	0	584
09:15	13	236	0	249	44	0	17	61	0	126	38	164	0	0	0	0	474
Total	28	588	0	616	80	0	24	104	0	262	76	338	0	0	0	0	1058
15:30	16	225	0	241	66	0	21	87	0	283	86	369	0	0	0	0	697
15:45	12	204	0	216	56	0	23	79	0	286	79	365	0	0	0	0	660
Total	28	429	0	457	122	0	44	166	0	569	165	734	0	0	0	0	1357
16:00	21	223	0	244	54	0	21	75	0	306	82	388	0	0	0	0	707
16:15	11	242	0	253	64	0	19	83	0	336	110	446	0	0	0	0	782
16:30	13	240	0	253	52	0	17	69	0	381	71	452	0	0	0	0	774
16:45	12	221	0	233	58	0	17	75	0	373	83	456	0	0	0	0	764
Total	57	926	0	983	228	0	74	302	0	1396	346	1742	0	0	0	0	3027
17:00	15	216	0	231	52	0	26	78	0	381	77	458	0	0	0	0	767
17:15	21	233	0	254	85	0	22	107	0	442	89	531	0	0	0	0	892

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-014 El Dorado Hills-Saratoga South
Site Code : 00000000
Start Date : 1/30/2013

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				Saratoga Way (South) Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	12	210	0	222	48	0	22	70	0	414	65	479	0	0	0	0	771
17:45	17	191	0	208	35	0	26	61	0	401	94	495	0	0	0	0	764
Total	65	850	0	915	220	0	96	316	0	1638	325	1963	0	0	0	0	3194
18:00	21	180	0	201	41	0	26	67	0	415	58	473	0	0	0	0	741
18:15	8	187	0	195	35	0	18	53	0	350	72	422	0	0	0	0	670
Grand Total	342	7283	0	7625	1133	0	365	1498	0	6016	1417	7433	0	0	0	0	16556
Apprch %	4.5	95.5	0		75.6	0	24.4		0	80.9	19.1		0	0	0		
Total %	2.1	44	0	46.1	6.8	0	2.2	9	0	36.3	8.6	44.9	0	0	0	0	

	El Dorado Hills Blvd Southbound				Saratoga Way (South) Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	9	474	0	483	42	0	6	48	0	139	38	177	0	0	0	0	708
07:45	16	**552**	0	**568**	47	0	6	53	0	158	41	199	0	0	0	0	**820**
08:00	14	452	0	466	**50**	0	**12**	**62**	0	170	**42**	212	0	0	0	0	740
08:15	**21**	433	0	454	43	0	8	51	0	**199**	37	**236**	0	0	0	0	741
Total Volume	60	1911	0	1971	182	0	32	214	0	666	158	824	0	0	0	0	3009
% App. Total	3	97	0		85	0	15		0	80.8	19.2		0	0	0		
PHF	.714	.865	.000	.868	.910	.000	.667	.863	.000	.837	.940	.873	.000	.000	.000	.000	.917

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-014 El Dorado Hills-Saratoga South
Site Code : 00000000
Start Date : 1/30/2013
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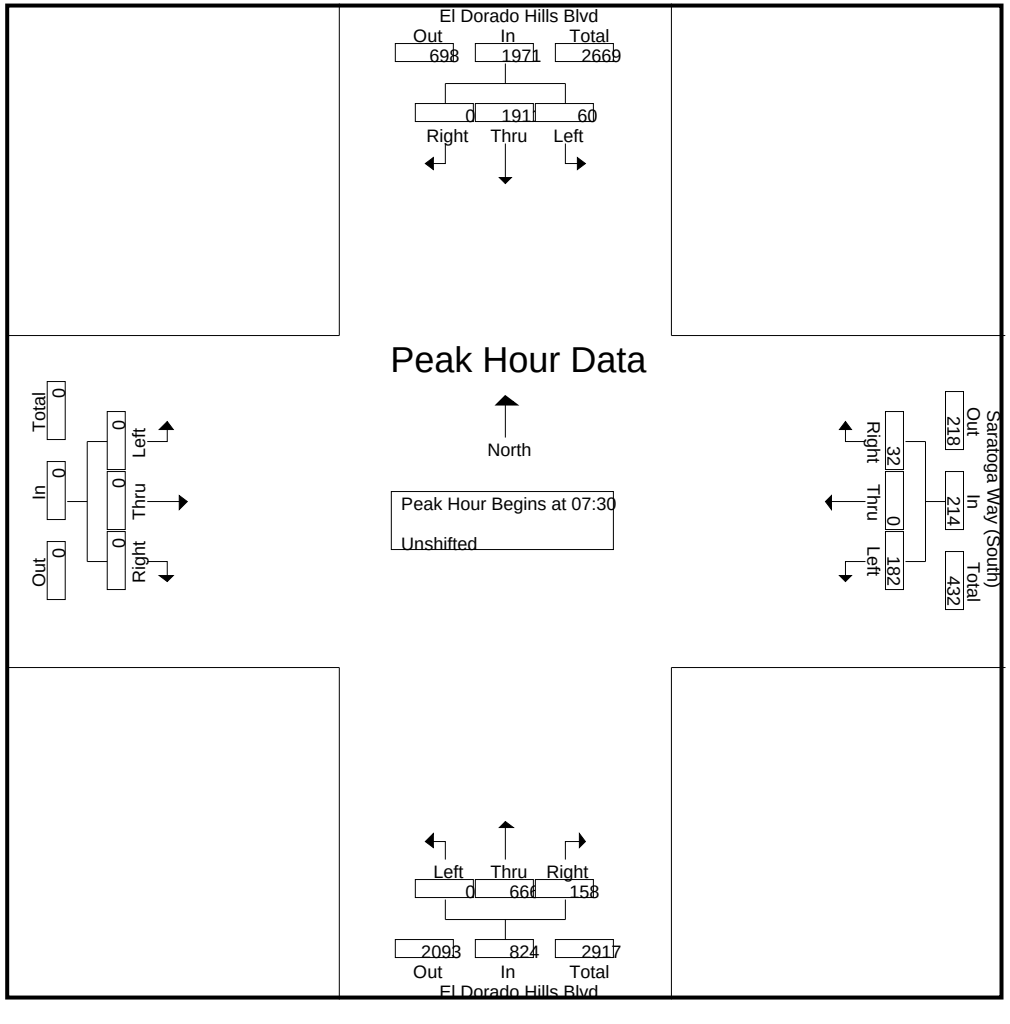

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-014 El Dorado Hills-Saratoga South
Site Code : 00000000
Start Date : 1/30/2013
Page No : 4

	El Dorado Hills Blvd Southbound				Saratoga Way (South) Westbound				El Dorado Hills Blvd Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	13	**240**	0	253	52	0	17	69	0	381	71	452	0	0	0	0	774
16:45	12	221	0	233	58	0	17	75	0	373	83	456	0	0	0	0	764
17:00	15	216	0	231	52	0	**26**	78	0	381	77	458	0	0	0	0	767
17:15	**21**	233	0	**254**	**85**	0	22	**107**	0	**442**	**89**	**531**	0	0	0	0	**892**
Total Volume	61	910	0	971	247	0	82	329	0	1577	320	1897	0	0	0	0	3197
% App. Total	6.3	93.7	0		75.1	0	24.9		0	83.1	16.9		0	0	0		
PHF	.726	.948	.000	.956	.726	.000	.788	.769	.000	.892	.899	.893	.000	.000	.000	.000	.896

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-014 El Dorado Hills-Saratoga South
Site Code : 00000000
Start Date : 1/30/2013
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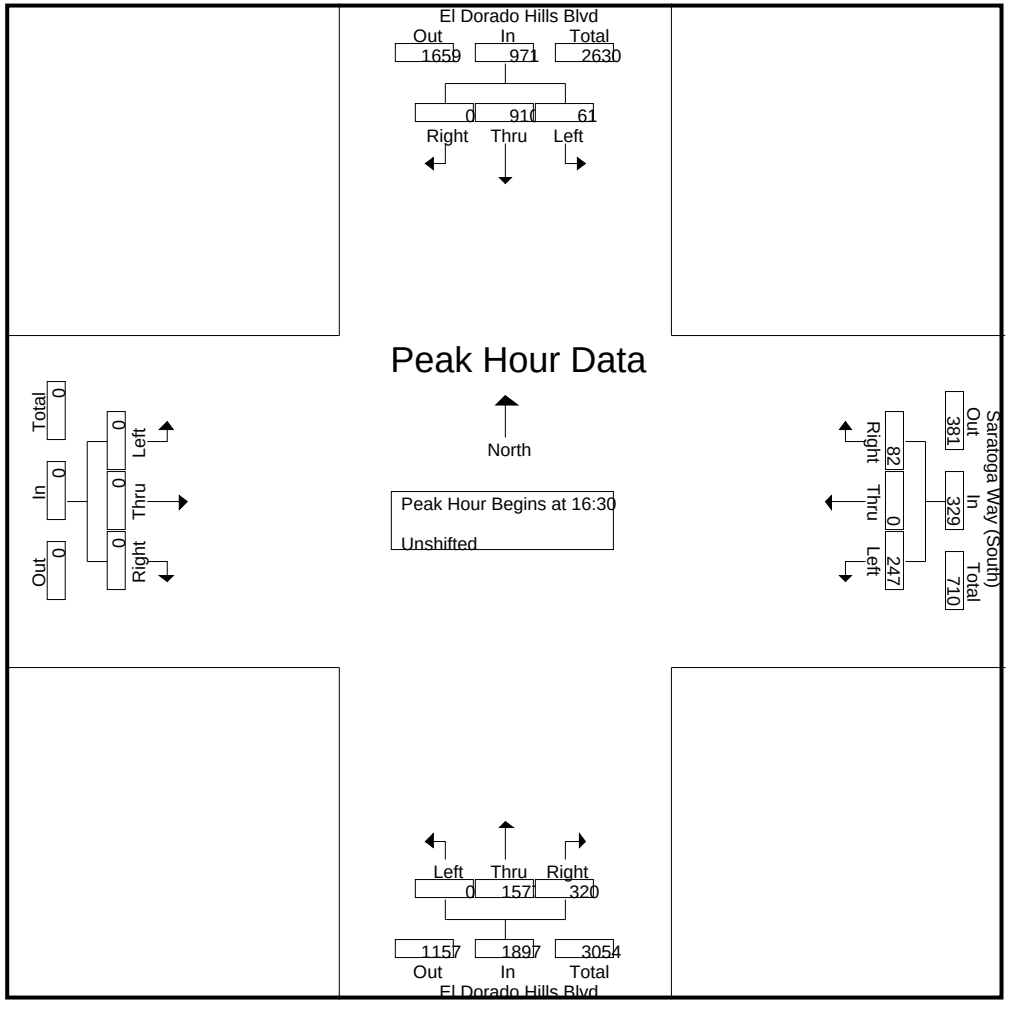

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-015 El Dorado Hills-US 50 WB Ramps
Site Code : 00000000
Start Date : 1/30/2013
Page No : 1

Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				US-50 Westbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Westbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	0	73	166	239	68	0	28	96	64	69	0	133	0	0	0	0	468
06:45	0	107	276	383	111	0	36	147	80	71	0	151	0	0	0	0	681
Total	0	180	442	622	179	0	64	243	144	140	0	284	0	0	0	0	1149
07:00	0	100	294	394	96	1	46	143	81	118	0	199	0	0	0	0	736
07:15	0	204	328	532	139	0	54	193	104	81	0	185	0	0	0	0	910
07:30	0	212	297	509	129	0	69	198	87	111	0	198	0	0	0	0	905
07:45	0	283	319	602	191	0	70	261	95	130	0	225	0	0	0	0	1088
Total	0	799	1238	2037	555	1	239	795	367	440	0	807	0	0	0	0	3639
08:00	0	203	299	502	161	0	65	226	118	144	0	262	0	0	0	0	990
08:15	0	198	298	496	141	0	50	191	119	188	0	307	0	0	0	0	994
08:30	0	191	274	465	118	0	58	176	137	162	0	299	0	0	0	0	940
08:45	0	216	239	455	142	0	55	197	108	164	0	272	0	0	0	0	924
Total	0	808	1110	1918	562	0	228	790	482	658	0	1140	0	0	0	0	3848
09:00	0	172	205	377	105	0	42	147	104	131	0	235	0	0	0	0	759
09:15	0	107	171	278	76	0	38	114	101	124	0	225	0	0	0	0	617
Total	0	279	376	655	181	0	80	261	205	255	0	460	0	0	0	0	1376
15:30	0	135	156	291	67	1	50	118	234	334	0	568	0	0	0	0	977
15:45	0	161	114	275	70	0	48	118	204	313	0	517	0	0	0	0	910
Total	0	296	270	566	137	1	98	236	438	647	0	1085	0	0	0	0	1887
16:00	0	138	118	256	56	0	51	107	263	346	0	609	0	0	0	0	972
16:15	0	168	123	291	76	0	57	133	251	403	0	654	0	0	0	0	1078
16:30	0	127	129	256	68	0	49	117	288	394	0	682	0	0	0	0	1055
16:45	0	150	118	268	93	0	68	161	275	389	0	664	0	0	0	0	1093
Total	0	583	488	1071	293	0	225	518	1077	1532	0	2609	0	0	0	0	4198
17:00	0	156	123	279	62	0	47	109	319	435	0	754	0	0	0	0	1142
17:15	0	126	126	252	88	1	65	154	295	448	0	743	0	0	0	0	1149

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-015 El Dorado Hills-US 50 WB Ramps
Site Code : 00000000
Start Date : 1/30/2013
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Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				US-50 Westbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Westbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	0	169	140	309	60	0	55	115	248	463	0	711	0	0	0	0	1135
17:45	0	145	125	270	73	1	63	137	209	390	0	599	0	0	0	0	1006
Total	0	596	514	1110	283	2	230	515	1071	1736	0	2807	0	0	0	0	4432
18:00	0	137	125	262	53	0	42	95	195	429	0	624	0	0	0	0	981
18:15	0	138	102	240	64	0	33	97	178	382	0	560	0	0	0	0	897
Grand Total	0	3816	4665	8481	2307	4	1239	3550	4157	6219	0	10376	0	0	0	0	22407
Apprch %	0	45	55		65	0.1	34.9		40.1	59.9	0		0	0	0		
Total %	0	17	20.8	37.8	10.3	0	5.5	15.8	18.6	27.8	0	46.3	0	0	0	0	

	El Dorado Hills Blvd Southbound				US-50 Westbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Westbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	**283**	**319**	**602**	**191**	0	**70**	**261**	95	130	0	225	0	0	0	0	**1088**
08:00	0	203	299	502	161	0	65	226	118	144	0	262	0	0	0	0	990
08:15	0	198	298	496	141	0	50	191	119	**188**	0	**307**	0	0	0	0	994
08:30	0	191	274	465	118	0	58	176	**137**	162	0	299	0	0	0	0	940
Total Volume	0	875	1190	2065	611	0	243	854	469	624	0	1093	0	0	0	0	4012
% App. Total	0	42.4	57.6		71.5	0	28.5		42.9	57.1	0		0	0	0		
PHF	.000	.773	.933	.858	.800	.000	.868	.818	.856	.830	.000	.890	.000	.000	.000	.000	.922

All Traffic Data

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El Dorado County

File Name : 13-7063-015 El Dorado Hills-US 50 WB Ramps
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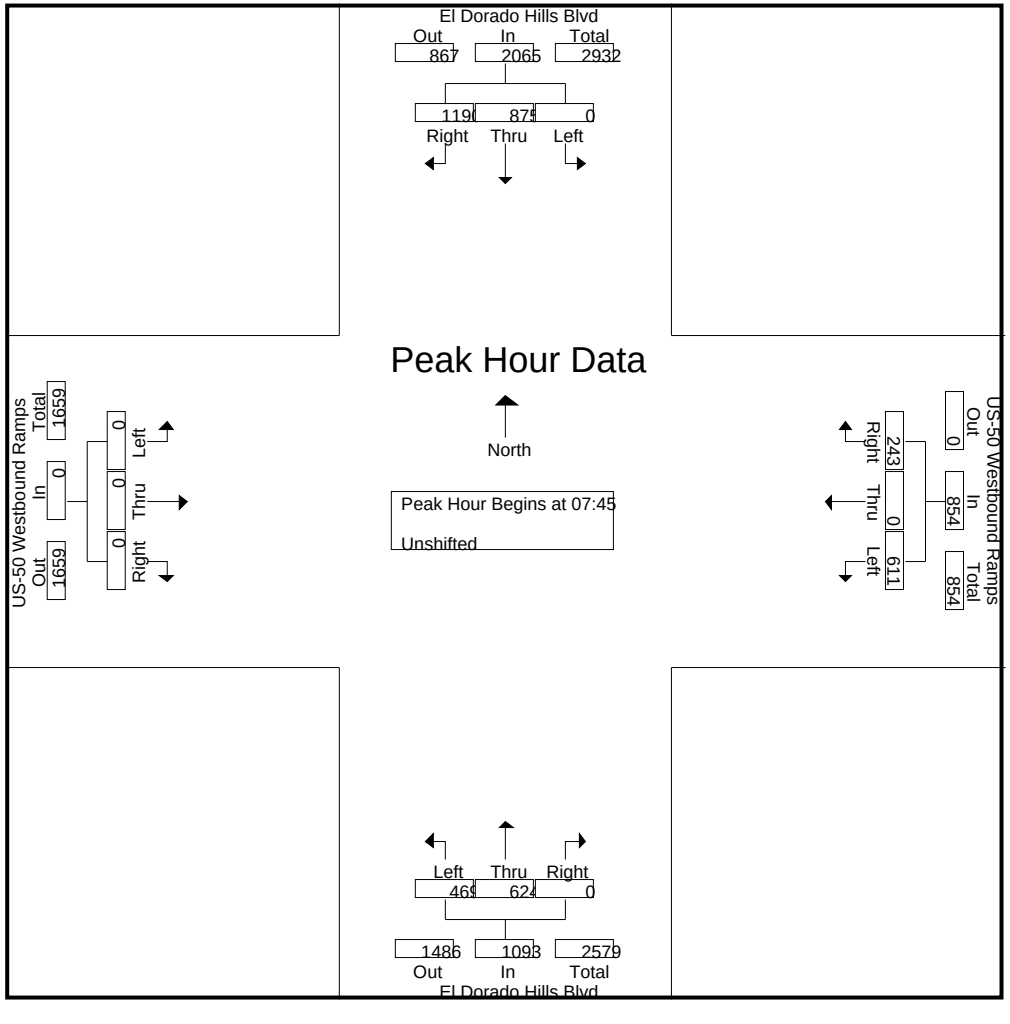

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-015 El Dorado Hills-US 50 WB Ramps
Site Code : 00000000
Start Date : 1/30/2013
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	El Dorado Hills Blvd Southbound				US-50 Westbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Westbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	150	118	268	**93**	0	**68**	**161**	275	389	0	664	0	0	0	0	1093
17:00	0	156	123	279	62	0	47	109	**319**	435	0	**754**	0	0	0	0	1142
17:15	0	126	126	252	88	**1**	65	154	295	448	0	743	0	0	0	0	**1149**
17:30	0	**169**	**140**	**309**	60	0	55	115	248	**463**	0	711	0	0	0	0	1135
Total Volume	0	601	507	1108	303	1	235	539	1137	1735	0	2872	0	0	0	0	4519
% App. Total	0	54.2	45.8		56.2	0.2	43.6		39.6	60.4	0		0	0	0		
PHF	.000	.889	.905	.896	.815	.250	.864	.837	.891	.937	.000	.952	.000	.000	.000	.000	.983

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-015 El Dorado Hills-US 50 WB Ramps
Site Code : 00000000
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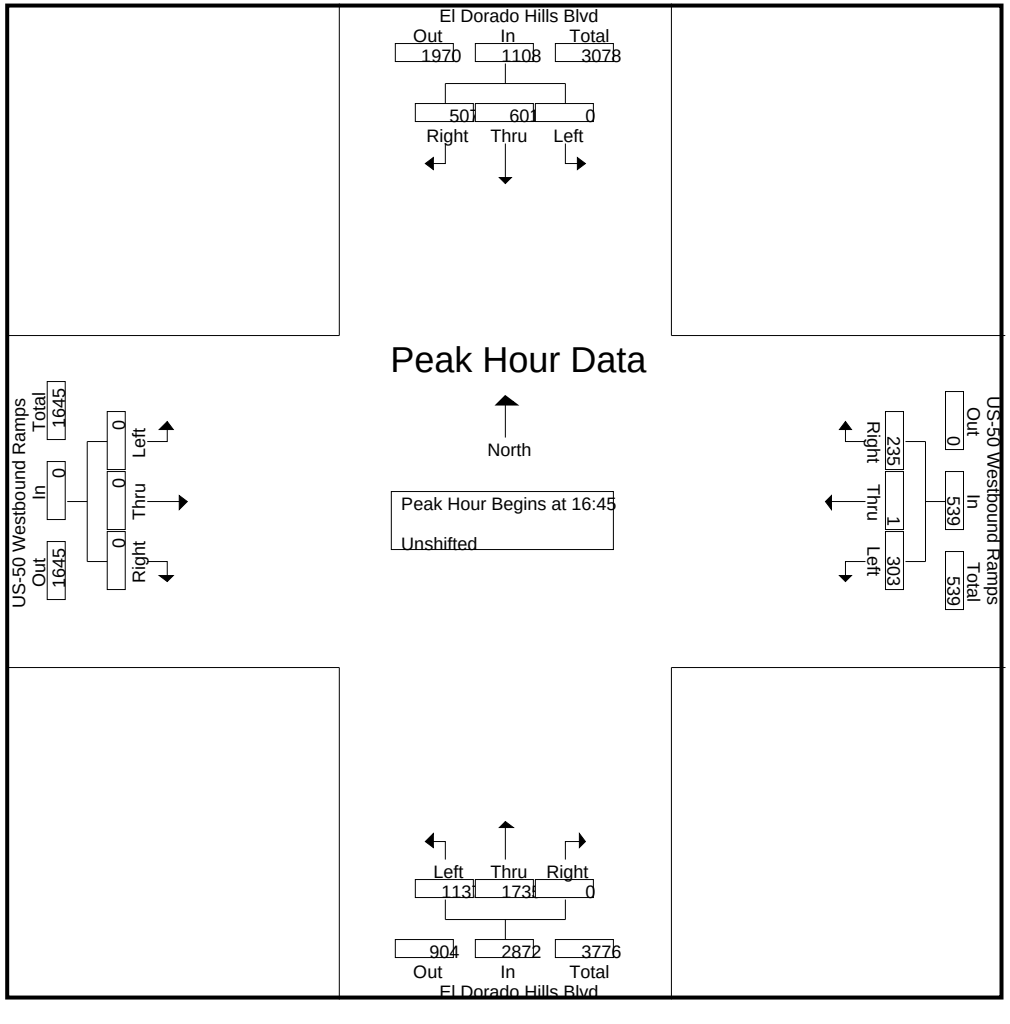

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-016 El Dorado Hills-US 50 EB Ramps
Site Code : 00000000
Start Date : 1/30/2013
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Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				US-50 Eastbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	19	116	0	135	0	0	43	43	0	96	16	112	0	0	155	155	445
06:45	26	197	0	223	0	0	35	35	0	113	20	133	0	0	211	211	602
Total	45	313	0	358	0	0	78	78	0	209	36	245	0	0	366	366	1047
07:00	21	162	0	183	0	0	61	61	0	141	28	169	0	0	200	200	613
07:15	60	281	0	341	0	0	44	44	0	133	39	172	0	0	251	251	808
07:30	66	286	0	352	0	0	58	58	0	136	39	175	0	0	248	248	833
07:45	71	390	0	461	0	0	69	69	0	153	34	187	0	0	345	345	1062
Total	218	1119	0	1337	0	0	232	232	0	563	140	703	0	0	1044	1044	3316
08:00	49	340	0	389	0	0	68	68	0	197	45	242	0	0	277	277	976
08:15	39	281	0	320	0	0	87	87	0	210	42	252	0	0	332	332	991
08:30	52	279	0	331	0	0	86	86	0	200	52	252	0	0	223	223	892
08:45	48	306	0	354	0	0	80	80	0	192	48	240	0	0	228	228	902
Total	188	1206	0	1394	0	0	321	321	0	799	187	986	0	0	1060	1060	3761
09:00	45	245	0	290	0	0	71	71	0	155	37	192	0	0	178	178	731
09:15	34	147	0	181	0	0	59	59	0	178	37	215	0	0	127	127	582
Total	79	392	0	471	0	0	130	130	0	333	74	407	0	0	305	305	1313
15:30	46	168	0	214	0	0	183	183	0	365	142	507	0	0	151	151	1055
15:45	49	152	0	201	0	0	193	193	0	347	113	460	0	0	149	149	1003
Total	95	320	0	415	0	0	376	376	0	712	255	967	0	0	300	300	2058
16:00	41	176	0	217	0	0	198	198	0	382	166	548	0	0	155	155	1118
16:15	40	167	0	207	0	0	242	242	0	423	146	569	0	0	189	189	1207
16:30	49	179	0	228	0	0	232	232	0	434	180	614	0	0	141	141	1215
16:45	54	195	0	249	0	0	244	244	0	450	174	624	0	0	183	183	1300
Total	184	717	0	901	0	0	916	916	0	1689	666	2355	0	0	668	668	4840
17:00	46	148	0	194	0	0	241	241	0	480	210	690	0	0	194	194	1319
17:15	57	190	0	247	0	0	276	276	0	490	174	664	0	0	190	190	1377

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El Dorado County

File Name : 13-7063-016 El Dorado Hills-US 50 EB Ramps
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Groups Printed- Unshifted

	El Dorado Hills Blvd Southbound				US-50 Eastbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	43	157	0	200	0	0	262	262	0	424	162	586	0	0	207	207	1255
17:45	40	167	0	207	0	0	263	263	0	370	143	513	0	0	181	181	1164
Total	186	662	0	848	0	0	1042	1042	0	1764	689	2453	0	0	772	772	5115
18:00	38	162	0	200	0	0	272	272	0	364	140	504	0	0	174	174	1150
18:15	37	156	0	193	0	0	255	255	0	277	106	383	0	0	156	156	987
Grand Total	1070	5047	0	6117	0	0	3622	3622	0	6710	2293	9003	0	0	4845	4845	23587
Apprch %	17.5	82.5	0		0	0	100		0	74.5	25.5		0	0	100		
Total %	4.5	21.4	0	25.9	0	0	15.4	15.4	0	28.4	9.7	38.2	0	0	20.5	20.5	

	El Dorado Hills Blvd Southbound				US-50 Eastbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**71**	**390**	0	**461**	0	0	69	69	0	153	34	187	0	0	**345**	**345**	**1062**
08:00	49	340	0	389	0	0	68	68	0	197	45	242	0	0	277	277	976
08:15	39	281	0	320	0	0	**87**	**87**	0	**210**	42	**252**	0	0	332	332	991
08:30	52	279	0	331	0	0	86	86	0	200	**52**	252	0	0	223	223	892
Total Volume	211	1290	0	1501	0	0	310	310	0	760	173	933	0	0	1177	1177	3921
% App. Total	14.1	85.9	0		0	0	100		0	81.5	18.5		0	0	100		
PHF	.743	.827	.000	.814	.000	.000	.891	.891	.000	.905	.832	.926	.000	.000	.853	.853	.923

All Traffic Data

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El Dorado County

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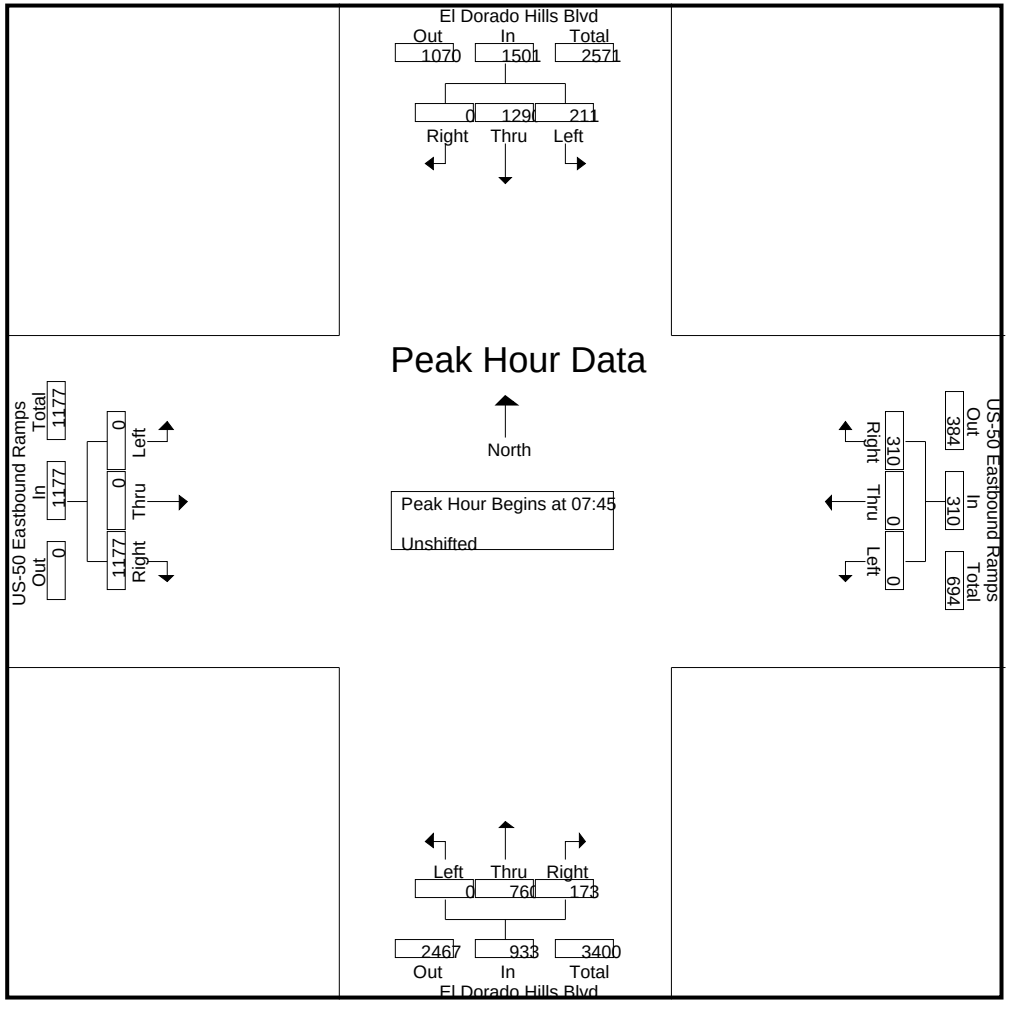

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-016 El Dorado Hills-US 50 EB Ramps
Site Code : 00000000
Start Date : 1/30/2013
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	El Dorado Hills Blvd Southbound				US-50 Eastbound Ramps Westbound				El Dorado Hills Blvd Northbound				US-50 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	54	**195**	0	**249**	0	0	244	244	0	450	174	624	0	0	183	183	1300
17:00	46	148	0	194	0	0	241	241	0	480	**210**	**690**	0	0	194	194	1319
17:15	**57**	190	0	247	0	0	**276**	**276**	0	**490**	174	664	0	0	190	190	**1377**
17:30	43	157	0	200	0	0	262	262	0	424	162	586	0	0	**207**	**207**	1255
Total Volume	200	690	0	890	0	0	1023	1023	0	1844	720	2564	0	0	774	774	5251
% App. Total	22.5	77.5	0		0	0	100		0	71.9	28.1		0	0	100		
PHF	.877	.885	.000	.894	.000	.000	.927	.927	.000	.941	.857	.929	.000	.000	.935	.935	.953

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-016 El Dorado Hills-US 50 EB Ramps
Site Code : 00000000
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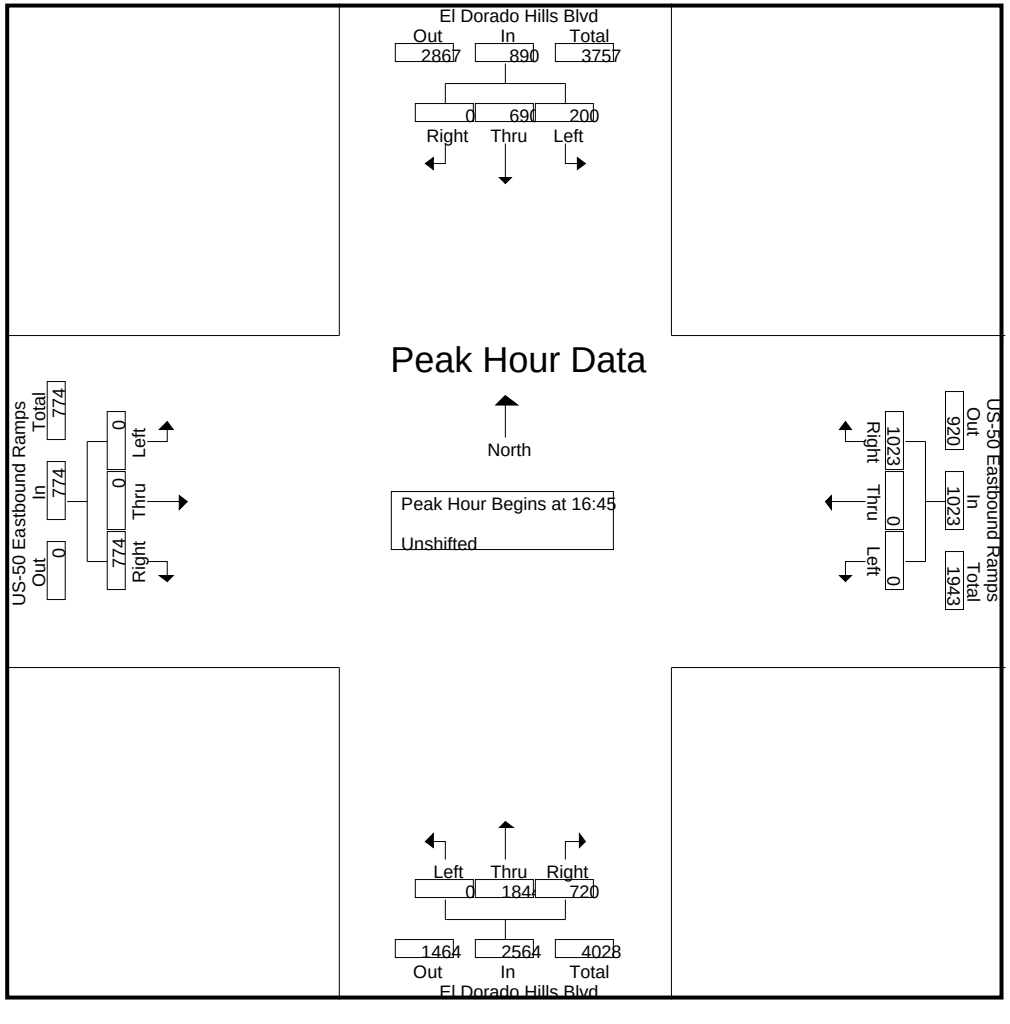

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-017 Silva Valley-Serrano
Site Code : 00000000
Start Date : 1/30/2013
Page No : 1

Groups Printed- Unshifted

	Silva Valley Pkwy Southbound				Serrano Pkwy Westbound				Silva Valley Pkwy Northbound					Serrano Pkwy Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	7	19	7	33	13	42	8	63	7	6	3	0	16	3	18	4	25	137
06:45	7	26	17	50	29	54	38	121	6	14	13	1	34	6	12	7	25	230
Total	14	45	24	83	42	96	46	184	13	20	16	1	50	9	30	11	50	367
07:00	9	38	26	73	35	74	125	234	10	47	11	0	68	28	23	4	55	430
07:15	46	77	31	154	32	70	126	228	13	50	11	0	74	33	11	11	55	511
07:30	46	88	39	173	72	87	127	286	30	68	23	7	128	36	30	25	91	678
07:45	56	94	47	197	108	98	59	265	44	46	56	30	176	12	31	43	86	724
Total	157	297	143	597	247	329	437	1013	97	211	101	37	446	109	95	83	287	2343
08:00	48	44	22	114	45	73	67	185	21	19	18	3	61	10	47	6	63	423
08:15	42	51	23	116	34	88	85	207	11	38	17	0	66	14	29	9	52	441
08:30	23	30	19	72	37	71	47	155	15	14	21	1	51	9	30	9	48	326
08:45	34	44	13	91	42	70	20	132	12	10	13	0	35	11	27	7	45	303
Total	147	169	77	393	158	302	219	679	59	81	69	4	213	44	133	31	208	1493
09:00	18	15	10	43	38	60	11	109	8	15	22	0	45	7	31	9	47	244
09:15	23	25	3	51	23	42	22	87	7	7	20	0	34	6	20	8	34	206
Total	41	40	13	94	61	102	33	196	15	22	42	0	79	13	51	17	81	450
15:30	42	19	18	79	26	56	27	109	9	35	42	0	86	26	54	11	91	365
15:45	38	44	14	96	27	45	43	115	17	42	30	0	89	27	50	16	93	393
Total	80	63	32	175	53	101	70	224	26	77	72	0	175	53	104	27	184	758
16:00	28	34	13	75	27	44	32	103	18	39	48	0	105	17	60	12	89	372
16:15	48	40	9	97	32	56	19	107	16	35	46	0	97	26	69	10	105	406
16:30	42	38	19	99	23	38	36	97	8	56	34	0	98	16	80	11	107	401
16:45	47	59	22	128	30	45	45	120	18	67	41	0	126	19	79	7	105	479
Total	165	171	63	399	112	183	132	427	60	197	169	0	426	78	288	40	406	1658
17:00	35	28	16	79	33	49	30	112	21	76	58	0	155	21	59	9	89	435
17:15	40	46	16	102	33	48	35	116	16	54	71	0	141	24	100	13	137	496

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Groups Printed- Unshifted

	Silva Valley Pkwy Southbound				Serrano Pkwy Westbound				Silva Valley Pkwy Northbound					Serrano Pkwy Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	48	37	22	107	35	42	33	110	19	68	52	0	139	21	93	10	124	480
17:45	50	36	18	104	27	34	32	93	15	52	60	0	127	13	68	9	90	414
Total	173	147	72	392	128	173	130	431	71	250	241	0	562	79	320	41	440	1825
18:00	31	26	8	65	25	35	23	83	18	60	48	0	126	23	83	11	117	391
18:15	38	28	15	81	19	33	35	87	12	43	50	0	105	15	86	11	112	385
Grand Total	846	986	447	2279	845	1354	1125	3324	371	961	808	42	2182	423	1190	272	1885	9670
Apprch %	37.1	43.3	19.6		25.4	40.7	33.8		17	44	37	1.9		22.4	63.1	14.4		
Total %	8.7	10.2	4.6	23.6	8.7	14	11.6	34.4	3.8	9.9	8.4	0.4	22.6	4.4	12.3	2.8	19.5	

	Silva Valley Pkwy Southbound				Serrano Pkwy Westbound				Silva Valley Pkwy Northbound					Serrano Pkwy Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00																		
07:00	9	38	26	73	35	74	125	234	10	47	11	0	68	28	23	4	55	430
07:15	46	77	31	154	32	70	126	228	13	50	11	0	74	33	11	11	55	511
07:30	46	88	39	173	72	87	**127**	**286**	30	**68**	23	7	128	**36**	30	25	**91**	678
07:45	**56**	**94**	**47**	**197**	**108**	**98**	59	265	**44**	46	**56**	**30**	**176**	12	**31**	**43**	86	**724**
Total Volume	157	297	143	597	247	329	437	1013	97	211	101	37	446	109	95	83	287	2343
% App. Total	26.3	49.7	24		24.4	32.5	43.1		21.7	47.3	22.6	8.3		38	33.1	28.9		
PHF	.701	.790	.761	.758	.572	.839	.860	.885	.551	.776	.451	.308	.634	.757	.766	.483	.788	.809

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-017 Silva Valley-Serrano
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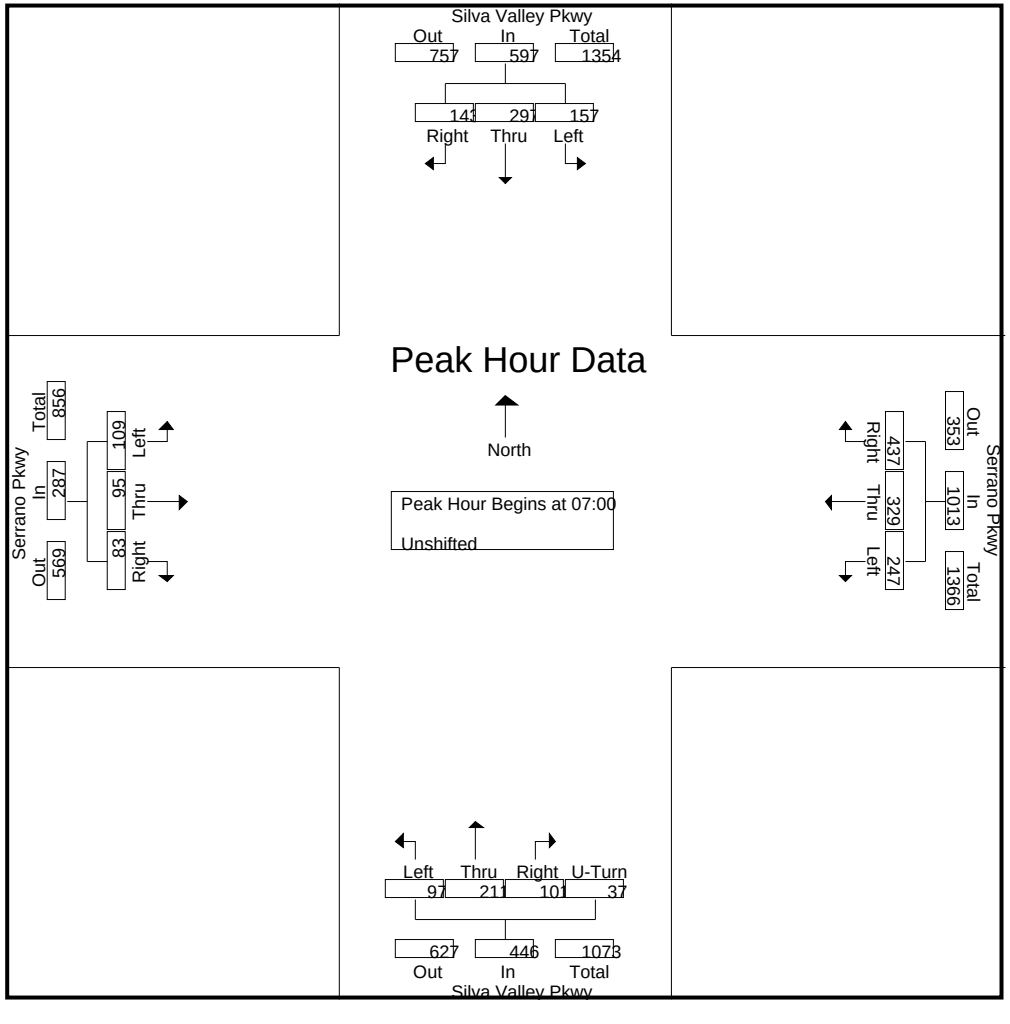

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-017 Silva Valley-Serrano
Site Code : 00000000
Start Date : 1/30/2013
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	Silva Valley Pkwy Southbound				Serrano Pkwy Westbound				Silva Valley Pkwy Northbound					Serrano Pkwy Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 16:45																		
16:45	47	**59**	**22**	**128**	30	45	**45**	**120**	18	67	41	0	126	19	79	7	105	479
17:00	35	28	16	79	33	**49**	30	112	**21**	**76**	58	0	**155**	21	59	9	89	435
17:15	40	46	16	102	33	48	35	116	16	54	**71**	0	141	**24**	**100**	**13**	**137**	**496**
17:30	**48**	37	22	107	**35**	42	33	110	19	68	52	0	139	21	93	10	124	480
Total Volume	170	170	76	416	131	184	143	458	74	265	222	0	561	85	331	39	455	1890
% App. Total	40.9	40.9	18.3		28.6	40.2	31.2		13.2	47.2	39.6	0		18.7	72.7	8.6		
PHF	.885	.720	.864	.813	.936	.939	.794	.954	.881	.872	.782	.000	.905	.885	.828	.750	.830	.953

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-017 Silva Valley-Serrano
Site Code : 00000000
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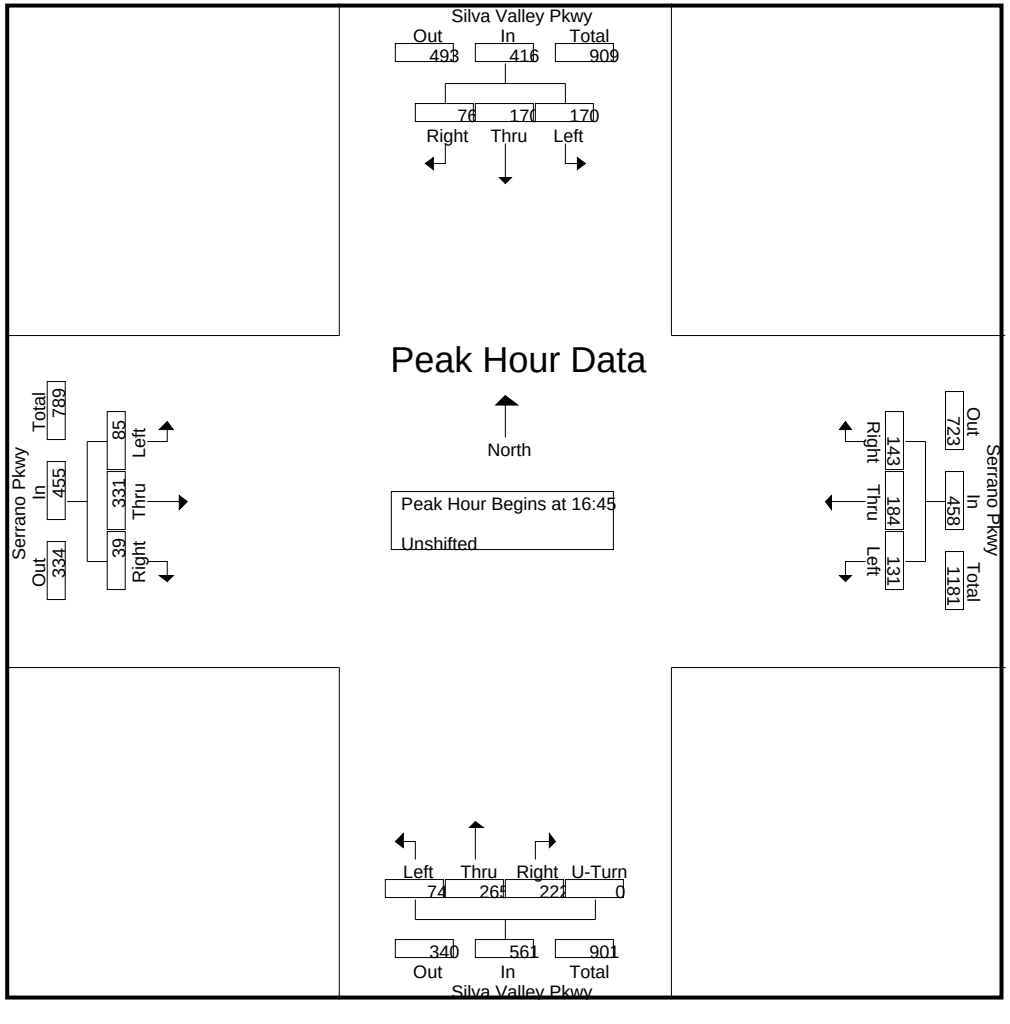

All Traffic Data

(916) 771-8700

El Dorado County

File Name : 13-7063-018 Silva Valley-Harvard
Site Code : 00000000
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Groups Printed- Unshifted

	Silva Valley Pkwy Southbound				Harvard Way Westbound				Silva Valley Pkwy Northbound					Harvard Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	0	25	13	38	0	0	0	0	3	14	0	0	17	2	1	4	7	62
06:45	1	33	54	88	0	1	0	1	36	22	2	0	60	4	3	11	18	167
Total	1	58	67	126	0	1	0	1	39	36	2	0	77	6	4	15	25	229
07:00	6	31	119	156	8	4	2	14	97	37	7	16	157	12	7	32	51	378
07:15	13	33	88	134	32	27	2	61	81	51	16	37	185	44	40	81	165	545
07:30	12	65	65	142	41	16	4	61	55	56	11	66	188	7	34	63	104	495
07:45	2	41	30	73	32	19	2	53	57	68	3	17	145	6	8	45	59	330
Total	33	170	302	505	113	66	10	189	290	212	37	136	675	69	89	221	379	1748
08:00	0	38	38	76	2	2	1	5	46	43	0	6	95	12	0	41	53	229
08:15	0	32	70	102	2	1	0	3	82	55	0	15	152	44	0	76	120	377
08:30	1	36	17	54	1	0	1	2	44	22	0	0	66	12	2	25	39	161
08:45	1	51	16	68	2	2	0	4	6	20	0	1	27	6	1	37	44	143
Total	2	157	141	300	7	5	2	14	178	140	0	22	340	74	3	179	256	910
09:00	1	23	11	35	0	1	1	2	7	24	0	0	31	8	3	10	21	89
09:15	1	34	5	40	1	0	1	2	12	19	0	0	31	5	2	13	20	93
Total	2	57	16	75	1	1	2	4	19	43	0	0	62	13	5	23	41	182
15:30	7	42	9	58	8	5	5	18	31	65	3	1	100	9	6	27	42	218
15:45	3	61	13	77	8	3	2	13	36	59	4	1	100	17	2	35	54	244
Total	10	103	22	135	16	8	7	31	67	124	7	2	200	26	8	62	96	462
16:00	2	29	16	47	4	5	1	10	26	50	1	1	78	12	1	39	52	187
16:15	0	54	11	65	3	0	0	3	19	48	2	0	69	10	1	37	48	185
16:30	1	52	19	72	1	2	1	4	28	65	0	1	94	29	2	56	87	257
16:45	0	54	17	71	3	3	4	10	59	75	0	4	138	38	1	52	91	310
Total	3	189	63	255	11	10	6	27	132	238	3	6	379	89	5	184	278	939
17:00	2	40	10	52	1	5	0	6	40	79	1	1	121	30	2	38	70	249
17:15	3	51	19	73	3	2	1	6	27	53	6	0	86	32	5	39	76	241

All Traffic Data

(916) 771-8700

El Dorado County

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Groups Printed- Unshifted

	Silva Valley Pkwy Southbound				Harvard Way Westbound				Silva Valley Pkwy Northbound					Harvard Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	4	50	21	75	1	0	0	1	46	77	3	0	126	21	2	56	79	281
17:45	0	49	22	71	6	7	7	20	44	56	0	0	100	25	1	42	68	259
Total	9	190	72	271	11	14	8	33	157	265	10	1	433	108	10	175	293	1030
18:00	1	40	10	51	0	0	0	0	31	67	0	1	99	25	2	32	59	209
18:15	4	37	10	51	0	0	0	0	31	48	1	0	80	20	2	23	45	176
Grand Total	65	1001	703	1769	159	105	35	299	944	1173	60	168	2345	430	128	914	1472	5885
Apprch %	3.7	56.6	39.7		53.2	35.1	11.7		40.3	50	2.6	7.2		29.2	8.7	62.1		
Total %	1.1	17	11.9	30.1	2.7	1.8	0.6	5.1	16	19.9	1	2.9	39.8	7.3	2.2	15.5	25	

	Silva Valley Pkwy Southbound				Harvard Way Westbound				Silva Valley Pkwy Northbound					Harvard Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00																		
07:00	6	31	**119**	**156**	8	4	2	14	**97**	37	7	16	157	12	7	32	51	378
07:15	**13**	33	88	134	32	**27**	2	**61**	81	51	**16**	37	185	**44**	**40**	**81**	**165**	**545**
07:30	12	**65**	65	142	**41**	16	**4**	61	55	56	11	**66**	**188**	7	34	63	104	495
07:45	2	41	30	73	32	19	2	53	57	**68**	3	17	145	6	8	45	59	330
Total Volume	33	170	302	505	113	66	10	189	290	212	37	136	675	69	89	221	379	1748
% App. Total	6.5	33.7	59.8		59.8	34.9	5.3		43	31.4	5.5	20.1		18.2	23.5	58.3		
PHF	.635	.654	.634	.809	.689	.611	.625	.775	.747	.779	.578	.515	.898	.392	.556	.682	.574	.802

All Traffic Data

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El Dorado County

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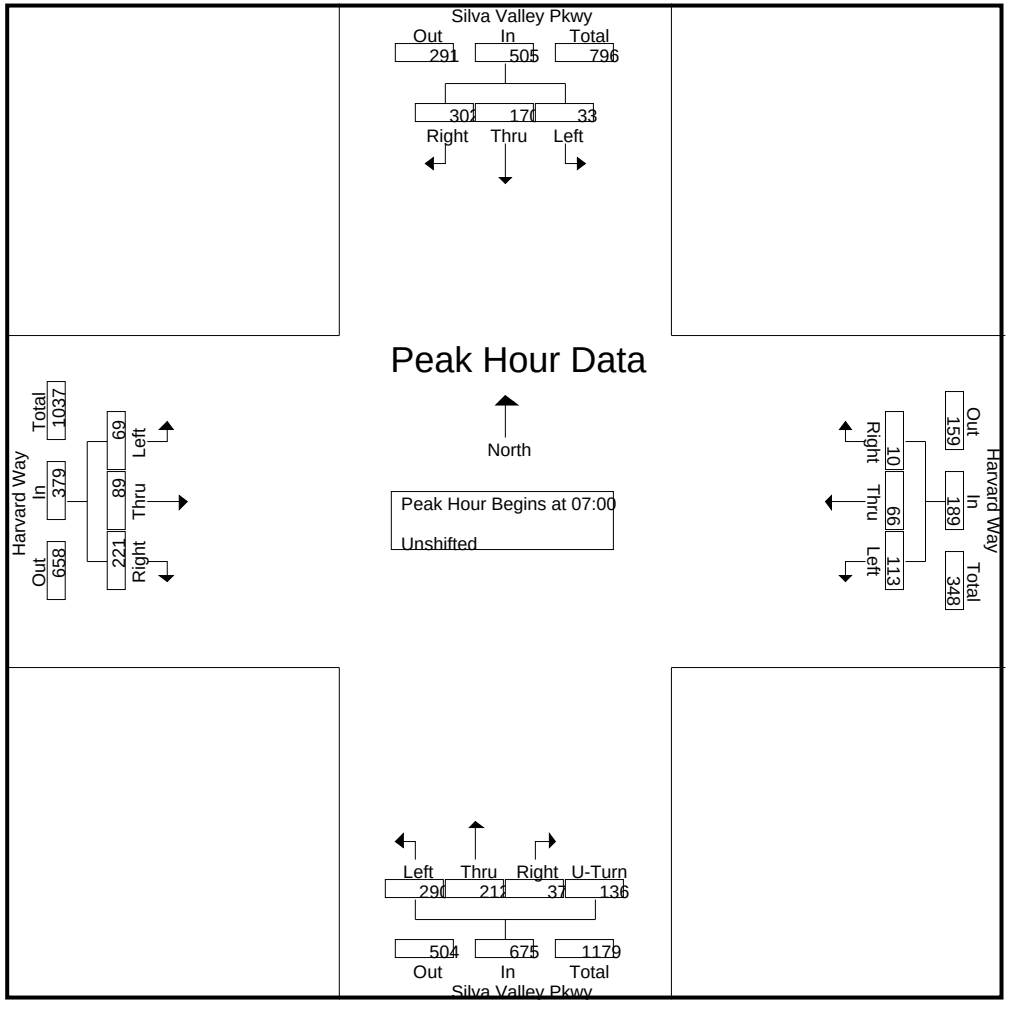

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	Silva Valley Pkwy Southbound				Harvard Way Westbound				Silva Valley Pkwy Northbound					Harvard Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 16:45																		
16:45	0	**54**	17	71	**3**	3	**4**	**10**	**59**	75	0	**4**	**138**	**38**	1	52	**91**	**310**
17:00	2	40	10	52	1	**5**	0	6	40	**79**	1	1	121	30	2	38	70	249
17:15	3	51	19	73	3	2	1	6	27	53	**6**	0	86	32	**5**	39	76	241
17:30	**4**	50	**21**	**75**	1	0	0	1	46	77	3	0	126	21	2	**56**	79	281
Total Volume	9	195	67	271	8	10	5	23	172	284	10	5	471	121	10	185	316	1081
% App. Total	3.3	72	24.7		34.8	43.5	21.7		36.5	60.3	2.1	1.1		38.3	3.2	58.5		
PHF	.563	.903	.798	.903	.667	.500	.313	.575	.729	.899	.417	.313	.853	.796	.500	.826	.868	.872

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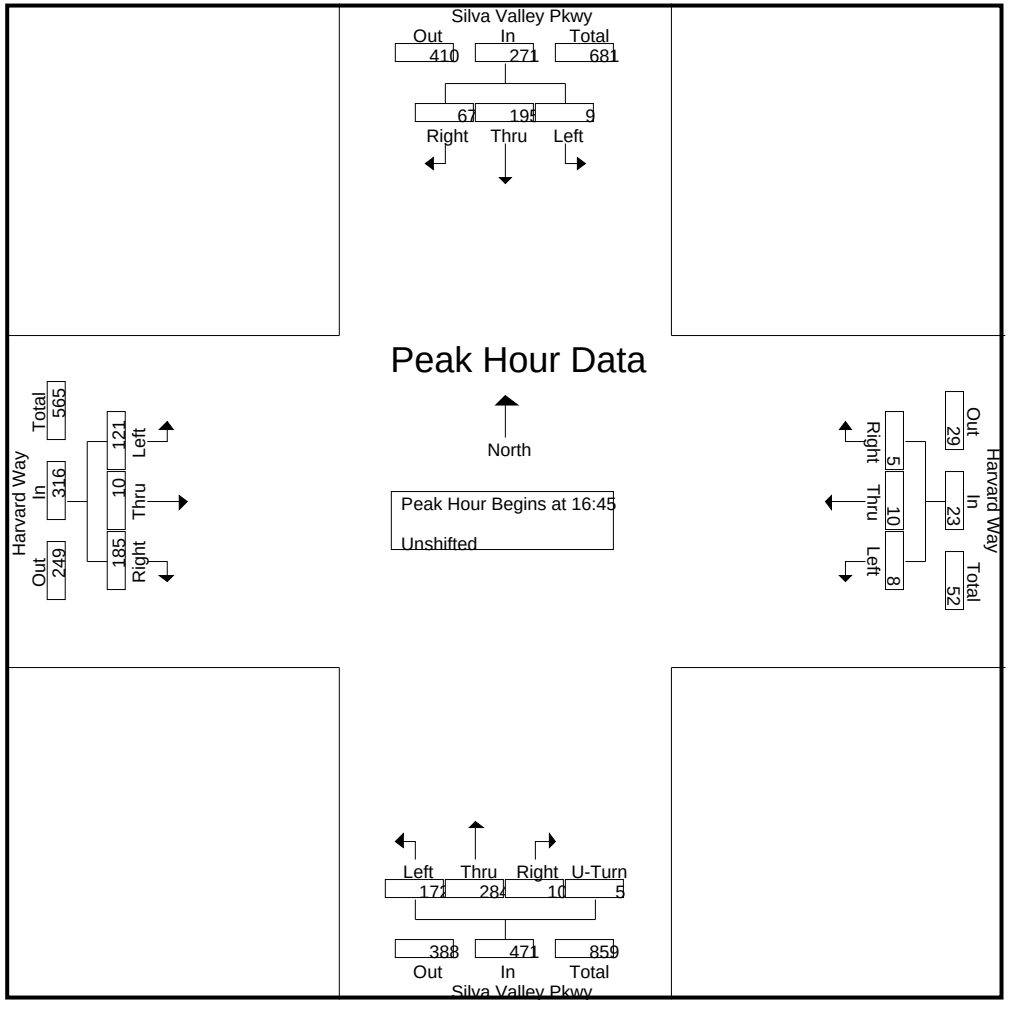

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El Dorado County

File Name : 13-7063-019 Silva Valley-Apian
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Groups Printed- Unshifted

	Silva Valley Pkwy Southbound				Apian Way Westbound				Silva Valley Pkwy Northbound				Apian Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	1	16	0	17	8	0	10	18	3	12	1	16	1	0	11	12	63
06:45	5	53	3	61	20	0	11	31	2	21	2	25	5	0	27	32	149
Total	6	69	3	78	28	0	21	49	5	33	3	41	6	0	38	44	212
07:00	3	92	2	97	65	1	12	78	3	35	6	44	7	0	37	44	263
07:15	2	54	4	60	37	0	28	65	11	73	15	99	13	1	17	31	255
07:30	9	41	10	60	34	1	10	45	2	41	8	51	11	0	14	25	181
07:45	9	39	3	51	18	0	12	30	4	41	12	57	4	0	15	19	157
Total	23	226	19	268	154	2	62	218	20	190	41	251	35	1	83	119	856
08:00	12	39	2	53	32	0	10	42	4	34	18	56	5	1	19	25	176
08:15	6	45	3	54	33	0	18	51	3	67	19	89	10	0	21	31	225
08:30	12	29	7	48	18	1	21	40	4	27	11	42	17	0	13	30	160
08:45	12	37	4	53	15	0	9	24	3	21	5	29	6	0	12	18	124
Total	42	150	16	208	98	1	58	157	14	149	53	216	38	1	65	104	685
09:00	4	19	0	23	8	0	10	18	5	20	5	30	4	0	11	15	86
09:15	5	21	5	31	9	0	10	19	4	21	3	28	7	0	11	18	96
Total	9	40	5	54	17	0	20	37	9	41	8	58	11	0	22	33	182
15:30	8	36	4	48	9	0	12	21	8	43	18	69	6	0	10	16	154
15:45	11	45	6	62	15	0	13	28	17	50	18	85	2	0	9	11	186
Total	19	81	10	110	24	0	25	49	25	93	36	154	8	0	19	27	340
16:00	12	30	6	48	11	0	12	23	11	42	13	66	2	1	11	14	151
16:15	14	38	5	57	16	0	9	25	7	45	6	58	6	0	6	12	152
16:30	10	58	11	79	18	1	10	29	14	63	24	101	4	2	13	19	228
16:45	11	41	4	56	14	0	10	24	23	73	23	119	2	0	12	14	213
Total	47	167	26	240	59	1	41	101	55	223	66	344	14	3	42	59	744
17:00	13	44	5	62	9	0	12	21	18	55	19	92	9	2	3	14	189
17:15	13	48	9	70	15	1	11	27	15	52	23	90	2	0	11	13	200

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	Silva Valley Pkwy Southbound				Apian Way Westbound				Silva Valley Pkwy Northbound				Apian Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
17:30	13	43	6	62	13	0	5	18	19	55	19	93	4	0	12	16	189
17:45	12	40	7	59	10	2	8	20	20	44	21	85	4	0	14	18	182
Total	51	175	27	253	47	3	36	86	72	206	82	360	19	2	40	61	760
18:00	13	41	8	62	5	0	6	11	23	44	19	86	5	0	7	12	171
18:15	9	37	14	60	13	1	7	21	23	32	17	72	1	1	5	7	160
Grand Total	219	986	128	1333	445	8	276	729	246	1011	325	1582	137	8	321	466	4110
Apprch %	16.4	74	9.6		61	1.1	37.9		15.5	63.9	20.5		29.4	1.7	68.9		
Total %	5.3	24	3.1	32.4	10.8	0.2	6.7	17.7	6	24.6	7.9	38.5	3.3	0.2	7.8	11.3	

	Silva Valley Pkwy Southbound				Apian Way Westbound				Silva Valley Pkwy Northbound				Apian Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	3	**92**	2	**97**	**65**	**1**	12	**78**	3	35	6	44	7	0	**37**	**44**	**263**
07:15	2	54	4	60	37	0	**28**	65	**11**	**73**	**15**	**99**	**13**	**1**	17	31	255
07:30	**9**	41	**10**	60	34	1	10	45	2	41	8	51	11	0	14	25	181
07:45	9	39	3	51	18	0	12	30	4	41	12	57	4	0	15	19	157
Total Volume	23	226	19	268	154	2	62	218	20	190	41	251	35	1	83	119	856
% App. Total	8.6	84.3	7.1		70.6	0.9	28.4		8	75.7	16.3		29.4	0.8	69.7		
PHF	.639	.614	.475	.691	.592	.500	.554	.699	.455	.651	.683	.634	.673	.250	.561	.676	.814

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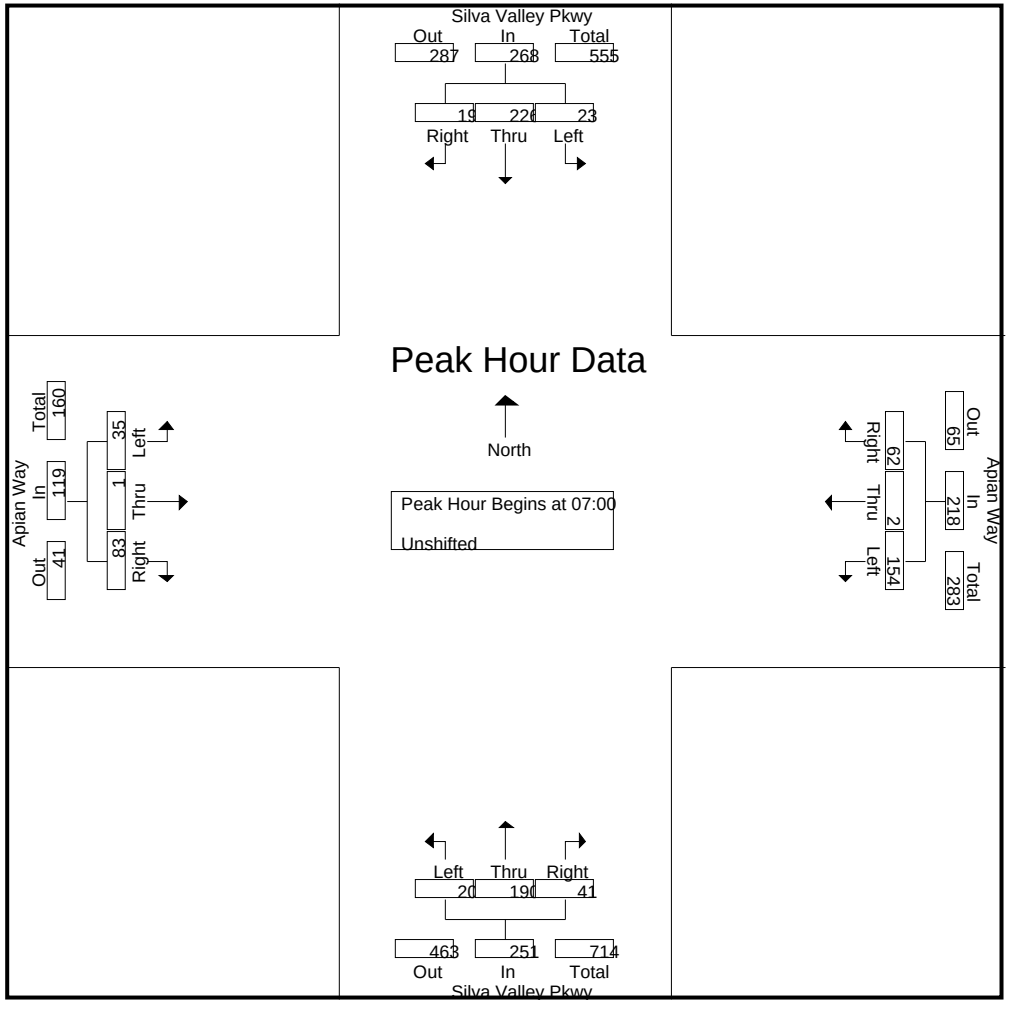

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El Dorado County

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	Silva Valley Pkwy Southbound				Apian Way Westbound				Silva Valley Pkwy Northbound				Apian Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 15:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	10	**58**	**11**	**79**	**18**	**1**	10	**29**	14	63	**24**	101	4	**2**	**13**	**19**	**228**
16:45	11	41	4	56	14	0	10	24	**23**	**73**	23	**119**	2	0	12	14	213
17:00	**13**	44	5	62	9	0	**12**	21	18	55	19	92	**9**	2	3	14	189
17:15	13	48	9	70	15	1	11	27	15	52	23	90	2	0	11	13	200
Total Volume	47	191	29	267	56	2	43	101	70	243	89	402	17	4	39	60	830
% App. Total	17.6	71.5	10.9		55.4	2	42.6		17.4	60.4	22.1		28.3	6.7	65		
PHF	.904	.823	.659	.845	.778	.500	.896	.871	.761	.832	.927	.845	.472	.500	.750	.789	.910

All Traffic Data

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El Dorado County

File Name : 13-7063-019 Silva Valley-Apian
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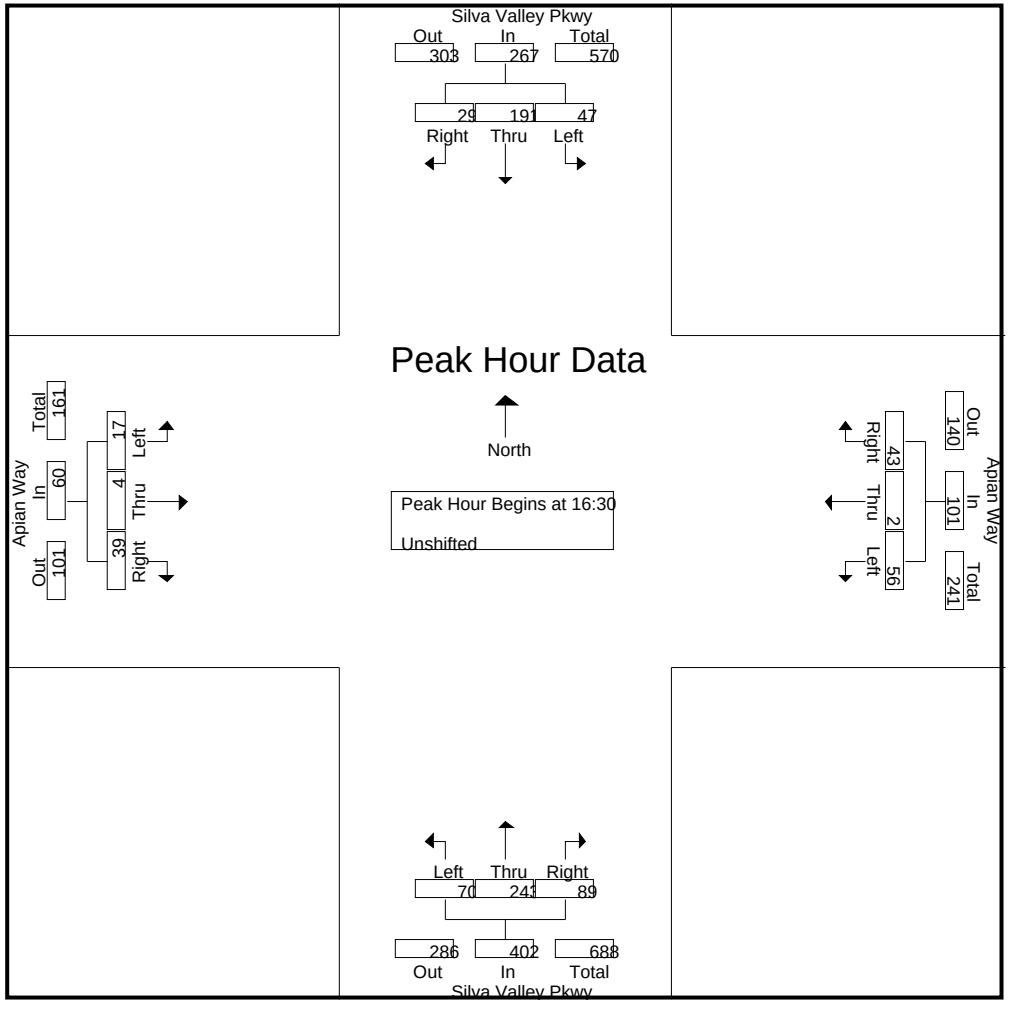


Appendix B:

Analysis Worksheets for
Existing (2013) Conditions

Dixon Ranch
1: Green Valley Rd./Green Valley Road & Francisco Rd.

Existing
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	153	218	229	60	699	75	290	168	7	91	276	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3519		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3519		1770	1863	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.90	0.90	0.90	0.84	0.84	0.84	0.85	0.85	0.85
Adj. Flow (vph)	159	227	239	67	777	83	345	200	8	107	325	432
RTOR Reduction (vph)	0	0	161	0	0	57	0	4	0	0	0	139
Lane Group Flow (vph)	159	227	78	67	777	26	345	204	0	107	325	293
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	5.1	24.2	24.2	3.8	22.9	22.9	9.9	21.4		6.1	17.6	17.6
Effective Green, g (s)	5.1	24.2	24.2	3.8	22.9	22.9	9.9	21.4		6.1	17.6	17.6
Actuated g/C Ratio	0.07	0.33	0.33	0.05	0.31	0.31	0.13	0.29		0.08	0.24	0.24
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	237	1162	519	91	1099	491	461	1021		146	444	378
v/s Ratio Prot	c0.05	0.06		0.04	c0.22		c0.10	c0.06		0.06	0.17	
v/s Ratio Perm			0.05			0.02						c0.19
v/c Ratio	0.67	0.20	0.15	0.74	0.71	0.05	0.75	0.20		0.73	0.73	0.78
Uniform Delay, d1	33.5	17.8	17.5	34.5	22.4	17.8	30.7	19.7		33.0	25.9	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.3	0.1	0.1	26.3	2.1	0.0	6.5	0.1		17.2	6.1	9.6
Delay (s)	40.7	17.8	17.6	60.8	24.5	17.8	37.2	19.8		50.2	32.0	35.8
Level of Service	D	B	B	E	C	B	D	B		D	C	D
Approach Delay (s)		23.6			26.6			30.7			36.2	
Approach LOS		C			C			C			D	

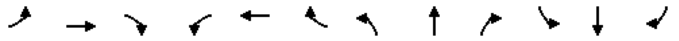
Intersection Summary					
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.71				
Actuated Cycle Length (s)	73.7	Sum of lost time (s)		18.2	
Intersection Capacity Utilization	62.2%	ICU Level of Service		B	
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Road

Existing
AM Peak

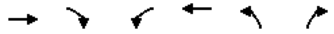
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	267	17	60	708	47	36	63	25	106	229	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1846		1770	1845		1770	1783			1834	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1846		1770	1845		1770	1783			1834	1583
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.66	0.66	0.66	0.80	0.80	0.80
Adj. Flow (vph)	27	318	20	67	796	53	55	95	38	132	286	199
RTOR Reduction (vph)	0	2	0	0	2	0	0	11	0	0	0	133
Lane Group Flow (vph)	27	336	0	67	847	0	55	122	0	0	418	66
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	4.4	51.8		8.0	55.4		14.5	14.5			23.2	23.2
Effective Green, g (s)	4.4	51.8		8.0	55.4		14.5	14.5			23.2	23.2
Actuated g/C Ratio	0.04	0.44		0.07	0.48		0.12	0.12			0.20	0.20
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	66	820		121	877		220	221			365	315
v/s Ratio Prot	0.02	0.18		c0.04	c0.46		0.03	c0.07			c0.23	
v/s Ratio Perm												0.04
v/c Ratio	0.41	0.41		0.55	0.97		0.25	0.55			1.15	0.21
Uniform Delay, d1	54.8	22.0		52.5	29.6		46.1	47.9			46.6	39.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	3.0	0.7		4.3	22.7		1.0	4.3			92.7	0.6
Delay (s)	57.8	22.7		56.9	52.3		47.1	52.2			139.4	39.6
Level of Service	E	C		E	D		D	D			F	D
Approach Delay (s)		25.3			52.6			50.7			107.2	
Approach LOS		C			D			D			F	

Intersection Summary					
HCM 2000 Control Delay	63.8	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	0.94				
Actuated Cycle Length (s)	116.5	Sum of lost time (s)		19.0	
Intersection Capacity Utilization	82.4%	ICU Level of Service		E	
Analysis Period (min)	15				
c Critical Lane Group					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	204	191	59	539	19	281	49	33	5	38	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1853		1770	1751			1836	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1853		1770	1751			1836	
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.71	0.71	0.71	0.77	0.77	0.77
Adj. Flow (vph)	2	219	205	65	592	21	396	69	46	6	49	4
RTOR Reduction (vph)	0	0	141	0	1	0	0	14	0	0	2	0
Lane Group Flow (vph)	2	219	64	65	612	0	396	101	0	0	57	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.8	29.6	29.6	7.2	36.0		32.6	32.6			6.7	
Effective Green, g (s)	0.8	29.6	29.6	7.2	36.0		32.6	32.6			6.7	
Actuated g/C Ratio	0.01	0.31	0.31	0.08	0.38		0.35	0.35			0.07	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	15	584	496	135	706		611	604			130	
v/s Ratio Prot	0.00	0.12		c0.04	c0.33		c0.22	0.06			c0.03	
v/s Ratio Perm			0.04									
v/c Ratio	0.13	0.38	0.13	0.48	0.87		0.65	0.17			0.44	
Uniform Delay, d1	46.5	25.2	23.2	41.8	27.0		26.1	21.5			42.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.9	0.4	0.1	2.0	10.9		2.1	0.1			1.7	
Delay (s)	49.4	25.6	23.3	43.8	37.9		28.2	21.6			43.8	
Level of Service	D	C	C	D	D		C	C			D	
Approach Delay (s)		24.6			38.5			26.7			43.8	
Approach LOS		C			D			C			D	

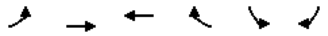
Intersection Summary				
HCM 2000 Control Delay	31.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	94.4	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	67.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	286	13	6	560	23	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.56	0.56
Hourly flow rate (vph)	314	14	6	596	41	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			329		930	321
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			329		930	321
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		86	99
cM capacity (veh/h)			1231		295	719

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	329	602	41	11
Volume Left	0	6	41	0
Volume Right	14	0	0	11
cSH	1700	1231	295	719
Volume to Capacity	0.19	0.01	0.14	0.01
Queue Length 95th (ft)	0	0	12	1
Control Delay (s)	0.0	0.1	19.2	10.1
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.1	17.3	
Approach LOS			C	

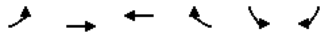
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	292	566	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	317	615	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	615				933	615
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	615				933	615
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	964				296	491

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	317	615	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	964	1700	1700
Volume to Capacity	0.00	0.36	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

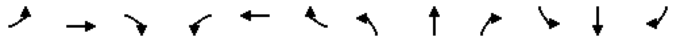
Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		33.1%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	264	528	2	8	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.86	0.86	0.91	0.91
Hourly flow rate (vph)	6	284	614	2	9	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	616				912	615
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	616				912	615
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	95
cM capacity (veh/h)	964				302	491

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	290	616	32
Volume Left	6	0	9
Volume Right	0	2	23
cSH	964	1700	419
Volume to Capacity	0.01	0.36	0.08
Queue Length 95th (ft)	1	0	6
Control Delay (s)	0.3	0.0	14.3
Lane LOS	A		B
Approach Delay (s)	0.3	0.0	14.3
Approach LOS			B

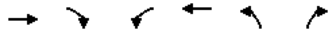
Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		37.9%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	245	2	4	491	6	12	0	10	21	0	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.87	0.87	0.87	0.69	0.69	0.69	0.72	0.72	0.72
Hourly flow rate (vph)	8	269	2	5	564	7	17	0	14	29	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	571			271			902	866	270	877	864	568
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571			271			902	866	270	877	864	568
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			93	100	98	89	100	93
cM capacity (veh/h)	1001			1292			237	288	768	261	289	522

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	279	576	32	68
Volume Left	8	5	17	29
Volume Right	2	7	14	39
cSH	1001	1292	346	366
Volume to Capacity	0.01	0.00	0.09	0.19
Queue Length 95th (ft)	1	0	8	17
Control Delay (s)	0.3	0.1	16.5	17.1
Lane LOS	A	A	C	C
Approach Delay (s)	0.3	0.1	16.5	17.1
Approach LOS			C	C

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	38.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	526	0	0	750	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	572	0	0	815	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			572		1387	572
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			572		1387	572
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1001		158	520

Direction, Lane #	EB 1	WB 1
Volume Total	572	815
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.34	0.48
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Existing
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	370	152	159	562	5	187	3	58	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1781		1770	1860			1775	1583		1695	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1781		1770	1860			1775	1583		1695	
Peak-hour factor, PHF	0.61	0.61	0.61	0.76	0.76	0.76	0.64	0.64	0.64	0.50	0.50	0.50
Adj. Flow (vph)	7	607	249	209	739	7	292	5	91	2	0	2
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	74	0	4	0
Lane Group Flow (vph)	7	845	0	209	746	0	0	297	17	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	56.3		14.0	69.6			20.7	20.7		1.0	
Effective Green, g (s)	0.7	56.3		14.0	69.6			20.7	20.7		1.0	
Actuated g/C Ratio	0.01	0.52		0.13	0.64			0.19	0.19		0.01	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	11	928		229	1198			340	303		15	
v/s Ratio Prot	0.00	c0.47		c0.12	0.40			c0.17			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.64	0.91		0.91	0.62			0.87	0.06		0.00	
Uniform Delay, d1	53.5	23.6		46.4	11.4			42.4	35.7		53.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	81.7	12.9		36.5	1.0			21.1	0.1		0.1	
Delay (s)	135.3	36.4		82.9	12.4			63.5	35.8		53.1	
Level of Service	F	D		F	B			E	D		D	
Approach Delay (s)		37.2			27.8			57.0			53.1	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	108.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

Existing
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	342	73	21	487	6	196	2	46	13	4	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1814		1770	1859		1770	1597			1666	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1814		1770	1859		1770	1597			1666	
Peak-hour factor, PHF	0.68	0.68	0.68	0.77	0.77	0.77	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	15	503	107	27	632	8	248	3	58	16	5	51
RTOR Reduction (vph)	0	8	0	0	1	0	0	46	0	0	48	0
Lane Group Flow (vph)	15	602	0	27	639	0	248	15	0	0	24	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	28.4		1.3	29.1		13.2	13.2			3.9	
Effective Green, g (s)	0.6	28.4		1.3	29.1		13.2	13.2			3.9	
Actuated g/C Ratio	0.01	0.45		0.02	0.46		0.21	0.21			0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	16	820		36	861		372	335			103	
v/s Ratio Prot	0.01	0.33		c0.02	c0.34		c0.14	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.94	0.73		0.75	0.74		0.67	0.05			0.23	
Uniform Delay, d1	31.1	14.1		30.6	13.8		22.8	19.8			28.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	191.7	3.4		59.8	3.5		4.5	0.1			1.2	
Delay (s)	222.8	17.5		90.3	17.3		27.3	19.8			29.2	
Level of Service	F	B		F	B		C	B			C	
Approach Delay (s)		22.5			20.2			25.8			29.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	62.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

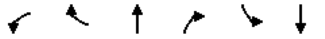
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	126	254	112	242	4	255	15	71	9	63	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1676		1770	1858		1770	1632		1770	1788	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1676		1770	1858		1770	1632		1770	1788	
Peak-hour factor, PHF	0.70	0.70	0.70	0.84	0.84	0.84	0.88	0.88	0.88	0.66	0.66	0.66
Adj. Flow (vph)	31	180	363	133	288	5	290	17	81	14	95	35
RTOR Reduction (vph)	0	86	0	0	1	0	0	54	0	0	18	0
Lane Group Flow (vph)	31	457	0	133	292	0	290	44	0	14	112	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.8	24.7		7.3	30.2		14.4	23.9		0.7	10.2	
Effective Green, g (s)	1.8	24.7		7.3	30.2		14.4	23.9		0.7	10.2	
Actuated g/C Ratio	0.02	0.34		0.10	0.42		0.20	0.33		0.01	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	43	570		177	772		351	537		17	251	
v/s Ratio Prot	0.02	c0.27		c0.08	0.16		c0.16	0.03		0.01	c0.06	
v/s Ratio Perm												
v/c Ratio	0.72	0.80		0.75	0.38		0.83	0.08		0.82	0.45	
Uniform Delay, d1	35.2	21.7		31.8	14.7		27.9	16.8		35.9	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	45.2	8.0		16.4	0.3		14.6	0.1		132.1	1.3	
Delay (s)	80.3	29.7		48.1	15.0		42.5	16.8		168.0	29.9	
Level of Service	F	C		D	B		D	B		F	C	
Approach Delay (s)		32.5			25.3			36.0			43.3	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	72.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	59.2%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	49	453	45	63	42	361	115	37	125	248	3
Peak Hour Factor	0.86	0.86	0.86	0.52	0.52	0.52	0.92	0.92	0.92	0.75	0.75	0.75
Hourly flow rate (vph)	2	57	527	87	121	81	392	125	40	167	331	4

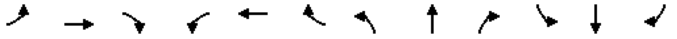
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	586	288	392	165	167	335
Volume Left (vph)	2	87	392	0	167	0
Volume Right (vph)	527	81	0	40	0	4
Hadj (s)	-0.50	-0.07	0.53	-0.14	0.53	0.03
Departure Headway (s)	8.1	9.1	9.4	8.8	9.6	9.1
Degree Utilization, x	1.31	0.73	1.03	0.40	0.45	0.85
Capacity (veh/h)	452	387	392	406	360	390
Control Delay (s)	180.0	33.1	84.5	16.4	18.9	44.8
Approach Delay (s)	180.0	33.1	64.3		36.2	
Approach LOS	F	D	F		E	

Intersection Summary				
Delay	87.5			
Level of Service	F			
Intersection Capacity Utilization	85.6%	ICU Level of Service	E	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	399	147	309	328	265	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.92		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3266		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3266		3433	3539
Peak-hour factor, PHF	0.72	0.72	0.83	0.83	0.91	0.91
Adj. Flow (vph)	554	204	372	395	291	890
RTOR Reduction (vph)	0	127	296	0	0	0
Lane Group Flow (vph)	554	77	471	0	291	890
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	18.5	18.5	12.3		6.1	22.4
Effective Green, g (s)	18.5	18.5	12.3		6.1	22.4
Actuated g/C Ratio	0.38	0.38	0.25		0.12	0.46
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	669	598	821		428	1621
v/s Ratio Prot	c0.31		0.14		0.08	c0.25
v/s Ratio Perm		0.05				
v/c Ratio	0.83	0.13	0.57		0.68	0.55
Uniform Delay, d1	13.8	9.9	16.0		20.5	9.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.3	0.1	1.0		4.3	0.4
Delay (s)	22.1	10.0	17.0		24.7	10.0
Level of Service	C	B	B		C	A
Approach Delay (s)	18.8		17.0			13.6
Approach LOS	B		B			B

Intersection Summary				
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	48.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	58.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

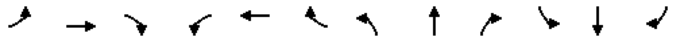


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	15	84	571	14	86	32	391	173	66	1399	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00	0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1626		1681	1643		1770	3539	1583	1770	3529	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1626		1681	1643		1770	3539	1583	1770	3529	
Peak-hour factor, PHF	0.73	0.73	0.73	0.79	0.79	0.79	0.82	0.82	0.82	0.88	0.88	0.88
Adj. Flow (vph)	32	21	115	723	18	109	39	477	211	75	1590	31
RTOR Reduction (vph)	0	42	0	0	12	0	0	0	0	0	1	0
Lane Group Flow (vph)	32	94	0	434	404	0	39	477	211	75	1620	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	6.0	6.0		29.5	29.5		3.2	53.7	110.0	6.6	57.1	
Effective Green, g (s)	6.0	6.0		29.5	29.5		3.2	53.7	110.0	6.6	57.1	
Actuated g/C Ratio	0.05	0.05		0.27	0.27		0.03	0.49	1.00	0.06	0.52	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	96	88		450	440		51	1727	1583	106	1831	
v/s Ratio Prot	0.02	c0.06		c0.26	0.25		c0.02	0.13		0.04	c0.46	
v/s Ratio Perm									0.13			
v/c Ratio	0.33	1.07		0.96	0.92		0.76	0.28	0.13	0.71	0.88	
Uniform Delay, d1	50.1	52.0		39.7	39.1		53.0	16.7	0.0	50.8	23.5	
Progression Factor	1.00	1.00		1.00	1.00		0.72	0.58	1.00	1.00	1.00	
Incremental Delay, d2	0.7	117.1		32.9	23.6		44.7	0.4	0.2	16.1	6.7	
Delay (s)	50.8	169.1		72.7	62.7		82.8	10.1	0.2	66.9	30.2	
Level of Service	D	F		E	E		F	B	A	E	C	
Approach Delay (s)		146.5			67.8			11.1			31.8	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	41.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	79.3%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

Existing
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	6	98	13	5	51	66	582	32	125	1866	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1720	1583	1770	1607		1770	5045		1770	3537	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1720	1583	1770	1607		1770	5045		1770	3537	
Peak-hour factor, PHF	0.97	0.97	0.97	0.78	0.78	0.78	0.90	0.90	0.90	0.84	0.84	0.84
Adj. Flow (vph)	21	6	101	17	6	65	73	647	36	149	2221	10
RTOR Reduction (vph)	0	0	96	0	62	0	0	3	0	0	0	0
Lane Group Flow (vph)	13	14	5	17	9	0	73	680	0	149	2231	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	5.1	5.1	5.1	4.5	4.5		4.0	66.7		16.0	78.7	
Effective Green, g (s)	5.1	5.1	5.1	4.5	4.5		4.0	68.4		16.0	80.4	
Actuated g/C Ratio	0.05	0.05	0.05	0.04	0.04		0.04	0.62		0.15	0.73	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	77	79	73	72	65		64	3137		257	2585	
v/s Ratio Prot	0.01	c0.01	0.00	c0.01	0.01		c0.04	0.13		0.08	c0.63	
v/s Ratio Perm												
v/c Ratio	0.17	0.18	0.06	0.24	0.13		1.14	0.22		0.58	0.86	
Uniform Delay, d1	50.4	50.4	50.2	51.1	50.9		53.0	9.1		43.9	10.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.88	0.89		0.94	0.28	
Incremental Delay, d2	0.4	0.4	0.1	0.6	0.3		154.8	0.2		0.9	1.8	
Delay (s)	50.8	50.8	50.3	51.7	51.2		201.2	8.2		42.2	4.9	
Level of Service	D	D	D	D	D		F	A		D	A	
Approach Delay (s)		50.4			51.3			26.8			7.2	
Approach LOS		D			D			C			A	

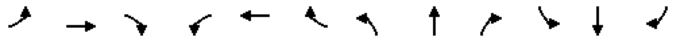
Intersection Summary				
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

Existing
AM Peak

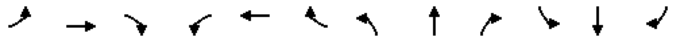
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	182	32	666	158	60	1911
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	1.00	0.91		1.00	0.91
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	1583	4939		1770	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	1583	4939		1770	5085
Peak-hour factor, PHF	0.86	0.86	0.87	0.87	0.87	0.87
Adj. Flow (vph)	212	37	766	182	69	2197
RTOR Reduction (vph)	0	33	19	0	0	0
Lane Group Flow (vph)	212	4	929	0	69	2197
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	11.4	11.4	78.4		7.4	90.3
Effective Green, g (s)	10.9	10.9	80.2		6.9	91.1
Actuated g/C Ratio	0.10	0.10	0.73		0.06	0.83
Clearance Time (s)	3.5	3.5	5.8		3.5	4.8
Vehicle Extension (s)	2.2	2.2	3.5		2.0	2.5
Lane Grp Cap (vph)	340	156	3600		111	4211
v/s Ratio Prot	c0.06		0.19		0.04	c0.43
v/s Ratio Perm		0.00				
v/c Ratio	0.62	0.02	0.26		0.62	0.52
Uniform Delay, d1	47.6	44.7	5.0		50.3	2.9
Progression Factor	1.00	1.00	0.57		0.90	0.08
Incremental Delay, d2	2.8	0.0	0.2		4.1	0.3
Delay (s)	50.3	44.8	3.0		49.2	0.5
Level of Service	D	D	A		D	A
Approach Delay (s)	49.5		3.0			2.0
Approach LOS	D		A			A

Intersection Summary				
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	48.8%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	611	0	243	469	624	0	0	875	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	0.97	0.95			0.91	0.91
Frt				1.00	1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1681	1583	3433	3539			3194	1441
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1681	1583	3433	3539			3194	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	745	0	296	527	701	0	0	1017	1384
RTOR Reduction (vph)	0	0	0	0	0	218	0	0	0	0	73	295
Lane Group Flow (vph)	0	0	0	372	373	78	527	701	0	0	1581	452
Turn Type				Split	NA	Prot	Prot	NA			NA	Prot
Protected Phases				8	8	8	5	2			6	6
Permitted Phases												
Actuated Green, G (s)				24.0	24.0	24.0	21.3	78.0			52.7	52.7
Effective Green, g (s)				24.0	24.0	24.0	21.3	78.0			52.7	52.7
Actuated g/C Ratio				0.22	0.22	0.22	0.19	0.71			0.48	0.48
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				366	366	345	664	2509			1530	690
v/s Ratio Prot				0.22	c0.22	0.05	c0.15	0.20			c0.49	0.31
v/s Ratio Perm												
v/c Ratio				1.02	1.02	0.23	0.79	0.28			1.03	0.65
Uniform Delay, d1				43.0	43.0	35.4	42.3	5.8			28.6	21.7
Progression Factor				1.00	1.00	1.00	1.14	0.85			0.70	0.48
Incremental Delay, d2				51.3	52.0	0.3	6.4	0.3			30.6	4.2
Delay (s)				94.3	95.0	35.7	54.6	5.2			50.7	14.7
Level of Service				F	F	D	D	A			D	B
Approach Delay (s)		0.0			77.9			26.4			39.5	
Approach LOS		A			E			C			D	

Intersection Summary				
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	89.4%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1177	0	0	310	0	760	173	211	1290	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
Peak-hour factor, PHF	0.83	0.83	0.83	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	0	0	1418	0	0	388	0	817	186	257	1573	0
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	49	0	0	0
Lane Group Flow (vph)	0	0	1397	0	0	388	0	817	137	257	1573	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			58.8			110.0		81.0	81.0	21.0	64.2	
Effective Green, g (s)			58.8			110.0		81.0	81.0	21.0	64.2	
Actuated g/C Ratio			0.53			1.00		0.74	0.74	0.19	0.58	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1591			1611		3744	1165	337	3739	
v/s Ratio Prot			c0.30					0.16		0.15	c0.25	
v/s Ratio Perm			0.20			0.24			0.09			
v/c Ratio			0.88			0.24		0.22	0.12	0.76	0.42	
Uniform Delay, d1			22.4			0.0		4.6	4.2	42.1	12.6	
Progression Factor			1.00			1.00		1.00	1.00	0.61	0.26	
Incremental Delay, d2			5.8			0.4		0.1	0.2	2.6	0.1	
Delay (s)			28.3			0.4		4.7	4.4	28.1	3.4	
Level of Service			C			A		A	A	C	A	
Approach Delay (s)		28.3			0.4			4.6			6.9	
Approach LOS		C			A			A			A	

Intersection Summary				
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	66.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Existing
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	95	83	247	329	437	134	211	101	157	297	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.91		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3291		1770	3236		1770	3539	1583	1770	3367	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3291		1770	3236		1770	3539	1583	1770	3367	
Peak-hour factor, PHF	0.79	0.79	0.79	0.89	0.89	0.89	0.63	0.63	0.63	0.76	0.76	0.76
Adj. Flow (vph)	138	120	105	278	370	491	213	335	160	207	391	188
RTOR Reduction (vph)	0	81	0	0	276	0	0	0	125	0	72	0
Lane Group Flow (vph)	138	144	0	278	585	0	213	335	35	207	507	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.2	16.1		11.2	19.1		8.2	15.4	15.4	9.2	16.4	
Effective Green, g (s)	8.2	16.1		11.2	19.1		8.2	15.4	15.4	9.2	16.4	
Actuated g/C Ratio	0.12	0.23		0.16	0.27		0.12	0.22	0.22	0.13	0.23	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205	751		281	876		205	773	345	230	783	
v/s Ratio Prot	0.08	0.04		c0.16	c0.18		c0.12	0.09		0.12	c0.15	
v/s Ratio Perm									0.02			
v/c Ratio	0.67	0.19		0.99	0.67		1.04	0.43	0.10	0.90	0.65	
Uniform Delay, d1	29.9	21.9		29.6	22.9		31.1	23.8	22.0	30.2	24.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.4	0.1		50.2	1.9		73.5	0.4	0.1	33.8	1.9	
Delay (s)	38.3	22.1		79.8	24.8		104.6	24.2	22.1	64.0	26.3	
Level of Service	D	C		E	C		F	C	C	E	C	
Approach Delay (s)		28.2			38.2			47.9			36.2	
Approach LOS		C			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	70.5	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	64.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Existing
AM Peak

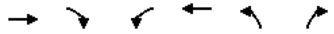
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	89	221	113	66	10	426	212	37	33	170	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1826		1770	1821		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1826		1770	1821		1770	1863	1583
Peak-hour factor, PHF	0.57	0.57	0.57	0.78	0.78	0.78	0.90	0.90	0.90	0.81	0.81	0.81
Adj. Flow (vph)	121	156	388	145	85	13	473	236	41	41	210	373
RTOR Reduction (vph)	0	0	320	0	8	0	0	8	0	0	0	296
Lane Group Flow (vph)	121	156	68	145	90	0	473	269	0	41	210	77
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	10.0	12.7	12.7	7.1	9.8		22.0	33.8		3.3	15.1	15.1
Effective Green, g (s)	10.0	12.7	12.7	7.1	9.8		22.0	33.8		3.3	15.1	15.1
Actuated g/C Ratio	0.14	0.17	0.17	0.10	0.13		0.30	0.46		0.05	0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	242	324	275	172	245		534	844		80	385	327
v/s Ratio Prot	0.07	c0.08		c0.08	0.05		c0.27	0.15		0.02	c0.11	
v/s Ratio Perm			0.04									0.05
v/c Ratio	0.50	0.48	0.25	0.84	0.37		0.89	0.32		0.51	0.55	0.24
Uniform Delay, d1	29.1	27.1	26.0	32.4	28.7		24.3	12.3		34.0	25.8	24.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	1.1	0.5	29.5	0.9		16.1	0.2		5.4	1.6	0.4
Delay (s)	30.8	28.3	26.4	61.8	29.7		40.3	12.5		39.5	27.4	24.5
Level of Service	C	C	C	E	C		D	B		D	C	C
Approach Delay (s)		27.7			48.9			30.1			26.4	
Approach LOS		C			D			C			C	

Intersection Summary				
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	56.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	1	83	154	2	62	20	190	41	23	226	19
Peak Hour Factor	0.68	0.68	0.68	0.70	0.70	0.70	0.63	0.63	0.63	0.69	0.69	0.69
Hourly flow rate (vph)	51	1	122	220	3	89	32	302	65	33	328	28

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	175	311	398	388
Volume Left (vph)	51	220	32	33
Volume Right (vph)	122	89	65	28
Hadj (s)	-0.33	0.00	-0.05	0.01
Departure Headway (s)	7.2	7.0	6.6	6.7
Degree Utilization, x	0.35	0.61	0.73	0.72
Capacity (veh/h)	402	465	509	510
Control Delay (s)	14.0	20.4	25.4	25.0
Approach Delay (s)	14.0	20.4	25.4	25.0
Approach LOS	B	C	D	C

Intersection Summary				
Delay			22.5	
Level of Service			C	
Intersection Capacity Utilization			44.9%	ICU Level of Service
Analysis Period (min)			15	A



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	272	0	0	530	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	296	0	0	576	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				806		
pX, platoon unblocked						
vC, conflicting volume			296		872	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			296		872	296
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1266		321	744

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	296	576	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.17	0.34	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary				
Average Delay			0.0	
Intersection Capacity Utilization			31.2%	ICU Level of Service
Analysis Period (min)			15	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	272	0	0	530	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0							
Lane Util. Factor		1.00			1.00							
Frt		1.00			1.00							
Flt Protected		1.00			1.00							
Satd. Flow (prot)		1863			1863							
Flt Permitted		1.00			1.00							
Satd. Flow (perm)		1863			1863							
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	0.92
Adj. Flow (vph)	0	296	0	0	576	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	296	0	0	576	0	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm		Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		28.6			28.6							
Effective Green, g (s)		28.6			28.6							
Actuated g/C Ratio		1.00			1.00							
Clearance Time (s)		4.0			4.0							
Vehicle Extension (s)		3.0			3.0							
Lane Grp Cap (vph)		1863			1863							
v/s Ratio Prot		0.16			c0.31							
v/s Ratio Perm												
v/c Ratio		0.16			0.31							
Uniform Delay, d1		0.0			0.0							
Progression Factor		1.00			1.00							
Incremental Delay, d2		0.0			0.1							
Delay (s)		0.0			0.1							
Level of Service		A			A							
Approach Delay (s)		0.0			0.1			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	28.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	2	21	0	11	0	74	20	0	0	8	27
Peak Hour Factor	0.61	0.61	0.61	0.69	0.69	0.69	0.71	0.71	0.71	0.63	0.63	0.63
Hourly flow rate (vph)	7	3	34	0	16	0	104	28	0	0	13	43

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	44	16	132	56
Volume Left (vph)	7	0	104	0
Volume Right (vph)	34	0	0	43
Hadj (s)	-0.40	0.03	0.19	-0.43
Departure Headway (s)	3.9	4.4	4.3	3.7
Degree Utilization, x	0.05	0.02	0.16	0.06
Capacity (veh/h)	871	781	822	939
Control Delay (s)	7.1	7.5	8.1	7.0
Approach Delay (s)	7.1	7.5	8.1	7.0
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.6		
Level of Service	A		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

Dixon Ranch
1: Green Valley Rd./Green Valley Road & Francisco Rd.

Existing
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	418	689	314	141	433	67	308	248	17	105	205	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.84	0.84	0.84	0.90	0.90	0.90
Adj. Flow (vph)	449	741	338	158	487	75	367	295	20	117	228	222
RTOR Reduction (vph)	0	0	235	0	0	53	0	6	0	0	0	179
Lane Group Flow (vph)	449	741	103	158	487	22	367	309	0	117	228	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	7.1	21.4	21.4	6.1	20.4	20.4	10.7	20.3		4.1	13.7	13.7
Effective Green, g (s)	7.1	21.4	21.4	6.1	20.4	20.4	10.7	20.3		4.1	13.7	13.7
Actuated g/C Ratio	0.10	0.31	0.31	0.09	0.29	0.29	0.15	0.29		0.06	0.20	0.20
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	347	1080	483	154	1029	460	524	1015		103	364	309
v/s Ratio Prot	c0.13	c0.21		0.09	0.14		c0.11	0.09		c0.07	c0.12	
v/s Ratio Perm			0.07			0.01						0.03
v/c Ratio	1.29	0.69	0.21	1.03	0.47	0.05	0.70	0.30		1.14	0.63	0.14
Uniform Delay, d1	31.5	21.4	18.1	32.0	20.4	17.9	28.2	19.4		33.0	25.9	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	152.1	1.8	0.2	79.5	0.3	0.0	4.2	0.2		129.9	3.3	0.2
Delay (s)	183.6	23.2	18.3	111.5	20.8	17.9	32.4	19.6		162.9	29.2	23.5
Level of Service	F	C	B	F	C	B	C	B		F	C	C
Approach Delay (s)		69.3			40.4			26.5			54.6	
Approach LOS		E			D			C			D	

Intersection Summary				
HCM 2000 Control Delay	52.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	70.1	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	61.6%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Road

Existing
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	758	24	30	460	77	55	153	57	49	70	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1854		1770	1823		1770	1787			1825	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1854		1770	1823		1770	1787			1825	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	123	815	26	36	548	92	65	182	68	55	79	106
RTOR Reduction (vph)	0	1	0	0	5	0	0	12	0	0	0	92
Lane Group Flow (vph)	123	840	0	36	635	0	65	238	0	0	134	14
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	9.3	52.1		2.7	45.5		17.7	17.7			14.4	14.4
Effective Green, g (s)	9.3	52.1		2.7	45.5		17.7	17.7			14.4	14.4
Actuated g/C Ratio	0.09	0.49		0.03	0.43		0.17	0.17			0.14	0.14
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	155	912		45	783		295	298			248	215
v/s Ratio Prot	c0.07	c0.45		0.02	0.35		0.04	c0.13			c0.07	
v/s Ratio Perm												0.01
v/c Ratio	0.79	0.92		0.80	0.81		0.22	0.80			0.54	0.07
Uniform Delay, d1	47.4	25.0		51.3	26.4		38.1	42.4			42.7	39.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	23.0	14.9		62.4	7.2		0.7	15.4			3.6	0.2
Delay (s)	70.4	39.9		113.7	33.6		38.8	57.8			46.3	40.1
Level of Service	E	D		F	C		D	E			D	D
Approach Delay (s)		43.8			37.9			53.9			43.5	
Approach LOS		D			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	43.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	105.9	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	78.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

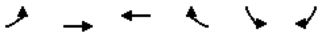
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	585	268	34	349	3	211	15	56	2	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861		1770	1643			1799	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861		1770	1643			1799	
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.90	0.90	0.90	0.69	0.69	0.69
Adj. Flow (vph)	6	609	279	37	379	3	234	17	62	3	10	3
RTOR Reduction (vph)	0	0	94	0	0	0	0	48	0	0	3	0
Lane Group Flow (vph)	6	609	185	37	382	0	234	31	0	0	13	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.8	36.4	36.4	4.0	39.6		18.1	18.1			1.9	
Effective Green, g (s)	0.8	36.4	36.4	4.0	39.6		18.1	18.1			1.9	
Actuated g/C Ratio	0.01	0.46	0.46	0.05	0.50		0.23	0.23			0.02	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	17	861	732	89	936		407	377			43	
v/s Ratio Prot	0.00	c0.33		c0.02	c0.21		c0.13	0.02			c0.01	
v/s Ratio Perm			0.12									
v/c Ratio	0.35	0.71	0.25	0.42	0.41		0.57	0.08			0.30	
Uniform Delay, d1	38.7	16.9	12.9	36.2	12.2		26.9	23.8			37.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	9.0	2.7	0.2	2.3	0.3		1.6	0.1			2.9	
Delay (s)	47.7	19.6	13.1	38.5	12.5		28.5	23.9			40.6	
Level of Service	D	B	B	D	B		C	C			D	
Approach Delay (s)		17.7			14.8			27.3			40.6	
Approach LOS		B			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.63			
Actuated Cycle Length (s)	78.7	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	57.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	641	27	4	357	21	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.82	0.82	0.78	0.78
Hourly flow rate (vph)	704	30	5	435	27	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			734		1164	719
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			734		1164	719
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		87	99
cM capacity (veh/h)			871		214	428

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	734	440	27	5
Volume Left	0	5	27	0
Volume Right	30	0	0	5
cSH	1700	871	214	428
Volume to Capacity	0.43	0.01	0.13	0.01
Queue Length 95th (ft)	0	0	11	1
Control Delay (s)	0.0	0.2	24.3	13.5
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.2	22.5	
Approach LOS			C	

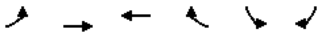
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	645	361	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	701	392	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	392				1093	392
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392				1093	392
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1166				237	656

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	701	392	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1166	1700	1700
Volume to Capacity	0.00	0.23	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

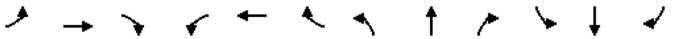
Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		37.3%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	638	353	5	10	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.87	0.87	0.75	0.75
Hourly flow rate (vph)	13	701	406	6	13	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	411				1136	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	411				1136	409
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	97
cM capacity (veh/h)	1147				221	643

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	714	411	32
Volume Left	13	0	13
Volume Right	0	6	19
cSH	1147	1700	358
Volume to Capacity	0.01	0.24	0.09
Queue Length 95th (ft)	1	0	7
Control Delay (s)	0.3	0.0	16.0
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	16.0
Approach LOS			C

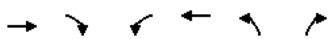
Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		53.2%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	592	18	16	339	7	8	1	11	7	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.71	0.71	0.71	0.53	0.53	0.53
Hourly flow rate (vph)	49	651	20	18	373	8	11	1	15	13	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	380			670			1197	1175	660	1187	1181	376
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	380			670			1197	1175	660	1187	1181	376
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			92	99	97	91	100	96
cM capacity (veh/h)	1178			920			149	180	463	151	179	670

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	720	398	28	40
Volume Left	49	18	11	13
Volume Right	20	8	15	26
cSH	1178	920	241	313
Volume to Capacity	0.04	0.02	0.12	0.13
Queue Length 95th (ft)	3	1	10	11
Control Delay (s)	1.1	0.6	21.9	18.2
Lane LOS	A	A	C	C
Approach Delay (s)	1.1	0.6	21.9	18.2
Approach LOS			C	C

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	58.9%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	665	0	0	370	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	723	0	0	402	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			723		1125	723
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			723		1125	723
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			879		227	426

Direction, Lane #	EB 1	WB 1
Volume Total	723	402
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.43	0.24
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Existing
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	549	114	110	299	8	60	6	177	15	6	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	1815		1770	1856			1782	1583		1736	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	1815		1770	1856			1782	1583		1736	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.84	0.84	0.84	0.62	0.62	0.62
Adj. Flow (vph)	2	597	124	125	340	9	71	7	211	24	10	18
RTOR Reduction (vph)	0	7	0	0	1	0	0	0	187	0	17	0
Lane Group Flow (vph)	2	714	0	125	348	0	0	78	24	0	35	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	38.2		7.1	44.6			8.5	8.5		4.4	
Effective Green, g (s)	0.7	38.2		7.1	44.6			8.5	8.5		4.4	
Actuated g/C Ratio	0.01	0.51		0.10	0.60			0.11	0.11		0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	934		169	1115			204	181		102	
v/s Ratio Prot	0.00	c0.39		c0.07	0.19			c0.04			c0.02	
v/s Ratio Perm									0.02			
v/c Ratio	0.12	0.76		0.74	0.31			0.38	0.13		0.34	
Uniform Delay, d1	36.4	14.4		32.7	7.3			30.4	29.5		33.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	3.5	3.8		15.5	0.2			1.2	0.3		2.0	
Delay (s)	40.0	18.2		48.2	7.4			31.6	29.9		35.5	
Level of Service	D	B		D	A			C	C		D	
Approach Delay (s)		18.2			18.2			30.3			35.5	
Approach LOS		B			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

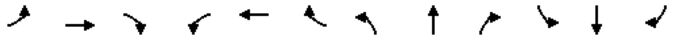
Existing
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	571	140	43	311	8	95	4	69	7	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1808		1770	1856		1770	1598			1705	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1808		1770	1856		1770	1598			1705	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.58	0.58	0.58
Adj. Flow (vph)	27	642	157	48	349	9	102	4	74	12	7	21
RTOR Reduction (vph)	0	7	0	0	1	0	0	66	0	0	20	0
Lane Group Flow (vph)	27	792	0	48	357	0	102	12	0	0	20	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	1.6	40.3		2.0	40.7		7.5	7.5			3.7	
Effective Green, g (s)	1.6	40.3		2.0	40.7		7.5	7.5			3.7	
Actuated g/C Ratio	0.02	0.58		0.03	0.59		0.11	0.11			0.05	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	40	1048		50	1086		191	172			90	
v/s Ratio Prot	0.02	c0.44		c0.03	0.19		c0.06	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.68	0.76		0.96	0.33		0.53	0.07			0.22	
Uniform Delay, d1	33.7	10.9		33.7	7.4		29.3	27.9			31.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	36.7	3.1		111.0	0.2		2.9	0.2			1.3	
Delay (s)	70.4	14.1		144.7	7.6		32.2	28.0			32.8	
Level of Service	E	B		F	A		C	C			C	
Approach Delay (s)		15.9			23.8			30.4			32.8	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	57.2%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	273	254	83	138	15	217	112	130	28	83	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.99		1.00	0.92		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1728		1770	1835		1770	1712		1770	1816	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1728		1770	1835		1770	1712		1770	1816	
Peak-hour factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.88	0.88	0.88	0.84	0.84	0.84
Adj. Flow (vph)	84	294	273	93	155	17	247	127	148	33	99	20
RTOR Reduction (vph)	0	42	0	0	5	0	0	59	0	0	11	0
Lane Group Flow (vph)	84	525	0	93	167	0	247	216	0	33	108	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.0	23.0		3.6	20.6		12.1	19.1		1.8	8.8	
Effective Green, g (s)	6.0	23.0		3.6	20.6		12.1	19.1		1.8	8.8	
Actuated g/C Ratio	0.09	0.36		0.06	0.32		0.19	0.30		0.03	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	167	625		100	595		337	514		50	251	
v/s Ratio Prot	0.05	c0.30		c0.05	0.09		c0.14	c0.13		0.02	0.06	
v/s Ratio Perm												
v/c Ratio	0.50	0.84		0.93	0.28		0.73	0.42		0.66	0.43	
Uniform Delay, d1	27.3	18.6		29.8	15.9		24.2	17.8		30.5	25.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	9.7		67.5	0.3		8.0	0.6		28.1	1.2	
Delay (s)	29.7	28.3		97.4	16.2		32.2	18.3		58.6	26.2	
Level of Service	C	C		F	B		C	B		E	C	
Approach Delay (s)		28.4			44.7			24.9			33.3	
Approach LOS		C			D			C			C	

Intersection Summary				
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	63.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	65.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



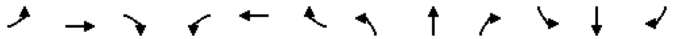
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	449	26	35	40	504	281	19	9	156	2
Peak Hour Factor	0.89	0.89	0.89	0.60	0.60	0.60	0.94	0.94	0.94	0.84	0.84	0.84
Hourly flow rate (vph)	0	46	504	43	58	67	536	299	20	11	186	2

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	551	168	536	319	11	188
Volume Left (vph)	0	43	536	0	11	0
Volume Right (vph)	504	67	0	20	0	2
Hadj (s)	-0.52	-0.15	0.53	-0.01	0.53	0.03
Departure Headway (s)	6.4	7.9	8.2	7.6	9.0	8.5
Degree Utilization, x	0.98	0.37	1.22	0.68	0.03	0.44
Capacity (veh/h)	558	443	445	462	391	417
Control Delay (s)	58.4	15.4	142.8	23.9	11.0	16.8
Approach Delay (s)	58.4	15.4	98.4		16.5	
Approach LOS	F	C	F		C	

Intersection Summary				
Delay	68.9			
Level of Service	F			
Intersection Capacity Utilization	76.2%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	141	125	844	184	162	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3444		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3444		3433	3539
Peak-hour factor, PHF	0.84	0.84	0.94	0.94	0.87	0.87
Adj. Flow (vph)	168	149	898	196	186	620
RTOR Reduction (vph)	0	124	28	0	0	0
Lane Group Flow (vph)	168	25	1066	0	186	620
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	7.9	7.9	23.1		3.7	30.8
Effective Green, g (s)	7.9	7.9	23.1		3.7	30.8
Actuated g/C Ratio	0.17	0.17	0.49		0.08	0.66
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	299	267	1703		271	2334
v/s Ratio Prot	c0.09		c0.31		c0.05	0.18
v/s Ratio Perm		0.02				
v/c Ratio	0.56	0.09	0.63		0.69	0.27
Uniform Delay, d1	17.8	16.4	8.6		20.9	3.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.4	0.2	0.7		7.0	0.1
Delay (s)	20.2	16.5	9.4		28.0	3.3
Level of Service	C	B	A		C	A
Approach Delay (s)	18.5		9.4			9.0
Approach LOS	B		A			A

Intersection Summary				
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	51.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	18	46	274	33	18	120	1241	535	24	745	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1661		1681	1682		1770	3539	1583	1770	3509	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1661		1681	1682		1770	3539	1583	1770	3509	
Peak-hour factor, PHF	0.74	0.74	0.74	0.86	0.86	0.86	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	34	24	62	319	38	21	128	1320	569	26	801	49
RTOR Reduction (vph)	0	60	0	0	4	0	0	0	0	0	3	0
Lane Group Flow (vph)	34	26	0	188	186	0	128	1320	569	26	847	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.1	4.1		15.7	15.7		14.2	77.7	115.0	3.3	66.8	
Effective Green, g (s)	4.1	4.1		15.7	15.7		14.2	77.7	115.0	3.3	66.8	
Actuated g/C Ratio	0.04	0.04		0.14	0.14		0.12	0.68	1.00	0.03	0.58	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	63	59		229	229		218	2391	1583	50	2038	
v/s Ratio Prot	0.02	0.02		c0.11	0.11		c0.07	c0.37		0.01	0.24	
v/s Ratio Perm									c0.36			
v/c Ratio	0.54	0.44		0.82	0.81		0.59	0.55	0.36	0.52	0.42	
Uniform Delay, d1	54.5	54.3		48.3	48.2		47.6	9.6	0.0	55.1	13.3	
Progression Factor	1.00	1.00		1.00	1.00		0.65	0.27	1.00	1.00	1.00	
Incremental Delay, d2	4.4	1.9		19.6	18.3		2.2	0.8	0.5	4.4	0.6	
Delay (s)	58.9	56.3		67.9	66.5		33.2	3.4	0.5	59.5	13.9	
Level of Service	E	E		E	E		C	A	A	E	B	
Approach Delay (s)		57.0			67.2			4.5			15.3	
Approach LOS		E			E			A			B	

Intersection Summary				
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	64.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	19	75	43	11	304	94	1530	77	158	827	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1748	1583	1770	1593		1770	5049		1770	3522	
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1748	1583	1770	1593		1770	5049		1770	3522	
Peak-hour factor, PHF	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88	0.98	0.98	0.98
Adj. Flow (vph)	35	21	84	47	12	334	107	1739	88	161	844	28
RTOR Reduction (vph)	0	0	81	0	310	0	0	3	0	0	1	0
Lane Group Flow (vph)	28	28	3	47	36	0	107	1824	0	161	871	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	4.6	4.6	4.6	8.1	8.1		7.7	70.9		13.7	76.9	
Effective Green, g (s)	4.6	4.6	4.6	8.1	8.1		7.7	72.6		13.7	78.6	
Actuated g/C Ratio	0.04	0.04	0.04	0.07	0.07		0.07	0.63		0.12	0.68	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	67	69	63	124	112		118	3187		210	2407	
v/s Ratio Prot	c0.02	0.02	0.00	c0.03	0.02		0.06	c0.36		c0.09	0.25	
v/s Ratio Perm												
v/c Ratio	0.42	0.41	0.05	0.38	0.32		0.91	0.57		0.77	0.36	
Uniform Delay, d1	53.9	53.9	53.1	51.0	50.8		53.3	12.2		49.1	7.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.78	0.90		0.93	0.35	
Incremental Delay, d2	1.5	1.4	0.1	0.7	0.6		47.3	0.6		12.9	0.4	
Delay (s)	55.4	55.3	53.2	51.8	51.4		88.7	11.7		58.6	3.1	
Level of Service	E	E	D	D	D		F	B		E	A	
Approach Delay (s)		54.1			51.5			16.0			11.7	
Approach LOS		D			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	69.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	247	82	1577	320	61	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	1.00	0.91		1.00	0.91
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	1583	4956		1770	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	1583	4956		1770	5085
Peak-hour factor, PHF	0.77	0.77	0.89	0.89	0.96	0.96
Adj. Flow (vph)	321	106	1772	360	64	948
RTOR Reduction (vph)	0	92	19	0	0	0
Lane Group Flow (vph)	321	14	2113	0	64	948
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	15.3	15.3	78.5		8.4	91.4
Effective Green, g (s)	14.8	14.8	80.3		7.9	92.2
Actuated g/C Ratio	0.13	0.13	0.70		0.07	0.80
Clearance Time (s)	3.5	3.5	5.8		3.5	4.8
Vehicle Extension (s)	2.2	2.2	3.5		2.0	2.5
Lane Grp Cap (vph)	441	203	3460		121	4076
v/s Ratio Prot	c0.09		c0.43		c0.04	0.19
v/s Ratio Perm		0.01				
v/c Ratio	0.73	0.07	0.61		0.53	0.23
Uniform Delay, d1	48.2	44.0	9.1		51.8	2.8
Progression Factor	1.00	1.00	1.39		1.21	0.75
Incremental Delay, d2	5.2	0.1	0.6		1.8	0.1
Delay (s)	53.4	44.1	13.2		64.3	2.2
Level of Service	D	D	B		E	A
Approach Delay (s)	51.1		13.2			6.1
Approach LOS	D		B			A

Intersection Summary				
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	58.0%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	303	1	235	1137	1735	0	0	601	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	0.97	0.95			0.91	0.91
Frt				1.00	1.00	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1686	1583	3433	3539			3279	1441
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1686	1583	3433	3539			3279	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	361	1	280	1197	1826	0	0	668	563
RTOR Reduction (vph)	0	0	0	0	0	51	0	0	0	0	18	146
Lane Group Flow (vph)	0	0	0	180	182	229	1197	1826	0	0	836	231
Turn Type				Split	NA	Prot	Prot	NA			NA	Prot
Protected Phases				8	8	8	5	2			6	6
Permitted Phases												
Actuated Green, G (s)				12.0	12.0	12.0	51.5	95.0			39.5	39.5
Effective Green, g (s)				12.0	12.0	12.0	51.5	95.0			39.5	39.5
Actuated g/C Ratio				0.10	0.10	0.10	0.45	0.83			0.34	0.34
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				175	175	165	1537	2923			1126	494
v/s Ratio Prot				0.11	0.11	c0.14	c0.35	0.52			c0.26	0.16
v/s Ratio Perm												
v/c Ratio				1.03	1.04	1.39	0.78	0.62			0.74	0.47
Uniform Delay, d1				51.5	51.5	51.5	26.9	3.6			33.3	29.5
Progression Factor				1.00	1.00	1.00	0.79	0.38			0.62	0.47
Incremental Delay, d2				75.7	79.0	207.3	2.0	0.8			4.3	3.1
Delay (s)				127.2	130.5	258.8	23.4	2.2			25.1	17.0
Level of Service				F	F	F	C	A			C	B
Approach Delay (s)		0.0			185.5			10.6			22.6	
Approach LOS		A			F			B			C	

Intersection Summary				
HCM 2000 Control Delay	36.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	72.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	774	0	0	1023	0	1844	720	200	690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.95	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	3539	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	3539	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	0	0	823	0	0	1100	0	1983	774	225	775	0
RTOR Reduction (vph)	0	0	335	0	0	0	0	0	118	0	0	0
Lane Group Flow (vph)	0	0	488	0	0	1100	0	1983	656	225	775	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			37.7			115.0		77.0	77.0	30.0	99.3	
Effective Green, g (s)			37.7			115.0		77.0	77.0	30.0	99.3	
Actuated g/C Ratio			0.33			1.00		0.67	0.67	0.26	0.86	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1010			1611		3404	1059	461	3055	
v/s Ratio Prot			0.03					0.39		0.13	0.22	
v/s Ratio Perm			0.14			c0.68			0.41			
v/c Ratio			0.48			0.68		0.58	0.62	0.49	0.25	
Uniform Delay, d1			30.9			0.0		10.3	10.7	36.0	1.4	
Progression Factor			1.00			1.00		1.00	1.00	0.28	0.03	
Incremental Delay, d2			0.4			2.4		0.7	2.7	0.4	0.1	
Delay (s)			31.2			2.4		11.0	13.5	10.4	0.1	
Level of Service			C			A		B	B	B	A	
Approach Delay (s)		31.2			2.4			11.7			2.4	
Approach LOS		C			A			B			A	

Intersection Summary				
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	62.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

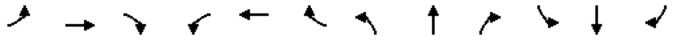
Existing
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	331	39	131	184	143	74	265	222	170	170	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.98		1.00	0.93		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3483		1770	3307		1770	3539	1583	1770	3375	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3483		1770	3307		1770	3539	1583	1770	3375	
Peak-hour factor, PHF	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	102	399	47	138	194	151	81	291	244	210	210	94
RTOR Reduction (vph)	0	12	0	0	110	0	0	0	196	0	74	0
Lane Group Flow (vph)	102	434	0	138	235	0	81	291	48	210	230	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	4.0	12.2		6.1	14.3		4.0	10.2	10.2	5.0	11.2	
Effective Green, g (s)	4.0	12.2		6.1	14.3		4.0	10.2	10.2	5.0	11.2	
Actuated g/C Ratio	0.08	0.23		0.12	0.27		0.08	0.20	0.20	0.10	0.21	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	135	815		207	907		135	692	309	169	725	
v/s Ratio Prot	0.06	c0.12		c0.08	0.07		0.05	c0.08		c0.12	0.07	
v/s Ratio Perm									0.03			
v/c Ratio	0.76	0.53		0.67	0.26		0.60	0.42	0.15	1.24	0.32	
Uniform Delay, d1	23.6	17.5		22.0	14.8		23.3	18.4	17.4	23.6	17.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	21.1	0.7		7.9	0.2		7.0	0.4	0.2	149.1	0.3	
Delay (s)	44.7	18.1		29.9	14.9		30.3	18.8	17.6	172.7	17.5	
Level of Service	D	B		C	B		C	B	B	F	B	
Approach Delay (s)		23.1			19.2			19.8			80.9	
Approach LOS		C			B			B			F	

Intersection Summary				
HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Existing
PM Peak



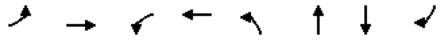
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	10	185	8	10	5	177	284	10	9	195	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1766		1770	1853		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1766		1770	1853		1770	1863	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.58	0.58	0.58	0.85	0.85	0.85	0.90	0.90	0.90
Adj. Flow (vph)	139	11	213	14	17	9	208	334	12	10	217	74
RTOR Reduction (vph)	0	0	177	0	9	0	0	2	0	0	0	56
Lane Group Flow (vph)	139	11	36	14	17	0	208	344	0	10	217	18
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	6.3	7.1	7.1	0.5	1.3		7.7	17.4		0.5	10.2	10.2
Effective Green, g (s)	6.3	7.1	7.1	0.5	1.3		7.7	17.4		0.5	10.2	10.2
Actuated g/C Ratio	0.15	0.17	0.17	0.01	0.03		0.19	0.42		0.01	0.25	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	268	318	270	21	55		328	776		21	457	389
v/s Ratio Prot	c0.08	0.01		0.01	0.01		c0.12	c0.19		0.01	0.12	
v/s Ratio Perm			c0.02									0.01
v/c Ratio	0.52	0.03	0.13	0.67	0.31		0.63	0.44		0.48	0.47	0.05
Uniform Delay, d1	16.2	14.3	14.6	20.4	19.7		15.6	8.6		20.4	13.4	11.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.7	0.0	0.2	58.7	3.3		4.0	0.4		16.0	0.8	0.0
Delay (s)	17.9	14.4	14.8	79.1	22.9		19.6	9.0		36.4	14.1	12.0
Level of Service	B	B	B	E	C		B	A		D	B	B
Approach Delay (s)		16.0			42.6			13.0			14.4	
Approach LOS		B			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.56			
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	43.4%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	4	39	56	2	43	70	243	89	47	191	29
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	22	5	49	64	2	49	82	286	105	55	225	34

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	76	116	473	314
Volume Left (vph)	22	64	82	55
Volume Right (vph)	49	49	105	34
Hadj (s)	-0.30	-0.11	-0.06	0.00
Departure Headway (s)	5.8	5.9	4.9	5.1
Degree Utilization, x	0.12	0.19	0.64	0.45
Capacity (veh/h)	514	530	714	670
Control Delay (s)	9.6	10.3	16.0	12.2
Approach Delay (s)	9.6	10.3	16.0	12.2
Approach LOS	A	B	C	B

Intersection Summary				
Delay			13.6	
Level of Service			B	
Intersection Capacity Utilization			47.0%	ICU Level of Service A
Analysis Period (min)			15	

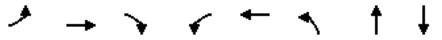


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	27	338	67	849	55	133	418	199
v/c Ratio	0.26	0.41	0.47	0.96	0.25	0.56	1.14	0.44
Control Delay	60.6	25.3	63.1	51.7	49.2	52.9	131.3	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	25.3	63.1	51.7	49.2	52.9	131.3	13.7
Queue Length 50th (ft)	20	171	50	625	39	87	~381	21
Queue Length 95th (ft)	49	262	99	#996	58	107	#532	67
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	232	889	232	889	379	392	368	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.38	0.29	0.96	0.15	0.34	1.14	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	2	219	205	65	613	396	115	59
v/c Ratio	0.02	0.39	0.33	0.38	0.83	0.62	0.18	0.35
Control Delay	50.5	28.8	5.1	50.3	35.7	34.4	23.3	48.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	28.8	5.1	50.3	35.7	34.4	23.3	48.9
Queue Length 50th (ft)	1	104	0	35	302	186	36	31
Queue Length 95th (ft)	11	180	47	96	533	315	82	74
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	328	1210	1100	328	1204	636	643	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.18	0.19	0.20	0.51	0.62	0.18	0.13

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	372	373	296	527	701	1654	747
v/c Ratio	1.02	1.02	0.53	0.79	0.28	1.03	0.76
Control Delay	94.7	95.4	9.2	57.3	5.2	50.3	7.7
Queue Delay	0.0	0.0	0.1	0.0	0.0	2.3	0.4
Total Delay	94.7	95.4	9.2	57.3	5.3	52.6	8.1
Queue Length 50th (ft)	~285	~286	10	173	63	~660	53
Queue Length 95th (ft)	#420	#421	57	208	77	#648	123
Internal Link Dist (ft)		600			562	105	
Turn Bay Length (ft)	410		185	260			
Base Capacity (vph)	366	366	563	749	2509	1603	985
Starvation Cap Reductn	0	0	0	0	0	10	41
Spillback Cap Reductn	0	0	10	0	129	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.02	0.54	0.70	0.29	1.04	0.79

Intersection Summary

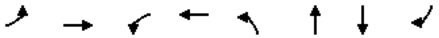
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1418	388	817	186	257	1573
v/c Ratio	0.88	0.24	0.22	0.15	0.76	0.42
Control Delay	27.3	0.4	4.7	0.9	30.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	0.4	4.7	0.9	30.9	3.4
Queue Length 50th (ft)	439	0	57	0	143	70
Queue Length 95th (ft)	474	0	70	17	m140	m61
Internal Link Dist (ft)			720			562
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	1640	1611	3744	1214	337	3740
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.24	0.22	0.15	0.76	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	123	841	36	640	65	250	134	106
v/c Ratio	0.78	0.92	0.61	0.82	0.22	0.80	0.54	0.32
Control Delay	81.1	42.3	93.5	37.7	41.6	60.7	51.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	42.3	93.5	37.7	41.6	60.7	51.1	6.5
Queue Length 50th (ft)	84	529	25	375	39	157	87	0
Queue Length 95th (ft)	#194	#870	#75	514	77	#263	147	29
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	160	918	59	802	314	328	385	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.92	0.61	0.80	0.21	0.76	0.35	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	6	609	279	37	382	234	79	16
v/c Ratio	0.04	0.70	0.33	0.20	0.39	0.55	0.18	0.10
Control Delay	48.0	23.3	7.6	45.2	13.1	36.2	13.8	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	23.3	7.6	45.2	13.1	36.2	13.8	43.0
Queue Length 50th (ft)	2	200	25	15	70	87	6	5
Queue Length 95th (ft)	19	496	102	62	256	247	51	25
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	462	1430	1256	462	1445	895	861	648
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.43	0.22	0.08	0.26	0.26	0.09	0.02

Intersection Summary

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	180	182	280	1197	1826	854	377
v/c Ratio	1.03	1.04	1.30	0.78	0.62	0.75	0.59
Control Delay	126.7	129.4	196.4	24.1	2.2	26.5	10.4
Queue Delay	0.0	0.0	0.9	0.1	1.8	50.5	3.6
Total Delay	126.7	129.4	197.3	24.2	3.9	77.1	14.0
Queue Length 50th (ft)	~149	~152	~226	244	55	256	131
Queue Length 95th (ft)	#271	#274	#360	234	61	#412	201
Internal Link Dist (ft)		600			562	105	
Turn Bay Length (ft)	410		185	260			
Base Capacity (vph)	175	175	216	1940	2923	1144	641
Starvation Cap Reductn	0	0	0	59	0	399	177
Spillback Cap Reductn	0	0	13	0	873	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	1.04	1.38	0.64	0.89	1.15	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	823	1100	1983	774	225	775
v/c Ratio	0.62	0.68	0.58	0.66	0.49	0.25
Control Delay	13.1	2.4	11.1	8.5	12.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	2.4	11.1	8.5	12.0	0.1
Queue Length 50th (ft)	106	0	264	152	110	1
Queue Length 95th (ft)	172	0	304	270	m88	m1
Internal Link Dist (ft)			720			562
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	1593	1611	3404	1177	461	3054
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.68	0.58	0.66	0.49	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Appendix C:

Analysis Worksheets for
Existing (2013) plus Proposed Project Conditions

Dixon Ranch
1: Green Valley Rd./Green Valley Road & Francisco Rd.

Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	153	253	229	60	796	75	290	168	7	91	276	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3519		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3519		1770	1863	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.90	0.90	0.90	0.84	0.84	0.84	0.85	0.85	0.85
Adj. Flow (vph)	159	264	239	67	884	83	345	200	8	107	325	432
RTOR Reduction (vph)	0	0	158	0	0	56	0	4	0	0	0	130
Lane Group Flow (vph)	159	264	81	67	884	27	345	204	0	107	325	302
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	5.1	25.8	25.8	3.8	24.5	24.5	9.9	21.8		6.1	18.0	18.0
Effective Green, g (s)	5.1	25.8	25.8	3.8	24.5	24.5	9.9	21.8		6.1	18.0	18.0
Actuated g/C Ratio	0.07	0.34	0.34	0.05	0.32	0.32	0.13	0.29		0.08	0.24	0.24
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	231	1206	539	88	1145	512	448	1013		142	442	376
v/s Ratio Prot	c0.05	0.07		0.04	c0.25		c0.10	c0.06		0.06	0.17	
v/s Ratio Perm			0.05			0.02						c0.19
v/c Ratio	0.69	0.22	0.15	0.76	0.77	0.05	0.77	0.20		0.75	0.74	0.80
Uniform Delay, d1	34.5	17.8	17.3	35.5	23.1	17.6	31.8	20.4		34.1	26.6	27.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.3	0.1	0.1	31.5	3.3	0.0	8.0	0.1		20.0	6.3	11.7
Delay (s)	42.8	17.9	17.5	67.0	26.4	17.7	39.8	20.5		54.1	32.9	38.9
Level of Service	D	B	B	E	C	B	D	C		D	C	D
Approach Delay (s)		23.7			28.3			32.5			38.5	
Approach LOS		C			C			C			D	

Intersection Summary					
HCM 2000 Control Delay	30.9	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.75				
Actuated Cycle Length (s)	75.7	Sum of lost time (s)	18.2		
Intersection Capacity Utilization	64.8%	ICU Level of Service	C		
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Road

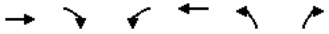
Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	302	17	157	805	53	36	63	60	108	229	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1848		1770	1845		1770	1726			1833	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1848		1770	1845		1770	1726			1833	1583
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.66	0.66	0.66	0.80	0.80	0.80
Adj. Flow (vph)	27	360	20	176	904	60	55	95	91	135	286	199
RTOR Reduction (vph)	0	1	0	0	2	0	0	27	0	0	0	133
Lane Group Flow (vph)	27	379	0	176	962	0	55	159	0	0	421	66
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	4.5	45.3		14.6	55.4		17.3	17.3			23.2	23.2
Effective Green, g (s)	4.5	45.3		14.6	55.4		17.3	17.3			23.2	23.2
Actuated g/C Ratio	0.04	0.38		0.12	0.46		0.14	0.14			0.19	0.19
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	66	701		216	856		256	250			356	307
v/s Ratio Prot	0.02	0.20		c0.10	c0.52		0.03	c0.09			c0.23	
v/s Ratio Perm												0.04
v/c Ratio	0.41	0.54		0.81	1.12		0.21	0.64			1.18	0.22
Uniform Delay, d1	56.2	28.9		51.1	32.0		45.1	48.1			48.1	40.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	3.0	1.5		20.0	70.9		0.7	6.5			107.3	0.6
Delay (s)	59.1	30.4		71.1	102.9		45.8	54.6			155.4	41.1
Level of Service	E	C		E	F		D	D			F	D
Approach Delay (s)		32.3			98.0			52.6			118.7	
Approach LOS		C			F			D			F	

Intersection Summary					
HCM 2000 Control Delay	87.7	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.05				
Actuated Cycle Length (s)	119.4	Sum of lost time (s)	19.0		
Intersection Capacity Utilization	90.2%	ICU Level of Service	E		
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	277	191	73	739	19	281	49	38	5	38	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1856		1770	1740			1836	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1856		1770	1740			1836	
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.71	0.71	0.71	0.77	0.77	0.77
Adj. Flow (vph)	2	298	205	80	812	21	396	69	54	6	49	4
RTOR Reduction (vph)	0	0	117	0	1	0	0	18	0	0	2	0
Lane Group Flow (vph)	2	298	88	80	832	0	396	105	0	0	57	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	1.0	48.9	48.9	8.4	56.3		31.2	31.2			7.1	
Effective Green, g (s)	1.0	48.9	48.9	8.4	56.3		31.2	31.2			7.1	
Actuated g/C Ratio	0.01	0.43	0.43	0.07	0.49		0.27	0.27			0.06	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	15	799	679	130	917		484	476			114	
v/s Ratio Prot	0.00	0.16		c0.05	c0.45		c0.22	0.06			c0.03	
v/s Ratio Perm			0.06									
v/c Ratio	0.13	0.37	0.13	0.62	0.91		0.82	0.22			0.50	
Uniform Delay, d1	56.0	22.1	19.6	51.2	26.4		38.7	32.0			51.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.9	0.3	0.1	7.2	12.5		10.1	0.2			2.5	
Delay (s)	59.0	22.4	19.7	58.4	38.9		48.8	32.1			54.2	
Level of Service	E	C	B	E	D		D	C			D	
Approach Delay (s)		21.4			40.6			44.8			54.2	
Approach LOS		C			D			D			D	

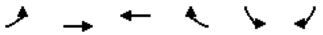
Intersection Summary				
HCM 2000 Control Delay	37.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	113.9	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	77.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	364	13	6	774	23	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.56	0.56
Hourly flow rate (vph)	400	14	6	823	41	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			414		1243	407
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			414		1243	407
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		79	98
cM capacity (veh/h)			1145		191	644

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	414	830	41	11
Volume Left	0	6	41	0
Volume Right	14	0	0	11
cSH	1700	1145	191	644
Volume to Capacity	0.24	0.01	0.21	0.02
Queue Length 95th (ft)	0	0	20	1
Control Delay (s)	0.0	0.2	28.9	10.7
Lane LOS		A	D	B
Approach Delay (s)	0.0	0.2	25.1	
Approach LOS			D	

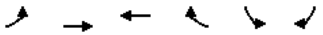
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	370	780	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	402	848	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	848				1250	848
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	848				1250	848
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	790				191	361

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	402	848	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	790	1700	1700
Volume to Capacity	0.00	0.50	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		44.4%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	342	742	2	8	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.86	0.86	0.91	0.91
Hourly flow rate (vph)	6	368	863	2	9	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	865				1245	864
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	865				1245	864
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				95	93
cM capacity (veh/h)	778				191	354

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	374	865	32
Volume Left	6	0	9
Volume Right	0	2	23
cSH	778	1700	286
Volume to Capacity	0.01	0.51	0.11
Queue Length 95th (ft)	1	0	9
Control Delay (s)	0.3	0.0	19.2
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	19.2
Approach LOS			C

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		49.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	309	2	4	514	6	12	0	10	21	0	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.87	0.87	0.87	0.69	0.69	0.69	0.72	0.72	0.72
Hourly flow rate (vph)	8	340	2	5	591	7	17	0	14	29	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	598			342			998	963	341	974	961	594
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	598			342			998	963	341	974	961	594
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			91	100	98	87	100	92
cM capacity (veh/h)	979			1217			203	253	702	224	253	505

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	349	602	32	68
Volume Left	8	5	17	29
Volume Right	2	7	14	39
cSH	979	1217	300	329
Volume to Capacity	0.01	0.00	0.11	0.21
Queue Length 95th (ft)	1	0	9	19
Control Delay (s)	0.3	0.1	18.4	18.8
Lane LOS	A	A	C	C
Approach Delay (s)	0.3	0.1	18.4	18.8
Approach LOS			C	C

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	39.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	590	0	0	773	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	641	0	0	840	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			641		1482	641
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			641		1482	641
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			943		138	475

Direction, Lane #	EB 1	WB 1
Volume Total	641	840
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.38	0.49
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	423	163	159	581	5	191	3	58	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1785		1770	1860			1775	1583		1695	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1785		1770	1860			1775	1583		1695	
Peak-hour factor, PHF	0.61	0.61	0.61	0.76	0.76	0.76	0.64	0.64	0.64	0.50	0.50	0.50
Adj. Flow (vph)	7	693	267	209	764	7	298	5	91	2	0	2
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	73	0	4	0
Lane Group Flow (vph)	7	950	0	209	771	0	0	303	18	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	56.3		14.0	69.6			21.0	21.0		1.0	
Effective Green, g (s)	0.7	56.3		14.0	69.6			21.0	21.0		1.0	
Actuated g/C Ratio	0.01	0.52		0.13	0.64			0.19	0.19		0.01	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	11	927		228	1195			344	306		15	
v/s Ratio Prot	0.00	c0.53		c0.12	0.41			c0.17			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.64	1.02		0.92	0.64			0.88	0.06		0.00	
Uniform Delay, d1	53.7	26.0		46.6	11.8			42.4	35.6		53.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	81.7	36.0		37.3	1.2			22.1	0.1		0.1	
Delay (s)	135.4	62.0		83.9	13.0			64.6	35.7		53.2	
Level of Service	F	E		F	B			E	D		D	
Approach Delay (s)		62.5			28.1			57.9			53.2	
Approach LOS		E			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	47.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	108.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	384	84	21	502	6	200	2	46	13	4	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1812		1770	1859		1770	1597			1666	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1812		1770	1859		1770	1597			1666	
Peak-hour factor, PHF	0.68	0.68	0.68	0.77	0.77	0.77	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	15	565	124	27	652	8	253	3	58	16	5	51
RTOR Reduction (vph)	0	8	0	0	1	0	0	46	0	0	48	0
Lane Group Flow (vph)	15	681	0	27	659	0	253	15	0	0	24	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	29.8		1.3	30.5		13.3	13.3			4.0	
Effective Green, g (s)	0.6	29.8		1.3	30.5		13.3	13.3			4.0	
Actuated g/C Ratio	0.01	0.46		0.02	0.47		0.21	0.21			0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	16	838		35	880		365	329			103	
v/s Ratio Prot	0.01	c0.38		c0.02	0.35		c0.14	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.94	0.81		0.77	0.75		0.69	0.05			0.23	
Uniform Delay, d1	31.9	14.9		31.4	13.8		23.7	20.5			28.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	191.7	6.0		67.0	3.5		5.6	0.1			1.2	
Delay (s)	223.6	20.9		98.4	17.4		29.3	20.5			29.9	
Level of Service	F	C		F	B		C	C			C	
Approach Delay (s)		25.3			20.6			27.6			29.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	64.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	148	273	112	250	4	262	15	71	9	63	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1681		1770	1858		1770	1632		1770	1788	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1681		1770	1858		1770	1632		1770	1788	
Peak-hour factor, PHF	0.70	0.70	0.70	0.84	0.84	0.84	0.88	0.88	0.88	0.66	0.66	0.66
Adj. Flow (vph)	31	211	390	133	298	5	298	17	81	14	95	35
RTOR Reduction (vph)	0	76	0	0	1	0	0	55	0	0	18	0
Lane Group Flow (vph)	31	525	0	133	302	0	298	43	0	14	112	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.9	26.9		7.1	32.1		14.5	24.3		0.7	10.5	
Effective Green, g (s)	1.9	26.9		7.1	32.1		14.5	24.3		0.7	10.5	
Actuated g/C Ratio	0.03	0.36		0.09	0.43		0.19	0.32		0.01	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	44	602		167	795		342	528		16	250	
v/s Ratio Prot	0.02	c0.31		c0.08	0.16		c0.17	0.03		0.01	c0.06	
v/s Ratio Perm												
v/c Ratio	0.70	0.87		0.80	0.38		0.87	0.08		0.88	0.45	
Uniform Delay, d1	36.3	22.4		33.2	14.7		29.3	17.6		37.1	29.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	40.4	13.1		22.5	0.3		20.8	0.1		161.3	1.3	
Delay (s)	76.7	35.5		55.8	15.0		50.1	17.7		198.4	30.9	
Level of Service	E	D		E	B		D	B		F	C	
Approach Delay (s)		37.6			27.4			42.1			47.2	
Approach LOS		D			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	61.9%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	49	453	45	63	42	361	150	37	125	345	3
Peak Hour Factor	0.86	0.86	0.86	0.52	0.52	0.52	0.92	0.92	0.92	0.75	0.75	0.75
Hourly flow rate (vph)	2	57	527	87	121	81	392	163	40	167	460	4

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	586	288	392	203	167	464
Volume Left (vph)	2	87	392	0	167	0
Volume Right (vph)	527	81	0	40	0	4
Hadj (s)	-0.50	-0.07	0.53	-0.10	0.53	0.03
Departure Headway (s)	8.3	9.4	9.7	9.0	9.7	9.2
Degree Utilization, x	1.36	0.75	1.05	0.51	0.45	1.18
Capacity (veh/h)	441	378	377	386	359	397
Control Delay (s)	199.6	35.9	92.6	19.9	19.1	133.1
Approach Delay (s)	199.6	35.9	67.8		102.9	
Approach LOS	F	E	F		F	

Intersection Summary				
Delay	110.7			
Level of Service	F			
Intersection Capacity Utilization	90.7%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	399	147	344	328	265	907
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3280		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3280		3433	3539
Peak-hour factor, PHF	0.72	0.72	0.83	0.83	0.91	0.91
Adj. Flow (vph)	554	204	414	395	291	997
RTOR Reduction (vph)	0	127	293	0	0	0
Lane Group Flow (vph)	554	77	516	0	291	997
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	18.6	18.6	12.7		6.1	22.8
Effective Green, g (s)	18.6	18.6	12.7		6.1	22.8
Actuated g/C Ratio	0.38	0.38	0.26		0.12	0.46
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	666	596	843		423	1633
v/s Ratio Prot	c0.31		0.16		0.08	c0.28
v/s Ratio Perm		0.05				
v/c Ratio	0.83	0.13	0.61		0.69	0.61
Uniform Delay, d1	14.0	10.1	16.2		20.7	10.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.7	0.1	1.3		4.6	0.7
Delay (s)	22.7	10.2	17.5		25.4	10.7
Level of Service	C	B	B		C	B
Approach Delay (s)	19.3		17.5			14.0
Approach LOS	B		B			B

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	15	84	585	14	86	32	426	178	66	1496	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00	0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1626		1681	1644		1770	3539	1583	1770	3530	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1626		1681	1644		1770	3539	1583	1770	3530	
Peak-hour factor, PHF	0.73	0.73	0.73	0.79	0.79	0.79	0.82	0.82	0.82	0.88	0.88	0.88
Adj. Flow (vph)	32	21	115	741	18	109	39	520	217	75	1700	31
RTOR Reduction (vph)	0	39	0	0	11	0	0	0	0	0	1	0
Lane Group Flow (vph)	32	97	0	437	420	0	39	520	217	75	1730	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	6.0	6.0		29.7	29.7		3.2	53.5	110.0	6.6	56.9	
Effective Green, g (s)	6.0	6.0		29.7	29.7		3.2	53.5	110.0	6.6	56.9	
Actuated g/C Ratio	0.05	0.05		0.27	0.27		0.03	0.49	1.00	0.06	0.52	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	96	88		453	443		51	1721	1583	106	1825	
v/s Ratio Prot	0.02	c0.06		c0.26	0.26		c0.02	0.15		0.04	c0.49	
v/s Ratio Perm									0.14			
v/c Ratio	0.33	1.10		0.96	0.95		0.76	0.30	0.14	0.71	0.95	
Uniform Delay, d1	50.1	52.0		39.6	39.4		53.0	17.0	0.0	50.8	25.1	
Progression Factor	1.00	1.00		1.00	1.00		0.73	0.63	1.00	1.00	1.00	
Incremental Delay, d2	0.7	127.2		32.8	29.4		44.6	0.4	0.2	16.1	11.9	
Delay (s)	50.8	179.2		72.5	68.8		83.1	11.1	0.2	66.9	37.1	
Level of Service	D	F		E	E		F	B	A	E	D	
Approach Delay (s)		154.7			70.6			11.7			38.3	
Approach LOS		F			E			B			D	

Intersection Summary			
HCM 2000 Control Delay	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	6	98	13	5	51	66	622	32	125	1977	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1720	1583	1770	1607		1770	5048		1770	3537	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1720	1583	1770	1607		1770	5048		1770	3537	
Peak-hour factor, PHF	0.97	0.97	0.97	0.78	0.78	0.78	0.90	0.90	0.90	0.84	0.84	0.84
Adj. Flow (vph)	21	6	101	17	6	65	73	691	36	149	2354	10
RTOR Reduction (vph)	0	0	96	0	62	0	0	3	0	0	0	0
Lane Group Flow (vph)	13	14	5	17	9	0	73	724	0	149	2364	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	5.1	5.1	5.1	4.5	4.5		4.0	66.7		16.0	78.7	
Effective Green, g (s)	5.1	5.1	5.1	4.5	4.5		4.0	68.4		16.0	80.4	
Actuated g/C Ratio	0.05	0.05	0.05	0.04	0.04		0.04	0.62		0.15	0.73	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	77	79	73	72	65		64	3138		257	2585	
v/s Ratio Prot	0.01	c0.01	0.00	c0.01	0.01		c0.04	0.14		0.08	c0.67	
v/s Ratio Perm												
v/c Ratio	0.17	0.18	0.06	0.24	0.13		1.14	0.23		0.58	0.91	
Uniform Delay, d1	50.4	50.4	50.2	51.1	50.9		53.0	9.2		43.9	12.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.87	0.89		0.92	0.26	
Incremental Delay, d2	0.4	0.4	0.1	0.6	0.3		154.6	0.2		0.7	2.4	
Delay (s)	50.8	50.8	50.3	51.7	51.2		200.7	8.3		41.1	5.5	
Level of Service	D	D	D	D	D		F	A		D	A	
Approach Delay (s)		50.4			51.3			25.9			7.6	
Approach LOS		D			D			C			A	

Intersection Summary				
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	75.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

Existing+PP
AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	182	32	706	158	60	2022
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	1.00	0.91		1.00	0.91
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	1583	4945		1770	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	1583	4945		1770	5085
Peak-hour factor, PHF	0.86	0.86	0.87	0.87	0.87	0.87
Adj. Flow (vph)	212	37	811	182	69	2324
RTOR Reduction (vph)	0	33	17	0	0	0
Lane Group Flow (vph)	212	4	976	0	69	2324
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	11.4	11.4	78.5		7.3	90.3
Effective Green, g (s)	10.9	10.9	80.3		6.8	91.1
Actuated g/C Ratio	0.10	0.10	0.73		0.06	0.83
Clearance Time (s)	3.5	3.5	5.8		3.5	4.8
Vehicle Extension (s)	2.2	2.2	3.5		2.0	2.5
Lane Grp Cap (vph)	340	156	3609		109	4211
v/s Ratio Prot	c0.06		0.20		0.04	c0.46
v/s Ratio Perm		0.00				
v/c Ratio	0.62	0.02	0.27		0.63	0.55
Uniform Delay, d1	47.6	44.7	5.0		50.4	3.0
Progression Factor	1.00	1.00	0.61		0.91	0.10
Incremental Delay, d2	2.8	0.0	0.2		4.0	0.2
Delay (s)	50.3	44.8	3.2		49.9	0.5
Level of Service	D	D	A		D	A
Approach Delay (s)	49.5		3.2			2.0
Approach LOS	D		A			A

Intersection Summary				
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	50.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	611	0	253	469	654	0	0	903	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	0.97	0.95			0.91	0.91
Frt				1.00	1.00	0.85	1.00	1.00			0.94	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1681	1583	3433	3539			3187	1441
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1681	1583	3433	3539			3187	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.89	0.89	0.89	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	745	0	309	527	735	0	0	1050	1480
RTOR Reduction (vph)	0	0	0	0	0	221	0	0	0	0	83	295
Lane Group Flow (vph)	0	0	0	372	373	88	527	735	0	0	1663	489
Turn Type				Split	NA	Prot	Prot	NA			NA	Prot
Protected Phases				8	8	8	5	2			6	6
Permitted Phases												
Actuated Green, G (s)				24.0	24.0	24.0	21.3	78.0			52.7	52.7
Effective Green, g (s)				24.0	24.0	24.0	21.3	78.0			52.7	52.7
Actuated g/C Ratio				0.22	0.22	0.22	0.19	0.71			0.48	0.48
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				366	366	345	664	2509			1526	690
v/s Ratio Prot				0.22	c0.22	0.06	c0.15	0.21			c0.52	0.34
v/s Ratio Perm												
v/c Ratio				1.02	1.02	0.25	0.79	0.29			1.09	0.71
Uniform Delay, d1				43.0	43.0	35.6	42.3	5.9			28.6	22.6
Progression Factor				1.00	1.00	1.00	1.14	0.85			0.71	0.51
Incremental Delay, d2				51.3	52.0	0.4	6.4	0.3			50.4	5.2
Delay (s)				94.3	95.0	36.0	54.5	5.3			70.8	16.8
Level of Service				F	F	D	D	A			E	B
Approach Delay (s)		0.0			77.4			25.8			54.0	
Approach LOS		A			E			C			D	

Intersection Summary				
HCM 2000 Control Delay	51.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.01			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	92.9%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1177	0	0	340	0	760	173	239	1290	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
Peak-hour factor, PHF	0.83	0.83	0.83	0.80	0.80	0.80	0.93	0.93	0.93	0.82	0.82	0.82
Adj. Flow (vph)	0	0	1418	0	0	425	0	817	186	291	1573	0
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	38	0	0	0
Lane Group Flow (vph)	0	0	1397	0	0	425	0	817	148	291	1573	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			58.8			110.0		81.0	81.0	21.0	64.2	
Effective Green, g (s)			58.8			110.0		81.0	81.0	21.0	64.2	
Actuated g/C Ratio			0.53			1.00		0.74	0.74	0.19	0.58	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1591			1611		3744	1165	337	3739	
v/s Ratio Prot			c0.30					0.16		0.16	c0.25	
v/s Ratio Perm			0.20			0.26			0.09			
v/c Ratio			0.88			0.26		0.22	0.13	0.86	0.42	
Uniform Delay, d1			22.4			0.0		4.6	4.2	43.1	12.6	
Progression Factor			1.00			1.00		1.00	1.00	0.61	0.26	
Incremental Delay, d2			5.8			0.4		0.1	0.2	2.3	0.0	
Delay (s)			28.3			0.4		4.7	4.4	28.8	3.3	
Level of Service			C			A		A	A	C	A	
Approach Delay (s)		28.3			0.4			4.6			7.3	
Approach LOS		C			A			A			A	

Intersection Summary				
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	66.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	95	83	247	329	437	134	211	101	157	297	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.91		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3291		1770	3236		1770	3539	1583	1770	3355	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3291		1770	3236		1770	3539	1583	1770	3355	
Peak-hour factor, PHF	0.79	0.79	0.79	0.89	0.89	0.89	0.63	0.63	0.63	0.76	0.76	0.76
Adj. Flow (vph)	144	120	105	278	370	491	213	335	160	207	391	207
RTOR Reduction (vph)	0	81	0	0	276	0	0	0	125	0	86	0
Lane Group Flow (vph)	144	144	0	278	585	0	213	335	35	207	512	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.2	16.1		11.2	19.1		8.2	15.5	15.5	9.2	16.5	
Effective Green, g (s)	8.2	16.1		11.2	19.1		8.2	15.5	15.5	9.2	16.5	
Actuated g/C Ratio	0.12	0.23		0.16	0.27		0.12	0.22	0.22	0.13	0.23	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205	750		280	875		205	776	347	230	784	
v/s Ratio Prot	0.08	0.04		c0.16	c0.18		c0.12	0.09		0.12	c0.15	
v/s Ratio Perm									0.02			
v/c Ratio	0.70	0.19		0.99	0.67		1.04	0.43	0.10	0.90	0.65	
Uniform Delay, d1	30.0	22.0		29.7	22.9		31.2	23.8	22.0	30.2	24.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.4	0.1		51.6	1.9		73.5	0.4	0.1	33.8	2.0	
Delay (s)	40.4	22.1		81.2	24.9		104.7	24.1	22.1	64.0	26.4	
Level of Service	D	C		F	C		F	C	C	E	C	
Approach Delay (s)		29.3			38.6			47.9			36.1	
Approach LOS		C			D			D			D	

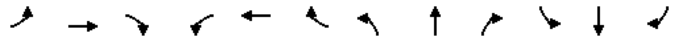
Intersection Summary				
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	65.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Existing+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	89	221	113	66	10	426	217	37	33	184	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1826		1770	1822		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1826		1770	1822		1770	1863	1583
Peak-hour factor, PHF	0.57	0.57	0.57	0.78	0.78	0.78	0.90	0.90	0.90	0.81	0.81	0.81
Adj. Flow (vph)	121	156	388	145	85	13	473	241	41	41	227	373
RTOR Reduction (vph)	0	0	321	0	8	0	0	7	0	0	0	294
Lane Group Flow (vph)	121	156	67	145	90	0	473	275	0	41	227	79
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	10.0	12.7	12.7	7.1	9.8		22.0	34.2		3.3	15.5	15.5
Effective Green, g (s)	10.0	12.7	12.7	7.1	9.8		22.0	34.2		3.3	15.5	15.5
Actuated g/C Ratio	0.14	0.17	0.17	0.10	0.13		0.30	0.47		0.05	0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	322	274	171	244		531	850		79	393	334
v/s Ratio Prot	0.07	c0.08		c0.08	0.05		c0.27	0.15		0.02	c0.12	
v/s Ratio Perm			0.04									0.05
v/c Ratio	0.50	0.48	0.25	0.85	0.37		0.89	0.32		0.52	0.58	0.24
Uniform Delay, d1	29.3	27.3	26.2	32.6	28.9		24.5	12.3		34.2	26.0	24.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	1.2	0.5	30.3	0.9		16.9	0.2		5.7	2.1	0.4
Delay (s)	31.0	28.5	26.6	62.8	29.9		41.4	12.5		39.9	28.0	24.4
Level of Service	C	C	C	E	C		D	B		D	C	C
Approach Delay (s)		27.9			49.6			30.6			26.6	
Approach LOS		C			D			C			C	

Intersection Summary				
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	56.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	1	83	154	2	62	20	195	41	23	240	19
Peak Hour Factor	0.68	0.68	0.68	0.70	0.70	0.70	0.63	0.63	0.63	0.69	0.69	0.69
Hourly flow rate (vph)	51	1	122	220	3	89	32	310	65	33	348	28

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	175	311	406	409
Volume Left (vph)	51	220	32	33
Volume Right (vph)	122	89	65	28
Hadj (s)	-0.33	0.00	-0.05	0.01
Departure Headway (s)	7.4	7.2	6.7	6.8
Degree Utilization, x	0.36	0.62	0.76	0.77
Capacity (veh/h)	402	454	503	505
Control Delay (s)	14.5	21.3	27.8	28.7
Approach Delay (s)	14.5	21.3	27.8	28.7
Approach LOS	B	C	D	D

Intersection Summary				
Delay			24.7	
Level of Service			C	
Intersection Capacity Utilization			45.6%	ICU Level of Service
Analysis Period (min)			15	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	311	39	0	744	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	338	42	0	809	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				806		
pX, platoon unblocked					0.79	
vC, conflicting volume			380		1168	359
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			380		1079	359
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			1178		191	685

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	380	809	23
Volume Left	0	0	0
Volume Right	42	0	23
cSH	1700	1700	685
Volume to Capacity	0.22	0.48	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	10.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.4
Approach LOS			B

Intersection Summary				
Average Delay			0.2	
Intersection Capacity Utilization			42.5%	ICU Level of Service
Analysis Period (min)			15	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	293	39	23	530	0	214	0	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frt		0.98		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1830		1770	1863			1770	1583			
Flt Permitted		1.00		0.54	1.00			0.76	1.00			
Satd. Flow (perm)		1830		1002	1863			1410	1583			
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	0.92
Adj. Flow (vph)	0	318	42	25	576	0	233	0	47	0	0	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	36	0	0	0
Lane Group Flow (vph)	0	351	0	25	576	0	0	233	11	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		21.2		21.2	21.2			9.3	9.3			
Effective Green, g (s)		21.2		21.2	21.2			9.3	9.3			
Actuated g/C Ratio		0.55		0.55	0.55			0.24	0.24			
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1007		551	1025			340	382			
v/s Ratio Prot		0.19			c0.31							
v/s Ratio Perm				0.02				c0.17	0.01			
v/c Ratio		0.35		0.05	0.56			0.69	0.03			
Uniform Delay, d1		4.8		4.0	5.6			13.3	11.2			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.2		0.0	0.7			5.6	0.0			
Delay (s)		5.0		4.0	6.3			18.9	11.2			
Level of Service		A		A	A			B	B			
Approach Delay (s)		5.0			6.2			17.6			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	38.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	2	21	0	11	0	74	20	0	0	8	27
Peak Hour Factor	0.61	0.61	0.61	0.69	0.69	0.69	0.71	0.71	0.71	0.63	0.63	0.63
Hourly flow rate (vph)	7	3	34	0	16	0	104	28	0	0	13	43

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	44	16	132	56
Volume Left (vph)	7	0	104	0
Volume Right (vph)	34	0	0	43
Hadj (s)	-0.40	0.03	0.19	-0.43
Departure Headway (s)	3.9	4.4	4.3	3.7
Degree Utilization, x	0.05	0.02	0.16	0.06
Capacity (veh/h)	871	781	822	939
Control Delay (s)	7.1	7.5	8.1	7.0
Approach Delay (s)	7.1	7.5	8.1	7.0
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.6		
Level of Service	A		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

Dixon Ranch
1: Green Valley Rd./Green Valley Road & Francisco Rd.

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	418	795	314	141	496	67	308	248	17	105	205	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.84	0.84	0.84	0.90	0.90	0.90
Adj. Flow (vph)	449	855	338	158	557	75	367	295	20	117	228	222
RTOR Reduction (vph)	0	0	227	0	0	51	0	7	0	0	0	177
Lane Group Flow (vph)	449	855	111	158	557	24	367	308	0	117	228	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	7.1	23.2	23.2	6.1	22.2	22.2	9.1	19.2		4.1	14.2	14.2
Effective Green, g (s)	7.1	23.2	23.2	6.1	22.2	22.2	9.1	19.2		4.1	14.2	14.2
Actuated g/C Ratio	0.10	0.33	0.33	0.09	0.31	0.31	0.13	0.27		0.06	0.20	0.20
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	344	1159	518	152	1109	496	441	950		102	373	317
v/s Ratio Prot	c0.13	c0.24		0.09	0.16		c0.11	0.09		c0.07	c0.12	
v/s Ratio Perm			0.07			0.01						0.03
v/c Ratio	1.31	0.74	0.21	1.04	0.50	0.05	0.83	0.32		1.15	0.61	0.14
Uniform Delay, d1	31.8	21.1	17.2	32.4	19.8	16.9	30.1	20.6		33.4	25.8	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	156.9	2.5	0.2	83.8	0.4	0.0	12.6	0.2		134.1	3.0	0.2
Delay (s)	188.8	23.6	17.4	116.2	20.2	17.0	42.7	20.8		167.5	28.7	23.5
Level of Service	F	C	B	F	C	B	D	C		F	C	C
Approach Delay (s)		67.5			39.1			32.6			55.3	
Approach LOS		E			D			C			E	

Intersection Summary				
HCM 2000 Control Delay	53.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	70.8	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	64.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Road

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	864	24	93	523	81	55	153	163	55	70	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1855		1770	1825		1770	1719			1823	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1855		1770	1825		1770	1719			1823	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	123	929	26	111	623	96	65	182	194	62	79	106
RTOR Reduction (vph)	0	1	0	0	4	0	0	27	0	0	0	93
Lane Group Flow (vph)	123	954	0	111	715	0	65	349	0	0	141	13
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	11.4	67.5		9.3	65.4		27.2	27.2			17.1	17.1
Effective Green, g (s)	11.4	67.5		9.3	65.4		27.2	27.2			17.1	17.1
Actuated g/C Ratio	0.08	0.48		0.07	0.47		0.19	0.19			0.12	0.12
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	144	893		117	851		343	333			222	193
v/s Ratio Prot	c0.07	c0.51		0.06	0.39		0.04	c0.20			c0.08	
v/s Ratio Perm												0.01
v/c Ratio	0.85	1.07		0.95	0.84		0.19	1.05			0.64	0.07
Uniform Delay, d1	63.5	36.3		65.2	32.8		47.2	56.4			58.5	54.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	35.6	50.3		66.4	8.3		0.5	62.8			7.2	0.3
Delay (s)	99.1	86.6		131.5	41.0		47.7	119.3			65.8	54.7
Level of Service	F	F		F	D		D	F			E	D
Approach Delay (s)		88.0			53.2			108.7			61.0	
Approach LOS		F			D			F			E	

Intersection Summary				
HCM 2000 Control Delay	77.8	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	140.1	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	93.1%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

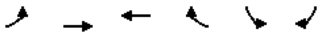
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	804	268	43	479	3	211	15	71	2	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861		1770	1633			1799	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861		1770	1633			1799	
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.90	0.90	0.90	0.69	0.69	0.69
Adj. Flow (vph)	6	838	279	47	521	3	234	17	79	3	10	3
RTOR Reduction (vph)	0	0	54	0	0	0	0	65	0	0	3	0
Lane Group Flow (vph)	6	838	225	47	524	0	234	31	0	0	13	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	1.1	59.9	59.9	6.4	65.2		18.0	18.0			2.4	
Effective Green, g (s)	1.1	59.9	59.9	6.4	65.2		18.0	18.0			2.4	
Actuated g/C Ratio	0.01	0.57	0.57	0.06	0.62		0.17	0.17			0.02	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	18	1062	903	107	1155		303	279			41	
v/s Ratio Prot	0.00	c0.45		c0.03	0.28		c0.13	0.02			c0.01	
v/s Ratio Perm			0.14									
v/c Ratio	0.33	0.79	0.25	0.44	0.45		0.77	0.11			0.32	
Uniform Delay, d1	51.6	17.6	11.3	47.6	10.5		41.5	36.7			50.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	7.8	4.0	0.1	2.1	0.3		11.1	0.1			3.3	
Delay (s)	59.4	21.6	11.4	49.7	10.8		52.7	36.9			53.7	
Level of Service	E	C	B	D	B		D	D			D	
Approach Delay (s)		19.3			14.0			48.1			53.7	
Approach LOS		B			B			D			D	

Intersection Summary				
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	69.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	875	27	4	496	21	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.82	0.82	0.78	0.78
Hourly flow rate (vph)	962	30	5	605	27	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			991		1591	976
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			991		1591	976
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		77	98
cM capacity (veh/h)			698		117	305

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	991	610	27	5
Volume Left	0	5	27	0
Volume Right	30	0	0	5
cSH	1700	698	117	305
Volume to Capacity	0.58	0.01	0.23	0.02
Queue Length 95th (ft)	0	1	21	1
Control Delay (s)	0.0	0.2	44.6	17.0
Lane LOS		A	E	C
Approach Delay (s)	0.0	0.2	40.2	
Approach LOS			E	

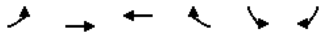
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	879	500	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	955	543	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	543				1499	543
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	543				1499	543
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1025				135	539

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	955	543	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1025	1700	1700
Volume to Capacity	0.00	0.32	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		49.6%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	872	492	5	10	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.87	0.87	0.75	0.75
Hourly flow rate (vph)	13	958	566	6	13	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	571				1553	568
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	571				1553	568
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				89	96
cM capacity (veh/h)	1001				123	522

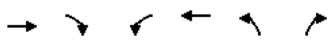
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	971	571	32
Volume Left	13	0	13
Volume Right	0	6	19
cSH	1001	1700	222
Volume to Capacity	0.01	0.34	0.14
Queue Length 95th (ft)	1	0	12
Control Delay (s)	0.4	0.0	23.9
Lane LOS	A		C
Approach Delay (s)	0.4	0.0	23.9
Approach LOS			C

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		65.5%	ICU Level of Service C
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	633	18	16	409	7	8	1	11	7	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.71	0.71	0.71	0.53	0.53	0.53
Hourly flow rate (vph)	49	696	20	18	449	8	11	1	15	13	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	457			715			1319	1297	705	1309	1303	453
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	457			715			1319	1297	705	1309	1303	453
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			91	99	96	89	100	96
cM capacity (veh/h)	1104			885			122	152	436	124	150	607

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	765	475	28	40
Volume Left	49	18	11	13
Volume Right	20	8	15	26
cSH	1104	885	205	264
Volume to Capacity	0.04	0.02	0.14	0.15
Queue Length 95th (ft)	4	2	12	13
Control Delay (s)	1.2	0.6	25.3	21.0
Lane LOS	A	A	D	C
Approach Delay (s)	1.2	0.6	25.3	21.0
Approach LOS			D	C

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	62.6%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	706	0	0	440	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	767	0	0	478	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			767		1246	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			767		1246	767
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			846		192	402

Direction, Lane #	EB 1	WB 1
Volume Total	767	478
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.45	0.28
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	583	121	110	357	8	72	6	177	15	6	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	1815		1770	1857			1780	1583		1736	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	1815		1770	1857			1780	1583		1736	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.84	0.84	0.84	0.62	0.62	0.62
Adj. Flow (vph)	2	634	132	125	406	9	86	7	211	24	10	18
RTOR Reduction (vph)	0	7	0	0	1	0	0	0	186	0	17	0
Lane Group Flow (vph)	2	759	0	125	414	0	0	93	25	0	35	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	38.9		7.1	45.3			9.1	9.1		4.5	
Effective Green, g (s)	0.7	38.9		7.1	45.3			9.1	9.1		4.5	
Actuated g/C Ratio	0.01	0.51		0.09	0.60			0.12	0.12		0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	933		166	1112			214	190		103	
v/s Ratio Prot	0.00	c0.42		c0.07	0.22			c0.05			c0.02	
v/s Ratio Perm									0.02			
v/c Ratio	0.12	0.81		0.75	0.37			0.43	0.13		0.34	
Uniform Delay, d1	37.1	15.3		33.4	7.8			30.9	29.7		34.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	3.5	5.5		17.4	0.2			1.4	0.3		2.0	
Delay (s)	40.7	20.8		50.8	8.0			32.3	30.0		36.1	
Level of Service	D	C		D	A			C	C		D	
Approach Delay (s)		20.9			17.9			30.7			36.1	
Approach LOS		C			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	75.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	62.6%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	598	147	43	357	8	107	4	69	7	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1808		1770	1857		1770	1598			1705	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1808		1770	1857		1770	1598			1705	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.58	0.58	0.58
Adj. Flow (vph)	27	672	165	48	401	9	115	4	74	12	7	21
RTOR Reduction (vph)	0	7	0	0	1	0	0	66	0	0	20	0
Lane Group Flow (vph)	27	830	0	48	409	0	115	12	0	0	20	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	1.7	41.3		2.0	41.6		8.1	8.1			3.8	
Effective Green, g (s)	1.7	41.3		2.0	41.6		8.1	8.1			3.8	
Actuated g/C Ratio	0.02	0.58		0.03	0.58		0.11	0.11			0.05	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	42	1048		49	1084		201	181			90	
v/s Ratio Prot	0.02	c0.46		c0.03	0.22		c0.06	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.64	0.79		0.98	0.38		0.57	0.07			0.22	
Uniform Delay, d1	34.4	11.6		34.6	7.9		29.9	28.2			32.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	29.0	4.2		119.7	0.2		3.9	0.2			1.3	
Delay (s)	63.5	15.8		154.2	8.1		33.8	28.3			33.5	
Level of Service	E	B		F	A		C	C			C	
Approach Delay (s)		17.3			23.4			31.6			33.5	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	59.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
11: Cameron Park Dr. & Green Valley Rd.

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	287	267	83	162	15	238	112	130	28	83	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.99		1.00	0.92		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1728		1770	1839		1770	1712		1770	1816	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1728		1770	1839		1770	1712		1770	1816	
Peak-hour factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.88	0.88	0.88	0.84	0.84	0.84
Adj. Flow (vph)	84	309	287	93	182	17	270	127	148	33	99	20
RTOR Reduction (vph)	0	41	0	0	4	0	0	59	0	0	11	0
Lane Group Flow (vph)	84	555	0	93	195	0	270	216	0	33	108	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.2	24.4		3.7	21.9		12.4	19.6		1.8	9.0	
Effective Green, g (s)	6.2	24.4		3.7	21.9		12.4	19.6		1.8	9.0	
Actuated g/C Ratio	0.09	0.37		0.06	0.33		0.19	0.30		0.03	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	167	643		99	614		335	512		48	249	
v/s Ratio Prot	0.05	c0.32		c0.05	0.11		c0.15	c0.13		0.02	0.06	
v/s Ratio Perm												
v/c Ratio	0.50	0.86		0.94	0.32		0.81	0.42		0.69	0.43	
Uniform Delay, d1	28.2	19.0		30.8	16.2		25.4	18.4		31.6	25.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	11.5		70.1	0.3		13.2	0.6		33.8	1.2	
Delay (s)	30.6	30.5		100.9	16.5		38.6	19.0		65.4	27.1	
Level of Service	C	C		F	B		D	B		E	C	
Approach Delay (s)		30.5			43.4			28.7			35.4	
Approach LOS		C			D			C			D	

Intersection Summary				
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	67.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
12: El Dorado Hills Blvd. & Francisco Dr.

Existing+PP
PM Peak

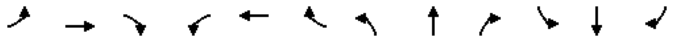
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	449	26	35	40	504	387	19	9	219	2
Peak Hour Factor	0.89	0.89	0.89	0.60	0.60	0.60	0.94	0.94	0.94	0.84	0.84	0.84
Hourly flow rate (vph)	0	46	504	43	58	67	536	412	20	11	261	2

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	551	168	536	432	11	263
Volume Left (vph)	0	43	536	0	11	0
Volume Right (vph)	504	67	0	20	0	2
Hadj (s)	-0.52	-0.15	0.53	0.00	0.53	0.03
Departure Headway (s)	6.8	8.3	8.3	7.8	9.0	8.5
Degree Utilization, x	1.03	0.39	1.24	0.94	0.03	0.62
Capacity (veh/h)	526	406	439	454	389	409
Control Delay (s)	73.7	16.6	151.0	54.1	11.1	23.3
Approach Delay (s)	73.7	16.6	107.8		22.9	
Approach LOS	F	C	F		C	

Intersection Summary				
Delay	78.5			
Level of Service	F			
Intersection Capacity Utilization	79.5%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	141	125	950	184	162	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3453		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3453		3433	3539
Peak-hour factor, PHF	0.84	0.84	0.94	0.94	0.87	0.87
Adj. Flow (vph)	168	149	1011	196	186	692
RTOR Reduction (vph)	0	124	24	0	0	0
Lane Group Flow (vph)	168	25	1183	0	186	692
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	7.9	7.9	23.9		3.7	31.6
Effective Green, g (s)	7.9	7.9	23.9		3.7	31.6
Actuated g/C Ratio	0.17	0.17	0.50		0.08	0.67
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	294	263	1737		267	2354
v/s Ratio Prot	c0.09		c0.34		c0.05	0.20
v/s Ratio Perm		0.02				
v/c Ratio	0.57	0.09	0.68		0.70	0.29
Uniform Delay, d1	18.2	16.8	8.9		21.4	3.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.7	0.2	1.1		7.7	0.1
Delay (s)	20.9	16.9	10.0		29.0	3.4
Level of Service	C	B	B		C	A
Approach Delay (s)	19.0		10.0			8.8
Approach LOS	B		B			A

Intersection Summary				
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	47.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	54.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	18	46	283	33	18	120	1347	550	24	808	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1661		1681	1682		1770	3539	1583	1770	3511	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1661		1681	1682		1770	3539	1583	1770	3511	
Peak-hour factor, PHF	0.74	0.74	0.74	0.86	0.86	0.86	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	34	24	62	329	38	21	128	1433	585	26	869	49
RTOR Reduction (vph)	0	60	0	0	4	0	0	0	0	0	3	0
Lane Group Flow (vph)	34	26	0	194	190	0	128	1433	585	26	915	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.1	4.1		16.1	16.1		14.2	77.3	115.0	3.3	66.4	
Effective Green, g (s)	4.1	4.1		16.1	16.1		14.2	77.3	115.0	3.3	66.4	
Actuated g/C Ratio	0.04	0.04		0.14	0.14		0.12	0.67	1.00	0.03	0.58	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	63	59		235	235		218	2378	1583	50	2027	
v/s Ratio Prot	0.02	0.02		c0.12	0.11		0.07	c0.40		0.01	0.26	
v/s Ratio Perm									c0.37			
v/c Ratio	0.54	0.44		0.83	0.81		0.59	0.60	0.37	0.52	0.45	
Uniform Delay, d1	54.5	54.3		48.1	47.9		47.6	10.4	0.0	55.1	13.9	
Progression Factor	1.00	1.00		1.00	1.00		0.65	0.26	1.00	1.00	1.00	
Incremental Delay, d2	4.4	1.9		19.6	17.1		2.1	0.9	0.5	4.4	0.7	
Delay (s)	58.9	56.3		67.7	65.1		33.2	3.7	0.5	59.5	14.6	
Level of Service	E	E		E	E		C	A	A	E	B	
Approach Delay (s)		57.0			66.4			4.6			15.9	
Approach LOS		E			E			A			B	

Intersection Summary				
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	67.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	19	75	43	11	304	94	1652	77	158	899	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1748	1583	1770	1593		1770	5051		1770	3523	
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1748	1583	1770	1593		1770	5051		1770	3523	
Peak-hour factor, PHF	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88	0.98	0.98	0.98
Adj. Flow (vph)	35	21	84	47	12	334	107	1877	88	161	917	28
RTOR Reduction (vph)	0	0	81	0	310	0	0	3	0	0	1	0
Lane Group Flow (vph)	28	28	3	47	36	0	107	1962	0	161	944	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	4.6	4.6	4.6	8.1	8.1		7.7	70.9		13.7	76.9	
Effective Green, g (s)	4.6	4.6	4.6	8.1	8.1		7.7	72.6		13.7	78.6	
Actuated g/C Ratio	0.04	0.04	0.04	0.07	0.07		0.07	0.63		0.12	0.68	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	67	69	63	124	112		118	3188		210	2407	
v/s Ratio Prot	c0.02	0.02	0.00	c0.03	0.02		0.06	c0.39		c0.09	0.27	
v/s Ratio Perm												
v/c Ratio	0.42	0.41	0.05	0.38	0.32		0.91	0.62		0.77	0.39	
Uniform Delay, d1	53.9	53.9	53.1	51.0	50.8		53.3	12.8		49.1	7.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.79	0.96		0.91	0.35	
Incremental Delay, d2	1.5	1.4	0.1	0.7	0.6		46.1	0.7		12.7	0.4	
Delay (s)	55.4	55.3	53.2	51.8	51.4		88.0	13.0		57.6	3.2	
Level of Service	E	E	D	D	D		F	B		E	A	
Approach Delay (s)		54.1			51.5			16.9			11.1	
Approach LOS		D			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.8%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	247	82	1699	320	61	982
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	1.00	0.91		1.00	0.91
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	1583	4964		1770	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	1583	4964		1770	5085
Peak-hour factor, PHF	0.77	0.77	0.89	0.89	0.96	0.96
Adj. Flow (vph)	321	106	1909	360	64	1023
RTOR Reduction (vph)	0	92	17	0	0	0
Lane Group Flow (vph)	321	14	2252	0	64	1023
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	15.3	15.3	78.5		8.4	91.4
Effective Green, g (s)	14.8	14.8	80.3		7.9	92.2
Actuated g/C Ratio	0.13	0.13	0.70		0.07	0.80
Clearance Time (s)	3.5	3.5	5.8		3.5	4.8
Vehicle Extension (s)	2.2	2.2	3.5		2.0	2.5
Lane Grp Cap (vph)	441	203	3466		121	4076
v/s Ratio Prot	c0.09		c0.45		c0.04	0.20
v/s Ratio Perm		0.01				
v/c Ratio	0.73	0.07	0.65		0.53	0.25
Uniform Delay, d1	48.2	44.0	9.6		51.8	2.8
Progression Factor	1.00	1.00	1.32		1.19	0.72
Incremental Delay, d2	5.2	0.1	0.6		1.8	0.1
Delay (s)	53.4	44.1	13.3		63.4	2.2
Level of Service	D	D	B		E	A
Approach Delay (s)	51.1		13.3			5.8
Approach LOS	D		B			A

Intersection Summary				
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	303	1	265	1137	1826	0	0	619	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	0.97	0.95			0.91	0.91
Frt				1.00	1.00	0.85	1.00	1.00			0.96	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1686	1583	3433	3539			3268	1441
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1686	1583	3433	3539			3268	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.84	0.84	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	361	1	315	1197	1922	0	0	688	623
RTOR Reduction (vph)	0	0	0	0	0	43	0	0	0	0	20	146
Lane Group Flow (vph)	0	0	0	180	182	272	1197	1922	0	0	886	259
Turn Type				Split	NA	Prot	Prot	NA			NA	Prot
Protected Phases				8	8	8	5	2			6	6
Permitted Phases												
Actuated Green, G (s)				12.0	12.0	12.0	51.5	95.0			39.5	39.5
Effective Green, g (s)				12.0	12.0	12.0	51.5	95.0			39.5	39.5
Actuated g/C Ratio				0.10	0.10	0.10	0.45	0.83			0.34	0.34
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				175	175	165	1537	2923			1122	494
v/s Ratio Prot				0.11	0.11	c0.17	c0.35	0.54			c0.27	0.18
v/s Ratio Perm												
v/c Ratio				1.03	1.04	1.65	0.78	0.66			0.79	0.52
Uniform Delay, d1				51.5	51.5	51.5	26.9	3.8			34.0	30.2
Progression Factor				1.00	1.00	1.00	0.80	0.43			0.64	0.49
Incremental Delay, d2				75.7	79.0	317.3	2.0	0.9			5.5	3.8
Delay (s)				127.2	130.5	368.8	23.5	2.5			27.2	18.7
Level of Service				F	F	F	C	A			C	B
Approach Delay (s)		0.0			240.5			10.6			24.5	
Approach LOS		A			F			B			C	

Intersection Summary				
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	74.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	774	0	0	1114	0	1844	720	218	690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.95	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	3539	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	3539	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	0	0	823	0	0	1198	0	1983	774	245	775	0
RTOR Reduction (vph)	0	0	335	0	0	0	0	0	106	0	0	0
Lane Group Flow (vph)	0	0	488	0	0	1198	0	1983	668	245	775	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			37.7			115.0		77.0	77.0	30.0	99.3	
Effective Green, g (s)			37.7			115.0		77.0	77.0	30.0	99.3	
Actuated g/C Ratio			0.33			1.00		0.67	0.67	0.26	0.86	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1010			1611		3404	1059	461	3055	
v/s Ratio Prot			0.03					0.39		0.14	0.22	
v/s Ratio Perm			0.14			c0.74			0.42			
v/c Ratio			0.48			0.74		0.58	0.63	0.53	0.25	
Uniform Delay, d1			30.9			0.0		10.3	10.9	36.5	1.4	
Progression Factor			1.00			1.00		1.00	1.00	0.28	0.03	
Incremental Delay, d2			0.4			3.2		0.7	2.9	0.5	0.1	
Delay (s)			31.2			3.2		11.0	13.7	10.6	0.1	
Level of Service			C			A		B	B	B	A	
Approach Delay (s)		31.2			3.2			11.8			2.7	
Approach LOS		C			A			B			A	

Intersection Summary				
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	63.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	331	39	131	184	143	74	265	222	170	170	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.98		1.00	0.93		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3483		1770	3307		1770	3539	1583	1770	3362	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3483		1770	3307		1770	3539	1583	1770	3362	
Peak-hour factor, PHF	0.83	0.83	0.83	0.95	0.95	0.95	0.91	0.91	0.91	0.81	0.81	0.81
Adj. Flow (vph)	120	399	47	138	194	151	81	291	244	210	210	105
RTOR Reduction (vph)	0	12	0	0	110	0	0	0	196	0	82	0
Lane Group Flow (vph)	120	434	0	138	235	0	81	291	48	210	233	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	4.0	12.2		6.1	14.3		4.0	10.2	10.2	5.0	11.2	
Effective Green, g (s)	4.0	12.2		6.1	14.3		4.0	10.2	10.2	5.0	11.2	
Actuated g/C Ratio	0.08	0.23		0.12	0.27		0.08	0.20	0.20	0.10	0.21	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	135	815		207	907		135	692	309	169	722	
v/s Ratio Prot	0.07	c0.12		c0.08	0.07		0.05	c0.08		c0.12	0.07	
v/s Ratio Perm									0.03			
v/c Ratio	0.89	0.53		0.67	0.26		0.60	0.42	0.15	1.24	0.32	
Uniform Delay, d1	23.8	17.5		22.0	14.8		23.3	18.4	17.4	23.6	17.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	45.2	0.7		7.9	0.2		7.0	0.4	0.2	149.1	0.3	
Delay (s)	69.1	18.1		29.9	14.9		30.3	18.8	17.6	172.7	17.5	
Level of Service	E	B		C	B		C	B	B	F	B	
Approach Delay (s)		28.9			19.2			19.8			79.6	
Approach LOS		C			B			B			E	

Intersection Summary				
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.62			
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	10	185	8	10	5	177	299	10	9	204	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1766		1770	1854		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1766		1770	1854		1770	1863	1583
Peak-hour factor, PHF	0.87	0.87	0.87	0.58	0.58	0.58	0.85	0.85	0.85	0.90	0.90	0.90
Adj. Flow (vph)	139	11	213	14	17	9	208	352	12	10	227	74
RTOR Reduction (vph)	0	0	177	0	9	0	0	2	0	0	0	56
Lane Group Flow (vph)	139	11	36	14	17	0	208	362	0	10	227	18
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	6.3	7.1	7.1	0.5	1.3		7.7	17.6		0.5	10.4	10.4
Effective Green, g (s)	6.3	7.1	7.1	0.5	1.3		7.7	17.6		0.5	10.4	10.4
Actuated g/C Ratio	0.15	0.17	0.17	0.01	0.03		0.18	0.42		0.01	0.25	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	267	317	269	21	55		326	782		21	464	394
v/s Ratio Prot	c0.08	0.01		0.01	0.01		c0.12	c0.20		0.01	0.12	
v/s Ratio Perm			c0.02									0.01
v/c Ratio	0.52	0.03	0.13	0.67	0.31		0.64	0.46		0.48	0.49	0.05
Uniform Delay, d1	16.3	14.4	14.7	20.5	19.8		15.7	8.7		20.5	13.4	11.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.8	0.0	0.2	58.7	3.3		4.1	0.4		16.0	0.8	0.0
Delay (s)	18.1	14.5	14.9	79.2	23.0		19.8	9.1		36.5	14.2	11.9
Level of Service	B	B	B	E	C		B	A		D	B	B
Approach Delay (s)		16.1			42.7			13.0			14.4	
Approach LOS		B			D			B			B	

Intersection Summary				
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	41.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	43.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	4	39	56	2	43	70	258	89	47	200	29
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	22	5	49	64	2	49	82	304	105	55	235	34

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	76	116	491	325
Volume Left (vph)	22	64	82	55
Volume Right (vph)	49	49	105	34
Hadj (s)	-0.30	-0.11	-0.06	0.01
Departure Headway (s)	5.9	6.0	4.9	5.2
Degree Utilization, x	0.12	0.19	0.67	0.46
Capacity (veh/h)	506	520	712	666
Control Delay (s)	9.7	10.4	17.1	12.5
Approach Delay (s)	9.7	10.4	17.1	12.5
Approach LOS	A	B	C	B

Intersection Summary				
Delay			14.3	
Level of Service			B	
Intersection Capacity Utilization			48.0%	ICU Level of Service
Analysis Period (min)			15	
				A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	765	117	0	497	0	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	832	127	0	540	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				796		
pX, platoon unblocked					0.94	
vC, conflicting volume			959		1435	895
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			959		1432	895
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			717		140	339

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	959	540	15
Volume Left	0	0	0
Volume Right	127	0	15
cSH	1700	717	339
Volume to Capacity	0.56	0.00	0.04
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	16.1
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.1
Approach LOS			C

Intersection Summary				
Average Delay			0.2	
Intersection Capacity Utilization			57.4%	ICU Level of Service
Analysis Period (min)			15	
				B

Dixon Ranch
26: Site Dwy. Full/Site Dwy. & Green Valley Rd.

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	662	117	70	358	0	139	0	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frt		0.98		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1821		1770	1863			1770	1583			
Flt Permitted		1.00		0.23	1.00			0.76	1.00			
Satd. Flow (perm)		1821		428	1863			1410	1583			
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	0.92
Adj. Flow (vph)	0	720	127	76	389	0	151	0	30	0	0	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	25	0	0	0
Lane Group Flow (vph)	0	838	0	76	389	0	0	151	5	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		32.2		32.2	32.2			8.8	8.8			
Effective Green, g (s)		32.2		32.2	32.2			8.8	8.8			
Actuated g/C Ratio		0.66		0.66	0.66			0.18	0.18			
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1196		281	1224			253	284			
v/s Ratio Prot		c0.46			0.21							
v/s Ratio Perm				0.18				c0.11	0.00			
v/c Ratio		0.70		0.27	0.32			0.60	0.02			
Uniform Delay, d1		5.3		3.5	3.6			18.5	16.5			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		1.9		0.5	0.2			3.8	0.0			
Delay (s)		7.2		4.0	3.8			22.2	16.6			
Level of Service		A		A	A			C	B			
Approach Delay (s)		7.2			3.8			21.3			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

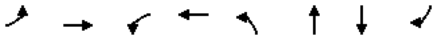
Dixon Ranch
93: Aberdeen Ln & Appian Way

Existing+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	665	0	0	370	0	0	0	0	0	0	0
Peak Hour Factor	0.85	0.85	0.85	0.69	0.69	0.69	0.70	0.70	0.70	0.79	0.79	0.79
Hourly flow rate (vph)	0	782	0	0	536	0	0	0	0	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	782	536	0	0
Volume Left (vph)	0	0	0	0
Volume Right (vph)	0	0	0	0
Hadj (s)	0.03	0.03	0.00	0.00
Departure Headway (s)	4.5	4.7	6.7	6.7
Degree Utilization, x	0.98	0.71	0.00	0.00
Capacity (veh/h)	786	759	521	521
Control Delay (s)	47.9	18.3	9.7	9.7
Approach Delay (s)	47.9	18.3	0.0	0.0
Approach LOS	E	C	A	A

Intersection Summary			
Delay	35.9		
Level of Service	E		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

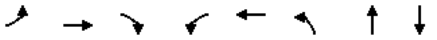


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	27	380	176	964	55	186	421	199
v/c Ratio	0.26	0.55	0.81	1.11	0.21	0.67	1.17	0.45
Control Delay	62.6	33.4	78.8	96.6	47.2	52.1	145.0	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	33.4	78.8	96.6	47.2	52.1	145.0	14.4
Queue Length 50th (ft)	21	227	136	~893	39	117	~404	22
Queue Length 95th (ft)	50	319	#276	#1254	58	133	#559	70
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	226	869	226	869	370	386	360	443
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.44	0.78	1.11	0.15	0.48	1.17	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	2	298	205	80	833	396	123	59
v/c Ratio	0.02	0.38	0.26	0.51	0.88	0.79	0.24	0.42
Control Delay	54.5	26.1	4.2	60.3	37.1	50.4	27.2	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	26.1	4.2	60.3	37.1	50.4	27.2	57.8
Queue Length 50th (ft)	1	151	0	55	500	257	52	39
Queue Length 95th (ft)	11	251	48	112	#925	315	86	74
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	259	955	911	259	951	502	511	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.31	0.23	0.31	0.88	0.79	0.24	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	372	373	309	527	735	1746	784
v/c Ratio	1.02	1.02	0.55	0.79	0.29	1.09	0.80
Control Delay	94.7	95.4	10.0	57.1	5.3	68.9	9.6
Queue Delay	0.0	0.0	0.1	0.0	0.0	3.1	0.6
Total Delay	94.7	95.4	10.1	57.1	5.3	72.0	10.2
Queue Length 50th (ft)	~285	~286	15	172	67	~428	52
Queue Length 95th (ft)	#420	#421	63	209	82	#839	204
Internal Link Dist (ft)		600			562	105	
Turn Bay Length (ft)	410		185	260			
Base Capacity (vph)	366	366	566	749	2509	1609	985
Starvation Cap Reductn	0	0	0	0	0	11	41
Spillback Cap Reductn	0	0	11	0	143	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.02	0.56	0.70	0.31	1.09	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

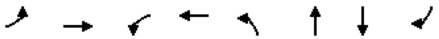
Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1418	425	817	186	291	1573
v/c Ratio	0.88	0.26	0.22	0.15	0.86	0.42
Control Delay	27.3	0.4	4.7	1.4	31.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	0.4	4.7	1.4	31.3	3.4
Queue Length 50th (ft)	439	0	57	7	172	71
Queue Length 95th (ft)	474	0	70	24	m161	m60
Internal Link Dist (ft)			720			562
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	1640	1611	3744	1204	337	3740
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.26	0.22	0.15	0.86	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	360	25	576	233	47
v/c Ratio	0.33	0.04	0.52	0.55	0.09
Control Delay	7.1	6.1	9.5	17.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	6.1	9.5	17.9	5.1
Queue Length 50th (ft)	38	2	77	37	0
Queue Length 95th (ft)	97	12	183	109	17
Internal Link Dist (ft)	726		524	781	
Turn Bay Length (ft)		215			
Base Capacity (vph)	1331	726	1350	628	732
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.03	0.43	0.37	0.06

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	123	955	111	719	65	376	141	106
v/c Ratio	0.85	1.07	0.95	0.84	0.19	1.04	0.64	0.37
Control Delay	108.0	85.6	134.4	43.7	50.1	108.8	71.6	13.3
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	108.0	85.6	134.4	44.6	50.1	108.8	71.6	13.3
Queue Length 50th (ft)	113	~967	103	565	50	~347	124	0
Queue Length 95th (ft)	#239	#1289	#212	706	91	#513	195	53
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	146	894	117	855	343	360	286	338
Starvation Cap Reductn	0	0	0	29	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.07	0.95	0.87	0.19	1.04	0.49	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	6	838	279	47	524	234	96	16
v/c Ratio	0.06	0.78	0.29	0.34	0.43	0.73	0.27	0.14
Control Delay	52.8	26.6	8.9	54.5	12.4	53.7	13.8	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	26.6	8.9	54.5	12.4	53.7	13.8	46.9
Queue Length 50th (ft)	4	350	39	27	110	134	9	8
Queue Length 95th (ft)	19	#896	132	74	378	250	56	25
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	292	1078	969	292	1222	567	577	411
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.78	0.29	0.16	0.43	0.41	0.17	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	180	182	315	1197	1922	906	405
v/c Ratio	1.03	1.04	1.51	0.78	0.66	0.79	0.63
Control Delay	126.7	129.4	285.4	24.2	2.6	28.7	12.2
Queue Delay	0.0	0.0	0.8	0.1	3.4	49.9	4.2
Total Delay	126.7	129.4	286.2	24.2	6.0	78.6	16.4
Queue Length 50th (ft)	~149	~152	~294	247	61	267	142
Queue Length 95th (ft)	#271	#274	#431	238	68	#510	107
Internal Link Dist (ft)		600			562	105	
Turn Bay Length (ft)	410		185	260			
Base Capacity (vph)	175	175	208	1940	2923	1143	641
Starvation Cap Reductn	0	0	0	65	0	366	161
Spillback Cap Reductn	0	0	11	0	882	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	1.04	1.60	0.64	0.94	1.17	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	823	1198	1983	774	245	775
v/c Ratio	0.62	0.74	0.58	0.66	0.53	0.25
Control Delay	13.1	3.2	11.1	9.2	12.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	3.2	11.1	9.2	12.3	0.1
Queue Length 50th (ft)	106	0	264	171	119	1
Queue Length 95th (ft)	172	0	304	293	m98	m1
Internal Link Dist (ft)			720			562
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	1593	1611	3404	1166	461	3054
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.74	0.58	0.66	0.53	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	847	76	389	151	30
v/c Ratio	0.66	0.26	0.30	0.47	0.08
Control Delay	10.4	8.1	5.6	23.5	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	8.1	5.6	23.5	7.8
Queue Length 50th (ft)	135	8	44	37	0
Queue Length 95th (ft)	334	35	105	91	16
Internal Link Dist (ft)	716		524	781	
Turn Bay Length (ft)		215			
Base Capacity (vph)	1364	319	1388	502	584
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.24	0.28	0.30	0.05

Intersection Summary

Appendix D:

Volume Growth Rate and Projection Calculations

Existing Volumes - *AM Peak*

Intersection		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	2013	290	168	7	91	276	367	153	218	229	60	699	75
Green Valley Road @ El Dorado Hills Blvd.	2013	36	63	25	106	229	159	23	267	17	60	708	47
Green Valley Road @ Silva Valley Pkwy.	2013	281	49	33	5	38	3	2	204	191	59	539	19
Green Valley Road @ Loch Way	2013	23	0	6	0	0	0	0	286	13	6	560	0
Green Valley Road @ Wilson Estates Connector	FUTURE								292			566	
Green Valley Road @ Malcom Dixon Road	2013	0	0	0	8	0	21	6	264	0	0	528	2
Green Valley Rd. @ Deer Valley Rd.	2013	12	0	10	21	0	28	7	245	2	4	491	6
Green Valley Rd. @ Silver Springs Pkwy	FUTURE								525			750	
Green Valley Rd. @ Bass Lake Rd.	2013	187	3	58	1	0	1	4	370	152	159	562	5
Green Valley Rd. @ Cambridge Rd.	2013	196	2	46	13	4	40	10	342	73	21	487	6
Green Valley Rd. @ Cameron Park Dr.	2013	255	15	71	9	63	23	22	126	254	112	242	4
El Dorado Hills Blvd. @ Francisco Dr.	2013	361	115	37	125	248	3	2	49	453	45	63	42
El Dorado Hills @ Harvard Way	2013	0	309	328	265	810	0	0	0	0	399	0	147
El Dorado Hills Blvd. @ Serrano Pkwy.	2013	32	391	173	66	1399	27	23	15	84	571	14	86
El Dorado Hills @ Saratoga Way (N)	2013	66	582	32	125	1866	8	20	6	98	13	5	51
El Dorado Hills @ Saratoga Way (S)	2013	0	666	158	60	1911	0	0	0	0	182	0	32
El Dorado Hills @ WB US-50 Ramps	2013	469	624	0	0	875	1190	0	0	0	611	0	243
Latrobe Rd. @ EB US-50 Ramps	2013	0	760	173	211	1290	0	0	0	1177	0	0	310
Silva Valley Pkwy. @ EB US-50 Ramps	FUTURE												
Silva Valley Pkwy. @ WB US-50 Ramps	FUTURE												
Silva Valley Pkwy. @ Country Club Dr.	FUTURE												
Silva Valley Pkwy. @ Serrano Pkwy.	2013	134	211	101	157	297	143	109	95	83	247	329	437
Silva Valley Pkwy. @ Harvard Way	2013	426	212	37	33	170	302	69	89	221	113	66	10
Silva Valley Pkwy. @ Appian Way	2013	20	190	41	23	226	19	35	1	83	154	2	62
Green Valley Rd. @ Site Dwy RIRO	2013								272			530	
Green Valley Rd. @ Site Dwy. Full	2013								272			530	

Existing plus Proposed Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	290	168	7	91	276	367	153	253	229	60	796	75
Green Valley Road @ El Dorado Hills Blvd.	36	63	60	108	229	159	23	302	17	157	805	53
Green Valley Road @ Silva Valley Pkwy.	281	49	38	5	38	3	2	277	191	73	739	19
Green Valley Road @ Loch Way	23	0	6	0	0	0	0	364	13	6	774	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	370	0	0	780	0
Green Valley Road @ Malcom Dixon Road	0	0	0	8	0	21	6	342	0	0	742	2
Green Valley Rd. @ Deer Valley Rd.	12	0	10	21	0	28	7	309	2	4	514	6
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	590	0	0	773	0
Green Valley Rd. @ Bass Lake Rd.	191	3	58	1	0	1	4	423	163	159	581	5
Green Valley Rd. @ Cambridge Rd.	200	2	46	13	4	40	10	384	84	21	502	6
Green Valley Rd. @ Cameron Park Dr.	262	15	71	9	63	23	22	148	273	112	250	4
El Dorado Hills Blvd. @ Francisco Dr.	361	150	37	125	345	3	2	49	453	45	63	42
El Dorado Hills @ Harvard Way	0	344	328	265	907	0	0	0	0	399	0	147
El Dorado Hills Blvd. @ Serrano Pkwy.	32	426	178	66	1496	27	23	15	84	585	14	86
El Dorado Hills @ Saratoga Way (N)	66	622	32	125	1977	8	20	6	98	13	5	51
El Dorado Hills @ Saratoga Way (S)	0	706	158	60	2022	0	0	0	0	182	0	32
El Dorado Hills @ WB US-50 Ramps	469	654	0	0	903	1273	0	0	0	611	0	253
Latrobe Rd. @ EB US-50 Ramps	0	760	173	239	1290	0	0	0	1177	0	0	340
Silva Valley Pkwy. @ EB US-50 Ramps	0	0	0	0	0	0	0	0	0	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	0	0	0	0	0	0	0	0	0	0	0	0
Silva Valley Pkwy. @ Country Club Dr.	0	0	0	0	0	0	0	0	0	0	0	0
Silva Valley Pkwy. @ Serrano Pkwy.	134	211	101	157	297	157	114	95	83	247	329	437
Silva Valley Pkwy. @ Harvard Way	426	217	37	33	184	302	69	89	221	113	66	10
Silva Valley Pkwy. @ Appian Way	20	195	41	23	240	19	35	1	83	154	2	62
Green Valley Rd. @ Site Dwy RIRO	0	0	21	0	0	0	0	311	39	0	744	0
Green Valley Rd. @ Site Dwy. Full	214	0	43	0	0	0	0	293	39	23	530	0

Existing plus Approved Project (5 YR. GROWTH) Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	297	172	7	95	289	384	162	231	243	69	803	86
Green Valley Road @ El Dorado Hills Blvd.	39	68	27	124	269	187	25	292	19	69	819	54
Green Valley Road @ Silva Valley Pkwy.	353	62	41	6	42	3	2	232	217	65	605	21
Green Valley Road @ Loch Way	25	0	7	0	0	0	0	315	14	7	616	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	321	0	0	623	0
Green Valley Road @ Malcom Dixon Road	0	0	0	9	0	23	7	290	0	0	581	2
Green Valley Rd. @ Deer Valley Rd.	14	0	12	25	0	33	8	265	2	4	527	6
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	579	0	0	825	0
Green Valley Rd. @ Bass Lake Rd.	222	4	69	1	0	1	4	393	162	149	597	5
Green Valley Rd. @ Cambridge Rd.	208	2	49	14	4	42	11	385	82	22	515	6
Green Valley Rd. @ Cameron Park Dr.	276	16	77	9	64	23	25	140	283	116	250	4
El Dorado Hills Blvd. @ Francisco Dr.	370	118	38	128	253	3	2	50	464	46	65	43
El Dorado Hills @ Harvard Way	0	317	336	266	813	0	0	0	0	469	0	151
El Dorado Hills Blvd. @ Serrano Pkwy.	33	401	177	68	1434	28	25	16	91	618	15	93
El Dorado Hills @ Saratoga Way (N)	75	658	36	130	1942	8	22	7	108	14	6	56
El Dorado Hills @ Saratoga Way (S)	0	753	179	62	1989	0	0	0	0	280	0	35
El Dorado Hills @ WB US-50 Ramps	828	824	162	66	1297	794	176	82	740	141	189	56
Latrobe Rd. @ EB US-50 Ramps	0	1360	245	618	1580	0	0	0	1482	0	0	453
Silva Valley Pkwy. @ EB US-50 Ramps	570	576	0	0	1002	585	382	0	110	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	347	612	0	0	1063	515	0	0	0	524	0	531
Silva Valley Pkwy. @ Country Club Dr.	0	981	161	1	1416	0	0	0	0	143	0	157
Silva Valley Pkwy. @ Serrano Pkwy.	144	509	211	160	555	232	154	80	143	439	220	346
Silva Valley Pkwy. @ Harvard Way	589	293	51	41	209	372	98	127	315	124	73	11
Silva Valley Pkwy. @ Appian Way	25	236	51	27	263	22	39	1	91	149	2	68
Green Valley Rd. @ Site Dwy RIRO							0	294	0	0	595	0
Green Valley Rd. @ Site Dwy. Full							0	294	0	0	595	0

Existing plus Approved Project (Approved Projects) Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	316	171	7	91	283	367	158	287	229	73	864	76
Green Valley Road @ El Dorado Hills Blvd.	36	84	35	117	308	180	32	334	17	92	880	60
Green Valley Road @ Silva Valley Pkwy.	388	50	48	5	41	6	2	250	234	167	648	19
Green Valley Road @ Loch Way	23	0	6	0	0	0	0	338	13	6	711	0
Green Valley Road @ Wilson Estates Connector	0	0	0	12	0	28	11	333	0	0	689	4
Green Valley Road @ Malcom Dixon Road	0	0	0	8	0	21	6	316	0	0	679	2
Green Valley Rd. @ Deer Valley Rd.	12	0	32	21	0	28	7	286	2	11	614	6
Green Valley Rd. @ Silver Springs Pkwy	105	0	26	0	0	0	0	552	36	9	759	0
Green Valley Rd. @ Bass Lake Rd.	187	3	58	1	0	1	4	422	152	159	580	5
Green Valley Rd. @ Cambridge Rd.	198	2	46	13	4	40	10	388	79	21	503	6
Green Valley Rd. @ Cameron Park Dr.	259	15	71	9	63	23	22	161	265	112	254	4
El Dorado Hills Blvd. @ Francisco Dr.	407	146	37	125	355	3	2	49	485	45	64	42
El Dorado Hills @ Harvard Way	0	344	328	265	917	0	0	0	0	399	0	147
El Dorado Hills Blvd. @ Serrano Pkwy.	32	432	193	66	1524	30	23	15	84	650	14	86
El Dorado Hills @ Saratoga Way (N)	191	628	32	125	2043	27	31	11	203	13	13	51
El Dorado Hills @ Saratoga Way (S)	0	871	159	60	2219	0	0	0	0	182	0	32
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way	426	273	37	33	273	302	69	89	221	113	66	10
Silva Valley Pkwy. @ Appian Way	20	236	56	44	285	19	35	1	83	198	2	130
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	313	0	0	653	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	313	0	0	653	0

Existing plus Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	316	171	7	91	283	367	158	287	229	73	864	76
Green Valley Road @ El Dorado Hills Blvd.	36	84	35	117	308	180	32	334	17	92	880	60
Green Valley Road @ Silva Valley Pkwy.	388	50	48	5	41	6	2	250	234	107	648	19
Green Valley Road @ Loch Way	23	0	6	0	0	0	0	338	13	6	711	0
Green Valley Road @ Wilson Estates Connector	0	0	0	12	0	28	11	333	0	0	689	4
Green Valley Road @ Malcom Dixon Road	0	0	0	8	0	21	6	316	0	0	679	2
Green Valley Rd. @ Deer Valley Rd.	12	0	32	21	0	28	7	286	2	11	614	6
Green Valley Rd. @ Silver Springs Pkwy	105	0	26	0	0	0	0	552	36	9	759	0
Green Valley Rd. @ Bass Lake Rd.	222	4	69	1	0	1	4	393	162	169	597	5
Green Valley Rd. @ Cambridge Rd.	208	2	49	14	4	42	11	385	82	22	515	6
Green Valley Rd. @ Cameron Park Dr.	276	16	77	9	64	23	25	140	283	116	250	4
El Dorado Hills Blvd. @ Francisco Dr.	407	146	37	125	355	3	2	49	485	45	64	42
El Dorado Hills @ Harvard Way	0	344	328	265	917	0	0	0	0	399	0	147
El Dorado Hills Blvd. @ Serrano Pkwy.	32	682	193	66	1524	30	23	15	84	650	14	86
El Dorado Hills @ Saratoga Way (N)	191	828	32	125	2043	27	31	11	203	13	13	51
El Dorado Hills @ Saratoga Way (S)	828	824	162	66	1397	794	176	82	740	161	189	56
El Dorado Hills @ WB US-50 Ramps	0	0			0	0				0		0
Latrobe Rd. @ EB US-50 Ramps	0	1360	245	618	1680	0	0	0	1482	0	0	453
Silva Valley Pkwy. @ EB US-50 Ramps	0	576	570	585	1002	0	382	0	110	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	347	612	0	0	1063	516	0	0	0	524	0	531
Silva Valley Pkwy. @ Country Club Dr.	0	981	161	1	1416	0	0	0	0	163	0	157
Silva Valley Pkwy. @ Serrano Pkwy.	144	509	211	160	555	232	154	80	143	439	220	346
Silva Valley Pkwy. @ Harvard Way	589	293	51	41	209	372	98	127	315	124	73	11
Silva Valley Pkwy. @ Appian Way	20	236	56	44	285	19	35	1	83	198	2	130
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	313	0	0	653	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	313	0	0	653	0

Existing plus Approved Project plus Proposed Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	316	171	7	91	283	367	158	322	229	73	961	76
Green Valley Road @ El Dorado Hills Blvd.	36	84	45	119	308	180	32	369	17	120	977	66
Green Valley Road @ Silva Valley Pkwy.	388	50	78	5	41	6	2	297	234	190	779	19
Green Valley Road @ Loch Way	23	0	6	0	0	0	0	416	13	6	925	0
Green Valley Road @ Wilson Estates Connector	0	0	0	12	0	28	11	411	0	0	903	4
Green Valley Road @ Malcom Dixon Road	0	0	0	8	0	21	6	394	0	0	893	2
Green Valley Rd. @ Deer Valley Rd.	12	0	32	21	0	28	7	350	2	11	637	6
Green Valley Rd. @ Silver Springs Pkwy	109	0	26	0	0	0	0	605	47	9	778	0
Green Valley Rd. @ Bass Lake Rd.	222	4	69	1	0	1	4	446	162	169	616	5
Green Valley Rd. @ Cambridge Rd.	212	2	49	14	4	42	11	427	93	22	530	6
Green Valley Rd. @ Cameron Park Dr.	283	16	77	9	64	23	25	162	302	116	258	4
El Dorado Hills Blvd. @ Francisco Dr.	407	156	37	125	383	3	2	49	485	45	64	42
El Dorado Hills @ Harvard Way	0	354	328	265	945	0	0	0	0	399	0	147
El Dorado Hills Blvd. @ Serrano Pkwy.	32	692	198	66	1552	30	23	15	84	664	14	86
El Dorado Hills @ Saratoga Way (N)	191	843	32	125	2085	27	31	11	203	13	13	51
El Dorado Hills @ Saratoga Way (S)	828	839	162	66	1439	836	176	82	740	161	189	56
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	1360	245	618	1680	0	0	0	1482	0	0	468
Silva Valley Pkwy. @ EB US-50 Ramps	0	576	570	585	1002	0	397	0	110	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	347	627	0	0	1091	558	0	0	0	524	0	541
Silva Valley Pkwy. @ Country Club Dr.	0	1006	161	1	1486	0	0	0	0	163	0	157
Silva Valley Pkwy. @ Serrano Pkwy.	144	534	211	160	625	246	159	80	143	439	220	346
Silva Valley Pkwy. @ Harvard Way	589	323	51	41	292	372	98	127	315	124	73	11
Silva Valley Pkwy. @ Appian Way	20	266	56	44	368	19	35	1	83	198	2	130
Green Valley Rd. @ Site Dwy RIRO	0	0	21	0	0	0	0	352	39	0	867	0
Green Valley Rd. @ Site Dwy. Full	214	0	43	0	0	0	0	334	39	23	653	0

Dixon Ranch
Traffic Impact Analysis

El Dorado Hills,
California

Cumulative Project (12 YR. GROWTH) Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	307	176	7	101	307	408	175	249	262	81	949	102
Green Valley Road @ El Dorado Hills Blvd.	43	75	30	150	324	225	28	326	21	83	974	65
Green Valley Road @ Silva Valley Pkwy.	454	79	53	6	47	4	3	271	254	76	698	25
Green Valley Road @ Loch Way	29	0	7	0	0	0	0	355	16	7	694	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	362	0	0	702	0
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	26	7	327	0	0	655	2
Green Valley Rd. @ Deer Valley Rd.	17	0	14	30	0	40	8	292	2	5	579	7
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	652	0	0	930	0
Green Valley Rd. @ Bass Lake Rd.	270	4	84	1	0	1	5	426	175	183	646	6
Green Valley Rd. @ Cambridge Rd.	224	2	53	15	5	46	13	446	95	24	555	7
Green Valley Rd. @ Cameron Park Dr.	305	18	85	9	64	24	28	161	324	121	262	4
El Dorado Hills Blvd. @ Francisco Dr.	383	122	39	131	261	3	2	52	480	48	67	45
El Dorado Hills @ Harvard Way	0	328	348	268	818	0	0	0	0	423	0	156
El Dorado Hills Blvd. @ Serrano Pkwy.	34	414	183	70	1484	29	28	18	101	683	17	103
El Dorado Hills @ Saratoga Way (N)	87	764	42	137	2048	9	25	7	122	16	6	63
El Dorado Hills @ Saratoga Way (S)	0	874	207	66	2097	0	0	0	0	226	0	40
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way	818	407	71	51	265	473	139	180	446	140	82	12
Silva Valley Pkwy. @ Appian Way	32	304	66	32	314	26	43	1	103	191	2	77
Green Valley Rd. @ Site Dwy RIRO							0	324	0	0	686	0
Green Valley Rd. @ Site Dwy. Full							0	324	0	0	686	0

Cumulative Project (Turn32) Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	303	179	7	105	307	413	179	258	260	83	978	107
Green Valley Road @ El Dorado Hills Blvd.	47	75	34	145	330	217	27	340	24	53	1011	63
Green Valley Road @ Silva Valley Pkwy.	464	77	56	6	47	4	3	282	259	79	727	27
Green Valley Road @ Loch Way	29	0	7	0	0	0	0	370	16	7	726	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	377	0	0	733	0
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	25	7	341	0	0	685	2
Green Valley Rd. @ Deer Valley Rd.	22	0	16	25	0	43	8	299	4	4	596	7
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	657	0	0	941	0
Green Valley Rd. @ Bass Lake Rd.	269	4	84	1	0	1	6	428	178	178	654	6
Green Valley Rd. @ Cambridge Rd.	236	2	46	14	5	46	13	440	98	23	543	7
Green Valley Rd. @ Cameron Park Dr.	303	19	86	10	69	26	29	162	320	123	263	5
El Dorado Hills Blvd. @ Francisco Dr.	381	126	42	129	277	5	2	51	477	48	66	46
El Dorado Hills @ Harvard Way	0	296	393	329	764	0	0	0	0	494	0	189
El Dorado Hills Blvd. @ Serrano Pkwy.	30	402	190	86	1467	31	30	20	96	715	20	124
El Dorado Hills @ Saratoga Way (N)	85	760	49	131	2046	11	25	7	122	17	7	62
El Dorado Hills @ Saratoga Way (S)	0	866	208	66	2095	0	0	0	0	228	0	40
El Dorado Hills @ WB US-50 Ramps	906	982	169	69	1637	741	190	87	776	148	199	58
Latrobe Rd. @ EB US-50 Ramps	0	1591	213	724	1856	0	0	0	1606	0	0	462
Silva Valley Pkwy. @ EB US-50 Ramps	0	775	791	0	1376	592	471	0	148	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	0	780	466	0	1177	639	0	0	0	761	0	553
Silva Valley Pkwy. @ Country Club Dr.	0	1082	252	1	1650	0	0	0	0	255	0	246
Silva Valley Pkwy. @ Serrano Pkwy.	150	656	255	168	698	242	161	83	166	535	230	360
Silva Valley Pkwy. @ Harvard Way	822	406	75	52	269	471	143	175	449	140	82	12
Silva Valley Pkwy. @ Appian Way	31	311	66	32	321	27	43	1	103	191	2	77
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	338	0	0	716	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	338	0	0	716	0

Kimley-Horn and Associates, Inc.

Appendix D

5/8/2013

Cumulative Volumes - *AM Peak*												
Intersection	**NB**			**SB**			**EB**			**WB**		
	L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Green Valley Road @ Francisco Dr.	316	179	7	105	307	416	179	287	260	83	978	107
Green Valley Road @ El Dorado Hills Blvd.	47	84	35	145	330	217	32	340	24	93	1011	63
Green Valley Road @ Silva Valley Pkwy.	464	77	56	6	47	6	3	282	259	107	727	27
Green Valley Road @ Loch Way	29	0	7	0	0	0	0	370	16	7	726	0
Green Valley Road @ Wilson Estates Connector	0	0	0	12	0	28	0	377	0	0	733	0
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	25	7	341	0	0	685	2
Green Valley Rd. @ Deer Valley Rd.	22	0	32	25	0	43	8	299	4	11	614	7
Green Valley Rd. @ Silver Springs Pkwy	109	0	26	0	0	0	0	657	0	0	941	0
Green Valley Rd. @ Bass Lake Rd.	269	4	84	1	0	1	6	428	178	178	654	6
Green Valley Rd. @ Cambridge Rd.	224	2	53	15	5	46	13	446	95	24	555	7
Green Valley Rd. @ Cameron Park Dr.	303	19	86	10	69	26	29	162	320	123	263	5
El Dorado Hills Blvd. @ Francisco Dr.	407	146	42	129	355	5	2	51	485	48	66	46
El Dorado Hills @ Harvard Way	0	344	393	329	917	0	0	0	0	494	0	189
El Dorado Hills Blvd. @ Serrano Pkwy.	32	772	390	86	1644	31	30	20	114	715	20	124
El Dorado Hills @ Saratoga Way (N)	191	1100	42	137	2309	27	31	11	203	16	13	63
El Dorado Hills @ Saratoga Way (S)	906	1085	169	69	1665	794	190	87	776	168	199	58
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	1698	245	724	1885	0	0	0	1606	0	0	462
Silva Valley Pkwy. @ EB US-50 Ramps	791	775			1376	592	471	0	148	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	466	780	0		1267	639	0	0	0	701	0	553
Silva Valley Pkwy. @ Country Club Dr.		1082	252	1	1650	0	0	0	0	255	0	246
Silva Valley Pkwy. @ Serrano Pkwy.	150	658	255	168	698	242	161	83	166	535	230	360
Silva Valley Pkwy. @ Harvard Way	822	406	75	52	269	471	143	175	449	140	82	12
Silva Valley Pkwy. @ Appian Way	31	311	66	44	321	27	43	1	103	198	2	130
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	338	0	0	716	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	338	0	0	716	0

Cumulative plus Proposed Project Volumes - *AM Peak*												
Intersection	**NB**			**SB**			**EB**			**WB**		
	L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Green Valley Road @ Francisco Dr.	316	179	7	105	307	416	179	322	260	83	1075	107
Green Valley Road @ El Dorado Hills Blvd.	47	84	45	147	330	217	32	375	24	121	1108	69
Green Valley Road @ Silva Valley Pkwy.	464	77	86	6	47	6	3	329	259	190	858	27
Green Valley Road @ Loch Way	29	0	7	0	0	0	0	448	16	7	940	0
Green Valley Road @ Wilson Estates Connector	0	0	0	12	0	28	0	455	0	0	947	0
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	25	7	419	0	0	899	2
Green Valley Rd. @ Deer Valley Rd.	22	0	32	25	0	43	8	363	4	11	637	7
Green Valley Rd. @ Silver Springs Pkwy	113	0	26	0	0	0	0	710	11	0	960	0
Green Valley Rd. @ Bass Lake Rd.	269	4	84	1	0	1	6	481	178	178	673	6
Green Valley Rd. @ Cambridge Rd.	228	2	53	15	5	46	13	488	106	24	570	7
Green Valley Rd. @ Cameron Park Dr.	310	19	86	10	69	26	29	184	339	123	271	5
El Dorado Hills Blvd. @ Francisco Dr.	407	156	42	129	383	5	2	51	485	48	66	46
El Dorado Hills @ Harvard Way	0	354	393	329	945	0	0	0	0	494	0	189
El Dorado Hills Blvd. @ Serrano Pkwy.	32	782	395	86	1672	31	30	20	114	729	20	124
El Dorado Hills @ Saratoga Way (N)	191	1115	42	137	2351	27	31	11	203	16	13	63
El Dorado Hills @ Saratoga Way (S)	906	1100	169	69	1665	836	190	87	776	168	199	58
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	1698	245	724	1885	0	0	0	1606	0	0	477
Silva Valley Pkwy. @ EB US-50 Ramps	791	775	0	0	1376	620	486	0	148	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	466	795	0	0	1295	681	0	0	0	701	0	563
Silva Valley Pkwy. @ Country Club Dr.	0	1107	252	1	1720	0	0	0	0	255	0	246
Silva Valley Pkwy. @ Serrano Pkwy.	150	683	255	168	768	256	166	83	166	535	230	360
Silva Valley Pkwy. @ Harvard Way	822	436	75	52	352	471	143	175	449	140	82	12
Silva Valley Pkwy. @ Appian Way	31	341	66	44	404	27	43	1	103	198	2	130
Green Valley Rd. @ Site Dwy RIRO	0	0	21	0	0	0	0	377	39	0	930	0
Green Valley Rd. @ Site Dwy. Full	214	0	43	0	0	0	0	359	39	23	716	0

Approved Project Volumes - *AM Peak*												
Intersection	**NB**			**SB**			**EB**			**WB**		
	L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Lessara Development												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)	5	2			1				1			
El Dorado Hills @ Saratoga Way (S)		7	1		2							
El Dorado Hills @ WB US-50 Ramps	18	8			2						2	
Latrobe Rd. @ EB US-50 Ramps		26	12		4				4			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Carson Creek-Unit 1 (WO#13)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		10			5							
El Dorado Hills @ WB US-50 Ramps	5	10			5						5	
Latrobe Rd. @ EB US-50 Ramps		15	9		10				3			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Carson Creek-Unit 2 (WO#??)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		23			14							
El Dorado Hills @ WB US-50 Ramps	12	23			14					13		
Latrobe Rd. @ EB US-50 Ramps		35	21		26				7			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Ridgeview 9 (WO#16)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.		6			9							
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Sun Stone Business Park (WO#22)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		10			51							
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		10			51							
El Dorado Hills @ Harvard Way		10			51							
El Dorado Hills Blvd. @ Serrano Pkwy.		10	11		51						59	
El Dorado Hills @ Saratoga Way (N)	6	21			110				34			
El Dorado Hills @ Saratoga Way (S)		27			144							
El Dorado Hills @ WB US-50 Ramps	22	27			144						102	
Latrobe Rd. @ EB US-50 Ramps		49	19		246				114			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Hilldale Office Park(WO #23)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)					2							
El Dorado Hills @ WB US-50 Ramps	1				2						6	
Latrobe Rd. @ EB US-50 Ramps		1	1		8				9			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Sparks Property (WO#24)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.		1			3	3						
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Lomita Way Rezone From RE 10 to R2A (WO#25)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		2		2	6	4	2					1
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
West Valley Villages 6&7 (WO#26)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps	28										3	
Latrobe Rd. @ EB US-50 Ramps		28	8		3				9			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Promontory Village Center, Lot H (WO#52)												
Green Valley Road @ Francisco Dr.		3										1
Green Valley Road @ El Dorado Hills Blvd.							1	2				
Green Valley Road @ Silva Valley Pkwy.								2				
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.	3										1	
El Dorado Hills @ Harvard Way		4										
El Dorado Hills Blvd. @ Serrano Pkwy.		4			9	3						
El Dorado Hills @ Saratoga Way (N)		4			9							
El Dorado Hills @ Saratoga Way (S)		4			9							
El Dorado Hills @ WB US-50 Ramps		3			7	2						2
Latrobe Rd. @ EB US-50 Ramps		2		6	1							
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
El Dorado Professional Center (WO#58)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		1			5							
El Dorado Hills @ WB US-50 Ramps	3	1			5					12		
Latrobe Rd. @ EB US-50 Ramps		4	2		17				19			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Wilson Estates (WO#37)												
Green Valley Road @ Francisco Dr.								4			11	
Green Valley Road @ El Dorado Hills Blvd.		1	3		3	3	1	3		10	8	
Green Valley Road @ Silva Valley Pkwy.								7			18	
Green Valley Road @ Loch Way								7			18	
Green Valley Road @ Wilson Estates Connector				8		18	7					3
Green Valley Road @ Malcom Dixon Road								7			18	
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		4			14							
El Dorado Hills @ Harvard Way		4			14							
El Dorado Hills Blvd. @ Serrano Pkwy.		4			14							
El Dorado Hills @ Saratoga Way (N)		4			14							
El Dorado Hills @ Saratoga Way (S)		4			14							
El Dorado Hills @ WB US-50 Ramps		3			3	10						1
Latrobe Rd. @ EB US-50 Ramps				3								3
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Saratoga Mixed Use Center WO#83)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		4			7							
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		4			7							
El Dorado Hills @ Harvard Way		4			7							
El Dorado Hills Blvd. @ Serrano Pkwy.		4	7		7						12	
El Dorado Hills @ Saratoga Way (N)	114					19	11	5	70		8	
El Dorado Hills @ Saratoga Way (S)		114			70							
El Dorado Hills @ WB US-50 Ramps		79			54	16	35					
Latrobe Rd. @ EB US-50 Ramps		52		22	32							26
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Diamante Estates												
Green Valley Road @ Francisco Dr.								2			4	
Green Valley Road @ El Dorado Hills Blvd.			1		1	1		1		4	3	
Green Valley Road @ Silva Valley Pkwy.								3			7	
Green Valley Road @ Loch Way								3			7	
Green Valley Road @ Wilson Estates Connector				3		7	3					1
Green Valley Road @ Malcom Dixon Road								3			7	
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		2			6							
El Dorado Hills @ Harvard Way		2			6							
El Dorado Hills Blvd. @ Serrano Pkwy.		2			6							
El Dorado Hills @ Saratoga Way (N)		2			6							
El Dorado Hills @ Saratoga Way (S)		2			6							
El Dorado Hills @ WB US-50 Ramps		1			1	4						
Latrobe Rd. @ EB US-50 Ramps				1								1
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Parkes Property (La Canada)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		4		8	11	12	4					3
Green Valley Road @ Silva Valley Pkwy.	2							2	6		1	
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		4			11							
El Dorado Hills @ Harvard Way		4			11							
El Dorado Hills Blvd. @ Serrano Pkwy.		4			11							
El Dorado Hills @ Saratoga Way (N)		4			11							
El Dorado Hills @ Saratoga Way (S)		4			11							
El Dorado Hills @ WB US-50 Ramps		4				11						
Latrobe Rd. @ EB US-50 Ramps									4			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Green Valley Center (WO#39)												
Green Valley Road @ Francisco Dr.	26				7		5	10		13		
Green Valley Road @ El Dorado Hills Blvd.						1	1	9			12	
Green Valley Road @ Silva Valley Pkwy.	7							4	5		5	
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.	43								32			
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Chartraw												
Green Valley Road @ Francisco Dr.								1			2	
Green Valley Road @ El Dorado Hills Blvd.										2	1	
Green Valley Road @ Silva Valley Pkwy.								1			3	
Green Valley Road @ Loch Way								1			3	
Green Valley Road @ Wilson Estates Connector				1		3	1					
Green Valley Road @ Malcom Dixon Road								1			3	
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		1			2							
El Dorado Hills @ Harvard Way		1			2							
El Dorado Hills Blvd. @ Serrano Pkwy.		1			2							
El Dorado Hills @ Saratoga Way (N)		1			2							
El Dorado Hills @ Saratoga Way (S)		1			2							
El Dorado Hills @ WB US-50 Ramps						2						
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Summerbrook												
Green Valley Road @ Francisco Dr.								3			8	
Green Valley Road @ El Dorado Hills Blvd.			1					3		2	8	1
Green Valley Road @ Silva Valley Pkwy.			2					4		7	11	
Green Valley Road @ Loch Way								6			18	
Green Valley Road @ Wilson Estates Connector								6			18	
Green Valley Road @ Malcom Dixon Road								6			18	
Green Valley Rd. @ Deer Valley Rd.								6			18	
Green Valley Rd. @ New Bass Lake Rd.								4	1		2	
Green Valley Rd. @ Bass Lake Rd.								4			2	
Green Valley Rd. @ Cambridge Rd.								3	1		2	
Green Valley Rd. @ Cameron Park Dr.	1							2	1		1	
El Dorado Hills Blvd. @ Francisco Dr.		1			2							
El Dorado Hills @ Harvard Way		1			2							
El Dorado Hills Blvd. @ Serrano Pkwy.		1			2					1		
El Dorado Hills @ Saratoga Way (N)		1			3							
El Dorado Hills @ Saratoga Way (S)		1			3							
El Dorado Hills @ WB US-50 Ramps		1				3						
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				3			1					
Silva Valley Pkwy. @ WB US-50 Ramps		1			3	3						1
Silva Valley Pkwy. @ Country Club Dr.		2			6							
Silva Valley Pkwy. @ Serrano Pkwy.		2			6	1						
Silva Valley Pkwy. @ Harvard Way		2			7							
Silva Valley Pkwy. @ Appian Way		2			7							
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.								6			18	
Green Valley Rd. @ Site Dwy.								6			18	

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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Silver Springs												
Green Valley Road @ Francisco Dr.								18			47	
Green Valley Road @ El Dorado Hills Blvd.			5					18		14	47	3
Green Valley Road @ Silva Valley Pkwy.			13					23		41	64	
Green Valley Road @ Loch Way								35			105	
Green Valley Road @ Wilson Estates Connector								35			105	
Green Valley Road @ Malcom Dixon Road								35			105	
Green Valley Rd. @ Deer Valley Rd.								35			105	
Green Valley Rd. @ New Bass Lake Rd.	105		26						35	9		
Green Valley Rd. @ Bass Lake Rd.								26			9	
Green Valley Rd. @ Cambridge Rd.	2							21	5		7	
Green Valley Rd. @ Cameron Park Dr.	3							11	10		4	
El Dorado Hills Blvd. @ Francisco Dr.		5			14							
El Dorado Hills @ Harvard Way		5			14							
El Dorado Hills Blvd. @ Serrano Pkwy.		5	2		14					7		
El Dorado Hills @ Saratoga Way (N)		7			21							
El Dorado Hills @ Saratoga Way (S)		7			21							
El Dorado Hills @ WB US-50 Ramps		7				21						
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				13			7					
Silva Valley Pkwy. @ WB US-50 Ramps		7			13	21						4
Silva Valley Pkwy. @ Country Club Dr.		11			34							
Silva Valley Pkwy. @ Serrano Pkwy.		11			34	7	2					
Silva Valley Pkwy. @ Harvard Way		13			41							
Silva Valley Pkwy. @ Appian Way		13			41							
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.								35			105	
Green Valley Rd. @ Site Dwy.								35			105	
Serrano Village K5												
Green Valley Road @ Francisco Dr.								10			29	
Green Valley Road @ El Dorado Hills Blvd.				1				10			29	2
Green Valley Road @ Silva Valley Pkwy.	31								11			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			7							2		
Green Valley Rd. @ New Bass Lake Rd.								7			2	
Green Valley Rd. @ Bass Lake Rd.								7			2	
Green Valley Rd. @ Cambridge Rd.								7			2	
Green Valley Rd. @ Cameron Park Dr.								7			2	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				3			8					
Silva Valley Pkwy. @ WB US-50 Ramps		8			8	25						3
Silva Valley Pkwy. @ Country Club Dr.		11			33							
Silva Valley Pkwy. @ Serrano Pkwy.			11	11						33		31
Silva Valley Pkwy. @ Harvard Way		31			11							
Silva Valley Pkwy. @ Appian Way		31			11							
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

Dixon Ranch
Traffic Impact Analysis
El Dorado Hills, California

Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Serrano Village K1/2 PH5												
Green Valley Road @ Francisco Dr.								5			15	
Green Valley Road @ El Dorado Hills Blvd.								5			15	1
Green Valley Road @ Silva Valley Pkwy.	16								5			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			3							1		
Green Valley Rd. @ New Bass Lake Rd.								3			1	
Green Valley Rd. @ Bass Lake Rd.								3			1	
Green Valley Rd. @ Cambridge Rd.								3			1	
Green Valley Rd. @ Cameron Park Dr.								3			1	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				4			4					
Silva Valley Pkwy. @ WB US-50 Ramps		4			4	13						1
Silva Valley Pkwy. @ Country Club Dr.		5			17							
Silva Valley Pkwy. @ Serrano Pkwy.			5							17		
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way				5								16
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Serrano Village K1/2 PH4												
Green Valley Road @ Francisco Dr.								4			11	
Green Valley Road @ El Dorado Hills Blvd.								4			11	1
Green Valley Road @ Silva Valley Pkwy.	12								4			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			3							1		
Green Valley Rd. @ New Bass Lake Rd.								3			1	
Green Valley Rd. @ Bass Lake Rd.								3			1	
Green Valley Rd. @ Cambridge Rd.								3			1	
Green Valley Rd. @ Cameron Park Dr.								3			1	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				3			3					
Silva Valley Pkwy. @ WB US-50 Ramps		3			3	10						1
Silva Valley Pkwy. @ Country Club Dr.		4			13							
Silva Valley Pkwy. @ Serrano Pkwy.			4							13		
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way				4								12
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Seranno Village M3												
Green Valley Road @ Francisco Dr.								3			8	
Green Valley Road @ El Dorado Hills Blvd.								3			8	
Green Valley Road @ Silva Valley Pkwy.	8								3			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			2							1		
Green Valley Rd. @ New Bass Lake Rd.								2			1	
Green Valley Rd. @ Bass Lake Rd.								2			1	
Green Valley Rd. @ Cambridge Rd.								2			1	
Green Valley Rd. @ Cameron Park Dr.								2			1	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				2			2					
Silva Valley Pkwy. @ WB US-50 Ramps		2			2	7						1
Silva Valley Pkwy. @ Country Club Dr.		3			9							
Silva Valley Pkwy. @ Serrano Pkwy.		3			9							
Silva Valley Pkwy. @ Harvard Way		3			9							
Silva Valley Pkwy. @ Appian Way			3	3						9		8
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Seranno Village M4												
Green Valley Road @ Francisco Dr.								3			9	
Green Valley Road @ El Dorado Hills Blvd.								3			9	
Green Valley Road @ Silva Valley Pkwy.	9								3			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			2							1		
Green Valley Rd. @ New Bass Lake Rd.								2			1	
Green Valley Rd. @ Bass Lake Rd.								2			1	
Green Valley Rd. @ Cambridge Rd.								2			1	
Green Valley Rd. @ Cameron Park Dr.								2			1	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				3			3					
Silva Valley Pkwy. @ WB US-50 Ramps		3			3	8						1
Silva Valley Pkwy. @ Country Club Dr.		4			11							
Silva Valley Pkwy. @ Serrano Pkwy.		4			11							
Silva Valley Pkwy. @ Harvard Way		4			11							
Silva Valley Pkwy. @ Appian Way			4	3						11		10
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

Dixon Ranch
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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Seranno Village M2												
Green Valley Road @ Francisco Dr.								5			16	
Green Valley Road @ El Dorado Hills Blvd.								5			16	1
Green Valley Road @ Silva Valley Pkwy.	17								5			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			4							1		
Green Valley Rd. @ New Bass Lake Rd.								4			1	
Green Valley Rd. @ Bass Lake Rd.								4			1	
Green Valley Rd. @ Cambridge Rd.								4			1	
Green Valley Rd. @ Cameron Park Dr.								4			1	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				5			5					
Silva Valley Pkwy. @ WB US-50 Ramps		5			5	14						2
Silva Valley Pkwy. @ Country Club Dr.		7			19							
Silva Valley Pkwy. @ Serrano Pkwy.		7			19							
Silva Valley Pkwy. @ Harvard Way		7			19							
Silva Valley Pkwy. @ Appian Way			7	5						19		17
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Seranno Village M5												
Green Valley Road @ Francisco Dr.								1			5	
Green Valley Road @ El Dorado Hills Blvd.								1			5	
Green Valley Road @ Silva Valley Pkwy.	5								1			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			1									
Green Valley Rd. @ New Bass Lake Rd.								1				
Green Valley Rd. @ Bass Lake Rd.								1				
Green Valley Rd. @ Cambridge Rd.								1				
Green Valley Rd. @ Cameron Park Dr.								1				
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				1			1					
Silva Valley Pkwy. @ WB US-50 Ramps		1			1	4						
Silva Valley Pkwy. @ Country Club Dr.		1			5							
Silva Valley Pkwy. @ Serrano Pkwy.		1			5							
Silva Valley Pkwy. @ Harvard Way		1			5							
Silva Valley Pkwy. @ Appian Way			1	1						5		5
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Springs Ranch Equestrian Center												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
TOTAL AM APPROVED PROJECT TRIPS												
Green Valley Road @ Francisco Dr.	26	3	0	0	7	0	5	69	0	13	155	1
Green Valley Road @ El Dorado Hills Blvd.	0	21	10	11	79	21	9	67	0	32	172	13
Green Valley Road @ Silva Valley Pkwy.	107	1	15	0	3	3	0	46	43	48	109	0
Green Valley Road @ Loch Way	0	0	0	0	0	0	0	52	0	0	151	0
Green Valley Road @ Wilson Estates Connector	0	0	0	12	0	28	11	41	0	0	123	4
Green Valley Road @ Malcom Dixon Road	0	0	0	0	0	0	0	52	0	0	151	0
Green Valley Rd. @ Deer Valley Rd.	0	0	22	0	0	0	0	41	0	7	123	0
Green Valley Rd. @ New Bass Lake Rd.	105	0	26	0	0	0	0	26	36	9	9	0
Green Valley Rd. @ Bass Lake Rd.	0	0	0	0	0	0	0	52	0	0	18	0
Green Valley Rd. @ Cambridge Rd.	2	0	0	0	0	0	0	46	6	0	16	0
Green Valley Rd. @ Cameron Park Dr.	4	0	0	0	0	0	0	35	11	0	12	0
El Dorado Hills Blvd. @ Francisco Dr.	46	31	0	0	107	0	0	0	32	0	1	0
El Dorado Hills @ Harvard Way	0	35	0	0	107	0	0	0	0	0	0	0
El Dorado Hills Blvd. @ Serrano Pkwy.	0	41	20	0	125	3	0	0	0	79	0	0
El Dorado Hills @ Saratoga Way (N)	125	46	0	0	177	19	11	5	105	0	8	0
El Dorado Hills @ Saratoga Way (S)	0	205	1	0	308	0	0	0	0	0	0	0
El Dorado Hills @ WB US-50 Ramps	89	167	0	0	237	69	35	0	0	143	0	3
Latrobe Rd. @ EB US-50 Ramps	0	212	72	32	347	0	0	0	169	0	0	30
Silva Valley Pkwy. @ EB US-50 Ramps	0	0	0	37	0	0	34	0	0	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	0	34	0	0	42	105	0	0	0	0	0	14
Silva Valley Pkwy. @ Country Club Dr.	0	48	0	0	147	0	0	0	0	0	0	0
Silva Valley Pkwy. @ Serrano Pkwy.	0	28	20	11	84	8	2	0	0	63	0	31
Silva Valley Pkwy. @ Harvard Way	0	61	0	0	103	0	0	0	0	0	0	0
Silva Valley Pkwy. @ Appian Way	0	46	15	21	59	0	0	0	0	44	0	68
Aberdeen Lane @ Appian Way	0	0	0	0	0	0	0	0	0	0	0	0
Green Valley Rd. @ Site Dwy.	0	0	0	0	0	0	0	41	0	0	123	0
Green Valley Rd. @ Site Dwy.	0	0	0	0	0	0	0	41	0	0	123	0

Existing Volumes - *PM Peak*

Intersection		NB			SB			EB			WB		
		L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	2013	308	248	17	105	205	200	418	689	314	141	433	67
Green Valley Road @ El Dorado Hills Blvd.	2013	55	153	57	49	70	94	114	758	24	30	460	77
Green Valley Road @ Silva Valley Pkwy.	2013	211	15	56	2	7	2	6	585	268	34	349	3
Green Valley Road @ Loch Way	2013	21	0	4	0	0	0	0	641	27	4	357	0
Green Valley Road @ Wilson Estates Connector	FUTURE								645			361	
Green Valley Road @ Malcom Dixon Road	2013	0	0	0	10	0	14	12	638	0	8	353	5
Green Valley Rd. @ Deer Valley Rd.	2013	8	1	11	7	0	14	45	592	18	16	339	7
Green Valley Rd. @ Silver Springs Pkwy	FUTURE								665			370	
Green Valley Rd. @ Bass Lake Rd.	2013	60	6	177	15	6	11	2	549	114	110	299	8
Green Valley Rd. @ Cambridge Rd.	2013	95	4	69	7	4	12	24	571	140	43	311	8
Green Valley Rd. @ Cameron Park Dr.	2013	217	112	130	28	83	17	78	273	254	83	138	15
El Dorado Hills Blvd. @ Francisco Dr.	2013	504	281	19	9	156	2	0	41	449	26	35	40
El Dorado Hills @ Harvard Way	2013	0	844	184	162	539	0	0	0	0	141	0	125
El Dorado Hills Blvd. @ Serrano Pkwy.	2013	120	1241	535	24	745	46	25	18	46	274	33	18
El Dorado Hills @ Saratoga Way (N)	2013	94	1530	77	158	827	27	31	19	75	43	11	304
El Dorado Hills @ Saratoga Way (S)	2013	0	1577	320	61	910	0	0	0	0	247	0	82
El Dorado Hills @ WB US-50 Ramps	2013	1137	1735	0	0	601	509	0	0	0	363	1	235
Latrobe Rd. @ EB US-50 Ramps	2013	0	1844	720	200	690	0	0	0	774	8	0	1023
Silva Valley Pkwy. @ EB US-50 Ramps	FUTURE												
Silva Valley Pkwy. @ WB US-50 Ramps	FUTURE												
Silva Valley Pkwy. @ Country Club Dr.	FUTURE												
Silva Valley Pkwy. @ Serrano Pkwy.	2013	74	265	222	170	170	76	85	331	39	131	184	143
Silva Valley Pkwy. @ Harvard Way	2013	177	284	10	9	195	67	121	10	185	8	10	5
Silva Valley Pkwy. @ Appian Way	2013	70	243	89	47	191	26	17	4	39	56	2	43
Green Valley Rd. @ Site Dwy RIRO									648			358	
Green Valley Rd. @ Site Dwy. Full	2013								648			358	

Existing plus Proposed Project Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	308	248	17	105	205	200	418	795	314	141	496	67
Green Valley Road @ El Dorado Hills Blvd.	55	153	163	55	70	94	114	864	24	53	523	81
Green Valley Road @ Silva Valley Pkwy.	211	15	71	2	7	2	6	804	268	43	479	3
Green Valley Road @ Loch Way	21	0	4	0	0	0	0	875	27	4	496	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	879	0	8	500	0
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	14	12	872	0	8	492	5
Green Valley Rd. @ Deer Valley Rd.	8	1	11	7	0	14	45	633	18	16	409	7
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	706	0	8	440	0
Green Valley Rd. @ Bass Lake Rd.	72	6	177	15	6	11	2	583	121	110	357	8
Green Valley Rd. @ Cambridge Rd.	107	4	69	7	4	12	24	598	147	43	357	8
Green Valley Rd. @ Cameron Park Dr.	238	112	130	28	83	17	78	287	267	83	162	15
El Dorado Hills Blvd. @ Francisco Dr.	504	387	19	9	219	2	0	41	449	26	35	40
El Dorado Hills @ Harvard Way	0	950	184	162	602	0	0	0	0	141	0	125
El Dorado Hills Blvd. @ Serrano Pkwy.	120	1347	550	24	808	46	25	18	46	283	33	18
El Dorado Hills @ Saratoga Way (N)	94	1652	77	158	899	27	31	19	75	43	11	304
El Dorado Hills @ Saratoga Way (S)	0	1699	320	61	982	0	0	0	0	247	0	82
El Dorado Hills @ WB US-50 Ramps	1137	1826	0	0	619	568	0	0	0	363	1	265
Latrobe Rd. @ EB US-50 Ramps	0	1844	720	218	690	0	0	0	774	8	0	1114
Silva Valley Pkwy. @ EB US-50 Ramps	0	0	0	0	0	0	0	0	0	8	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	0	0	0	0	0	0	0	0	0	8	0	0
Silva Valley Pkwy. @ Country Club Dr.	0	0	0	0	0	0	0	0	0	8	0	0
Silva Valley Pkwy. @ Serrano Pkwy.	74	265	222	170	170	85	100	331	39	131	184	143
Silva Valley Pkwy. @ Harvard Way	177	299	10	9	204	67	121	10	185	8	10	5
Silva Valley Pkwy. @ Appian Way	70	258	89	47	200	26	17	4	39	56	2	43
Green Valley Rd. @ Site Dwy RIRO	0	0	14	0	0	0	0	765	117	8	497	0
Green Valley Rd. @ Site Dwy. Full	139	0	28	0	0	0	0	662	117	70	358	0

Existing plus Approved Project (5 YR. GROWTH) Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	316	254	17	110	215	209	443	730	333	162	498	77
Green Valley Road @ El Dorado Hills Blvd.	59	165	62	58	82	110	124	828	26	35	532	89
Green Valley Road @ Silva Valley Pkwy.	265	19	70	2	8	2	7	665	305	38	392	3
Green Valley Road @ Loch Way	23	0	4	0	0	0	0	705	30	4	393	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	710	0	0	397	0
Green Valley Road @ Malcom Dixon Road	0	0	0	11	0	15	13	702	0	0	388	6
Green Valley Rd. @ Deer Valley Rd.	9	1	13	8	0	17	49	639	19	17	364	8
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	732	0	0	407	0
Green Valley Rd. @ Bass Lake Rd.	71	7	210	18	7	13	2	584	121	117	318	8
Green Valley Rd. @ Cambridge Rd.	101	4	73	7	4	13	27	644	158	46	329	8
Green Valley Rd. @ Cameron Park Dr.	235	121	141	28	84	17	87	304	283	86	143	16
El Dorado Hills Blvd. @ Francisco Dr.	517	288	19	9	159	2	0	42	460	27	36	41
El Dorado Hills @ Harvard Way	0	865	189	163	541	0	0	0	0	145	0	128
El Dorado Hills Blvd. @ Serrano Pkwy.	123	1272	548	25	764	47	27	19	50	296	36	19
El Dorado Hills @ Saratoga Way (N)	106	1729	87	164	861	28	34	21	83	47	12	334
El Dorado Hills @ Saratoga Way (S)	0	1782	362	63	947	0	0	0	0	272	0	90
El Dorado Hills @ WB US-50 Ramps	987	1687	286	54	985	421	212	70	302	212	155	91
Latrobe Rd. @ EB US-50 Ramps	0	1929	619	527	972	0	0	0	1423	0	0	1031
Silva Valley Pkwy. @ EB US-50 Ramps	743	919	0	0	1033	848	482	0	184	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	324	1077	0	0	977	343	0	0	0	906	0	534
Silva Valley Pkwy. @ Country Club Dr.	0	1348	263	0	1288	0	0	0	0	32	0	205
Silva Valley Pkwy. @ Serrano Pkwy.	192	692	374	223	443	112	175	227	175	361	111	145
Silva Valley Pkwy. @ Harvard Way	226	363	13	12	257	88	164	14	251	9	11	6
Silva Valley Pkwy. @ Appian Way	80	276	101	56	227	34	19	4	43	62	2	47
Green Valley Rd. @ Site Dwy RIRO							0	702	0	0	393	0
Green Valley Rd. @ Site Dwy. Full							0	702	0	0	393	0

Existing plus Approved Project (Approved Projects) Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	348	252	17	105	210	200	426	893	314	150	535	68
Green Valley Road @ El Dorado Hills Blvd.	55	214	92	59	101	109	138	957	24	51	567	92
Green Valley Road @ Silva Valley Pkwy.	282	18	106	2	9	4	9	713	382	64	420	3
Green Valley Road @ Loch Way	21	0	4	0	0	0	0	810	27	4	453	0
Green Valley Road @ Wilson Estates Connector	0	0	0	8	0	19	31	783	0	0	438	12
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	14	12	807	0	0	449	5
Green Valley Rd. @ Deer Valley Rd.	8	1	23	7	0	14	45	730	18	39	416	7
Green Valley Rd. @ Silver Springs Pkwy	67	0	17	0	0	0	0	680	114	29	402	0
Green Valley Rd. @ Bass Lake Rd.	61	6	177	15	6	11	2	581	114	110	359	8
Green Valley Rd. @ Cambridge Rd.	102	4	69	7	4	12	24	600	143	43	364	8
Green Valley Rd. @ Cameron Park Dr.	229	112	130	28	83	17	78	294	262	83	179	15
El Dorado Hills Blvd. @ Francisco Dr.	535	371	19	9	202	2	0	41	497	26	36	40
El Dorado Hills @ Harvard Way	0	939	184	162	585	0	0	0	0	141	0	125
El Dorado Hills Blvd. @ Serrano Pkwy.	120	1355	591	24	812	49	25	18	46	305	33	18
El Dorado Hills @ Saratoga Way (N)	295	1627	78	158	883	62	86	27	210	43	22	304
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way	177	397	10	9	285	67	121	10	185	8	10	5
Silva Valley Pkwy. @ Appian Way	70	313	132	115	255	29	17	4	39	82	2	83
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	778	0	0	435	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	778	0	0	435	0

Dixon Ranch
Traffic Impact Analysis

El Dorado Hills,
California

Existing plus Approved Project - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	348	252	17	105	210	200	426	893	314	150	535	68
Green Valley Road @ El Dorado Hills Blvd.	55	214	92	59	101	109	138	957	24	51	567	92
Green Valley Road @ Silva Valley Pkwy.	282	18	106	2	9	4	9	713	382	64	420	3
Green Valley Road @ Loch Way	21	0	4	0	0	0	0	810	27	4	453	0
Green Valley Road @ Wilson Estates Connector	0	0	0	8	0	19	31	783	0	0	438	12
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	14	12	807	0	0	449	5
Green Valley Rd. @ Deer Valley Rd.	8	1	23	7	0	14	45	730	18	39	416	7
Green Valley Rd. @ Silver Springs Pkwy	67	0	17	0	0	0	0	680	114	29	402	0
Green Valley Rd. @ Bass Lake Rd.	71	7	210	18	7	13	2	584	121	117	318	8
Green Valley Rd. @ Cambridge Rd.	101	4	73	7	4	13	27	644	158	46	329	8
Green Valley Rd. @ Cameron Park Dr.	235	121	141	28	84	17	87	304	283	86	143	16
El Dorado Hills Blvd. @ Francisco Dr.	535	371	19	9	202	2	0	41	497	26	36	40
El Dorado Hills @ Harvard Way	0	939	184	162	585	0	0	0	0	141	0	125
El Dorado Hills Blvd. @ Serrano Pkwy.	120	1355	591	24	1086	49	25	18	46	305	33	18
El Dorado Hills @ Saratoga Way (N)	295	1627	78	158	1207	62	86	27	210	43	22	304
El Dorado Hills @ Saratoga Way (S)	987	1687	286	54	985	421	212	70	302	212	155	91
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	1929	619	527	972	0	0	0	1423	0	0	1031
Silva Valley Pkwy. @ EB US-50 Ramps	0	919	743	848	1033	0	482	0	184	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	324	1077	0	0	977	343	0	0	0	906	0	534
Silva Valley Pkwy. @ Country Club Dr.	0	1348	263	0	1288	0	0	0	0	32	0	205
Silva Valley Pkwy. @ Serrano Pkwy.	192	692	374	223	443	112	175	227	175	361	111	145
Silva Valley Pkwy. @ Harvard Way	226	363	13	12	257	88	164	14	251	9	11	6
Silva Valley Pkwy. @ Appian Way	70	313	132	115	255	29	17	4	39	82	2	83
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	778	0	0	435	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	778	0	0	435	0

Existing plus Approved Project plus Proposed Project Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	348	252	17	105	210	200	426	999	314	150	598	68
Green Valley Road @ El Dorado Hills Blvd.	55	214	122	65	101	109	138	1063	24	69	630	96
Green Valley Road @ Silva Valley Pkwy.	282	18	197	2	9	4	9	856	382	118	505	3
Green Valley Road @ Loch Way	21	0	4	0	0	0	0	1044	27	4	592	0
Green Valley Road @ Wilson Estates Connector	0	0	0	8	0	19	31	1017	0	0	577	12
Green Valley Road @ Malcom Dixon Road	0	0	0	10	0	14	12	1041	0	0	588	5
Green Valley Rd. @ Deer Valley Rd.	8	1	23	7	0	14	45	771	18	39	486	7
Green Valley Rd. @ Silver Springs Pkwy	79	0	17	0	0	0	0	714	121	29	460	0
Green Valley Rd. @ Bass Lake Rd.	71	7	210	18	7	13	2	618	121	117	376	8
Green Valley Rd. @ Cambridge Rd.	113	4	73	7	4	13	27	671	165	46	375	8
Green Valley Rd. @ Cameron Park Dr.	256	121	141	28	84	17	87	318	296	86	167	16
El Dorado Hills Blvd. @ Francisco Dr.	535	401	19	9	220	2	0	41	497	26	36	40
El Dorado Hills @ Harvard Way	0	969	184	162	603	0	0	0	0	141	0	125
El Dorado Hills Blvd. @ Serrano Pkwy.	120	1335	606	24	1104	49	25	18	46	314	33	18
El Dorado Hills @ Saratoga Way (N)	295	1673	78	158	1234	62	86	27	210	43	22	304
El Dorado Hills @ Saratoga Way (S)	987	1733	286	54	1012	448	212	70	302	212	155	91
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	1929	619	527	972	0	0	0	1423	0	0	1077
Silva Valley Pkwy. @ EB US-50 Ramps	0	919	743	848	1033	0	528	0	184	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	324	1123	0	0	995	373	0	0	0	986	0	564
Silva Valley Pkwy. @ Country Club Dr.	0	1424	263	0	1333	0	0	0	0	32	0	205
Silva Valley Pkwy. @ Serrano Pkwy.	192	766	374	223	488	121	190	227	175	361	111	145
Silva Valley Pkwy. @ Harvard Way	226	454	13	12	311	88	164	14	251	9	11	6
Silva Valley Pkwy. @ Appian Way	70	404	132	115	309	29	17	4	39	82	2	83
Green Valley Rd. @ Site Dwy RIRO	0	0	14	0	0	0	0	895	117	0	574	0
Green Valley Rd. @ Site Dwy. Full	139	0	28	0	0	0	0	792	117	70	435	0

Kimley-Horn and Associates, Inc.

Appendix D

5/8/2013

Cumulative Project (12 YR. GROWTH) Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	326	263	18	117	228	223	478	787	359	191	588	91
Green Valley Road @ El Dorado Hills Blvd.	66	182	68	69	99	133	139	925	29	41	633	106
Green Valley Road @ Silva Valley Pkwy.	341	24	90	2	9	2	8	778	356	44	452	4
Green Valley Road @ Loch Way	26	0	5	0	0	0	0	795	33	5	443	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	800	0	0	448	0
Green Valley Road @ Malcom Dixon Road	0	0	0	12	0	17	15	791	0	0	438	6
Green Valley Rd. @ Deer Valley Rd.	11	1	16	10	0	20	54	706	21	19	399	8
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	825	0	0	459	0
Green Valley Rd. @ Bass Lake Rd.	87	9	255	22	9	16	2	632	131	126	344	9
Green Valley Rd. @ Cambridge Rd.	109	5	79	8	5	14	31	745	183	49	354	9
Green Valley Rd. @ Cameron Park Dr.	259	134	155	29	85	17	99	348	324	90	149	16
El Dorado Hills Blvd. @ Francisco Dr.	534	298	20	9	164	2	0	43	476	28	37	42
El Dorado Hills @ Harvard Way	0	895	195	164	544	0	0	0	0	149	0	133
El Dorado Hills Blvd. @ Serrano Pkwy.	127	1315	567	25	790	49	30	22	55	328	39	22
El Dorado Hills @ Saratoga Way (N)	123	2007	101	173	908	30	38	24	93	53	14	377
El Dorado Hills @ Saratoga Way (S)	0	2069	420	67	999	0	0	0	0	306	0	102
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way	340	545	19	14	304	104	244	20	373	10	12	6
Silva Valley Pkwy. @ Appian Way	112	389	142	65	266	40	21	5	48	69	2	53
Green Valley Rd. @ Site Dwy RIRO							0	773	0	0	464	0
Green Valley Rd. @ Site Dwy. Full							0	773	0	0	464	0

Cumulative Project (Turn32) Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	322	264	19	123	227	227	485	813	353	195	608	98
Green Valley Road @ El Dorado Hills Blvd.	73	184	74	68	97	131	137	957	36	44	659	100
Green Valley Road @ Silva Valley Pkwy.	349	20	96	2	9	2	10	809	361	47	469	6
Green Valley Road @ Loch Way	26	0	5	0	0	0	0	829	33	5	464	0
Green Valley Road @ Wilson Estates Connector	0	0	0	0	0	0	0	835	0	0	467	0
Green Valley Road @ Malcom Dixon Road	0	0	0	12	0	18	15	826	0	0	457	6
Green Valley Rd. @ Deer Valley Rd.	18	2	16	10	0	21	51	719	26	23	413	8
Green Valley Rd. @ Silver Springs Pkwy	0	0	0	0	0	0	0	833	0	0	464	0
Green Valley Rd. @ Bass Lake Rd.	87	9	253	22	9	16	3	638	131	124	347	9
Green Valley Rd. @ Cambridge Rd.	119	5	72	8	5	15	31	732	189	47	346	9
Green Valley Rd. @ Cameron Park Dr.	256	137	159	32	89	19	108	345	319	91	150	18
El Dorado Hills Blvd. @ Francisco Dr.	531	311	24	9	173	2	0	39	476	28	36	43
El Dorado Hills @ Harvard Way	0	875	232	189	525	0	0	0	0	178	0	156
El Dorado Hills Blvd. @ Serrano Pkwy.	108	1308	595	38	779	56	35	27	47	337	51	34
El Dorado Hills @ Saratoga Way (N)	122	2000	110	165	906	30	38	24	94	56	17	374
El Dorado Hills @ Saratoga Way (S)	0	2060	422	67	999	0	0	0	0	309	0	102
El Dorado Hills @ WB US-50 Ramps	1077	1850	298	56	1260	364	223	73	272	221	161	95
Latrobe Rd. @ EB US-50 Ramps	0	2163	573	674	1079	0	0	0	1718	0	0	1062
Silva Valley Pkwy. @ EB US-50 Ramps	1024	1235	0	0	1413	766	578	0	201	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	468	1345	0	0	1183	383	0	0	0	998	0	578
Silva Valley Pkwy. @ Country Club Dr.	0	1513	410	0	1517	0	0	0	0	49	0	320
Silva Valley Pkwy. @ Serrano Pkwy.	200	894	460	232	574	117	182	237	186	439	116	151
Silva Valley Pkwy. @ Harvard Way	341	550	19	14	307	105	245	20	374	10	12	6
Silva Valley Pkwy. @ Appian Way	111	398	141	66	271	41	21	5	48	69	2	53
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	807	0	0	484	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	807	0	0	484	0

Cumulative Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	322	264	19	123	227	227	485	813	353	195	608	98
Green Valley Road @ El Dorado Hills Blvd.	73	184	74	68	97	131	137	957	36	44	659	100
Green Valley Road @ Silva Valley Pkwy.	349	20	96	2	9	2	10	809	361	47	469	6
Green Valley Road @ Loch Way	26	0	5	0	0	0	0	829	33	5	464	0
Green Valley Road @ Wilson Estates Connector	0	0	0	8	0	19	0	835	0	0	467	0
Green Valley Road @ Malcom Dixon Road	0	0	0	12	0	18	15	826	0	0	457	6
Green Valley Rd. @ Deer Valley Rd.	18	2	23	10	0	21	51	730	26	39	416	8
Green Valley Rd. @ Silver Springs Pkwy	79	0	17	0	0	0	0	833	0	0	464	0
Green Valley Rd. @ Bass Lake Rd.	87	9	253	22	9	16	3	638	131	124	347	9
Green Valley Rd. @ Cambridge Rd.	109	5	79	8	5	14	31	745	183	49	354	9
Green Valley Rd. @ Cameron Park Dr.	256	137	159	32	89	19	108	345	319	91	150	18
El Dorado Hills Blvd. @ Francisco Dr.	535	371	24	9	202	2	0	39	497	28	36	43
El Dorado Hills @ Harvard Way	0	939	232	189	585	0	0	0	0	178	0	156
El Dorado Hills Blvd. @ Serrano Pkwy.	120	1582	705	38	1320	56	35	27	112	337	51	34
El Dorado Hills @ Saratoga Way (N)	295	1944	101	173	1534	62	86	27	210	53	22	377
El Dorado Hills @ Saratoga Way (S)	1077	2022	298	56	1320	421	223	73	272	221	161	95
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	2335	619	674	1139	0	0	0	1718	0	0	1062
Silva Valley Pkwy. @ EB US-50 Ramps	1024	1235	0	0	1413	766	578	0	201	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	468	1345	0	0	1183	383	0	0	0	998	0	578
Silva Valley Pkwy. @ Country Club Dr.		1513	410	0	1517	0	0	0	0	49	0	320
Silva Valley Pkwy. @ Serrano Pkwy.	200	894	460	232	574	117	182	237	186	439	116	151
Silva Valley Pkwy. @ Harvard Way	341	550	19	14	307	105	245	20	374	10	12	6
Silva Valley Pkwy. @ Appian Way	111	398	141	115	271	41	21	5	48	82	2	83
Green Valley Rd. @ Site Dwy RIRO	0	0	0	0	0	0	0	807	0	0	484	0
Green Valley Rd. @ Site Dwy. Full	0	0	0	0	0	0	0	807	0	0	484	0

Cumulative plus Proposed Project Volumes - *PM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Green Valley Road @ Francisco Dr.	322	264	19	123	227	227	485	919	353	195	671	98
Green Valley Road @ El Dorado Hills Blvd.	73	184	104	74	97	131	137	1063	36	62	722	104
Green Valley Road @ Silva Valley Pkwy.	349	20	187	2	9	2	10	952	361	101	554	6
Green Valley Road @ Loch Way	26	0	5	0	0	0	0	1063	33	5	603	0
Green Valley Road @ Wilson Estates Connector	0	0	0	8	0	19	0	1069	0	0	606	0
Green Valley Road @ Malcom Dixon Road	0	0	0	12	0	18	15	1060	0	0	596	6
Green Valley Rd. @ Deer Valley Rd.	18	2	23	10	0	21	51	771	26	39	486	8
Green Valley Rd. @ Silver Springs Pkwy	91	0	17	0	0	0	0	867	7	0	522	0
Green Valley Rd. @ Bass Lake Rd.	87	9	253	22	9	16	3	672	131	124	405	9
Green Valley Rd. @ Cambridge Rd.	121	5	79	8	5	14	31	772	190	49	400	9
Green Valley Rd. @ Cameron Park Dr.	277	137	159	32	89	19	108	359	332	91	174	18
El Dorado Hills Blvd. @ Francisco Dr.	535	401	24	9	220	2	0	39	497	28	36	43
El Dorado Hills @ Harvard Way	0	969	232	189	603	0	0	0	0	178	0	156
El Dorado Hills Blvd. @ Serrano Pkwy.	120	1612	720	38	1338	56	35	27	112	346	51	34
El Dorado Hills @ Saratoga Way (N)	295	1990	101	173	1561	62	86	27	210	53	22	377
El Dorado Hills @ Saratoga Way (S)	1077	2068	298	56	1320	448	223	73	272	221	161	95
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps	0	2335	619	674	1139	0	0	0	1718	0	0	1108
Silva Valley Pkwy. @ EB US-50 Ramps	1024	1235	0	0	1413	784	624	0	201	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	468	1391	0	0	1201	413	0	0	0	998	0	608
Silva Valley Pkwy. @ Country Club Dr.	0	1589	410	0	1562	0	0	0	0	49	0	320
Silva Valley Pkwy. @ Serrano Pkwy.	200	970	460	232	619	123	197	237	186	439	116	151
Silva Valley Pkwy. @ Harvard Way	341	641	19	14	361	105	245	20	374	10	12	6
Silva Valley Pkwy. @ Appian Way	111	489	141	115	325	41	21	5	48	82	2	83
Green Valley Rd. @ Site Dwy RIRO	0	0	14	0	0	0	0	924	117	0	623	0
Green Valley Rd. @ Site Dwy. Full	139	0	28	0	0	0	0	821	117	70	484	0

Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lessara Development												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)	2		1		2				5			
El Dorado Hills @ Saratoga Way (S)		3			7					1		
El Dorado Hills @ WB US-50 Ramps	8	4			8					11		
Latrobe Rd. @ EB US-50 Ramps		26	12		4				4			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Carson Creek-Unit 1 (WO#13)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		8			11							
El Dorado Hills @ WB US-50 Ramps	4	8			11					11		
Latrobe Rd. @ EB US-50 Ramps		15	9		10				3			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Carson Creek-Unit 2 (WO#??)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		19			29							
El Dorado Hills @ WB US-50 Ramps	10	19			29					27		
Latrobe Rd. @ EB US-50 Ramps		29	18		56				15			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Ridgeview 9 (WO#16)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.		19			9							
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Sun Stone Business Park (WO#22)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		31			9							
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		31			9							
El Dorado Hills @ Harvard Way		31			9							
El Dorado Hills Blvd. @ Serrano Pkwy.		31	36		9					11		
El Dorado Hills @ Saratoga Way (N)	20	67			20				6			
El Dorado Hills @ Saratoga Way (S)		87			26							
El Dorado Hills @ WB US-50 Ramps	69	87			26					18		
Latrobe Rd. @ EB US-50 Ramps		156	61		44				21			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Hilldale Office Park (WO #23)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		2										
El Dorado Hills @ WB US-50 Ramps	8	2								1		
Latrobe Rd. @ EB US-50 Ramps		1	1		8				9			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Sparks Property (WO#24)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.		3			2	2	3					
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Lomita Way Rezone From RE 10 to R2A (WO#25)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		7		2	4	3	5					3
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
West Valley Villages 6&7 (WO#26)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps	15									7		
Latrobe Rd. @ EB US-50 Ramps		28	8		3				9			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Promontory Village Center, Lot H (WO#52)												
Green Valley Road @ Francisco Dr.		4										1
Green Valley Road @ El Dorado Hills Blvd.							1	2				
Green Valley Road @ Silva Valley Pkwy.								2				
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.	4									1		
El Dorado Hills @ Harvard Way		5										
El Dorado Hills Blvd. @ Serrano Pkwy.		5			12	3						
El Dorado Hills @ Saratoga Way (N)		5			12							
El Dorado Hills @ Saratoga Way (S)		5			12							
El Dorado Hills @ WB US-50 Ramps		3			12	2						3
Latrobe Rd. @ EB US-50 Ramps		2		8	2							
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
El Dorado Professional Center (WO#58)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.												
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)		9			2							
El Dorado Hills @ WB US-50 Ramps	40	9			2					6		
Latrobe Rd. @ EB US-50 Ramps		49	25		8				10			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Wilson Estates (WO#37)												
Green Valley Road @ Francisco Dr.								13			7	
Green Valley Road @ El Dorado Hills Blvd.		3	11		2	2	3	9		7	5	
Green Valley Road @ Silva Valley Pkwy.								20			12	
Green Valley Road @ Loch Way								20			12	
Green Valley Road @ Wilson Estates Connector				5		12	20					8
Green Valley Road @ Malcom Dixon Road								20			12	
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		14			8							
El Dorado Hills @ Harvard Way		14			8							
El Dorado Hills Blvd. @ Serrano Pkwy.		14			8							
El Dorado Hills @ Saratoga Way (N)		14			8							
El Dorado Hills @ Saratoga Way (S)		14			8							
El Dorado Hills @ WB US-50 Ramps		11			3	6						3
Latrobe Rd. @ EB US-50 Ramps				3								11
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Saratoga Mixed Use Center WO#83)												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		7			8							
Green Valley Road @ Silva Valley Pkwy.												
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		7			8							
El Dorado Hills @ Harvard Way		7			8							
El Dorado Hills Blvd. @ Serrano Pkwy.		7	12		8					15		
El Dorado Hills @ Saratoga Way (N)	179	-37			-12	35	55	8	124		11	
El Dorado Hills @ Saratoga Way (S)		142			112							
El Dorado Hills @ WB US-50 Ramps		98			86	26	44					
Latrobe Rd. @ EB US-50 Ramps		65		35	51							33
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Diamante Estates												
Green Valley Road @ Francisco Dr.								5			3	
Green Valley Road @ El Dorado Hills Blvd.		1	4		1	1	1	4		3	2	
Green Valley Road @ Silva Valley Pkwy.								8			5	
Green Valley Road @ Loch Way								8			5	
Green Valley Road @ Wilson Estates Connector				2		5	8					3
Green Valley Road @ Malcom Dixon Road								8			5	
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		6			3							
El Dorado Hills @ Harvard Way		6			3							
El Dorado Hills Blvd. @ Serrano Pkwy.		6			3							
El Dorado Hills @ Saratoga Way (N)		6			3							
El Dorado Hills @ Saratoga Way (S)		6			3							
El Dorado Hills @ WB US-50 Ramps		4			1	2						1
Latrobe Rd. @ EB US-50 Ramps				1								4
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Parkes Property												
Green Valley Road @ Francisco Dr.												
Green Valley Road @ El Dorado Hills Blvd.		12		5	7	8	13					8
Green Valley Road @ Silva Valley Pkwy.	6							1	4		2	
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		12			7							
El Dorado Hills @ Harvard Way		12			7							
El Dorado Hills Blvd. @ Serrano Pkwy.		12			7							
El Dorado Hills @ Saratoga Way (N)		12			7							
El Dorado Hills @ Saratoga Way (S)		12			7							
El Dorado Hills @ WB US-50 Ramps		12				7						
Latrobe Rd. @ EB US-50 Ramps		1							11			
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Green Valley Center (WO#39)												
Green Valley Road @ Francisco Dr.	40				5		8	15		9		
Green Valley Road @ El Dorado Hills Blvd.						1	1	14			8	
Green Valley Road @ Silva Valley Pkwy.	5							6	8		3	
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.	27								48			
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Chartraw												
Green Valley Road @ Francisco Dr.								2			1	
Green Valley Road @ El Dorado Hills Blvd.			2					1		1	1	
Green Valley Road @ Silva Valley Pkwy.								3			2	
Green Valley Road @ Loch Way								3			2	
Green Valley Road @ Wilson Estates Connector				1		2	3					1
Green Valley Road @ Malcom Dixon Road								3			2	
Green Valley Rd. @ Deer Valley Rd.												
Green Valley Rd. @ New Bass Lake Rd.												
Green Valley Rd. @ Bass Lake Rd.												
Green Valley Rd. @ Cambridge Rd.												
Green Valley Rd. @ Cameron Park Dr.												
El Dorado Hills Blvd. @ Francisco Dr.		2			1							
El Dorado Hills @ Harvard Way		2			1							
El Dorado Hills Blvd. @ Serrano Pkwy.		2			1							
El Dorado Hills @ Saratoga Way (N)		2			1							
El Dorado Hills @ Saratoga Way (S)		2			1							
El Dorado Hills @ WB US-50 Ramps		2				1						
Latrobe Rd. @ EB US-50 Ramps												2
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Summerbrook												
Green Valley Road @ Francisco Dr.								8			3	
Green Valley Road @ El Dorado Hills Blvd.			2					8		1	3	
Green Valley Road @ Silva Valley Pkwy.			6					10		4	6	
Green Valley Road @ Loch Way								16			10	
Green Valley Road @ Wilson Estates Connector								16			10	
Green Valley Road @ Malcom Dixon Road								16			10	
Green Valley Rd. @ Deer Valley Rd.								16			10	
Green Valley Rd. @ New Bass Lake Rd.								3			5	
Green Valley Rd. @ Bass Lake Rd.	1							3			4	
Green Valley Rd. @ Cambridge Rd.	1							3			3	
Green Valley Rd. @ Cameron Park Dr.	1							2	1		2	
El Dorado Hills Blvd. @ Francisco Dr.		2			1							
El Dorado Hills @ Harvard Way		2			1							
El Dorado Hills Blvd. @ Serrano Pkwy.		2	1		1					1		
El Dorado Hills @ Saratoga Way (N)		3			2							
El Dorado Hills @ Saratoga Way (S)		3			2							
El Dorado Hills @ WB US-50 Ramps		3				2						
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				1			3					
Silva Valley Pkwy. @ WB US-50 Ramps		3			1	2						2
Silva Valley Pkwy. @ Country Club Dr.		5			3							
Silva Valley Pkwy. @ Serrano Pkwy.		5			4	1	1					
Silva Valley Pkwy. @ Harvard Way		6			4							
Silva Valley Pkwy. @ Appian Way		6			4							
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.								16			10	
Green Valley Rd. @ Site Dwy.								16			10	

Dixon Ranch
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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Silver Springs												
Green Valley Road @ Francisco Dr.								54			30	
Green Valley Road @ El Dorado Hills Blvd.		1	16					54		9	30	2
Green Valley Road @ Silva Valley Pkwy.			44					70		26	41	
Green Valley Road @ Loch Way								114			67	
Green Valley Road @ Wilson Estates Connector								114			67	
Green Valley Road @ Malcom Dixon Road								114			67	
Green Valley Rd. @ Deer Valley Rd.								114			67	
Green Valley Rd. @ New Bass Lake Rd.	67		17						114	29		
Green Valley Rd. @ Bass Lake Rd.								17			29	
Green Valley Rd. @ Cambridge Rd.	6							14	3		23	
Green Valley Rd. @ Cameron Park Dr.	11							7	7		12	
El Dorado Hills Blvd. @ Francisco Dr.		16			9							
El Dorado Hills @ Harvard Way		16			9							
El Dorado Hills Blvd. @ Serrano Pkwy.		16	7		9					4		
El Dorado Hills @ Saratoga Way (N)		25			13							
El Dorado Hills @ Saratoga Way (S)		25			13							
El Dorado Hills @ WB US-50 Ramps		25				13						
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				8			22					
Silva Valley Pkwy. @ WB US-50 Ramps		22			8	14						15
Silva Valley Pkwy. @ Country Club Dr.		37			22							
Silva Valley Pkwy. @ Serrano Pkwy.		37			22	4	7					
Silva Valley Pkwy. @ Harvard Way		44			26							
Silva Valley Pkwy. @ Appian Way		44			26							
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.								114			67	
Green Valley Rd. @ Site Dwy.								114			67	
Serrano Village K5												
Green Valley Road @ Francisco Dr.								32			19	
Green Valley Road @ El Dorado Hills Blvd.				2				32			19	1
Green Valley Road @ Silva Valley Pkwy.	20								34			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			4							7		
Green Valley Rd. @ New Bass Lake Rd.								4			7	
Green Valley Rd. @ Bass Lake Rd.								4			7	
Green Valley Rd. @ Cambridge Rd.								4			7	
Green Valley Rd. @ Cameron Park Dr.								4			7	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				5			27					
Silva Valley Pkwy. @ WB US-50 Ramps		27			5	16						9
Silva Valley Pkwy. @ Country Club Dr.		36			21							
Silva Valley Pkwy. @ Serrano Pkwy.			36	34						21		20
Silva Valley Pkwy. @ Harvard Way		20			34							
Silva Valley Pkwy. @ Appian Way		20			34							
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Serrano Village K1/2 PH5												
Green Valley Road @ Francisco Dr.								16			9	
Green Valley Road @ El Dorado Hills Blvd.								16			9	1
Green Valley Road @ Silva Valley Pkwy.	10								16			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			2							4		
Green Valley Rd. @ New Bass Lake Rd.								2			4	
Green Valley Rd. @ Bass Lake Rd.								2			4	
Green Valley Rd. @ Cambridge Rd.								2			4	
Green Valley Rd. @ Cameron Park Dr.								2			4	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				3			13					
Silva Valley Pkwy. @ WB US-50 Ramps		13			3	8						5
Silva Valley Pkwy. @ Country Club Dr.		18			11							
Silva Valley Pkwy. @ Serrano Pkwy.			18							11		
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way				16								10
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Serrano Village K1/2 PH4												
Green Valley Road @ Francisco Dr.								12			7	
Green Valley Road @ El Dorado Hills Blvd.								12			7	
Green Valley Road @ Silva Valley Pkwy.	7								12			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			2							3		
Green Valley Rd. @ New Bass Lake Rd.								2			3	
Green Valley Rd. @ Bass Lake Rd.								2			3	
Green Valley Rd. @ Cambridge Rd.								2			3	
Green Valley Rd. @ Cameron Park Dr.								2			3	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				2			10					
Silva Valley Pkwy. @ WB US-50 Ramps		10			2	6						3
Silva Valley Pkwy. @ Country Club Dr.		13			8							
Silva Valley Pkwy. @ Serrano Pkwy.			13							8		
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way				12								7
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

Dixon Ranch
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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Seranno Village M3												
Green Valley Road @ Francisco Dr.								8			5	
Green Valley Road @ El Dorado Hills Blvd.								8			5	
Green Valley Road @ Silva Valley Pkwy.	5								8			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			1							2		
Green Valley Rd. @ New Bass Lake Rd.								1			2	
Green Valley Rd. @ Bass Lake Rd.								1			2	
Green Valley Rd. @ Cambridge Rd.								1			2	
Green Valley Rd. @ Cameron Park Dr.								1			2	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				1			7					
Silva Valley Pkwy. @ WB US-50 Ramps		7			1	4						2
Silva Valley Pkwy. @ Country Club Dr.		9			5							
Silva Valley Pkwy. @ Serrano Pkwy.		9			5							
Silva Valley Pkwy. @ Harvard Way		9			5							
Silva Valley Pkwy. @ Appian Way			9	8							5	
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Seranno Village M4												
Green Valley Road @ Francisco Dr.								10			6	
Green Valley Road @ El Dorado Hills Blvd.								10			6	
Green Valley Road @ Silva Valley Pkwy.	6								10			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			1							2		
Green Valley Rd. @ New Bass Lake Rd.								1			2	
Green Valley Rd. @ Bass Lake Rd.								1			2	
Green Valley Rd. @ Cambridge Rd.								1			2	
Green Valley Rd. @ Cameron Park Dr.								1			2	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				2			8					
Silva Valley Pkwy. @ WB US-50 Ramps		8			2	5						3
Silva Valley Pkwy. @ Country Club Dr.		11			7							
Silva Valley Pkwy. @ Serrano Pkwy.		11			7							
Silva Valley Pkwy. @ Harvard Way		11			7							
Silva Valley Pkwy. @ Appian Way			11	10							7	
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Seranno Village M2												
Green Valley Road @ Francisco Dr.								18			10	
Green Valley Road @ El Dorado Hills Blvd.				1				18			10	
Green Valley Road @ Silva Valley Pkwy.	10								19			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.			2							4		
Green Valley Rd. @ New Bass Lake Rd.								2			4	
Green Valley Rd. @ Bass Lake Rd.								2			4	
Green Valley Rd. @ Cambridge Rd.								2			4	
Green Valley Rd. @ Cameron Park Dr.								2			4	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				3			15					
Silva Valley Pkwy. @ WB US-50 Ramps		15			3	9						5
Silva Valley Pkwy. @ Country Club Dr.		20			12							
Silva Valley Pkwy. @ Serrano Pkwy.		20			12							
Silva Valley Pkwy. @ Harvard Way		20			12							
Silva Valley Pkwy. @ Appian Way			20	19						12		10
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
Seranno Village M5												
Green Valley Road @ Francisco Dr.								3			2	
Green Valley Road @ El Dorado Hills Blvd.								3			2	
Green Valley Road @ Silva Valley Pkwy.	2								3			
Green Valley Road @ Loch Way												
Green Valley Road @ Wilson Estates Connector												
Green Valley Road @ Malcom Dixon Road												
Green Valley Rd. @ Deer Valley Rd.										1		
Green Valley Rd. @ New Bass Lake Rd.											1	
Green Valley Rd. @ Bass Lake Rd.											1	
Green Valley Rd. @ Cambridge Rd.											1	
Green Valley Rd. @ Cameron Park Dr.											1	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps				1			2					
Silva Valley Pkwy. @ WB US-50 Ramps		2			1	1						1
Silva Valley Pkwy. @ Country Club Dr.		3			2							
Silva Valley Pkwy. @ Serrano Pkwy.		3			2							
Silva Valley Pkwy. @ Harvard Way		3			2							
Silva Valley Pkwy. @ Appian Way			3	3						2		2
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												

Dixon Ranch
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Approved Project Volumes - *AM Peak*

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Springs Ranch Equestrian Center												
Green Valley Road @ Francisco Dr.								8				
Green Valley Road @ El Dorado Hills Blvd.								8				
Green Valley Road @ Silva Valley Pkwy.								8				
Green Valley Road @ Loch Way								8				
Green Valley Road @ Wilson Estates Connector								8				
Green Valley Road @ Malcom Dixon Road								8				
Green Valley Rd. @ Deer Valley Rd.								8				
Green Valley Rd. @ New Bass Lake Rd.											4	
Green Valley Rd. @ Bass Lake Rd.											4	
Green Valley Rd. @ Cambridge Rd.											4	
Green Valley Rd. @ Cameron Park Dr.											4	
El Dorado Hills Blvd. @ Francisco Dr.												
El Dorado Hills @ Harvard Way												
El Dorado Hills Blvd. @ Serrano Pkwy.												
El Dorado Hills @ Saratoga Way (N)												
El Dorado Hills @ Saratoga Way (S)												
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way												
Silva Valley Pkwy. @ Appian Way												
Aberdeen Lane @ Appian Way												
Green Valley Rd. @ Site Dwy.												
Green Valley Rd. @ Site Dwy.												
TOTAL AM APPROVED PROJECT TRIPS												
Green Valley Road @ Francisco Dr.	40	4	0	0	5	0	8	204	0	9	102	1
Green Valley Road @ El Dorado Hills Blvd.	0	61	35	10	31	15	24	199	0	21	107	15
Green Valley Road @ Silva Valley Pkwy.	71	3	50	0	2	2	3	128	114	30	71	0
Green Valley Road @ Loch Way	0	0	0	0	0	0	0	169	0	0	96	0
Green Valley Road @ Wilson Estates Connector	0	0	0	8	0	19	31	138	0	0	77	12
Green Valley Road @ Malcom Dixon Road	0	0	0	0	0	0	0	169	0	0	96	0
Green Valley Rd. @ Deer Valley Rd.	0	0	12	0	0	0	0	138	0	23	77	0
Green Valley Rd. @ New Bass Lake Rd.	67	0	17	0	0	0	0	15	114	29	32	0
Green Valley Rd. @ Bass Lake Rd.	1	0	0	0	0	0	0	32	0	0	60	0
Green Valley Rd. @ Cambridge Rd.	7	0	0	0	0	0	0	29	3	0	53	0
Green Valley Rd. @ Cameron Park Dr.	12	0	0	0	0	0	0	21	8	0	41	0
El Dorado Hills Blvd. @ Francisco Dr.	31	90	0	0	46	0	0	0	48	0	1	0
El Dorado Hills @ Harvard Way	0	95	0	0	46	0	0	0	0	0	0	0
El Dorado Hills Blvd. @ Serrano Pkwy.	0	114	56	0	67	3	0	0	0	31	0	0
El Dorado Hills @ Saratoga Way (N)	201	97	1	0	56	35	55	8	135	0	11	0
El Dorado Hills @ Saratoga Way (S)	0	337	0	0	233	0	0	0	0	1	0	0
El Dorado Hills @ WB US-50 Ramps	154	287	0	0	178	59	44	0	0	31	0	7
Latrobe Rd. @ EB US-50 Ramps	0	372	134	47	186	0	0	0	82	0	0	50
Silva Valley Pkwy. @ EB US-50 Ramps	0	0	0	26	0	0	107	0	0	0	0	0
Silva Valley Pkwy. @ WB US-50 Ramps	0	107	0	0	26	65	0	0	0	0	0	45
Silva Valley Pkwy. @ Country Club Dr.	0	152	0	0	91	0	0	0	0	0	0	0
Silva Valley Pkwy. @ Serrano Pkwy.	0	85	67	34	52	5	8	0	0	40	0	20
Silva Valley Pkwy. @ Harvard Way	0	113	0	0	90	0	0	0	0	0	0	0
Silva Valley Pkwy. @ Appian Way	0	70	43	68	64	0	0	0	0	26	0	40
Aberdeen Lane @ Appian Way	0	0	0	0	0	0	0	0	0	0	0	0
Green Valley Rd. @ Site Dwy.	0	0	0	0	0	0	0	130	0	0	77	0
Green Valley Rd. @ Site Dwy.	0	0	0	0	0	0	0	130	0	0	77	0

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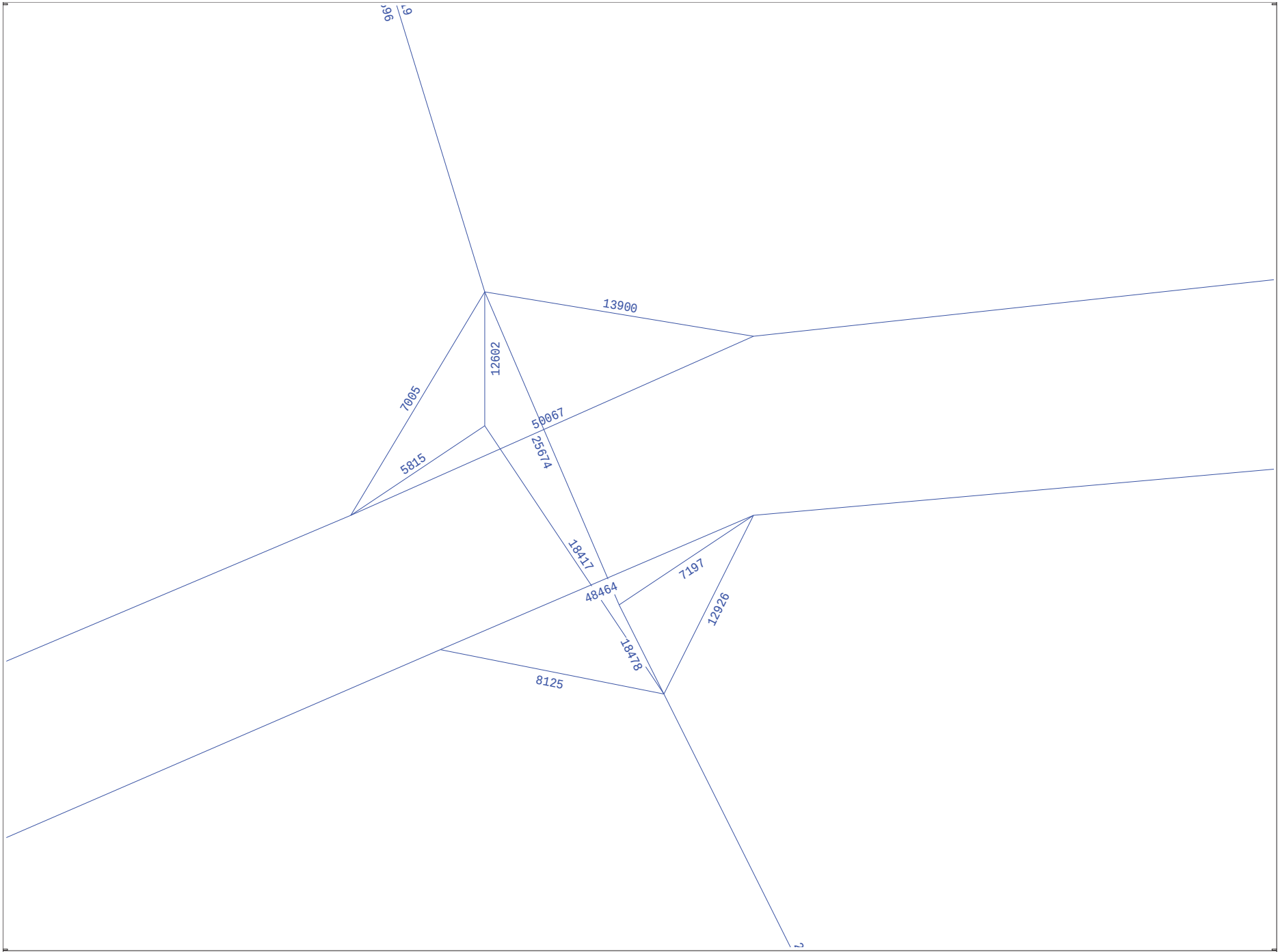
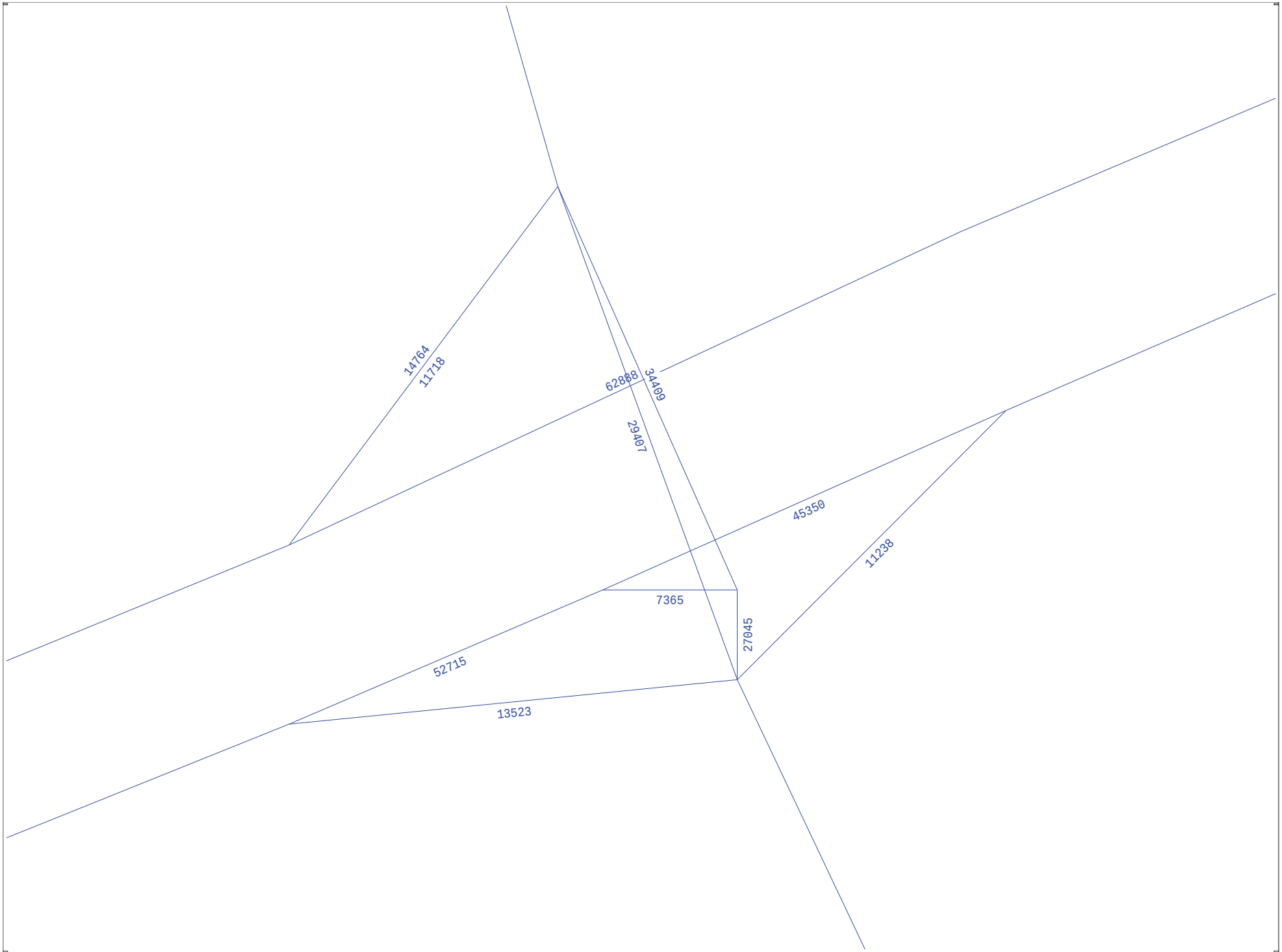
Growth Rate Computation

AM	1998				2025				Annual Growth Rate			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Green Valley Road @ Francisco Dr.	512	493	694	609	281	635	955	1346	0.50%	0.94%	1.19%	2.98%
Green Valley Road @ El Dorado Hills Blvd.	139	245	420	581	213	616	687	1334	1.59%	3.47%	1.84%	3.13%
Green Valley Road @ Silva Valley Pkwy.	87		431	566	334		895	1091	5.13%	2.00%	2.74%	2.46%
Green Valley Road @ Loch Way									2.00%		2.00%	2.00%
Green Valley Road @ Wilson Estates Connector										2.00%	2.00%	2.00%
Green Valley Road @ Malcom Dixon Road										2.00%	2.00%	2.00%
Green Valley Rd. @ Deer Valley Rd.		55	399	513		144	613	764	3.63%	3.63%	1.60%	1.49%
Green Valley Rd. @ New Bass Lake Rd.					128		688	636		2.00%	2.00%	2.00%
Green Valley Rd. @ Bass Lake Rd.	136		414	582	362		581	812	3.69%	1.69%	1.26%	1.24%
Green Valley Rd. @ Cambridge Rd.	137		445	515	189		876	704	1.20%	1.20%	2.54%	1.16%
Green Valley Rd. @ Cameron Park Dr.	295	76	427	307	455	80	786	370	1.62%	0.19%	2.29%	0.69%
El Dorado Hills Blvd. @ Francisco Dr.	590	236	472		361	264	299		0.50%	0.43%	0.50%	0.50%
El Dorado Hills @ Harvard Way	635	880		223	342	899		310	0.50%	0.08%		0.50%
El Dorado Hills Blvd. @ Serrano Pkwy.	742	1114	232		618	1277	360		0.50%	0.51%	1.64%	1.64%
El Dorado Hills @ Saratoga Way (N)	898	1308			1796	1627	1020		2.60%	0.81%	2.00%	2.00%
El Dorado Hills @ Saratoga Way (S)	898	1308			1796	1627	1020		2.60%	0.81%	2.00%	2.00%
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way	78	190	31		574	646	279		7.67%	4.64%	8.48%	2.00%
Silva Valley Pkwy. @ Appian Way	118	229			441	544			5.00%	3.26%	2.00%	2.00%
Aberdeen Lane @ Appian Way									2.00%	2.00%	2.00%	2.00%
Green Valley Rd. @ Site Dwy RIRO			399	566			613	1091			1.60%	2.46%
Green Valley Rd. @ Site Dwy. Full			399	566			613	1091			1.60%	2.46%

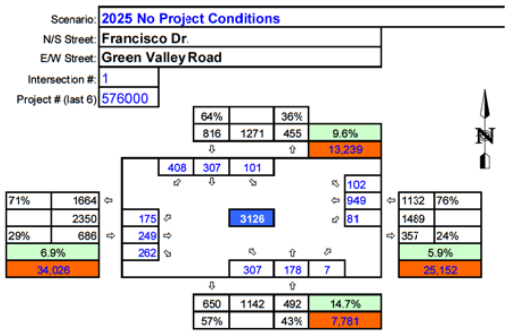
PM	1998				2025				Annual Growth Rate			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Green Valley Road @ Francisco Dr.	358	207	1128	388	342	403	1851	729	0.50%	2.50%	1.85%	2.36%
Green Valley Road @ El Dorado Hills Blvd.	345	283	796	474	288	450	1348	979	0.50%	1.73%	1.97%	2.72%
Green Valley Road @ Silva Valley Pkwy.	152		807	405	407		1413	688	3.72%	2.00%	2.10%	1.98%
Green Valley Road @ Loch Way									2.00%		2.00%	2.00%
Green Valley Road @ Wilson Estates Connector										2.00%	2.00%	2.00%
Green Valley Road @ Malcom Dixon Road										2.00%	2.00%	2.00%
Green Valley Rd. @ Deer Valley Rd.		46	726	421		77	1138	696	1.93%	1.93%	1.68%	1.88%
Green Valley Rd. @ New Bass Lake Rd.					106		824	590		2.00%	2.00%	2.00%
Green Valley Rd. @ Bass Lake Rd.	183		686	460	356		683	931	2.50%	2.50%	0.50%	2.65%
Green Valley Rd. @ Cambridge Rd.	125		755	450	187		966	848	1.50%	1.50%	0.92%	2.37%
Green Valley Rd. @ Cameron Park Dr.	336	45	706	267	584	68	799	470	2.07%	1.46%	0.46%	2.12%
El Dorado Hills Blvd. @ Francisco Dr.	686	274	230		611	185	260		0.50%	0.50%	0.46%	0.50%
El Dorado Hills @ Harvard Way	1041	551		182	781	655		347	0.50%	0.50%		2.42%
El Dorado Hills Blvd. @ Serrano Pkwy.	1323	673	157		1947	685	199		1.44%	0.07%	0.88%	0.88%
El Dorado Hills @ Saratoga Way (N)	1484	790			2721	971	1282		2.27%	0.77%	2.00%	2.00%
El Dorado Hills @ Saratoga Way (S)	1484	790			2721	971	1282		2.27%	0.77%	2.00%	2.00%
El Dorado Hills @ WB US-50 Ramps												
Latrobe Rd. @ EB US-50 Ramps												
Silva Valley Pkwy. @ EB US-50 Ramps												
Silva Valley Pkwy. @ WB US-50 Ramps												
Silva Valley Pkwy. @ Country Club Dr.												
Silva Valley Pkwy. @ Serrano Pkwy.												
Silva Valley Pkwy. @ Harvard Way	197	108	40		853	571	256		5.58%	6.36%	7.12%	2.00%
Silva Valley Pkwy. @ Appian Way	272	189			561	514			2.72%	3.77%	2.00%	2.00%
Aberdeen Lane @ Appian Way									2.00%	2.00%	2.00%	2.00%
Green Valley Rd. @ Site Dwy RIRO			726	405			1138	688			1.68%	1.98%
Green Valley Rd. @ Site Dwy. Full			726	405			1138	688			1.68%	1.98%

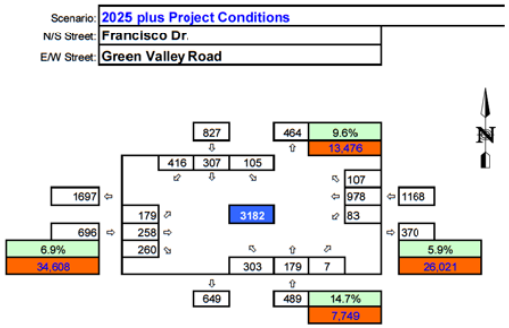
Input
Calculated
Averaged from adjacent roadway due to lack of data available

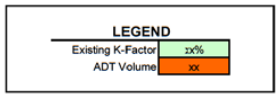




Int 1 AM Peak Volumes







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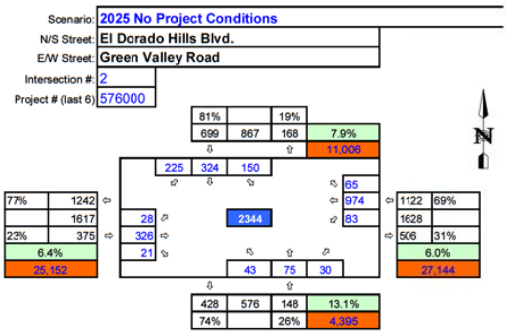
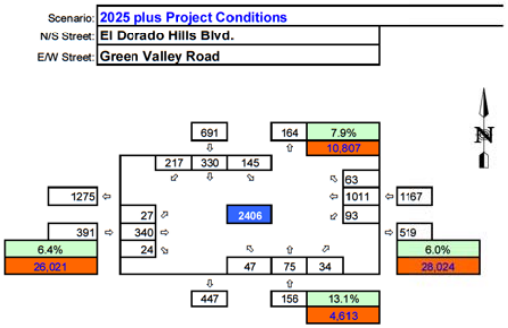
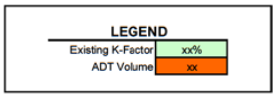
Int 2 AM Peak Volumes







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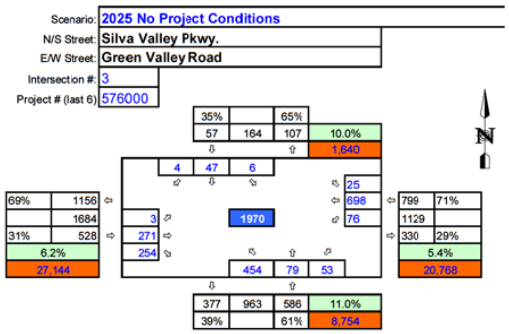
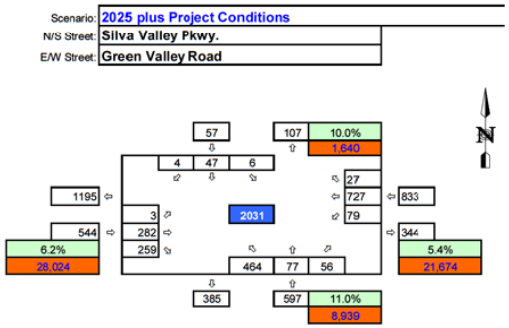
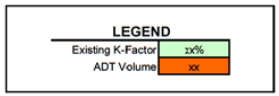
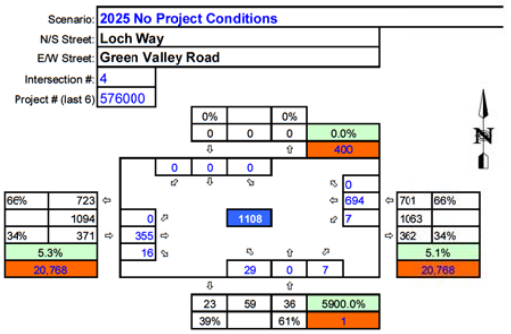
Int 3 AM Peak Volumes

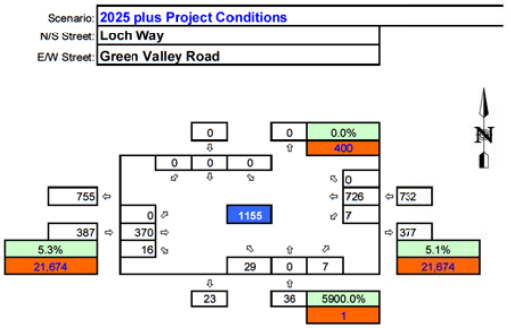


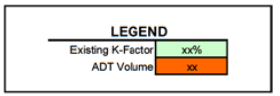




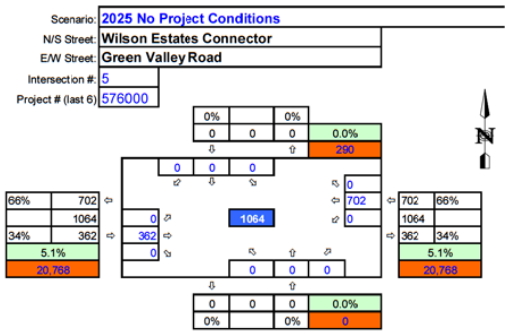
Int 4 AM Peak Volumes

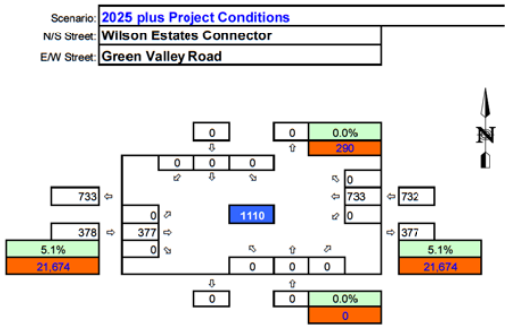


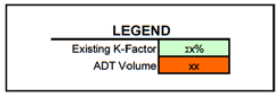




Int 5 AM Peak Volumes







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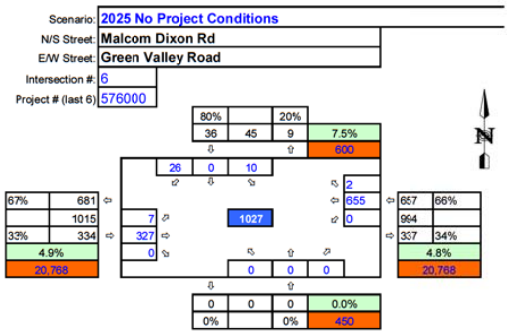
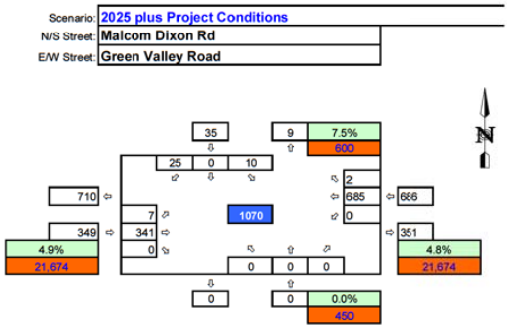
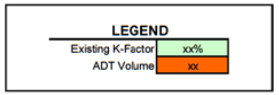
Int 6 AM Peak Volumes







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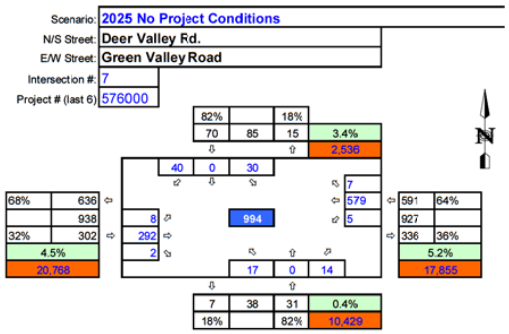
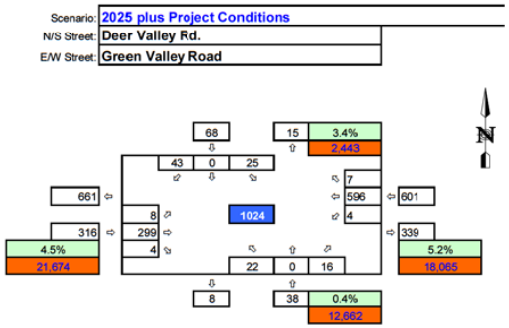
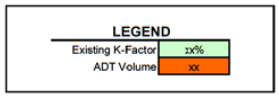
Int 7 AM Peak Volumes







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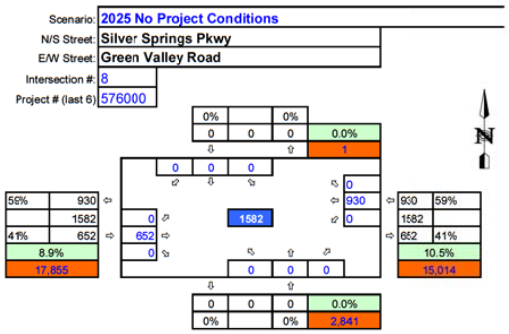
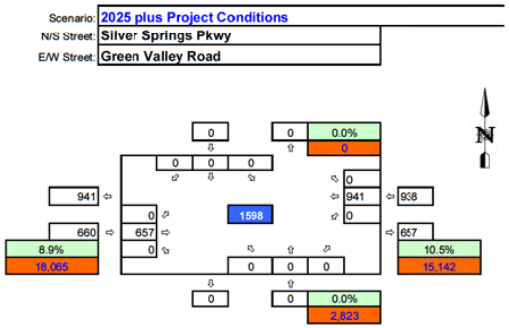
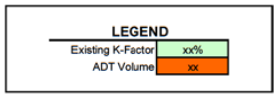
Int 8 AM Peak Volumes







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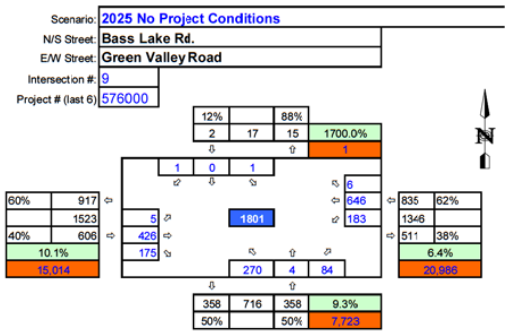
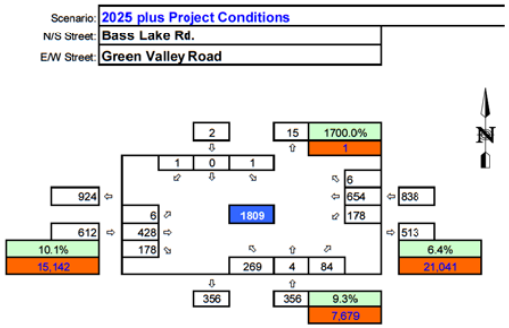
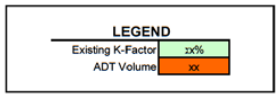
Int 9 AM Peak Volumes







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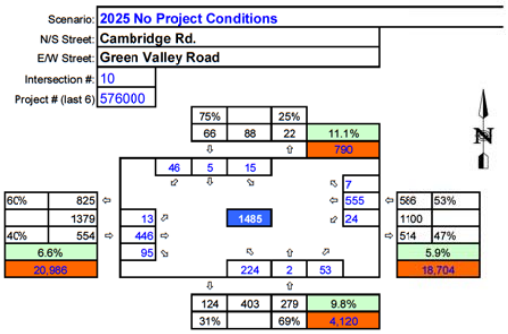
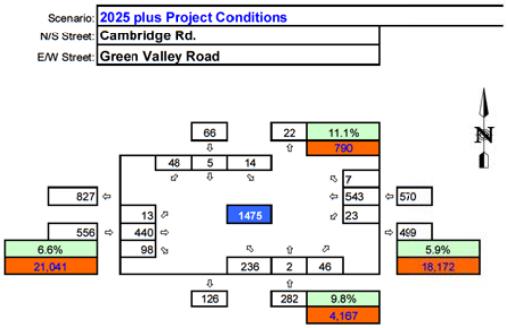
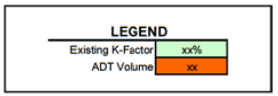
Int 10 AM Peak Volumes







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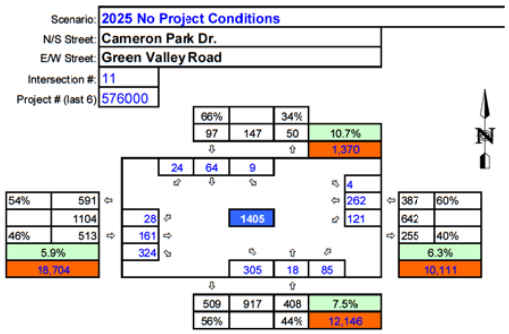
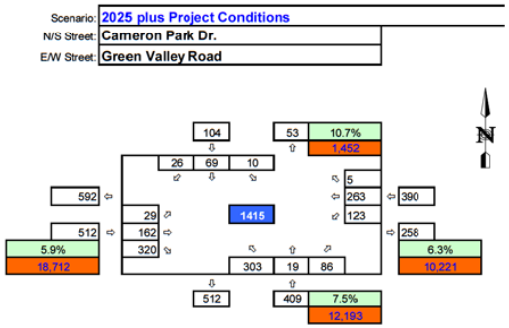
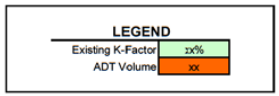
Int 11 AM Peak Volumes







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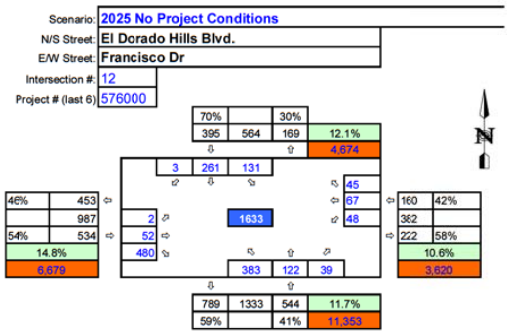
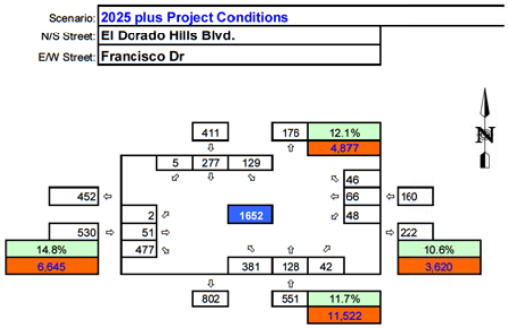
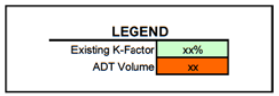
Int 12 AM Peak Volumes







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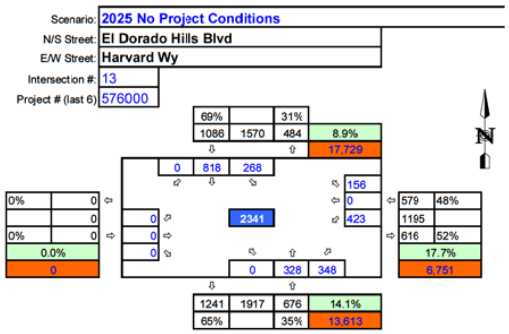
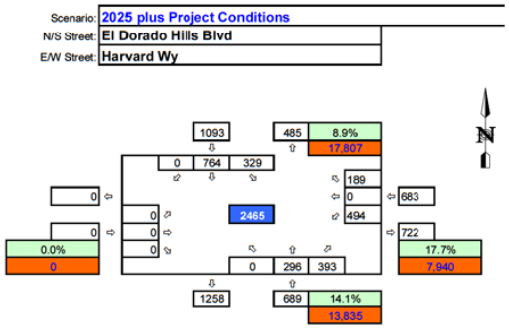
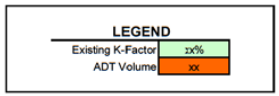
Int 13 AM Peak Volumes







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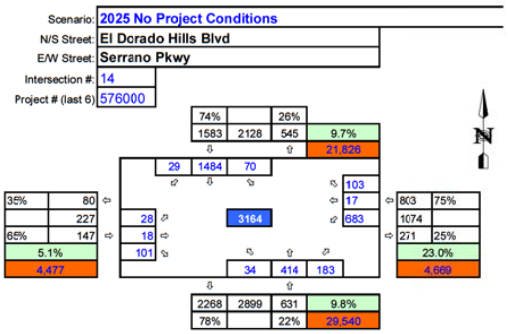
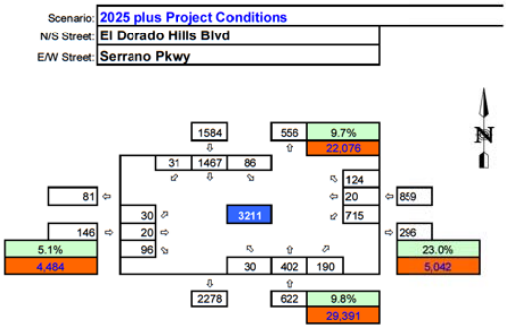
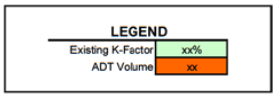
Int 14 AM Peak Volumes







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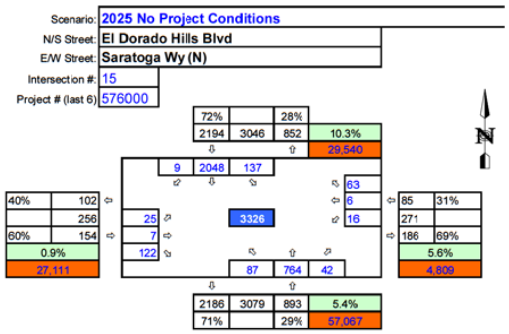
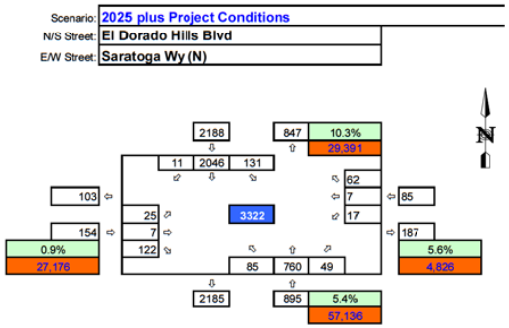
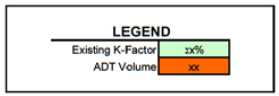
Int 15 AM Peak Volumes







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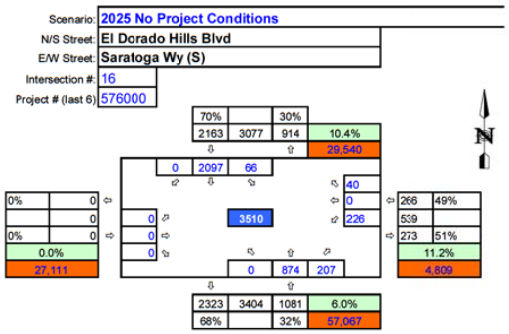
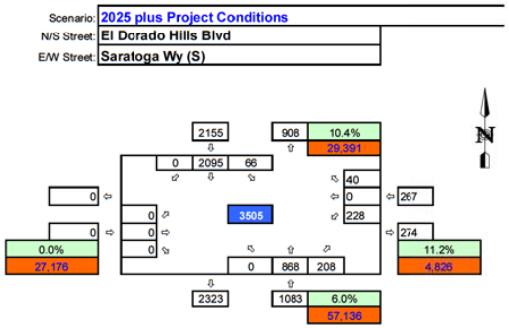
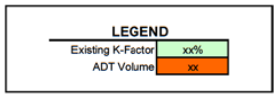
Int 16 AM Peak Volumes







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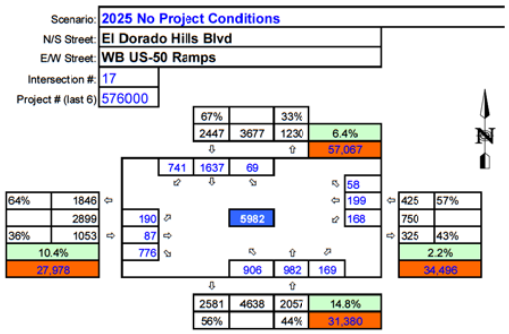
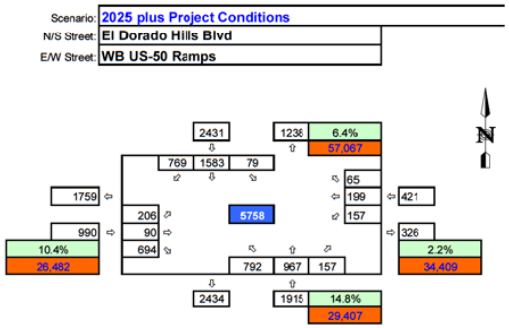
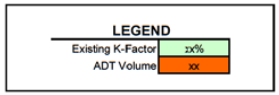
Int 17 AM Peak Volumes







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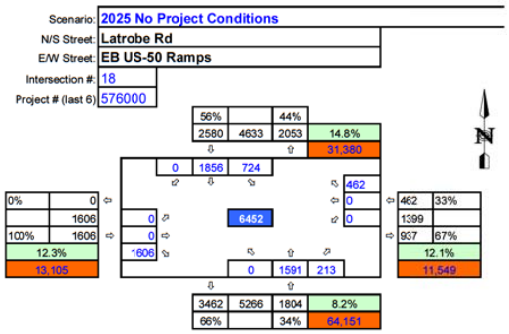
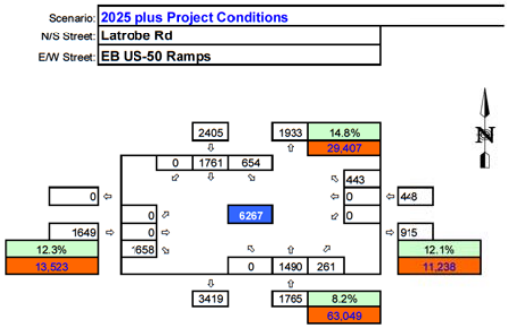
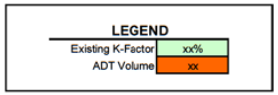
Int 18 AM Peak Volumes







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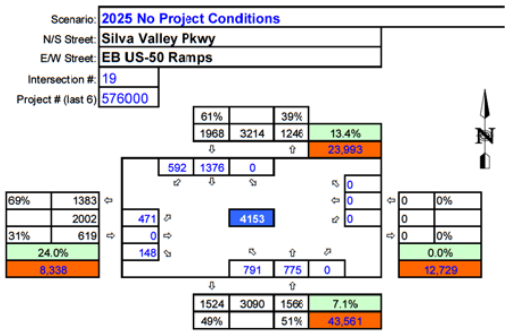
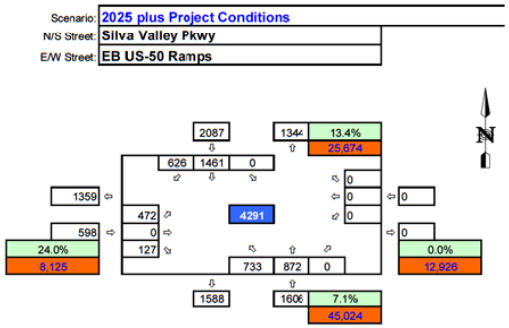
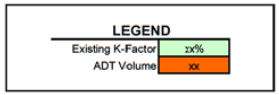
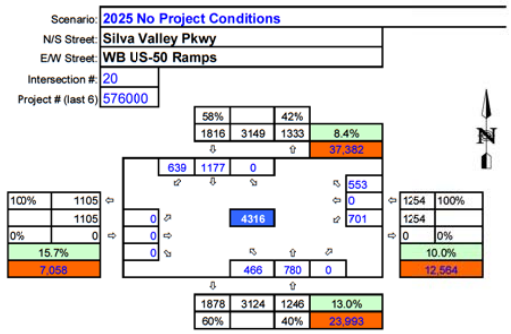
Int 19 AM Peak Volumes

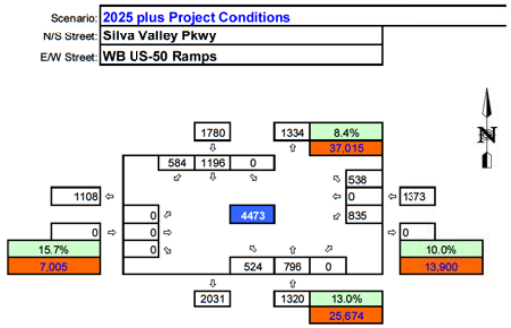


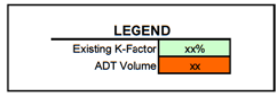




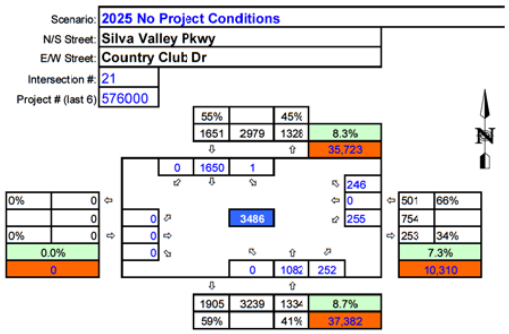
Int 20 AM Peak Volumes



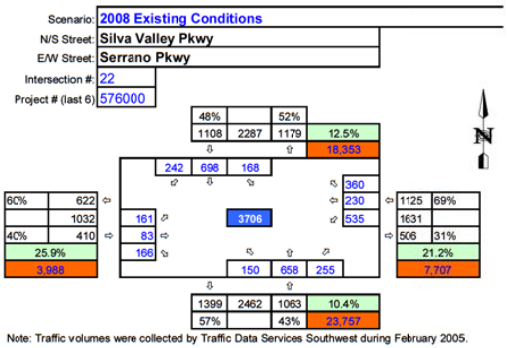




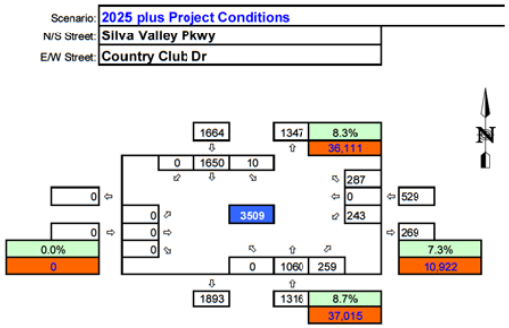
Int 21 AM Peak Volumes

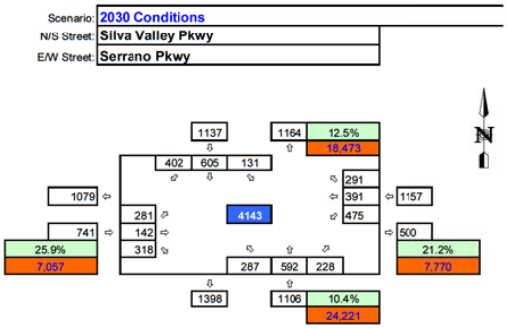


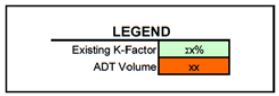
Int 22 AM Peak Volumes

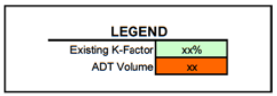


Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.









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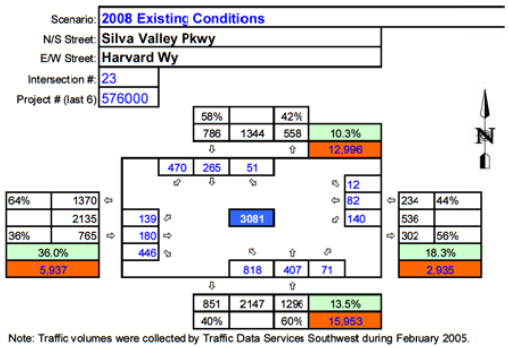
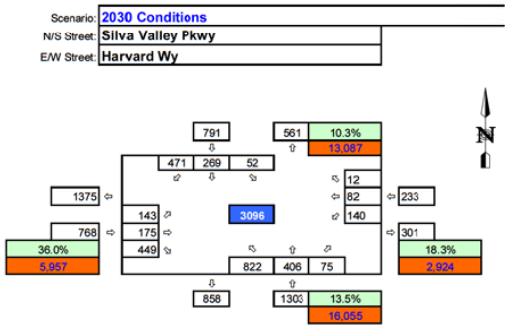
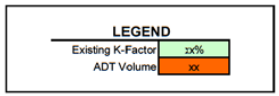
Int 23 AM Peak Volumes

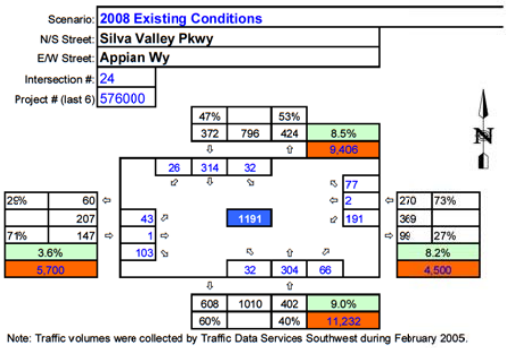


Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.

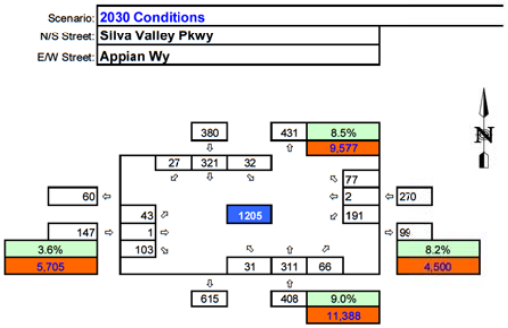


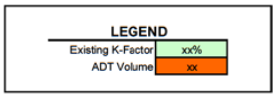


Int 24 AM Peak Volumes

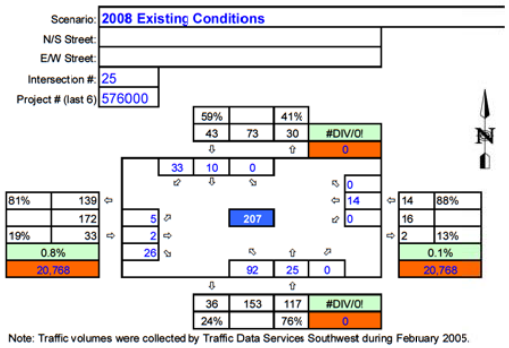


Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.





Int 25 AM Peak Volumes



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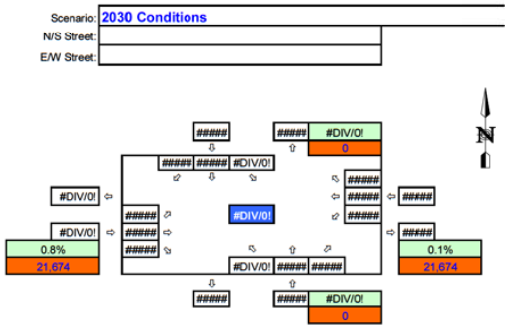

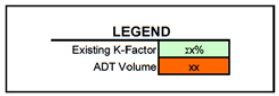

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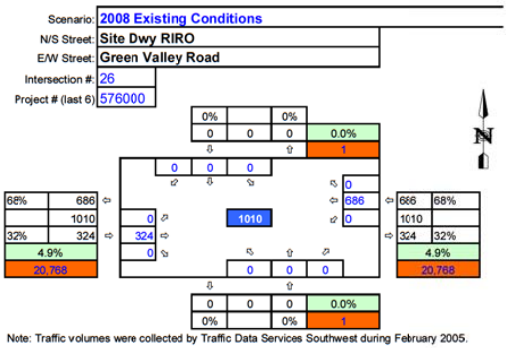
Int 26 AM Peak Volumes



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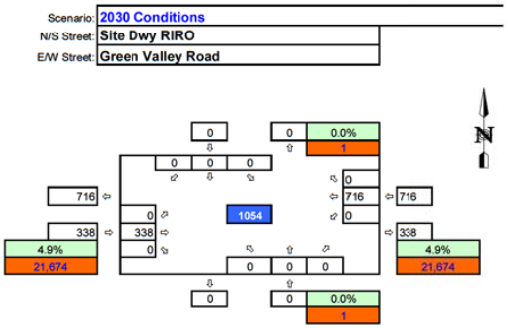

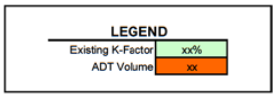

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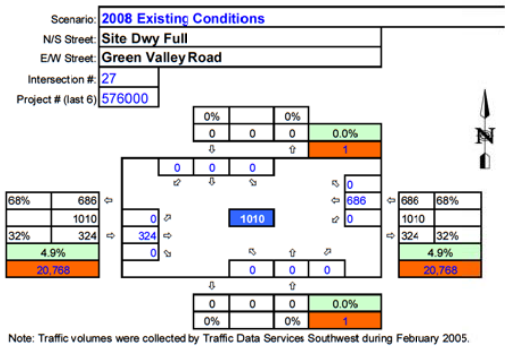
Int 27 AM Peak Volumes



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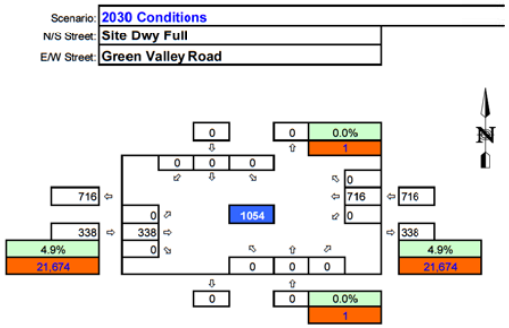

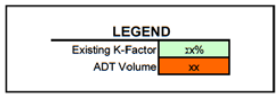

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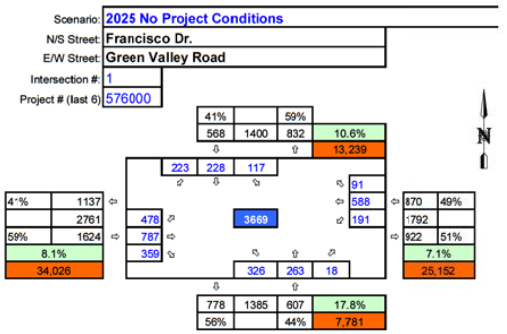
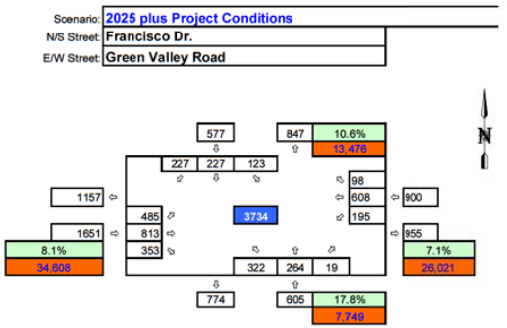
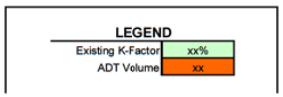
Int 1 PM Peak Volumes







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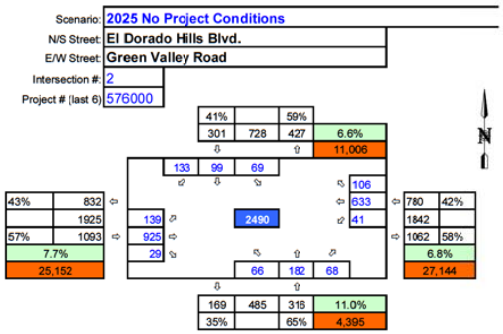
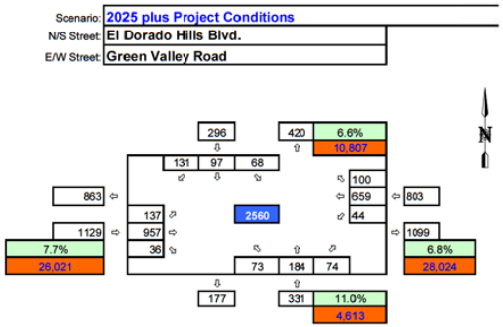
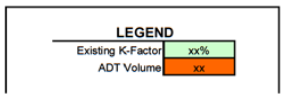
Int 2 PM Peak Volumes







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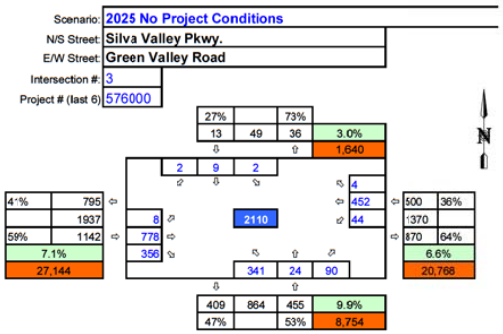
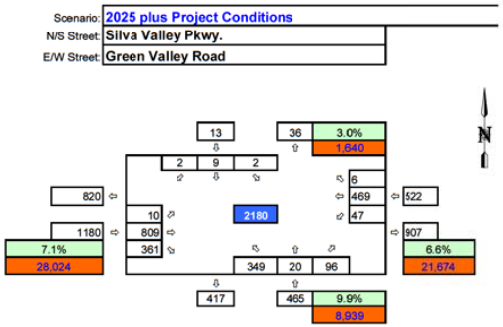
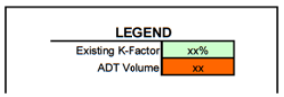
Int 3 PM Peak Volumes







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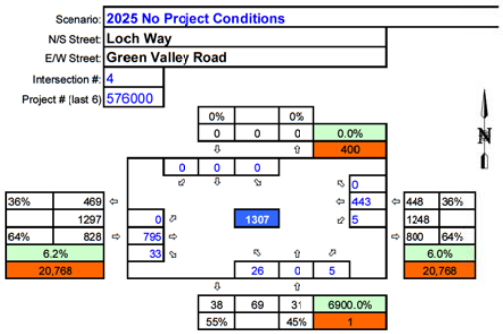
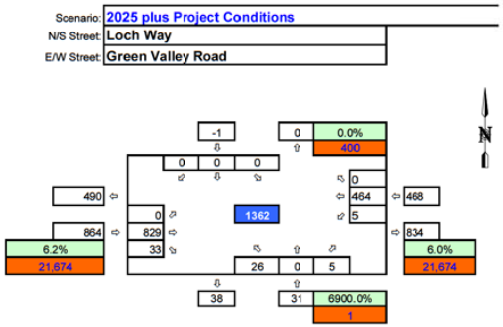
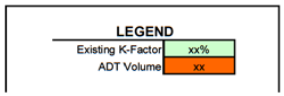
Int 4 PM Peak Volumes







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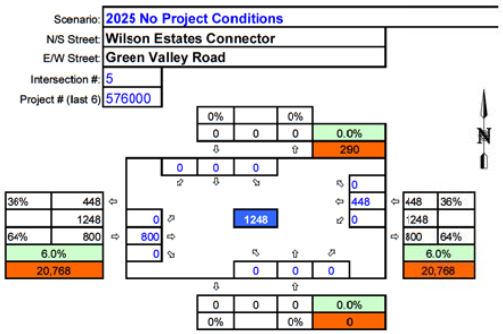
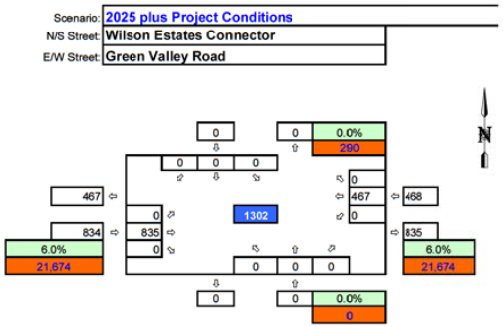
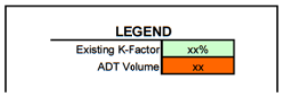
Int 5 PM Peak Volumes







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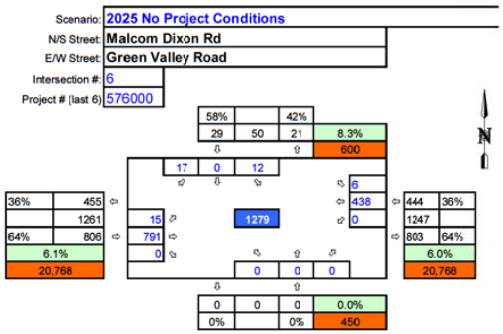
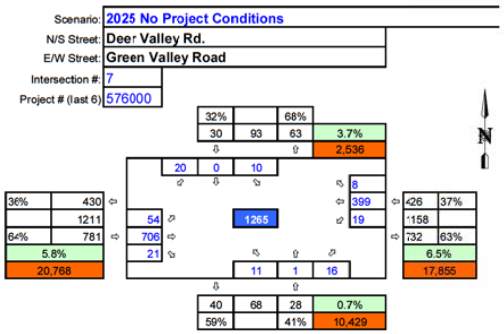
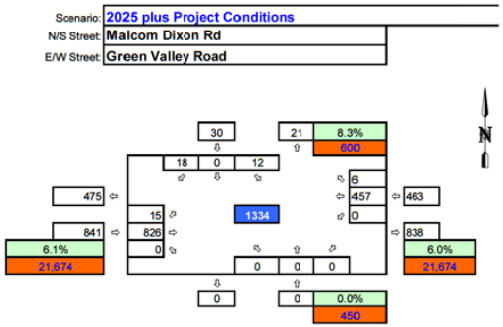
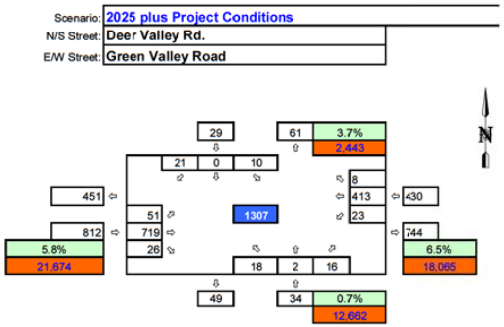
Int 6 PM Peak Volumes

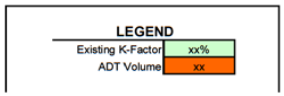


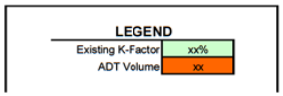
Int 7 PM Peak Volumes











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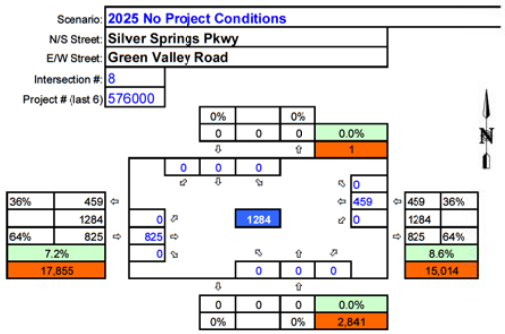
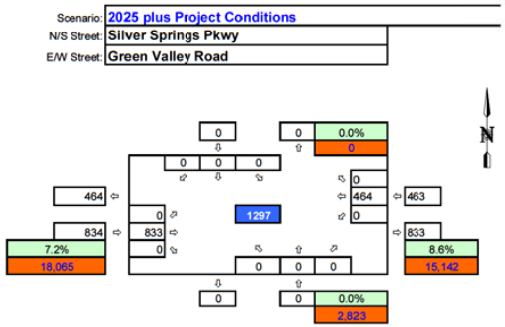
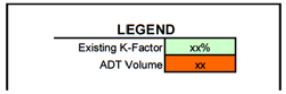
Int 8 PM Peak Volumes







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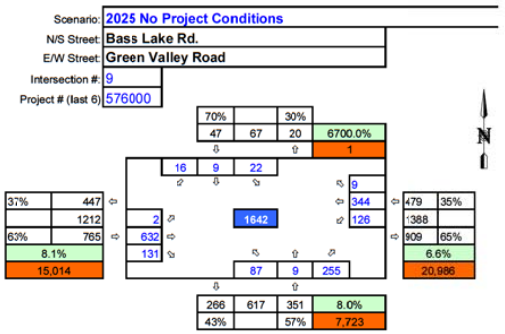
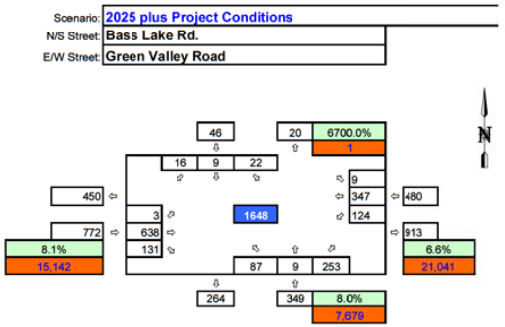
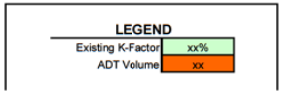
Int 9 PM Peak Volumes







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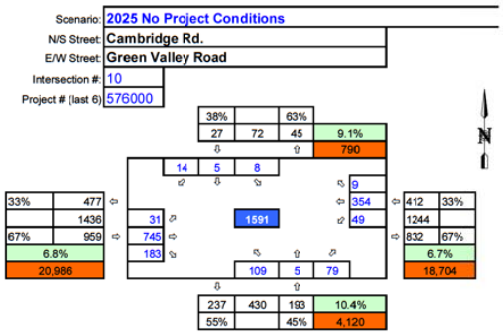
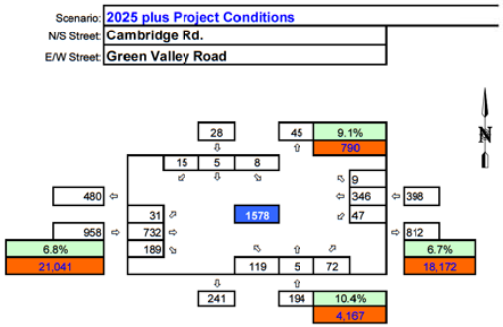
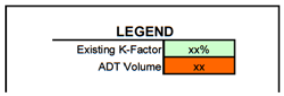
Int 10 PM Peak Volumes







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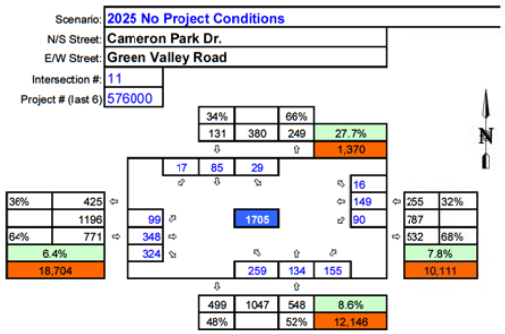
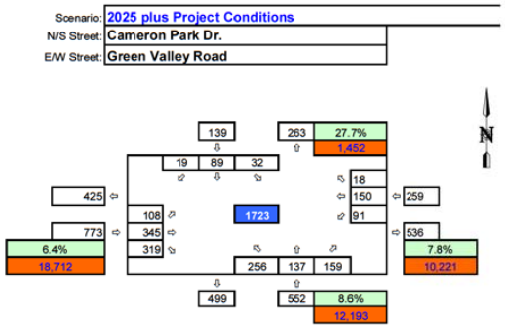
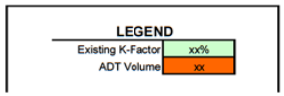
Int 11 PM Peak Volumes







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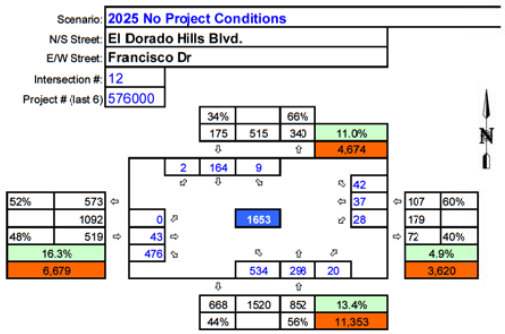

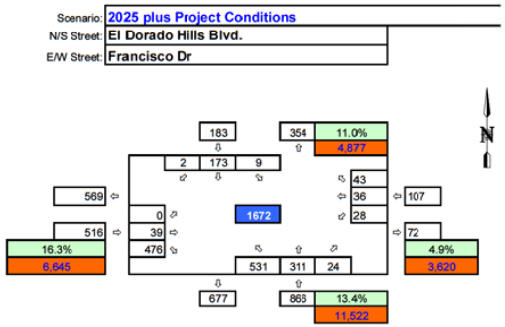

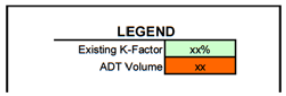

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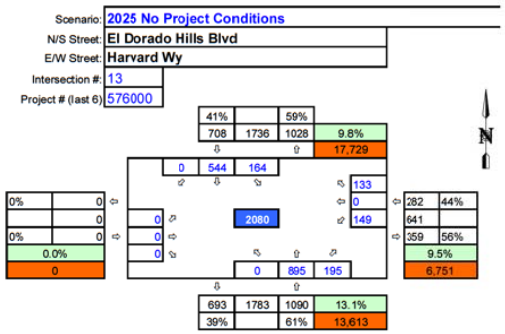

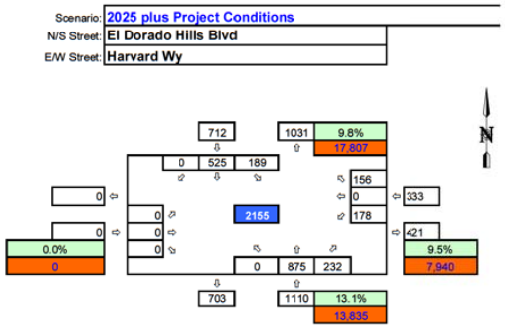

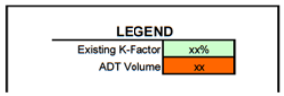

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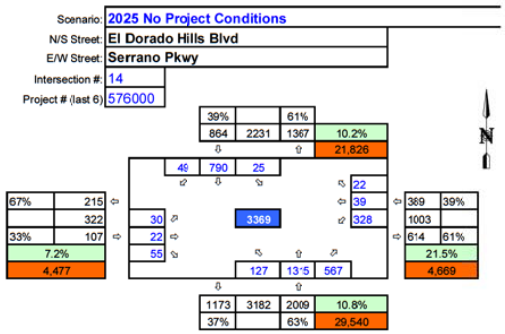
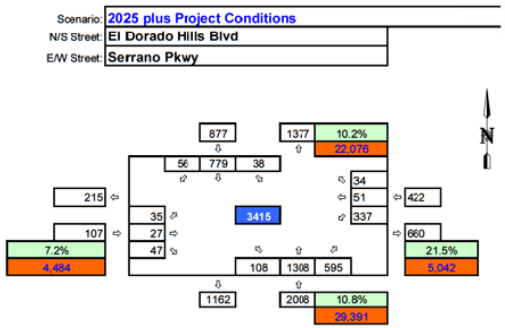
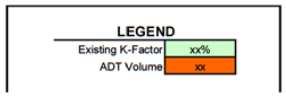
Int 14 PM Peak Volumes







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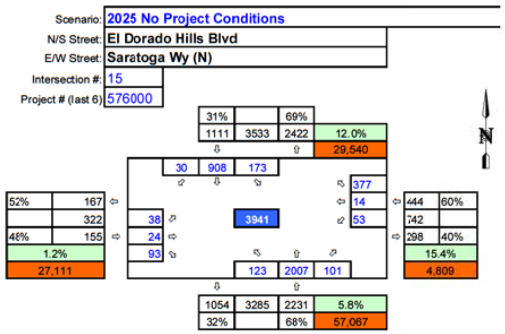
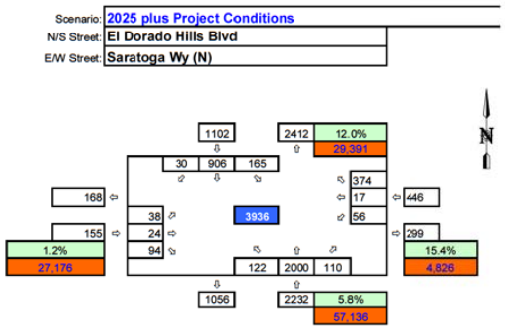
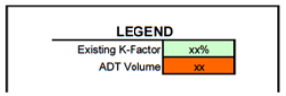
Int 15 PM Peak Volumes







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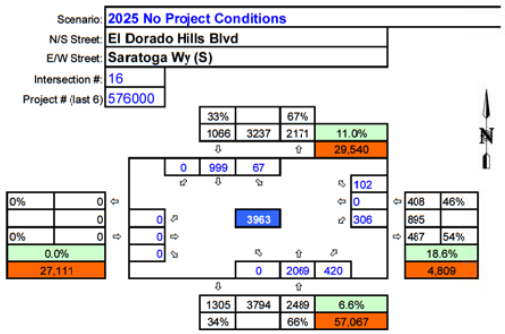
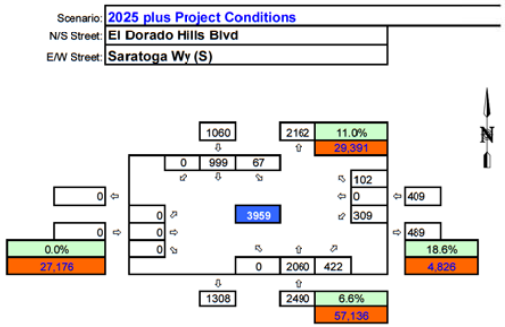
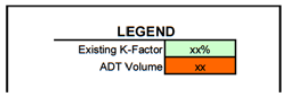
Int 16 PM Peak Volumes







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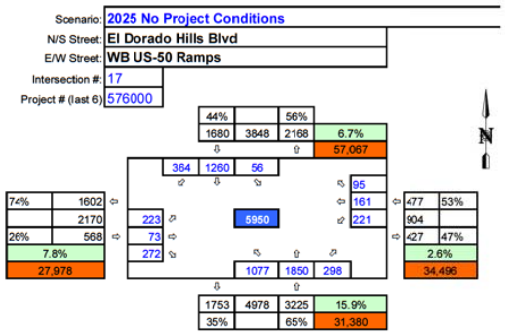

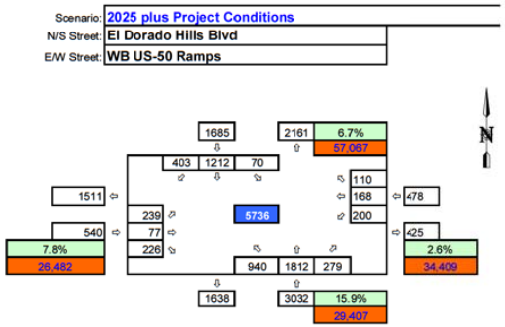

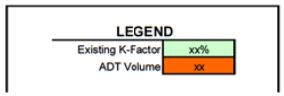

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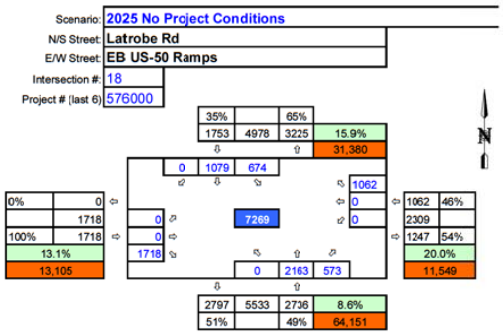
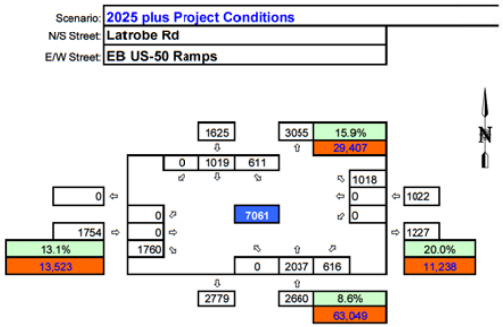
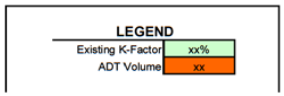
Int 18 PM Peak Volumes







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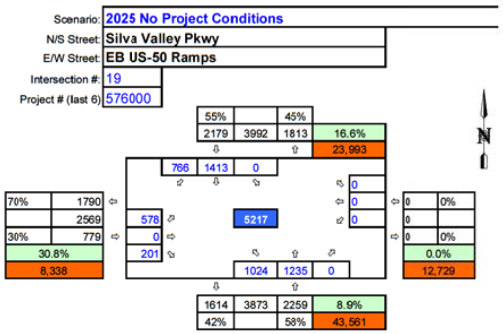
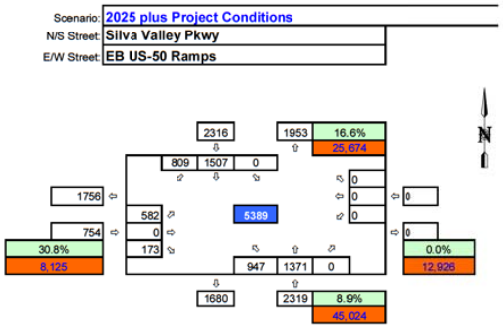
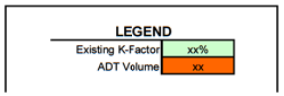
Int 19 PM Peak Volumes







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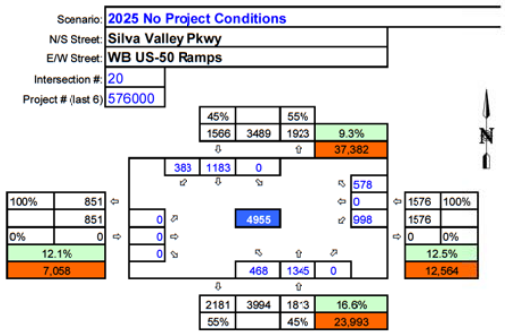
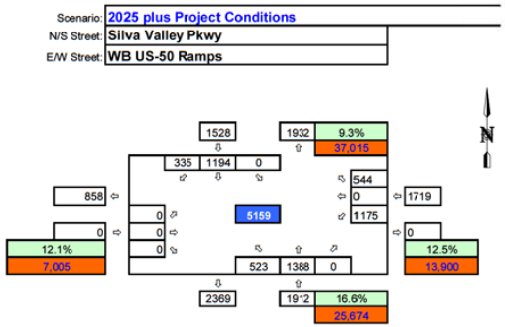
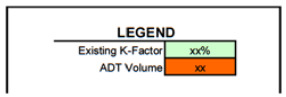
Int 20 PM Peak Volumes







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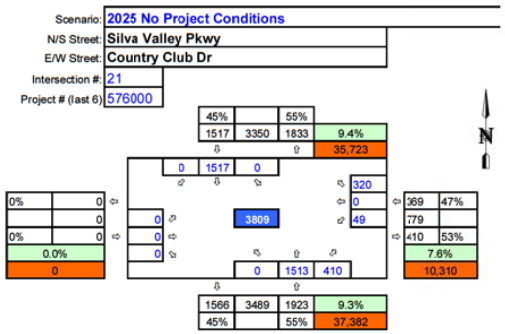
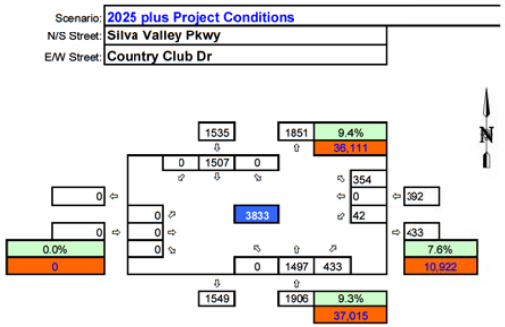
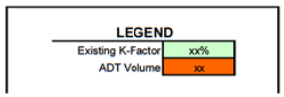
Int 21 PM Peak Volumes







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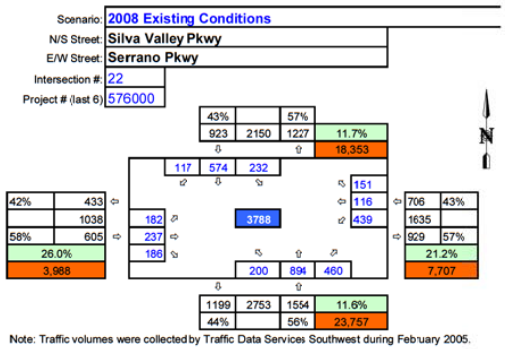
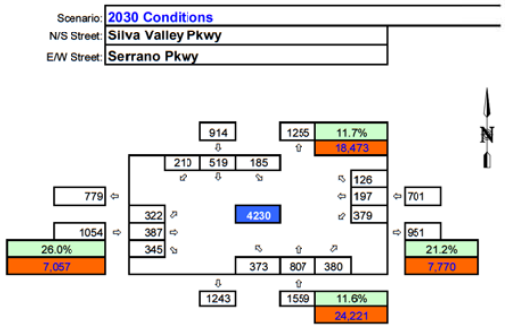
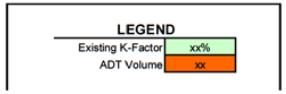
Int 22 PM Peak Volumes



Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.





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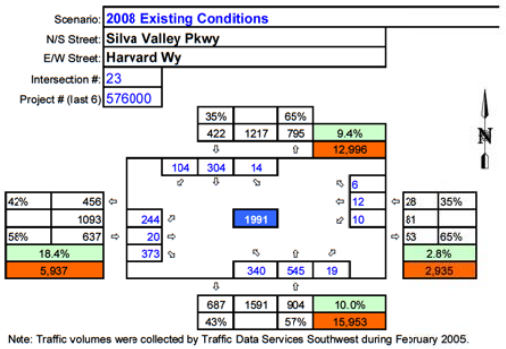
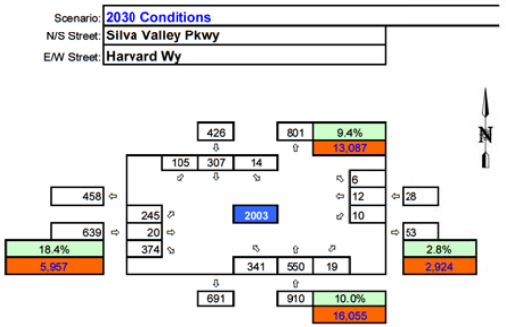
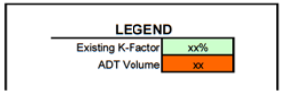
Int 22 PM

Int 23 PM Peak Volumes



Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.





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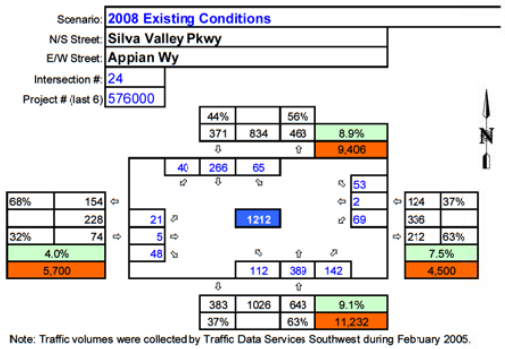
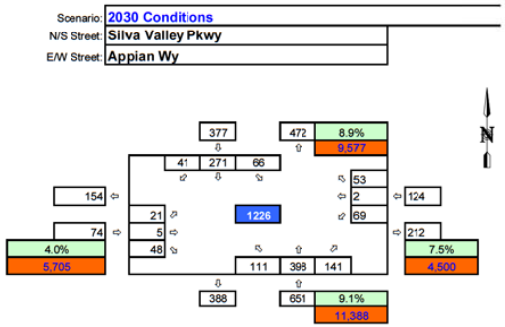
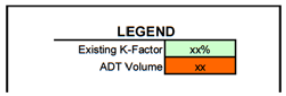
Int 23 PM

Int 24 PM Peak Volumes



Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.





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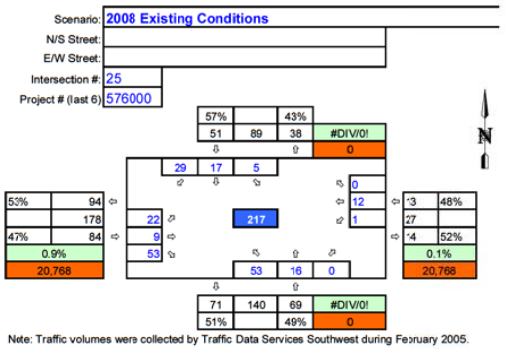
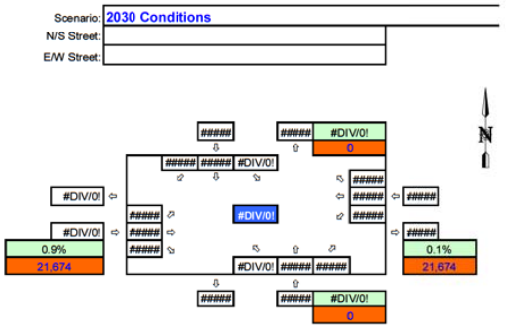
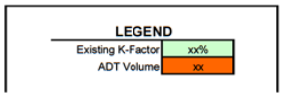
Int 24 PM

Int 25 PM Peak Volumes



Note: Traffic volumes were collected by Traffic Data Services Southwest during February 2005.





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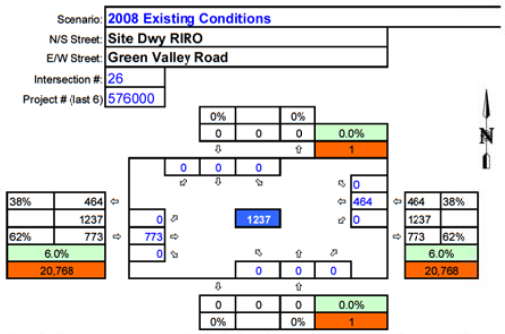
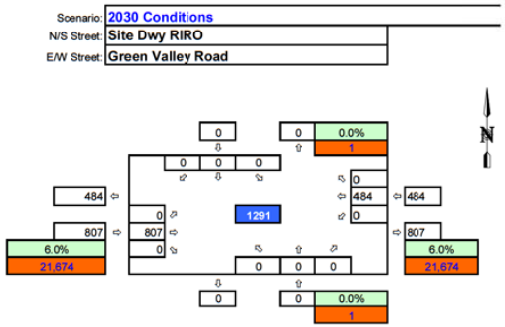
Int 25 PM

Int 26 PM Peak Volumes





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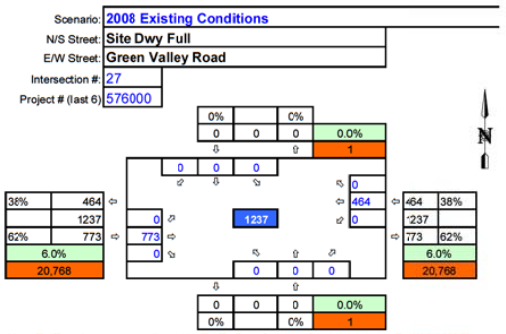
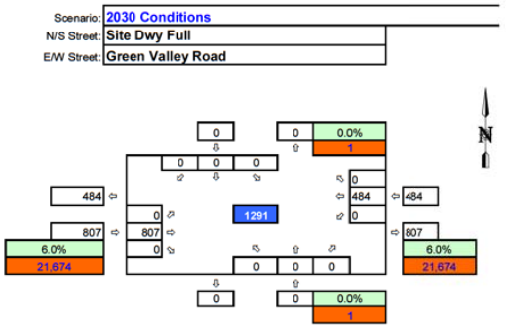
Int 26 PM

Int 27 PM Peak Volumes





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Int 27 PM

Appendix E:

Analysis Worksheets for
Existing plus Approved Projects (2018) Conditions

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

EPAP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	287	229	73	864	76	316	171	7	91	283	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3517		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3517		1770	1863	1583
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	0.92
Adj. Flow (vph)	172	312	249	79	939	83	343	186	8	99	308	399
RTOR Reduction (vph)	0	0	164	0	0	56	0	4	0	0	0	127
Lane Group Flow (vph)	172	312	85	79	939	27	343	190	0	99	308	272
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	5.0	26.3	26.3	3.8	25.1	25.1	9.9	23.7		4.6	18.4	18.4
Effective Green, g (s)	5.0	26.3	26.3	3.8	25.1	25.1	9.9	23.7		4.6	18.4	18.4
Actuated g/C Ratio	0.07	0.34	0.34	0.05	0.33	0.33	0.13	0.31		0.06	0.24	0.24
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	224	1215	543	87	1159	518	443	1088		106	447	380
v/s Ratio Prot	c0.05	0.09		0.04	c0.27		c0.10	0.05		0.06	0.17	
v/s Ratio Perm			0.05			0.02						c0.17
v/c Ratio	0.77	0.26	0.16	0.91	0.81	0.05	0.77	0.17		0.93	0.69	0.72
Uniform Delay, d1	35.2	18.1	17.5	36.2	23.6	17.6	32.3	19.3		35.8	26.5	26.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.6	0.1	0.1	66.1	4.4	0.0	8.2	0.1		66.1	4.4	6.3
Delay (s)	49.8	18.2	17.6	102.3	28.0	17.7	40.5	19.4		102.0	30.9	33.0
Level of Service	D	B	B	F	C	B	D	B		F	C	C
Approach Delay (s)		25.4			32.5			32.9			40.7	
Approach LOS		C			C			C			D	

Intersection Summary					
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.77				
Actuated Cycle Length (s)	76.6	Sum of lost time (s)	18.2		
Intersection Capacity Utilization	67.5%	ICU Level of Service	C		
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

EPAP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	334	17	92	880	60	36	84	35	117	308	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	1850		1770	1845		1770	1780			1837	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	1770	1850		1770	1845		1770	1780			1837	1583
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	0.92
Adj. Flow (vph)	35	363	18	100	957	65	39	91	38	127	335	196
RTOR Reduction (vph)	0	1	0	0	2	0	0	11	0	0	0	115
Lane Group Flow (vph)	35	380	0	100	1020	0	39	118	0	0	462	81
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	3.5	62.8		11.3	70.6		14.7	14.7			34.1	34.1
Effective Green, g (s)	3.5	62.8		11.3	70.6		14.7	14.7			34.1	34.1
Actuated g/C Ratio	0.02	0.44		0.08	0.50		0.10	0.10			0.24	0.24
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	43	818		140	917		183	184			441	380
v/s Ratio Prot	0.02	0.21		c0.06	c0.55		0.02	c0.07			c0.25	
v/s Ratio Perm												0.05
v/c Ratio	0.81	0.46		0.71	1.11		0.21	0.64			1.05	0.21
Uniform Delay, d1	68.9	27.8		63.7	35.7		58.3	61.1			53.9	43.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	68.4	0.9		14.9	65.7		1.0	9.1			55.9	0.5
Delay (s)	137.2	28.6		78.6	101.4		59.3	70.2			109.8	43.7
Level of Service	F	C		E	F		E	E			F	D
Approach Delay (s)		37.8			99.4			67.7			90.1	
Approach LOS		D			F			E			F	

Intersection Summary					
HCM 2000 Control Delay	83.7	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.03				
Actuated Cycle Length (s)	141.9	Sum of lost time (s)	19.0		
Intersection Capacity Utilization	95.5%	ICU Level of Service	F		
Analysis Period (min)	15				
c Critical Lane Group					

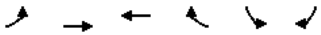
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	250	234	107	648	19	388	50	48	5	41	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1855		1770	1726			1824	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1855		1770	1726			1824	
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	0.92
Adj. Flow (vph)	2	272	254	116	704	21	422	54	52	5	45	7
RTOR Reduction (vph)	0	0	163	0	1	0	0	27	0	0	5	0
Lane Group Flow (vph)	2	272	91	116	724	0	422	79	0	0	52	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.7	35.7	35.7	10.7	45.7		28.7	28.7			6.5	
Effective Green, g (s)	0.7	35.7	35.7	10.7	45.7		28.7	28.7			6.5	
Actuated g/C Ratio	0.01	0.36	0.36	0.11	0.46		0.29	0.29			0.07	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	12	665	565	189	848		508	495			118	
v/s Ratio Prot	0.00	0.15		c0.07	c0.39		c0.24	0.05			c0.03	
v/s Ratio Perm			0.06									
v/c Ratio	0.17	0.41	0.16	0.61	0.85		0.83	0.16			0.44	
Uniform Delay, d1	49.3	24.2	21.9	42.6	24.1		33.3	26.6			45.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	4.7	0.4	0.1	5.0	8.4		10.9	0.1			1.9	
Delay (s)	54.1	24.6	22.0	47.6	32.5		44.2	26.7			46.9	
Level of Service	D	C	C	D	C		D	C			D	
Approach Delay (s)		23.5			34.6			40.7			46.9	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	78.7%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	338	13	6	711	23	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	367	14	7	773	25	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			382		1160	374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			382		1160	374
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		88	99
cM capacity (veh/h)			1177		215	672

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	382	779	25	7
Volume Left	0	7	25	0
Volume Right	14	0	0	7
cSH	1700	1177	215	672
Volume to Capacity	0.22	0.01	0.12	0.01
Queue Length 95th (ft)	0	0	10	1
Control Delay (s)	0.0	0.1	24.0	10.4
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.1	21.1	
Approach LOS			C	

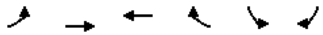
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	333	689	4	12	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	362	749	4	13	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	753				1137	751
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	753				1137	751
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	93
cM capacity (veh/h)	857				220	411

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	374	753	43
Volume Left	12	0	13
Volume Right	0	4	30
cSH	857	1700	326
Volume to Capacity	0.01	0.44	0.13
Queue Length 95th (ft)	1	0	11
Control Delay (s)	0.5	0.0	17.7
Lane LOS	A		C
Approach Delay (s)	0.5	0.0	17.7
Approach LOS			C

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization		46.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	316	679	2	8	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	343	738	2	9	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	740				1096	739
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	740				1096	739
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	95
cM capacity (veh/h)	866				234	417

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	350	740	32
Volume Left	7	0	9
Volume Right	0	2	23
cSH	866	1700	343
Volume to Capacity	0.01	0.44	0.09
Queue Length 95th (ft)	1	0	8
Control Delay (s)	0.3	0.0	16.5
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	16.5
Approach LOS			C

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		45.9%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	286	2	11	614	6	12	0	32	21	0	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	8	311	2	12	667	7	13	0	35	23	0	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	674			313			1049	1025	312	1055	1023	671
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	674			313			1049	1025	312	1055	1023	671
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			93	100	95	88	100	93
cM capacity (veh/h)	917			1247			189	231	728	191	231	457

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	8	313	12	674	48	53
Volume Left	8	0	12	0	13	23
Volume Right	0	2	0	7	35	30
cSH	917	1700	1247	1700	410	286
Volume to Capacity	0.01	0.18	0.01	0.40	0.12	0.19
Queue Length 95th (ft)	1	0	1	0	10	17
Control Delay (s)	9.0	0.0	7.9	0.0	14.9	20.4
Lane LOS	A		A		B	C
Approach Delay (s)	0.2		0.1		14.9	20.4
Approach LOS					B	C

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	44.0%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	552	36	9	759	105	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.97	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1847			1862	1743	
Flt Permitted	1.00			0.99	0.96	
Satd. Flow (perm)	1847			1850	1743	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	600	39	10	825	114	28
RTOR Reduction (vph)	4	0	0	0	16	0
Lane Group Flow (vph)	635	0	0	835	126	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	24.5			24.5	8.8	
Effective Green, g (s)	24.5			24.5	8.8	
Actuated g/C Ratio	0.59			0.59	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1095			1097	371	
v/s Ratio Prot	0.34				c0.07	
v/s Ratio Perm				c0.45		
v/c Ratio	0.58			0.76	0.34	
Uniform Delay, d1	5.2			6.2	13.8	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.8			3.2	0.5	
Delay (s)	6.0			9.4	14.3	
Level of Service	A			A	B	
Approach Delay (s)	6.0			9.4	14.3	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	41.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

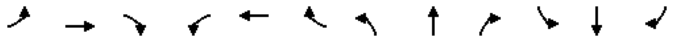
EPAP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	393	162	169	597	5	222	4	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1781		1770	1861			1775	1583		1695	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1781		1770	1861			1775	1583		1695	
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	0.92
Adj. Flow (vph)	4	427	176	184	649	5	241	4	75	1	0	1
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	61	0	2	0
Lane Group Flow (vph)	4	589	0	184	654	0	0	245	14	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	32.9		10.1	42.3			14.1	14.1		0.9	
Effective Green, g (s)	0.7	32.9		10.1	42.3			14.1	14.1		0.9	
Actuated g/C Ratio	0.01	0.44		0.14	0.57			0.19	0.19		0.01	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	791		241	1063			338	301		20	
v/s Ratio Prot	0.00	c0.33		c0.10	0.35			c0.14			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.25	0.74		0.76	0.61			0.72	0.05		0.00	
Uniform Delay, d1	36.4	17.1		30.8	10.5			28.1	24.5		36.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	8.1	3.8		13.4	1.1			7.5	0.1		0.0	
Delay (s)	44.4	20.9		44.2	11.5			35.6	24.5		36.1	
Level of Service	D	C		D	B			D	C		D	
Approach Delay (s)		21.0			18.7			33.0			36.1	
Approach LOS		C			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	69.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

EPAP
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	385	82	22	515	6	208	2	49	14	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1814		1770	1859		1770	1593			1666	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1814		1770	1859		1770	1593			1666	
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	0.92
Adj. Flow (vph)	12	418	89	24	560	7	226	2	53	15	4	46
RTOR Reduction (vph)	0	9	0	0	1	0	0	42	0	0	43	0
Lane Group Flow (vph)	12	498	0	24	566	0	226	13	0	0	22	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	24.0		1.2	24.6		11.8	11.8			3.7	
Effective Green, g (s)	0.6	24.0		1.2	24.6		11.8	11.8			3.7	
Actuated g/C Ratio	0.01	0.42		0.02	0.43		0.21	0.21			0.07	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	18	767		37	806		368	331			108	
v/s Ratio Prot	0.01	0.27		c0.01	c0.30		c0.13	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.67	0.65		0.65	0.70		0.61	0.04			0.20	
Uniform Delay, d1	28.0	13.0		27.5	13.1		20.4	17.9			25.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	66.1	1.9		33.0	2.8		3.0	0.0			0.9	
Delay (s)	94.0	14.9		60.5	15.9		23.4	18.0			26.0	
Level of Service	F	B		E	B		C	B			C	
Approach Delay (s)		16.7			17.7			22.3			26.0	
Approach LOS		B			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	56.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	52.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	140	283	116	250	4	276	16	77	9	64	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1676		1770	1859		1770	1630		1770	1789	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1676		1770	1859		1770	1630		1770	1789	
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	0.92
Adj. Flow (vph)	27	152	308	126	272	4	300	17	84	10	70	25
RTOR Reduction (vph)	0	105	0	0	1	0	0	56	0	0	21	0
Lane Group Flow (vph)	27	355	0	126	275	0	300	45	0	10	74	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.5	17.4		5.1	21.0		12.1	19.9		0.7	8.5	
Effective Green, g (s)	1.5	17.4		5.1	21.0		12.1	19.9		0.7	8.5	
Actuated g/C Ratio	0.03	0.29		0.09	0.36		0.20	0.34		0.01	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	44	493		152	660		362	548		20	257	
v/s Ratio Prot	0.02	c0.21		c0.07	c0.15		c0.17	0.03		0.01	c0.04	
v/s Ratio Perm												
v/c Ratio	0.61	0.72		0.83	0.42		0.83	0.08		0.50	0.29	
Uniform Delay, d1	28.5	18.7		26.6	14.4		22.5	13.4		29.0	22.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.8	5.0		29.5	0.4		14.4	0.1		18.3	0.6	
Delay (s)	51.3	23.7		56.1	14.8		36.9	13.4		47.3	23.2	
Level of Service	D	C		E	B		D	B		D	C	
Approach Delay (s)		25.2			27.8			31.0			25.5	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	59.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	63.1%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

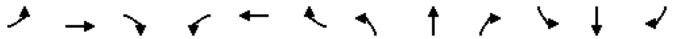
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	49	485	45	64	42	407	146	37	125	355	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	53	527	49	70	46	442	159	40	136	386	3

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	55	527	164	442	199	136	389
Volume Left (vph)	2	0	49	442	0	136	0
Volume Right (vph)	0	527	46	0	40	0	3
Hadj (s)	0.04	-0.57	-0.07	0.53	-0.11	0.53	0.03
Departure Headway (s)	7.2	3.2	6.6	6.6	5.9	6.7	6.2
Degree Utilization, x	0.11	0.47	0.30	0.81	0.33	0.25	0.67
Capacity (veh/h)	452	1116	507	537	591	515	557
Control Delay (s)	11.0	9.0	12.5	30.4	10.6	10.8	19.9
Approach Delay (s)	9.2		12.5	24.3		17.6	
Approach LOS	A		B	C		C	

Intersection Summary					
Delay	16.8				
Level of Service	C				
Intersection Capacity Utilization	67.3%	ICU Level of Service		C	
Analysis Period (min)	15				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	399	147	344	328	265	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3280		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3280		3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	434	160	374	357	288	997
RTOR Reduction (vph)	0	108	263	0	0	0
Lane Group Flow (vph)	434	52	468	0	288	997
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	14.2	14.2	11.6		6.1	21.7
Effective Green, g (s)	14.2	14.2	11.6		6.1	21.7
Actuated g/C Ratio	0.32	0.32	0.26		0.14	0.49
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	572	512	866		477	1749
v/s Ratio Prot	c0.25		0.14		0.08	c0.28
v/s Ratio Perm		0.03				
v/c Ratio	0.76	0.10	0.54		0.60	0.57
Uniform Delay, d1	13.3	10.4	13.9		17.8	7.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.7	0.1	0.7		2.2	0.5
Delay (s)	19.0	10.5	14.6		19.9	8.3
Level of Service	B	B	B		B	A
Approach Delay (s)	16.7		14.6			10.9
Approach LOS	B		B			B

Intersection Summary				
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	43.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	59.7%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	15	84	650	14	86	32	682	193	66	1524	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00	0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1625		1681	1648		1770	3539	1583	1770	3529	
Flt Permitted	0.95	1.00		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1625		1681	1648		1770	3539	1583	1770	3529	
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	0.92
Adj. Flow (vph)	25	16	91	707	15	93	35	741	210	72	1657	33
RTOR Reduction (vph)	0	29	0	0	8	0	0	0	0	0	1	0
Lane Group Flow (vph)	25	78	0	410	397	0	35	741	210	72	1689	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	6.8	6.8		33.3	33.3		3.6	68.8	130.0	6.9	72.1	
Effective Green, g (s)	6.8	6.8		33.3	33.3		3.6	68.8	130.0	6.9	72.1	
Actuated g/C Ratio	0.05	0.05		0.26	0.26		0.03	0.53	1.00	0.05	0.55	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	92	85		430	422		49	1872	1583	93	1957	
v/s Ratio Prot	0.01	c0.05		c0.24	0.24		c0.02	0.21		0.04	c0.48	
v/s Ratio Perm									0.13			
v/c Ratio	0.27	0.91		0.95	0.94		0.71	0.40	0.13	0.77	0.86	
Uniform Delay, d1	59.2	61.3		47.6	47.4		62.7	18.2	0.0	60.8	24.7	
Progression Factor	1.00	1.00		1.00	1.00		0.76	0.60	1.00	1.00	1.00	
Incremental Delay, d2	0.6	68.1		31.3	28.9		32.9	0.6	0.2	29.8	5.3	
Delay (s)	59.8	129.4		78.9	76.3		80.6	11.5	0.2	90.5	30.1	
Level of Service	E	F		E	E		F	B	A	F	C	
Approach Delay (s)		116.2			77.6			11.6			32.5	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	85.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

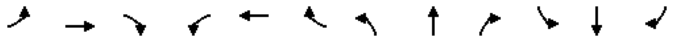
EPAP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	11	203	13	13	51	191	828	32	125	2043	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1728	1583	1770	1640		1770	5057		1770	3532	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1728	1583	1770	1640		1770	5057		1770	3532	
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	0.92
Adj. Flow (vph)	34	12	221	14	14	55	208	900	35	136	2221	29
RTOR Reduction (vph)	0	0	209	0	53	0	0	2	0	0	0	0
Lane Group Flow (vph)	23	23	12	14	16	0	208	933	0	136	2250	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	6.8	6.8	6.8	4.8	4.8		10.0	82.7		18.0	90.7	
Effective Green, g (s)	6.8	6.8	6.8	4.8	4.8		10.0	84.4		18.0	92.4	
Actuated g/C Ratio	0.05	0.05	0.05	0.04	0.04		0.08	0.65		0.14	0.71	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	87	90	82	65	60		136	3283		245	2510	
v/s Ratio Prot	c0.01	0.01	0.01	0.01	c0.01		c0.12	0.18		0.08	c0.64	
v/s Ratio Perm												
v/c Ratio	0.26	0.26	0.14	0.22	0.27		1.53	0.28		0.56	0.90	
Uniform Delay, d1	59.2	59.2	58.8	60.8	60.9		60.0	9.8		52.3	15.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.85	0.54		0.83	0.47	
Incremental Delay, d2	0.6	0.5	0.3	0.6	0.9		269.3	0.2		0.7	2.8	
Delay (s)	59.8	59.7	59.1	61.4	61.8		320.4	5.5		44.3	9.9	
Level of Service	E	E	E	E	E		F	A		D	A	
Approach Delay (s)		59.2			61.7			62.8			11.8	
Approach LOS		E			E			E			B	

Intersection Summary				
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	85.7%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

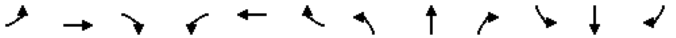
Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

EPAP
AM Peak



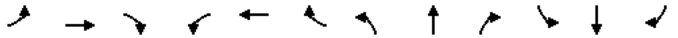
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	82	740	161	189	56	828	824	162	66	1397	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1737	1583	1681	1762	1583	3433	4960		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1737	1583	1681	1762	1583	3433	4960		1770	5085	1583
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	0.92
Adj. Flow (vph)	191	89	804	175	205	61	900	896	176	72	1518	863
RTOR Reduction (vph)	0	0	0	0	0	51	0	20	0	0	0	0
Lane Group Flow (vph)	138	142	804	157	223	10	900	1052	0	72	1518	863
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	14.4	14.4	130.0	20.6	20.6	20.6	38.1	69.6		9.4	40.9	130.0
Effective Green, g (s)	14.4	14.4	130.0	20.6	20.6	20.6	38.1	69.6		9.4	40.9	130.0
Actuated g/C Ratio	0.11	0.11	1.00	0.16	0.16	0.16	0.29	0.54		0.07	0.31	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	186	192	1583	266	279	250	1006	2655		127	1599	1583
v/s Ratio Prot	c0.08	0.08		0.09	c0.13		c0.26	0.21		0.04	c0.30	
v/s Ratio Perm			0.51			0.01						0.55
v/c Ratio	0.74	0.74	0.51	0.59	0.80	0.04	0.89	0.40		0.57	0.95	0.55
Uniform Delay, d1	56.0	56.0	0.0	50.8	52.7	46.3	44.0	17.8		58.3	43.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.95		0.71	0.66	1.00
Incremental Delay, d2	14.7	13.9	1.2	2.6	14.0	0.0	8.6	0.4		1.7	7.7	0.7
Delay (s)	70.7	69.8	1.2	53.3	66.7	46.3	47.5	17.3		43.2	36.5	0.7
Level of Service	E	E	A	D	E	D	D	B		D	D	A
Approach Delay (s)		19.0			59.1			31.1			24.1	
Approach LOS		B			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	28.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	80.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				



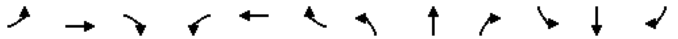
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1482	0	0	453	0	1360	245	618	1680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1611	0	0	492	0	1478	266	672	1826	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	110	0	0	0
Lane Group Flow (vph)	0	0	1611	0	0	492	0	1478	156	672	1826	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			50.2			65.0		27.8	27.8	29.2	36.0	
Effective Green, g (s)			50.2			65.0		27.8	27.8	29.2	36.0	
Actuated g/C Ratio			0.77			1.00		0.43	0.43	0.45	0.55	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2323			1611		2174	677	795	3549	
v/s Ratio Prot			0.22					c0.29		c0.38	0.28	
v/s Ratio Perm			0.35			0.31			0.10			
v/c Ratio			0.69			0.31		0.68	0.23	0.85	0.51	
Uniform Delay, d1			3.6			0.0		15.0	11.8	15.9	9.0	
Progression Factor			1.00			1.00		1.00	1.00	1.09	0.91	
Incremental Delay, d2			0.9			0.5		1.7	0.8	5.3	0.3	
Delay (s)			4.5			0.5		16.7	12.6	22.7	8.5	
Level of Service			A			A		B	B	C	A	
Approach Delay (s)		4.5			0.5			16.1			12.3	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	82.9%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	382	0	110	0	0	0	570	576	0	0	1002	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1605	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1605	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	415	0	120	0	0	0	620	626	0	0	1089	636
RTOR Reduction (vph)	0	56	89	0	0	0	0	0	0	0	0	292
Lane Group Flow (vph)	216	155	19	0	0	0	620	626	0	0	1089	344
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	14.2	14.2	14.2				19.0	57.8			34.8	34.8
Effective Green, g (s)	14.2	14.2	14.2				19.0	57.8			34.8	34.8
Actuated g/C Ratio	0.18	0.18	0.18				0.24	0.72			0.43	0.43
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	298	284	266				815	2556			1539	688
v/s Ratio Prot	c0.13	0.10					c0.18	0.18			c0.31	
v/s Ratio Perm			0.01									0.22
v/c Ratio	0.72	0.55	0.07				0.76	0.24			0.71	0.50
Uniform Delay, d1	31.1	30.0	27.4				28.4	3.7			18.4	16.3
Progression Factor	1.00	1.00	1.00				1.00	1.00			0.55	0.92
Incremental Delay, d2	8.5	2.1	0.1				4.2	0.2			1.1	1.1
Delay (s)	39.5	32.1	27.5				32.6	4.0			11.4	16.1
Level of Service	D	C	C				C	A			B	B
Approach Delay (s)		34.2			0.0			18.2			13.1	
Approach LOS		C			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	65.7%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	524	0	531	347	612	0	0	1063	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.92	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.98	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1520	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.98	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1520	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	570	0	577	377	665	0	0	1155	561
RTOR Reduction (vph)	0	0	0	0	56	208	0	0	0	0	0	361
Lane Group Flow (vph)	0	0	0	399	328	156	377	665	0	0	1155	200
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				20.9	20.9	20.9	18.6	51.1			28.5	28.5
Effective Green, g (s)				20.9	20.9	20.9	18.6	51.1			28.5	28.5
Actuated g/C Ratio				0.26	0.26	0.26	0.23	0.64			0.36	0.36
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				439	397	392	411	2260			1260	563
v/s Ratio Prot				c0.24	0.22		c0.21	0.19			c0.33	
v/s Ratio Perm						0.10						0.13
v/c Ratio				0.91	0.83	0.40	0.92	0.29			0.92	0.35
Uniform Delay, d1				28.6	27.8	24.4	29.9	6.4			24.6	19.0
Progression Factor				1.00	1.00	1.00	1.20	0.97			0.83	0.37
Incremental Delay, d2				22.3	13.1	0.7	23.8	0.3			10.2	1.4
Delay (s)				50.9	40.9	25.0	59.7	6.6			30.6	8.4
Level of Service				D	D	C	E	A			C	A
Approach Delay (s)		0.0			39.4			25.8			23.4	
Approach LOS		A			D			C			C	

Intersection Summary				
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.91			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.1%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	163	157	981	161	1	1416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3464		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3464		1770	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	177	171	1066	175	1	1539
RTOR Reduction (vph)	0	143	13	0	0	0
Lane Group Flow (vph)	177	28	1228	0	1	1539
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	13.2	13.2	54.0		0.8	58.8
Effective Green, g (s)	13.2	13.2	54.0		0.8	58.8
Actuated g/C Ratio	0.16	0.16	0.68		0.01	0.73
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	292	261	2338		17	2601
v/s Ratio Prot	c0.10		0.35		0.00	c0.43
v/s Ratio Perm		0.02				
v/c Ratio	0.61	0.11	0.53		0.06	0.59
Uniform Delay, d1	31.0	28.4	6.5		39.2	5.0
Progression Factor	1.00	1.00	1.14		1.00	1.00
Incremental Delay, d2	3.5	0.2	0.8		1.5	1.0
Delay (s)	34.5	28.6	8.2		40.7	6.0
Level of Service	C	C	A		D	A
Approach Delay (s)	31.6		8.2			6.0
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	80	143	439	220	346	144	509	211	160	555	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3199		1770	3215		1770	3539	1583	1770	3383	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3199		1770	3215		1770	3539	1583	1770	3383	
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	0.92
Adj. Flow (vph)	167	87	155	477	239	376	157	553	229	174	603	252
RTOR Reduction (vph)	0	133	0	0	217	0	0	0	163	0	45	0
Lane Group Flow (vph)	167	109	0	477	398	0	157	553	66	174	810	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	12.9	11.9		22.1	21.1		7.0	24.4	24.4	8.0	25.4	
Effective Green, g (s)	12.9	11.9		22.1	21.1		7.0	24.4	24.4	8.0	25.4	
Actuated g/C Ratio	0.15	0.14		0.26	0.25		0.08	0.29	0.29	0.09	0.30	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	268	447		460	798		145	1015	454	166	1010	
v/s Ratio Prot	0.09	0.03		c0.27	c0.12		0.09	0.16		c0.10	c0.24	
v/s Ratio Perm									0.04			
v/c Ratio	0.62	0.24		1.04	0.50		1.08	0.54	0.14	1.05	0.80	
Uniform Delay, d1	33.8	32.5		31.4	27.4		39.0	25.6	22.5	38.5	27.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.5	0.3		51.8	0.5		98.6	0.6	0.1	83.2	4.7	
Delay (s)	38.2	32.8		83.3	27.9		137.6	26.2	22.7	121.7	32.1	
Level of Service	D	C		F	C		F	C	C	F	C	
Approach Delay (s)		35.0			52.1			44.0			47.3	
Approach LOS		D			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	46.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	78.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	127	315	124	73	11	589	293	51	41	209	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1826		1770	1822		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1826		1770	1822		1770	1863	1583
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	0.92
Adj. Flow (vph)	107	138	342	135	79	12	640	318	55	45	227	404
RTOR Reduction (vph)	0	0	291	0	6	0	0	6	0	0	0	320
Lane Group Flow (vph)	107	138	51	135	85	0	640	367	0	45	227	84
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	9.8	12.5	12.5	7.1	9.8		32.5	45.3		3.3	16.1	16.1
Effective Green, g (s)	9.8	12.5	12.5	7.1	9.8		32.5	45.3		3.3	16.1	16.1
Actuated g/C Ratio	0.12	0.15	0.15	0.08	0.12		0.39	0.54		0.04	0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	206	276	235	149	212		683	980		69	356	302
v/s Ratio Prot	0.06	c0.07		c0.08	0.05		c0.36	0.20		0.03	c0.12	
v/s Ratio Perm			0.03									0.05
v/c Ratio	0.52	0.50	0.22	0.91	0.40		0.94	0.37		0.65	0.64	0.28
Uniform Delay, d1	35.0	33.0	31.5	38.2	34.5		24.9	11.2		39.9	31.4	29.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	1.4	0.5	46.6	1.2		20.3	0.2		20.0	3.7	0.5
Delay (s)	37.2	34.4	32.0	84.8	35.7		45.2	11.5		59.8	35.1	29.6
Level of Service	D	C	C	F	D		D	B		E	D	C
Approach Delay (s)		33.5			65.0			32.8			33.4	
Approach LOS		C			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	36.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	70.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

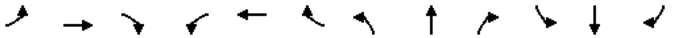
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	1	83	198	2	130	20	236	56	44	285	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	1	90	215	2	141	22	257	61	48	310	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	129	359	339	378
Volume Left (vph)	38	215	22	48
Volume Right (vph)	90	141	61	21
Hadj (s)	-0.33	-0.08	-0.06	0.03
Departure Headway (s)	6.8	6.4	6.3	6.3
Degree Utilization, x	0.25	0.64	0.60	0.67
Capacity (veh/h)	415	522	526	530
Control Delay (s)	12.1	20.0	18.3	21.0
Approach Delay (s)	12.1	20.0	18.3	21.0
Approach LOS	B	C	C	C

Intersection Summary				
Delay			19.0	
Level of Service			C	
Intersection Capacity Utilization			62.4%	ICU Level of Service B
Analysis Period (min)			15	

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

EPAP
PM Peak

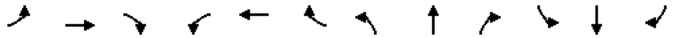


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	426	893	314	150	535	68	348	252	17	105	210	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
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	0.92
Adj. Flow (vph)	463	971	341	163	582	74	378	274	18	114	228	217
RTOR Reduction (vph)	0	0	225	0	0	52	0	5	0	0	0	177
Lane Group Flow (vph)	463	971	116	163	582	22	378	287	0	114	228	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	13.1	28.0	28.0	9.1	24.0	24.0	11.7	19.8		7.1	15.2	15.2
Effective Green, g (s)	13.1	28.0	28.0	9.1	24.0	24.0	11.7	19.8		7.1	15.2	15.2
Actuated g/C Ratio	0.16	0.34	0.34	0.11	0.29	0.29	0.14	0.24		0.09	0.18	0.18
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	547	1205	539	195	1033	462	488	844		152	344	292
v/s Ratio Prot	c0.13	c0.27		0.09	0.16		c0.11	0.08		0.06	c0.12	
v/s Ratio Perm			0.07			0.01						0.03
v/c Ratio	0.85	0.81	0.22	0.84	0.56	0.05	0.77	0.34		0.75	0.66	0.14
Uniform Delay, d1	33.6	24.6	19.3	35.8	24.7	20.9	34.0	25.8		36.7	31.1	28.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.6	4.0	0.2	25.5	0.7	0.0	7.5	0.2		18.6	4.7	0.2
Delay (s)	45.1	28.7	19.5	61.3	25.4	20.9	41.5	26.0		55.3	35.9	28.2
Level of Service	D	C	B	E	C	C	D	C		E	D	C
Approach Delay (s)		31.2			32.1			34.8			36.9	
Approach LOS		C			C			C			D	

Intersection Summary					
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.79				
Actuated Cycle Length (s)	82.2	Sum of lost time (s)		18.2	
Intersection Capacity Utilization	69.1%	ICU Level of Service		C	
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

EPAP
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	957	24	51	567	92	55	214	92	59	101	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1856		1770	1824		1770	1779			1829	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1856		1770	1824		1770	1779			1829	1583
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	0.92
Adj. Flow (vph)	150	1040	26	55	616	100	60	233	100	64	110	118
RTOR Reduction (vph)	0	0	0	0	4	0	0	11	0	0	0	102
Lane Group Flow (vph)	150	1066	0	55	712	0	60	322	0	0	174	16
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	13.7	77.5		4.5	68.3		22.0	22.0			18.9	18.9
Effective Green, g (s)	13.7	77.5		4.5	68.3		22.0	22.0			18.9	18.9
Actuated g/C Ratio	0.10	0.55		0.03	0.48		0.16	0.16			0.13	0.13
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	170	1013		56	877		274	275			243	210
v/s Ratio Prot	c0.08	c0.57		0.03	0.39		0.03	c0.18			c0.10	
v/s Ratio Perm												0.01
v/c Ratio	0.88	1.05		0.98	0.81		0.22	1.17			0.72	0.07
Uniform Delay, d1	63.3	32.2		68.7	31.3		52.4	60.0			58.9	53.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	37.4	42.9		113.3	6.5		0.7	108.7			10.9	0.3
Delay (s)	100.7	75.1		182.0	37.8		53.1	168.6			69.8	54.1
Level of Service	F	E		F	D		D	F			E	D
Approach Delay (s)		78.3			48.1			151.0			63.5	
Approach LOS		E			D			F			E	

Intersection Summary					
HCM 2000 Control Delay	78.7	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	1.02				
Actuated Cycle Length (s)	141.9	Sum of lost time (s)		19.0	
Intersection Capacity Utilization	96.9%	ICU Level of Service		F	
Analysis Period (min)	15				
c Critical Lane Group					

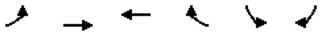
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	713	382	64	420	3	282	18	106	2	9	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.87			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861		1770	1625			1789	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861		1770	1625			1789	
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	0.92
Adj. Flow (vph)	10	775	415	70	457	3	307	20	115	2	10	4
RTOR Reduction (vph)	0	0	132	0	0	0	0	91	0	0	4	0
Lane Group Flow (vph)	10	775	283	70	460	0	307	44	0	0	12	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.7	48.7	48.7	5.0	53.0		19.5	19.5			2.5	
Effective Green, g (s)	0.7	48.7	48.7	5.0	53.0		19.5	19.5			2.5	
Actuated g/C Ratio	0.01	0.52	0.52	0.05	0.56		0.21	0.21			0.03	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	13	965	820	94	1049		367	337			47	
v/s Ratio Prot	0.01	c0.42		c0.04	0.25		c0.17	0.03			c0.01	
v/s Ratio Perm			0.18									
v/c Ratio	0.77	0.80	0.35	0.74	0.44		0.84	0.13			0.26	
Uniform Delay, d1	46.6	18.7	13.3	43.9	11.9		35.7	30.3			44.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	124.9	4.9	0.3	25.7	0.3		14.9	0.1			2.1	
Delay (s)	171.5	23.6	13.5	69.6	12.2		50.6	30.5			47.0	
Level of Service	F	C	B	E	B		D	C			D	
Approach Delay (s)		21.4			19.8			44.5			47.0	
Approach LOS		C			B			D			D	

Intersection Summary				
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	75.3%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	810	27	4	453	21	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	880	29	4	492	23	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			910		1396	895
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			910		1396	895
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		85	99
cM capacity (veh/h)			749		155	339

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	910	497	23	4
Volume Left	0	4	23	0
Volume Right	29	0	0	4
cSH	1700	749	155	339
Volume to Capacity	0.54	0.01	0.15	0.01
Queue Length 95th (ft)	0	0	13	1
Control Delay (s)	0.0	0.2	32.3	15.7
Lane LOS		A	D	C
Approach Delay (s)	0.0	0.2	29.6	
Approach LOS			D	

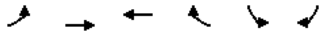
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	783	438	12	8	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	851	476	13	9	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489				1401	483
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489				1401	483
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				94	96
cM capacity (veh/h)	1074				150	584

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	885	489	29
Volume Left	34	0	9
Volume Right	0	13	21
cSH	1074	1700	314
Volume to Capacity	0.03	0.29	0.09
Queue Length 95th (ft)	2	0	8
Control Delay (s)	0.8	0.0	17.6
Lane LOS	A		C
Approach Delay (s)	0.8	0.0	17.6
Approach LOS			C

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		76.3%	ICU Level of Service D
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	807	449	5	10	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	877	488	5	11	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	493				1394	491
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493				1394	491
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	97
cM capacity (veh/h)	1070				154	578

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	890	493	26
Volume Left	13	0	11
Volume Right	0	5	15
cSH	1070	1700	269
Volume to Capacity	0.01	0.29	0.10
Queue Length 95th (ft)	1	0	8
Control Delay (s)	0.3	0.0	19.8
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	19.8
Approach LOS			C

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		62.1%	ICU Level of Service B
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	730	18	39	416	7	8	1	23	7	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	49	793	20	42	452	8	9	1	25	8	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	460			813			1453	1446	803	1458	1452	456
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	460			813			1453	1446	803	1458	1452	456
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			91	99	93	92	100	97
cM capacity (veh/h)	1101			814			98	119	383	93	118	604

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	49	813	42	460	35	23
Volume Left	49	0	42	0	9	8
Volume Right	0	20	0	8	25	15
cSH	1101	1700	814	1700	213	213
Volume to Capacity	0.04	0.48	0.05	0.27	0.16	0.11
Queue Length 95th (ft)	3	0	4	0	14	9
Control Delay (s)	8.4	0.0	9.7	0.0	25.2	24.0
Lane LOS	A		A		D	C
Approach Delay (s)	0.5		0.8		25.2	24.0
Approach LOS					D	C

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	49.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	680	114	29	402	67	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.97	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1827			1856	1743	
Flt Permitted	1.00			0.93	0.96	
Satd. Flow (perm)	1827			1731	1743	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	739	124	32	437	73	18
RTOR Reduction (vph)	10	0	0	0	15	0
Lane Group Flow (vph)	853	0	0	469	76	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	24.7			24.7	7.7	
Effective Green, g (s)	24.7			24.7	7.7	
Actuated g/C Ratio	0.61			0.61	0.19	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1117			1058	332	
v/s Ratio Prot	c0.47				c0.04	
v/s Ratio Perm				0.27		
v/c Ratio	0.76			0.44	0.23	
Uniform Delay, d1	5.7			4.2	13.8	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	3.2			0.3	0.4	
Delay (s)	8.9			4.5	14.2	
Level of Service	A			A	B	
Approach Delay (s)	8.9			4.5	14.2	
Approach LOS	A			A	B	

Intersection Summary				
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	40.4	Sum of lost time (s)		8.0
Intersection Capacity Utilization	56.4%	ICU Level of Service		B
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

EPAP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	584	121	117	318	8	71	7	210	18	7	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	1815		1770	1856			1782	1583		1738	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	1815		1770	1856			1782	1583		1738	
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	0.92
Adj. Flow (vph)	2	635	132	127	346	9	77	8	228	20	8	14
RTOR Reduction (vph)	0	7	0	0	1	0	0	0	202	0	13	0
Lane Group Flow (vph)	2	760	0	127	354	0	0	85	26	0	29	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	38.8		7.1	45.2			8.7	8.7		4.3	
Effective Green, g (s)	0.7	38.8		7.1	45.2			8.7	8.7		4.3	
Actuated g/C Ratio	0.01	0.52		0.09	0.60			0.12	0.12		0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	940		167	1120			206	183		99	
v/s Ratio Prot	0.00	c0.42		c0.07	0.19			c0.05			c0.02	
v/s Ratio Perm									0.02			
v/c Ratio	0.12	0.81		0.76	0.32			0.41	0.14		0.29	
Uniform Delay, d1	36.8	15.0		33.1	7.3			30.7	29.8		33.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	3.5	5.2		18.3	0.2			1.3	0.4		1.6	
Delay (s)	40.3	20.2		51.3	7.4			32.1	30.1		35.5	
Level of Service	D	C		D	A			C	C		D	
Approach Delay (s)		20.2			19.0			30.7			35.5	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

EPAP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	644	158	46	329	8	101	4	73	7	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	1808		1770	1856		1770	1597			1701	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (perm)	1770	1808		1770	1856		1770	1597			1701	
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	0.92
Adj. Flow (vph)	29	700	172	50	358	9	110	4	79	8	4	14
RTOR Reduction (vph)	0	7	0	0	1	0	0	70	0	0	14	0
Lane Group Flow (vph)	29	865	0	50	366	0	110	13	0	0	12	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	1.6	40.9		2.1	41.4		7.8	7.8			2.4	
Effective Green, g (s)	1.6	40.9		2.1	41.4		7.8	7.8			2.4	
Actuated g/C Ratio	0.02	0.59		0.03	0.60		0.11	0.11			0.03	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	40	1068		53	1110		199	180			58	
v/s Ratio Prot	0.02	c0.48		c0.03	0.20		c0.06	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.72	0.81		0.94	0.33		0.55	0.07			0.22	
Uniform Delay, d1	33.6	11.1		33.5	7.0		29.0	27.5			32.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	48.4	4.6		102.1	0.2		3.3	0.2			1.9	
Delay (s)	82.0	15.7		135.6	7.1		32.3	27.6			34.3	
Level of Service	F	B		F	A		C	C			C	
Approach Delay (s)		17.9			22.5			30.3			34.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	69.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	304	283	86	143	16	235	121	141	28	84	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.99		1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1728		1770	1835		1770	1713		1770	1817	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1728		1770	1835		1770	1713		1770	1817	
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	0.92
Adj. Flow (vph)	95	330	308	93	155	17	255	132	153	30	91	18
RTOR Reduction (vph)	0	40	0	0	4	0	0	55	0	0	10	0
Lane Group Flow (vph)	95	598	0	93	168	0	255	230	0	30	99	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.5	28.6		5.1	27.2		12.8	20.1		1.8	9.1	
Effective Green, g (s)	6.5	28.6		5.1	27.2		12.8	20.1		1.8	9.1	
Actuated g/C Ratio	0.09	0.40		0.07	0.38		0.18	0.28		0.03	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	690		126	697		316	480		44	230	
v/s Ratio Prot	c0.05	c0.35		0.05	0.09		c0.14	c0.13		0.02	0.05	
v/s Ratio Perm												
v/c Ratio	0.59	0.87		0.74	0.24		0.81	0.48		0.68	0.43	
Uniform Delay, d1	31.3	19.8		32.6	15.2		28.2	21.4		34.6	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.8	11.1		20.0	0.2		14.0	0.8		35.7	1.3	
Delay (s)	37.1	30.9		52.6	15.3		42.2	22.2		70.3	30.2	
Level of Service	D	C		D	B		D	C		E	C	
Approach Delay (s)		31.7			28.4			31.6			38.8	
Approach LOS		C			C			C			D	

Intersection Summary				
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	71.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	69.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

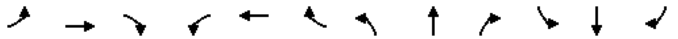
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	497	26	36	40	535	371	19	9	202	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	45	540	28	39	43	582	403	21	10	220	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	45	540	111	582	424	10	222
Volume Left (vph)	0	0	28	582	0	10	0
Volume Right (vph)	0	540	43	0	21	0	2
Hadj (s)	0.03	-0.57	-0.15	0.53	0.00	0.53	0.03
Departure Headway (s)	6.6	3.2	6.2	5.8	5.3	6.8	6.3
Degree Utilization, x	0.08	0.48	0.19	0.94	0.63	0.02	0.39
Capacity (veh/h)	519	1116	561	607	671	510	557
Control Delay (s)	10.1	9.1	10.6	46.6	15.5	8.7	12.0
Approach Delay (s)	9.2		10.6	33.5		11.9	
Approach LOS	A		B	D		B	

Intersection Summary				
Delay	22.2			
Level of Service	C			
Intersection Capacity Utilization	62.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	141	125	939	184	162	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3452		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3452		3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	136	1021	200	176	636
RTOR Reduction (vph)	0	115	23	0	0	0
Lane Group Flow (vph)	153	21	1198	0	176	636
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	7.9	7.9	27.1		3.7	34.8
Effective Green, g (s)	7.9	7.9	27.1		3.7	34.8
Actuated g/C Ratio	0.16	0.16	0.53		0.07	0.69
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	275	246	1845		250	2429
v/s Ratio Prot	c0.09		c0.35		c0.05	0.18
v/s Ratio Perm		0.01				
v/c Ratio	0.56	0.09	0.65		0.70	0.26
Uniform Delay, d1	19.8	18.3	8.4		23.0	3.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.4	0.2	0.8		8.7	0.1
Delay (s)	22.2	18.5	9.2		31.6	3.1
Level of Service	C	B	A		C	A
Approach Delay (s)	20.4		9.2			9.3
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	50.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	18	46	305	33	18	120	1305	591	24	1086	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1663		1681	1682		1770	3539	1583	1770	3516	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1663		1681	1682		1770	3539	1583	1770	3516	
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	0.92
Adj. Flow (vph)	27	20	50	332	36	20	130	1418	642	26	1180	53
RTOR Reduction (vph)	0	48	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	27	22	0	196	189	0	130	1418	642	26	1231	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.4	4.4		16.8	16.8		17.1	81.3	120.0	3.3	67.5	
Effective Green, g (s)	4.4	4.4		16.8	16.8		17.1	81.3	120.0	3.3	67.5	
Actuated g/C Ratio	0.04	0.04		0.14	0.14		0.14	0.68	1.00	0.03	0.56	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	64	60		235	235		252	2397	1583	48	1977	
v/s Ratio Prot	0.02	0.01		c0.12	0.11		0.07	c0.40		0.01	c0.35	
v/s Ratio Perm									c0.41			
v/c Ratio	0.42	0.36		0.83	0.80		0.52	0.59	0.41	0.54	0.62	
Uniform Delay, d1	56.6	56.4		50.2	50.0		47.6	10.4	0.0	57.6	17.7	
Progression Factor	1.00	1.00		1.00	1.00		0.71	0.18	1.00	1.00	1.00	
Incremental Delay, d2	1.6	1.4		20.9	16.7		0.6	0.9	0.6	6.5	1.5	
Delay (s)	58.2	57.8		71.1	66.7		34.6	2.8	0.6	64.1	19.2	
Level of Service	E	E		E	E		C	A	A	E	B	
Approach Delay (s)		57.9			69.0			4.0			20.1	
Approach LOS		E			E			A			C	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

EPAP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	27	210	43	22	304	295	1627	78	158	1207	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1724	1583	1770	1602		1770	5050		1770	3513	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1724	1583	1770	1602		1770	5050		1770	3513	
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	0.92
Adj. Flow (vph)	93	29	228	47	24	330	321	1768	85	172	1312	67
RTOR Reduction (vph)	0	0	214	0	279	0	0	3	0	0	2	0
Lane Group Flow (vph)	60	62	14	47	75	0	321	1850	0	172	1377	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	7.6	7.6	7.6	9.9	9.9		22.0	72.8		12.0	62.8	
Effective Green, g (s)	7.6	7.6	7.6	9.9	9.9		22.0	74.5		12.0	64.5	
Actuated g/C Ratio	0.06	0.06	0.06	0.08	0.08		0.18	0.62		0.10	0.54	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	106	109	100	146	132		324	3135		177	1888	
v/s Ratio Prot	0.04	c0.04	0.01	0.03	c0.05		c0.18	0.37		0.10	c0.39	
v/s Ratio Perm												
v/c Ratio	0.57	0.57	0.14	0.32	0.57		0.99	0.59		0.97	0.73	
Uniform Delay, d1	54.6	54.6	53.1	51.9	53.0		48.9	13.6		53.8	21.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.90	0.28		0.82	0.55	
Incremental Delay, d2	4.1	4.0	0.2	0.5	3.3		38.4	0.6		52.5	2.1	
Delay (s)	58.7	58.6	53.4	52.4	56.3		82.6	4.4		96.6	13.7	
Level of Service	E	E	D	D	E		F	A		F	B	
Approach Delay (s)		55.2			55.9			15.9			22.9	
Approach LOS		E			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	89.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

EPAP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	212	70	302	212	155	91	987	1687	286	54	985	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1726	1583	1681	1754	1583	3433	4975		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1726	1583	1681	1754	1583	3433	4975		1770	5085	1583
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	0.92
Adj. Flow (vph)	230	76	328	230	168	99	1073	1834	311	59	1071	458
RTOR Reduction (vph)	0	0	0	0	0	84	0	16	0	0	0	0
Lane Group Flow (vph)	152	154	328	195	203	15	1073	2129	0	59	1071	458
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	14.4	14.4	120.0	18.5	18.5	18.5	43.3	66.9		4.2	27.8	120.0
Effective Green, g (s)	14.4	14.4	120.0	18.5	18.5	18.5	43.3	66.9		4.2	27.8	120.0
Actuated g/C Ratio	0.12	0.12	1.00	0.15	0.15	0.15	0.36	0.56		0.04	0.23	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	201	207	1583	259	270	244	1238	2773		61	1178	1583
v/s Ratio Prot	c0.09	0.09		c0.12	0.12		c0.31	0.43		0.03	c0.21	
v/s Ratio Perm			0.21			0.01						0.29
v/c Ratio	0.76	0.74	0.21	0.75	0.75	0.06	0.87	0.77		0.97	0.91	0.29
Uniform Delay, d1	51.1	51.0	0.0	48.6	48.6	43.3	35.7	20.5		57.8	44.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.13	0.70		0.73	0.64	1.00
Incremental Delay, d2	14.9	13.5	0.3	10.7	10.3	0.1	4.1	1.3		85.4	9.0	0.3
Delay (s)	66.0	64.5	0.3	59.3	58.8	43.4	44.6	15.5		127.3	37.9	0.3
Level of Service	E	E	A	E	E	D	D	B		F	D	A
Approach Delay (s)		31.6			55.9			25.2			30.4	
Approach LOS		C			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	78.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1423	0	0	1031	0	1929	619	527	972	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1547	0	0	1121	0	2097	673	573	1057	0
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	84	0	0	0
Lane Group Flow (vph)	0	0	1522	0	0	1121	0	2097	589	573	1057	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			45.3			60.0		29.7	29.7	22.3	29.0	
Effective Green, g (s)			45.3			60.0		29.7	29.7	22.3	29.0	
Actuated g/C Ratio			0.75			1.00		0.49	0.49	0.37	0.48	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2289			1611		2517	783	657	3097	
v/s Ratio Prot			0.25					c0.41		c0.32	0.16	
v/s Ratio Perm			0.29			c0.70			0.37			
v/c Ratio			0.66			0.70		0.83	0.75	0.87	0.34	
Uniform Delay, d1			3.6			0.0		13.0	12.2	17.5	9.6	
Progression Factor			1.00			1.00		1.00	1.00	0.84	0.30	
Incremental Delay, d2			0.7			2.5		3.4	6.6	8.8	0.2	
Delay (s)			4.4			2.5		16.4	18.8	23.5	3.1	
Level of Service			A			A		B	B	C	A	
Approach Delay (s)		4.4			2.5			17.0			10.3	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	74.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	482	0	184	0	0	0	743	919	0	0	1033	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1602	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1602	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	524	0	200	0	0	0	808	999	0	0	1123	922
RTOR Reduction (vph)	0	46	149	0	0	0	0	0	0	0	0	243
Lane Group Flow (vph)	272	226	31	0	0	0	808	999	0	0	1123	679
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	17.0	17.0	17.0				24.0	75.0			47.0	47.0
Effective Green, g (s)	17.0	17.0	17.0				24.0	75.0			47.0	47.0
Actuated g/C Ratio	0.17	0.17	0.17				0.24	0.75			0.47	0.47
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	285	272	255				823	2654			1663	744
v/s Ratio Prot	c0.16	0.14					c0.24	0.28			0.32	
v/s Ratio Perm			0.02									c0.43
v/c Ratio	0.95	0.83	0.12				0.98	0.38			0.68	0.91
Uniform Delay, d1	41.1	40.1	35.2				37.8	4.4			20.6	24.6
Progression Factor	1.00	1.00	1.00				1.00	1.00			1.05	1.08
Incremental Delay, d2	40.7	19.1	0.2				26.8	0.4			0.8	7.9
Delay (s)	81.9	59.2	35.4				64.5	4.8			22.4	34.5
Level of Service	F	E	D				E	A			C	C
Approach Delay (s)		61.8			0.0			31.5			27.9	
Approach LOS		E			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	34.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	80.4%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	906	0	534	324	1077	0	0	977	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.97	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1585	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1585	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	985	0	580	352	1171	0	0	1062	373
RTOR Reduction (vph)	0	0	0	0	36	49	0	0	0	0	0	251
Lane Group Flow (vph)	0	0	0	542	500	438	352	1171	0	0	1062	122
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				34.2	34.2	34.2	21.0	57.8			32.8	32.8
Effective Green, g (s)				34.2	34.2	34.2	21.0	57.8			32.8	32.8
Actuated g/C Ratio				0.34	0.34	0.34	0.21	0.58			0.33	0.33
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				574	542	514	371	2045			1160	519
v/s Ratio Prot				c0.32	0.32		c0.20	0.33			c0.30	
v/s Ratio Perm						0.29						0.08
v/c Ratio				0.94	0.92	0.85	0.95	0.57			0.92	0.24
Uniform Delay, d1				32.0	31.6	30.6	39.0	13.3			32.3	24.5
Progression Factor				1.00	1.00	1.00	0.88	1.37			0.99	2.29
Incremental Delay, d2				24.4	21.3	12.9	29.7	1.0			11.4	0.9
Delay (s)				56.3	52.9	43.5	64.0	19.2			43.3	56.9
Level of Service				E	D	D	E	B			D	E
Approach Delay (s)		0.0			51.2			29.5			46.8	
Approach LOS		A			D			C			D	

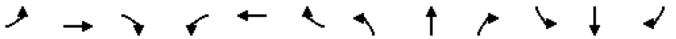
Intersection Summary				
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	85.5%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	205	1348	263	0	1288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3453			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3453			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	223	1465	286	0	1400
RTOR Reduction (vph)	0	98	9	0	0	0
Lane Group Flow (vph)	35	125	1742	0	0	1400
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	12.9	12.9	79.1			79.1
Effective Green, g (s)	12.9	12.9	79.1			79.1
Actuated g/C Ratio	0.13	0.13	0.79			0.79
Clearance Time (s)	4.0	4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	228	204	2731			2799
v/s Ratio Prot	0.02		c0.50			0.40
v/s Ratio Perm		c0.08				
v/c Ratio	0.15	0.61	0.64			0.50
Uniform Delay, d1	38.7	41.2	4.4			3.6
Progression Factor	1.00	1.00	0.91			1.00
Incremental Delay, d2	0.3	5.4	0.8			0.6
Delay (s)	39.0	46.6	4.9			4.3
Level of Service	D	D	A			A
Approach Delay (s)	45.6		4.9			4.3
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

EPAP
PM Peak

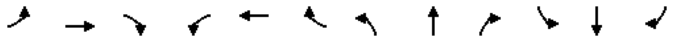


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	227	175	361	111	145	192	692	374	223	443	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.92		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3308		1770	3239		1770	3539	1583	1770	3432	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3308		1770	3239		1770	3539	1583	1770	3432	
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	0.92
Adj. Flow (vph)	190	247	190	392	121	158	209	752	407	242	482	122
RTOR Reduction (vph)	0	157	0	0	124	0	0	0	294	0	21	0
Lane Group Flow (vph)	190	280	0	392	155	0	209	752	113	242	583	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	14.1	13.1		20.0	19.0		11.0	23.5	23.5	13.0	25.5	
Effective Green, g (s)	14.1	13.1		20.0	19.0		11.0	23.5	23.5	13.0	25.5	
Actuated g/C Ratio	0.16	0.15		0.23	0.22		0.12	0.27	0.27	0.15	0.29	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	282	491		401	697		220	942	421	260	992	
v/s Ratio Prot	0.11	c0.08		c0.22	0.05		0.12	c0.21		c0.14	0.17	
v/s Ratio Perm									0.07			
v/c Ratio	0.67	0.57		0.98	0.22		0.95	0.80	0.27	0.93	0.59	
Uniform Delay, d1	34.9	34.9		33.9	28.5		38.3	30.1	25.6	37.2	26.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	1.6		38.6	0.2		46.1	4.8	0.3	37.5	0.9	
Delay (s)	41.1	36.5		72.5	28.7		84.4	34.9	25.9	74.7	27.7	
Level of Service	D	D		E	C		F	C	C	E	C	
Approach Delay (s)		37.9			54.3			39.8			41.2	
Approach LOS		D			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	78.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

EPAP
PM Peak



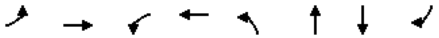
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	14	251	9	11	6	226	363	13	12	257	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1760		1770	1853		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1760		1770	1853		1770	1863	1583
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	0.92
Adj. Flow (vph)	178	15	273	10	12	7	246	395	14	13	279	96
RTOR Reduction (vph)	0	0	229	0	7	0	0	2	0	0	0	67
Lane Group Flow (vph)	178	15	44	10	12	0	246	407	0	13	279	29
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	7.3	8.1	8.1	0.6	1.4		10.2	24.4		0.6	14.8	14.8
Effective Green, g (s)	7.3	8.1	8.1	0.6	1.4		10.2	24.4		0.6	14.8	14.8
Actuated g/C Ratio	0.15	0.16	0.16	0.01	0.03		0.21	0.49		0.01	0.30	0.30
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	259	303	257	21	49		363	909		21	554	471
v/s Ratio Prot	c0.10	0.01		0.01	0.01		c0.14	c0.22		0.01	0.15	
v/s Ratio Perm			c0.03									0.02
v/c Ratio	0.69	0.05	0.17	0.48	0.25		0.68	0.45		0.62	0.50	0.06
Uniform Delay, d1	20.1	17.6	17.9	24.4	23.6		18.2	8.3		24.4	14.4	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.4	0.1	0.3	16.0	2.7		5.0	0.4		43.9	0.7	0.1
Delay (s)	27.5	17.6	18.2	40.4	26.3		23.2	8.6		68.3	15.1	12.5
Level of Service	C	B	B	D	C		C	A		E	B	B
Approach Delay (s)		21.8			31.2			14.1			16.3	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	51.8%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	4	39	82	2	83	70	313	132	115	255	29
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
Hourly flow rate (vph)	18	4	42	89	2	90	76	340	143	125	277	32

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	65	182	560	434
Volume Left (vph)	18	89	76	125
Volume Right (vph)	42	90	143	32
Hadj (s)	-0.30	-0.17	-0.09	0.05
Departure Headway (s)	6.8	6.5	5.4	5.7
Degree Utilization, x	0.12	0.33	0.84	0.69
Capacity (veh/h)	455	501	656	606
Control Delay (s)	10.8	12.7	29.8	20.1
Approach Delay (s)	10.8	12.7	29.8	20.1
Approach LOS	B	B	D	C

Intersection Summary					
Delay			22.9		
Level of Service			C		
Intersection Capacity Utilization			62.9%	ICU Level of Service	B
Analysis Period (min)			15		



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	381	100	1022	39	129	462	196
v/c Ratio	0.62	0.47	0.71	1.11	0.21	0.66	1.04	0.40
Control Delay	111.2	30.7	90.1	97.4	61.2	71.8	106.1	14.9
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	111.2	30.7	90.1	97.7	61.2	71.8	106.1	14.9
Queue Length 50th (ft)	33	252	92	~1113	34	106	~478	34
Queue Length 95th (ft)	#93	351	#169	#1390	72	179	#703	107
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	56	823	159	923	213	225	443	496
Starvation Cap Reductn	0	0	0	52	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.46	0.63	1.17	0.18	0.57	1.04	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	2	272	254	116	725	422	106	57
v/c Ratio	0.03	0.43	0.36	0.59	0.82	0.80	0.20	0.38
Control Delay	49.5	28.8	4.9	54.8	32.3	45.6	19.9	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	28.8	4.9	54.8	32.3	45.6	19.9	48.2
Queue Length 50th (ft)	1	133	0	70	371	242	31	31
Queue Length 95th (ft)	10	223	55	136	#707	#467	82	75
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	74	725	771	262	919	541	554	428
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.38	0.33	0.44	0.79	0.78	0.19	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1611	492	1478	266	672	1826
v/c Ratio	0.69	0.31	0.68	0.34	0.85	0.51
Control Delay	3.7	0.5	17.9	6.1	24.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	0.5	17.9	6.1	24.0	8.6
Queue Length 50th (ft)	46	0	175	18	304	158
Queue Length 95th (ft)	24	0	238	64	m312	m170
Internal Link Dist (ft)			720			318
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2324	1611	2173	786	898	3549
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.31	0.68	0.34	0.75	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	216	211	108	620	626	1089	636
v/c Ratio	0.73	0.62	0.30	0.76	0.24	0.71	0.65
Control Delay	45.5	28.5	8.5	35.5	4.2	11.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	1.4
Total Delay	45.5	28.5	8.5	35.5	4.2	12.0	6.4
Queue Length 50th (ft)	105	69	0	148	50	215	54
Queue Length 95th (ft)	#183	145	42	207	69	m267	m60
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)							
Base Capacity (vph)	336	375	387	815	2558	1541	980
Starvation Cap Reductn	0	0	0	0	0	66	171
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.56	0.28	0.76	0.24	0.74	0.79

Intersection Summary

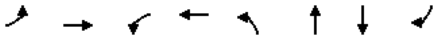
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	399	384	364	377	665	1155	561
v/c Ratio	0.91	0.85	0.61	0.92	0.29	0.92	0.61
Control Delay	56.4	41.7	11.5	63.9	6.6	32.1	3.2
Queue Delay	0.0	1.7	0.7	0.0	0.2	46.4	1.1
Total Delay	56.4	43.4	12.2	63.9	6.8	78.5	4.3
Queue Length 50th (ft)	203	161	33	194	61	295	0
Queue Length 95th (ft)	#373	#330	121	#350	88	#409	24
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	441	455	602	420	2261	1261	925
Starvation Cap Reductn	0	0	0	0	0	310	166
Spillback Cap Reductn	0	16	61	0	783	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.87	0.67	0.90	0.45	1.21	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	150	1066	55	716	60	333	174	118
v/c Ratio	0.88	1.05	1.00	0.81	0.22	1.16	0.72	0.38
Control Delay	106.1	75.0	185.8	40.5	55.8	154.5	75.8	12.4
Queue Delay	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay	106.1	75.0	185.8	41.7	55.8	154.5	75.8	12.4
Queue Length 50th (ft)	140	~1090	52	560	50	~359	156	0
Queue Length 95th (ft)	#272	#1386	#150	764	96	#570	240	58
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	175	1013	55	882	274	286	283	345
Starvation Cap Reductn	0	0	0	49	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.05	1.00	0.86	0.22	1.16	0.61	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	10	775	415	70	460	307	135	16
v/c Ratio	0.12	0.81	0.44	0.70	0.41	0.79	0.30	0.13
Control Delay	46.4	27.3	6.5	78.2	12.3	49.6	10.6	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	27.3	6.5	78.2	12.3	49.6	10.6	37.3
Queue Length 50th (ft)	5	302	35	37	101	151	8	6
Queue Length 95th (ft)	23	#642	117	#118	269	#323	59	27
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	80	959	947	100	1117	390	447	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.81	0.44	0.70	0.41	0.79	0.30	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1547	1121	2097	673	573	1057
v/c Ratio	0.67	0.70	0.83	0.78	0.87	0.34
Control Delay	3.5	2.5	17.8	18.2	25.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	2.5	17.8	18.2	25.8	3.1
Queue Length 50th (ft)	35	0	235	148	193	20
Queue Length 95th (ft)	55	0	#313	#347	m259	m23
Internal Link Dist (ft)			720			333
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2308	1611	2517	867	708	3097
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.70	0.83	0.78	0.81	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	272	272	180	808	999	1123	922
v/c Ratio	0.95	0.86	0.44	0.98	0.38	0.68	0.93
Control Delay	85.6	57.7	9.4	66.0	4.8	22.8	22.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.8	6.6
Total Delay	85.6	57.9	9.4	66.0	4.8	23.6	28.8
Queue Length 50th (ft)	183	150	0	264	96	225	220
Queue Length 95th (ft)	#349	#308	61	#390	123	m262	m#274
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)							
Base Capacity (vph)	285	318	405	823	2654	1663	987
Starvation Cap Reductn	0	0	0	0	0	259	51
Spillback Cap Reductn	0	1	0	0	68	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.86	0.44	0.98	0.39	0.80	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	542	536	487	352	1171	1062	373
v/c Ratio	0.94	0.93	0.87	0.95	0.57	0.92	0.49
Control Delay	59.2	53.0	43.4	67.9	19.4	44.0	8.4
Queue Delay	0.8	46.2	42.4	0.0	0.4	47.0	1.9
Total Delay	60.1	99.2	85.8	67.9	19.9	91.0	10.3
Queue Length 50th (ft)	351	329	263	231	310	360	45
Queue Length 95th (ft)	#574	#563	#465	m#361	m370	#466	132
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	575	578	563	371	2052	1167	772
Starvation Cap Reductn	0	0	0	0	403	330	251
Spillback Cap Reductn	4	118	112	0	84	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.17	1.08	0.95	0.71	1.27	0.72

Intersection Summary

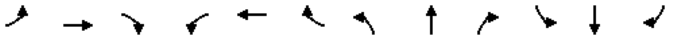
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Appendix F:

Analysis Worksheets for
Existing plus Approved Projects (2018) plus Proposed Project Conditions

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

EPAP+PP
AM Peak

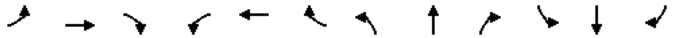


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	322	229	73	961	76	316	171	7	91	283	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3517		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3517		1770	1863	1583
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	0.92
Adj. Flow (vph)	172	350	249	79	1045	83	343	186	8	99	308	399
RTOR Reduction (vph)	0	0	162	0	0	55	0	4	0	0	0	123
Lane Group Flow (vph)	172	350	87	79	1045	28	343	190	0	99	308	276
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	5.0	27.2	27.2	3.9	26.1	26.1	9.9	23.8		4.6	18.5	18.5
Effective Green, g (s)	5.0	27.2	27.2	3.9	26.1	26.1	9.9	23.8		4.6	18.5	18.5
Actuated g/C Ratio	0.06	0.35	0.35	0.05	0.34	0.34	0.13	0.31		0.06	0.24	0.24
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	220	1238	554	88	1188	531	437	1077		104	443	376
v/s Ratio Prot	c0.05	0.10		0.04	c0.30		c0.10	0.05		0.06	0.17	
v/s Ratio Perm			0.06			0.02						c0.17
v/c Ratio	0.78	0.28	0.16	0.90	0.88	0.05	0.78	0.18		0.95	0.70	0.73
Uniform Delay, d1	35.8	18.2	17.4	36.7	24.3	17.4	32.9	19.8		36.4	27.0	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.4	0.1	0.1	62.7	7.7	0.0	9.0	0.1		72.5	4.7	7.2
Delay (s)	52.2	18.3	17.5	99.4	32.0	17.5	41.8	19.8		108.9	31.7	34.5
Level of Service	D	B	B	F	C	B	D	B		F	C	C
Approach Delay (s)		25.6			35.4			33.9			42.6	
Approach LOS		C			D			C			D	

Intersection Summary					
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.81				
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	18.2		
Intersection Capacity Utilization	70.1%	ICU Level of Service	C		
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

EPAP+PP
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	369	17	120	977	66	36	84	45	119	308	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	1851		1770	1845		1770	1765			1837	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	1770	1851		1770	1845		1770	1765			1837	1583
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	0.92
Adj. Flow (vph)	35	401	18	130	1062	72	39	91	49	129	335	196
RTOR Reduction (vph)	0	1	0	0	2	0	0	13	0	0	0	115
Lane Group Flow (vph)	35	418	0	130	1132	0	39	127	0	0	464	81
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	3.5	61.9		12.2	70.6		15.1	15.1			34.1	34.1
Effective Green, g (s)	3.5	61.9		12.2	70.6		15.1	15.1			34.1	34.1
Actuated g/C Ratio	0.02	0.43		0.09	0.50		0.11	0.11			0.24	0.24
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	43	805		151	915		187	187			440	379
v/s Ratio Prot	0.02	0.23		c0.07	c0.61		0.02	c0.07			c0.25	
v/s Ratio Perm												0.05
v/c Ratio	0.81	0.52		0.86	1.24		0.21	0.68			1.05	0.21
Uniform Delay, d1	69.1	29.3		64.2	35.9		58.1	61.3			54.1	43.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	68.4	1.1		36.0	116.4		1.0	11.0			58.0	0.5
Delay (s)	137.4	30.5		100.2	152.2		59.1	72.2			112.1	43.9
Level of Service	F	C		F	F		E	E			F	D
Approach Delay (s)		38.7			146.9			69.4			91.8	
Approach LOS		D			F			E			F	

Intersection Summary					
HCM 2000 Control Delay	108.0	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.11				
Actuated Cycle Length (s)	142.3	Sum of lost time (s)	19.0		
Intersection Capacity Utilization	105.0%	ICU Level of Service	G		
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
3: Silva Valley Pkwy. & Green Valley Rd.

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	297	234	190	779	19	388	50	78	5	41	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.91			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1856		1770	1692			1824	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)	1770	1863	1583	1770	1856		1770	1692			1824	
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	0.92
Adj. Flow (vph)	2	323	254	207	847	21	422	54	85	5	45	7
RTOR Reduction (vph)	0	0	169	0	1	0	0	45	0	0	5	0
Lane Group Flow (vph)	2	323	85	207	867	0	422	94	0	0	52	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.7	33.7	33.7	14.1	47.1		28.5	28.5			6.6	
Effective Green, g (s)	0.7	33.7	33.7	14.1	47.1		28.5	28.5			6.6	
Actuated g/C Ratio	0.01	0.33	0.33	0.14	0.47		0.28	0.28			0.07	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	12	620	527	246	863		498	476			118	
v/s Ratio Prot	0.00	0.17		c0.12	c0.47		c0.24	0.06			c0.03	
v/s Ratio Perm			0.05									
v/c Ratio	0.17	0.52	0.16	0.84	1.01		0.85	0.20			0.44	
Uniform Delay, d1	50.0	27.2	23.8	42.5	27.1		34.3	27.7			45.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	4.7	0.8	0.1	21.8	31.9		12.4	0.1			1.9	
Delay (s)	54.7	28.0	23.9	64.2	59.0		46.7	27.8			47.5	
Level of Service	D	C	C	E	E		D	C			D	
Approach Delay (s)		26.3			60.0			42.0			47.5	
Approach LOS		C			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	101.2	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	85.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

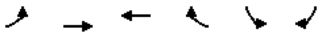
Dixon Ranch
4: Loch Way & Green Valley Rd

EPAP+PP
AM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	416	13	6	925	23	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	452	14	7	1005	25	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			466		1478	459
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			466		1478	459
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		82	99
cM capacity (veh/h)			1095		138	602

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	466	1012	25	7
Volume Left	0	7	25	0
Volume Right	14	0	0	7
cSH	1700	1095	138	602
Volume to Capacity	0.27	0.01	0.18	0.01
Queue Length 95th (ft)	0	0	16	1
Control Delay (s)	0.0	0.2	36.8	11.0
Lane LOS		A	E	B
Approach Delay (s)	0.0	0.2	31.5	
Approach LOS			D	

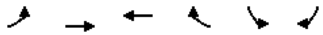
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	411	903	4	12	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	447	982	4	13	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	986				1454	984
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	986				1454	984
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				91	90
cM capacity (veh/h)	701				141	302

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	459	986	43
Volume Left	12	0	13
Volume Right	0	4	30
cSH	701	1700	225
Volume to Capacity	0.02	0.58	0.19
Queue Length 95th (ft)	1	0	17
Control Delay (s)	0.5	0.0	24.8
Lane LOS	A		C
Approach Delay (s)	0.5	0.0	24.8
Approach LOS			C

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		57.8%	ICU Level of Service B
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	394	893	2	8	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	428	971	2	9	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	973				1413	972
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	973				1413	972
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	93
cM capacity (veh/h)	709				150	306

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	435	973	32
Volume Left	7	0	9
Volume Right	0	2	23
cSH	709	1700	238
Volume to Capacity	0.01	0.57	0.13
Queue Length 95th (ft)	1	0	11
Control Delay (s)	0.3	0.0	22.4
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	22.4
Approach LOS			C

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		57.1%	ICU Level of Service B
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	350	2	11	637	6	12	0	32	21	0	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	8	380	2	12	692	7	13	0	35	23	0	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	699			383			1143	1120	382	1150	1117	696
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	699			383			1143	1120	382	1150	1117	696
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			92	100	95	86	100	93
cM capacity (veh/h)	898			1176			163	203	666	164	203	442

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	8	383	12	699	48	53
Volume Left	8	0	12	0	13	23
Volume Right	0	2	0	7	35	30
cSH	898	1700	1176	1700	361	256
Volume to Capacity	0.01	0.23	0.01	0.41	0.13	0.21
Queue Length 95th (ft)	1	0	1	0	11	19
Control Delay (s)	9.0	0.0	8.1	0.0	16.5	22.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.2		0.1		16.5	22.7
Approach LOS					C	C

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	45.2%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	605	47	9	778	109	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.97	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1845			1862	1744	
Flt Permitted	1.00			0.99	0.96	
Satd. Flow (perm)	1845			1849	1744	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	658	51	10	846	118	28
RTOR Reduction (vph)	5	0	0	0	15	0
Lane Group Flow (vph)	704	0	0	856	131	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	25.4			25.4	9.0	
Effective Green, g (s)	25.4			25.4	9.0	
Actuated g/C Ratio	0.60			0.60	0.21	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1105			1107	370	
v/s Ratio Prot	0.38				c0.08	
v/s Ratio Perm				c0.46		
v/c Ratio	0.64			0.77	0.35	
Uniform Delay, d1	5.5			6.3	14.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.2			3.4	0.6	
Delay (s)	6.7			9.8	14.8	
Level of Service	A			A	B	
Approach Delay (s)	6.7			9.8	14.8	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	42.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	446	162	169	616	5	222	4	69	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1788		1770	1861			1775	1583		1695	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1788		1770	1861			1775	1583		1695	
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	0.92
Adj. Flow (vph)	4	485	176	184	670	5	241	4	75	1	0	1
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	61	0	2	0
Lane Group Flow (vph)	4	649	0	184	675	0	0	245	14	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	33.6		10.1	43.0			14.1	14.1		0.9	
Effective Green, g (s)	0.7	33.6		10.1	43.0			14.1	14.1		0.9	
Actuated g/C Ratio	0.01	0.45		0.14	0.58			0.19	0.19		0.01	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	804		239	1071			335	298		20	
v/s Ratio Prot	0.00	c0.36		c0.10	0.36			c0.14			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.25	0.81		0.77	0.63			0.73	0.05		0.00	
Uniform Delay, d1	36.7	17.8		31.2	10.6			28.5	24.8		36.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	8.1	6.0		13.9	1.2			8.0	0.1		0.0	
Delay (s)	44.8	23.7		45.0	11.8			36.5	24.9		36.5	
Level of Service	D	C		D	B			D	C		D	
Approach Delay (s)		23.8			18.9			33.8			36.5	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	427	93	22	530	6	212	2	49	14	4	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1813		1770	1859		1770	1593			1666	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1813		1770	1859		1770	1593			1666	
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	0.92
Adj. Flow (vph)	12	464	101	24	576	7	230	2	53	15	4	46
RTOR Reduction (vph)	0	9	0	0	1	0	0	42	0	0	43	0
Lane Group Flow (vph)	12	556	0	24	582	0	230	13	0	0	22	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	24.9		1.3	25.6		11.9	11.9			3.8	
Effective Green, g (s)	0.6	24.9		1.3	25.6		11.9	11.9			3.8	
Actuated g/C Ratio	0.01	0.43		0.02	0.44		0.21	0.21			0.07	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	18	779		39	821		363	327			109	
v/s Ratio Prot	0.01	0.31		c0.01	c0.31		c0.13	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.67	0.71		0.62	0.71		0.63	0.04			0.20	
Uniform Delay, d1	28.6	13.6		28.1	13.1		21.0	18.4			25.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	66.1	3.1		25.5	2.8		3.6	0.0			0.9	
Delay (s)	94.6	16.7		53.5	16.0		24.6	18.5			26.5	
Level of Service	F	B		D	B		C	B			C	
Approach Delay (s)		18.3			17.4			23.4			26.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
11: Cameron Park Dr. & Green Valley Rd.

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	162	302	116	258	4	283	16	77	9	64	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1681		1770	1859		1770	1630		1770	1789	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1681		1770	1859		1770	1630		1770	1789	
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	0.92
Adj. Flow (vph)	27	176	328	126	280	4	308	17	84	10	70	25
RTOR Reduction (vph)	0	95	0	0	1	0	0	56	0	0	21	0
Lane Group Flow (vph)	27	409	0	126	283	0	308	45	0	10	74	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.5	18.7		5.1	22.3		12.1	20.1		0.7	8.7	
Effective Green, g (s)	1.5	18.7		5.1	22.3		12.1	20.1		0.7	8.7	
Actuated g/C Ratio	0.02	0.31		0.08	0.37		0.20	0.33		0.01	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	43	518		148	684		353	540		20	256	
v/s Ratio Prot	0.02	c0.24		c0.07	c0.15		c0.17	0.03		0.01	c0.04	
v/s Ratio Perm												
v/c Ratio	0.63	0.79		0.85	0.41		0.87	0.08		0.50	0.29	
Uniform Delay, d1	29.3	19.2		27.4	14.3		23.5	13.9		29.8	23.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	25.3	8.0		34.8	0.4		20.4	0.1		18.3	0.6	
Delay (s)	54.6	27.2		62.2	14.7		43.9	14.0		48.1	23.8	
Level of Service	D	C		E	B		D	B		D	C	
Approach Delay (s)		28.6			29.3			36.5			26.1	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM 2000 Control Delay	30.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	60.6	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	65.8%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
12: El Dorado Hills Blvd. & Francisco Dr.

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	49	485	45	64	42	407	156	37	125	383	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	0.92
Hourly flow rate (vph)	2	53	527	49	70	46	442	170	40	136	416	3

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	55	527	164	442	210	136	420
Volume Left (vph)	2	0	49	442	0	136	0
Volume Right (vph)	0	527	46	0	40	0	3
Hadj (s)	0.04	-0.57	-0.07	0.53	-0.10	0.53	0.03
Departure Headway (s)	7.3	3.2	6.7	6.6	6.0	6.8	6.3
Degree Utilization, x	0.11	0.47	0.31	0.81	0.35	0.26	0.73
Capacity (veh/h)	447	1116	502	533	585	513	557
Control Delay (s)	11.2	9.0	12.6	31.3	11.0	10.9	23.1
Approach Delay (s)	9.2		12.6	24.8		20.1	
Approach LOS	A		B	C		C	

Intersection Summary				
Delay	17.8			
Level of Service	C			
Intersection Capacity Utilization	68.8%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	399	147	354	328	265	945
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.93		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3284		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3284		3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	434	160	385	357	288	1027
RTOR Reduction (vph)	0	108	262	0	0	0
Lane Group Flow (vph)	434	52	480	0	288	1027
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	14.2	14.2	11.7		6.1	21.8
Effective Green, g (s)	14.2	14.2	11.7		6.1	21.8
Actuated g/C Ratio	0.32	0.32	0.27		0.14	0.50
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	571	510	873		475	1753
v/s Ratio Prot	c0.25		0.15		0.08	c0.29
v/s Ratio Perm		0.03				
v/c Ratio	0.76	0.10	0.55		0.61	0.59
Uniform Delay, d1	13.4	10.4	13.9		17.8	7.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.9	0.1	0.7		2.2	0.5
Delay (s)	19.3	10.5	14.6		20.0	8.4
Level of Service	B	B	B		C	A
Approach Delay (s)	16.9		14.6			10.9
Approach LOS	B		B			B

Intersection Summary				
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	44.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	60.0%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	15	84	664	14	86	32	692	198	66	1552	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00	0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1625		1681	1649		1770	3539	1583	1770	3529	
Flt Permitted	0.95	1.00		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1625		1681	1649		1770	3539	1583	1770	3529	
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	0.92
Adj. Flow (vph)	25	16	91	722	15	93	35	752	215	72	1687	33
RTOR Reduction (vph)	0	27	0	0	8	0	0	0	0	0	1	0
Lane Group Flow (vph)	25	80	0	419	403	0	35	752	215	72	1719	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	6.9	6.9		33.8	33.8		3.5	68.2	130.0	6.9	71.6	
Effective Green, g (s)	6.9	6.9		33.8	33.8		3.5	68.2	130.0	6.9	71.6	
Actuated g/C Ratio	0.05	0.05		0.26	0.26		0.03	0.52	1.00	0.05	0.55	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	93	86		437	428		47	1856	1583	93	1943	
v/s Ratio Prot	0.01	c0.05		c0.25	0.24		c0.02	0.21		0.04	c0.49	
v/s Ratio Perm									0.14			
v/c Ratio	0.27	0.92		0.96	0.94		0.74	0.41	0.14	0.77	0.88	
Uniform Delay, d1	59.1	61.3		47.4	47.1		62.8	18.7	0.0	60.8	25.6	
Progression Factor	1.00	1.00		1.00	1.00		0.76	0.59	1.00	1.00	1.00	
Incremental Delay, d2	0.6	71.1		32.0	28.8		41.6	0.6	0.2	29.8	6.3	
Delay (s)	59.7	132.4		79.4	75.9		89.2	11.7	0.2	90.5	31.9	
Level of Service	E	F		E	E		F	B	A	F	C	
Approach Delay (s)		118.6			77.7			11.9			34.3	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	86.2%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	11	203	13	13	51	191	843	32	125	2085	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1728	1583	1770	1640		1770	5057		1770	3533	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1728	1583	1770	1640		1770	5057		1770	3533	
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	0.92
Adj. Flow (vph)	34	12	221	14	14	55	208	916	35	136	2266	29
RTOR Reduction (vph)	0	0	209	0	53	0	0	2	0	0	0	0
Lane Group Flow (vph)	23	23	12	14	16	0	208	949	0	136	2295	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	6.8	6.8	6.8	4.8	4.8		10.0	82.7		18.0	90.7	
Effective Green, g (s)	6.8	6.8	6.8	4.8	4.8		10.0	84.4		18.0	92.4	
Actuated g/C Ratio	0.05	0.05	0.05	0.04	0.04		0.08	0.65		0.14	0.71	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	87	90	82	65	60		136	3283		245	2511	
v/s Ratio Prot	c0.01	0.01	0.01	0.01	c0.01		c0.12	0.19		0.08	c0.65	
v/s Ratio Perm												
v/c Ratio	0.26	0.26	0.14	0.22	0.27		1.53	0.29		0.56	0.91	
Uniform Delay, d1	59.2	59.2	58.8	60.8	60.9		60.0	9.8		52.3	15.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.85	0.54		0.83	0.49	
Incremental Delay, d2	0.6	0.5	0.3	0.6	0.9		269.3	0.2		0.7	3.1	
Delay (s)	59.8	59.7	59.1	61.4	61.8		320.2	5.5		43.9	10.6	
Level of Service	E	E	E	E	E		F	A		D	B	
Approach Delay (s)		59.2			61.7			62.0			12.5	
Approach LOS		E			E			E			B	

Intersection Summary				
HCM 2000 Control Delay	31.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.90			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	86.9%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	82	740	161	189	56	828	839	162	66	1439	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1737	1583	1681	1762	1583	3433	4962		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1737	1583	1681	1762	1583	3433	4962		1770	5085	1583
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	0.92
Adj. Flow (vph)	191	89	804	175	205	61	900	912	176	72	1564	909
RTOR Reduction (vph)	0	0	0	0	0	51	0	19	0	0	0	0
Lane Group Flow (vph)	138	142	804	157	223	10	900	1069	0	72	1564	909
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	14.4	14.4	130.0	20.6	20.6	20.6	38.1	69.6		9.4	40.9	130.0
Effective Green, g (s)	14.4	14.4	130.0	20.6	20.6	20.6	38.1	69.6		9.4	40.9	130.0
Actuated g/C Ratio	0.11	0.11	1.00	0.16	0.16	0.16	0.29	0.54		0.07	0.31	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	186	192	1583	266	279	250	1006	2656		127	1599	1583
v/s Ratio Prot	c0.08	0.08		0.09	c0.13		c0.26	0.22		0.04	c0.31	
v/s Ratio Perm			0.51			0.01						0.57
v/c Ratio	0.74	0.74	0.51	0.59	0.80	0.04	0.89	0.40		0.57	0.98	0.57
Uniform Delay, d1	56.0	56.0	0.0	50.8	52.7	46.3	44.0	17.9		58.3	44.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.95		0.72	0.66	1.00
Incremental Delay, d2	14.7	13.9	1.2	2.6	14.0	0.0	8.6	0.4		1.7	11.4	0.7
Delay (s)	70.7	69.8	1.2	53.3	66.7	46.3	47.5	17.4		43.4	40.6	0.7
Level of Service	E	E	A	D	E	D	D	B		D	D	A
Approach Delay (s)		19.0			59.1			31.0			26.4	
Approach LOS		B			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	81.7%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
18: Latrobe Rd. & US-50 EB Ramp

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1482	0	0	468	0	1360	245	618	1680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1611	0	0	509	0	1478	266	672	1826	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	110	0	0	0
Lane Group Flow (vph)	0	0	1611	0	0	509	0	1478	156	672	1826	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			50.2			65.0		27.8	27.8	29.2	36.0	
Effective Green, g (s)			50.2			65.0		27.8	27.8	29.2	36.0	
Actuated g/C Ratio			0.77			1.00		0.43	0.43	0.45	0.55	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2323			1611		2174	677	795	3549	
v/s Ratio Prot			0.22					c0.29		c0.38	0.28	
v/s Ratio Perm			0.35			0.32			0.10			
v/c Ratio			0.69			0.32		0.68	0.23	0.85	0.51	
Uniform Delay, d1			3.6			0.0		15.0	11.8	15.9	9.0	
Progression Factor			1.00			1.00		1.00	1.00	1.11	0.92	
Incremental Delay, d2			0.9			0.5		1.7	0.8	5.0	0.3	
Delay (s)			4.5			0.5		16.7	12.6	22.7	8.6	
Level of Service			A			A		B	B	C	A	
Approach Delay (s)		4.5			0.5			16.1			12.4	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	82.9%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

EPAP+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	397	0	110	0	0	0	570	576	0	0	1002	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1605	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1605	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	432	0	120	0	0	0	620	626	0	0	1089	666
RTOR Reduction (vph)	0	56	89	0	0	0	0	0	0	0	0	292
Lane Group Flow (vph)	225	163	19	0	0	0	620	626	0	0	1089	374
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	14.3	14.3	14.3				19.0	57.7			34.7	34.7
Effective Green, g (s)	14.3	14.3	14.3				19.0	57.7			34.7	34.7
Actuated g/C Ratio	0.18	0.18	0.18				0.24	0.72			0.43	0.43
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	300	286	268				815	2552			1535	686
v/s Ratio Prot	c0.13	0.10					c0.18	0.18			c0.31	
v/s Ratio Perm			0.01									0.24
v/c Ratio	0.75	0.57	0.07				0.76	0.25			0.71	0.54
Uniform Delay, d1	31.2	30.0	27.3				28.4	3.8			18.5	16.8
Progression Factor	1.00	1.00	1.00				1.00	1.00			0.55	0.94
Incremental Delay, d2	10.1	2.7	0.1				4.2	0.2			1.1	1.2
Delay (s)	41.2	32.8	27.4				32.6	4.0			11.3	17.0
Level of Service	D	C	C				C	A			B	B
Approach Delay (s)		35.2			0.0			18.2			13.4	
Approach LOS		D			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	524	0	541	347	627	0	0	1091	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.92	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.98	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1519	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.98	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1519	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	570	0	588	377	682	0	0	1186	607
RTOR Reduction (vph)	0	0	0	0	58	200	0	0	0	0	0	391
Lane Group Flow (vph)	0	0	0	399	331	170	377	682	0	0	1186	216
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				20.9	20.9	20.9	18.6	51.1			28.5	28.5
Effective Green, g (s)				20.9	20.9	20.9	18.6	51.1			28.5	28.5
Actuated g/C Ratio				0.26	0.26	0.26	0.23	0.64			0.36	0.36
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				439	396	392	411	2260			1260	563
v/s Ratio Prot				c0.24	0.22		c0.21	0.19			c0.34	
v/s Ratio Perm						0.11						0.14
v/c Ratio				0.91	0.84	0.43	0.92	0.30			0.94	0.38
Uniform Delay, d1				28.6	27.9	24.6	29.9	6.5			24.9	19.2
Progression Factor				1.00	1.00	1.00	1.21	0.95			0.84	0.50
Incremental Delay, d2				22.3	14.2	0.8	23.7	0.3			12.5	1.6
Delay (s)				50.9	42.2	25.4	59.8	6.5			33.4	11.2
Level of Service				D	D	C	E	A			C	B
Approach Delay (s)		0.0			39.8			25.5			25.9	
Approach LOS		A			D			C			C	

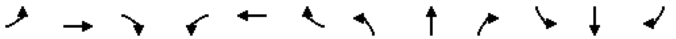
Intersection Summary				
HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	83.8%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	163	157	1006	161	1	1486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3466		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3466		1770	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	177	171	1093	175	1	1615
RTOR Reduction (vph)	0	140	12	0	0	0
Lane Group Flow (vph)	177	31	1256	0	1	1615
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	13.2	13.2	54.0		0.8	58.8
Effective Green, g (s)	13.2	13.2	54.0		0.8	58.8
Actuated g/C Ratio	0.16	0.16	0.68		0.01	0.73
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	292	261	2339		17	2601
v/s Ratio Prot	c0.10		0.36		0.00	c0.46
v/s Ratio Perm		0.02				
v/c Ratio	0.61	0.12	0.54		0.06	0.62
Uniform Delay, d1	31.0	28.4	6.6		39.2	5.2
Progression Factor	1.00	1.00	1.13		1.00	1.00
Incremental Delay, d2	3.5	0.2	0.8		1.5	1.1
Delay (s)	34.5	28.6	8.3		40.7	6.3
Level of Service	C	C	A		D	A
Approach Delay (s)	31.6		8.3			6.3
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

EPAP+PP
AM Peak

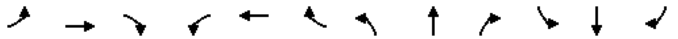


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	159	80	143	439	220	346	144	534	211	160	625	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3199		1770	3215		1770	3539	1583	1770	3389	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3199		1770	3215		1770	3539	1583	1770	3389	
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	0.92
Adj. Flow (vph)	173	87	155	477	239	376	157	580	229	174	679	267
RTOR Reduction (vph)	0	134	0	0	212	0	0	0	159	0	40	0
Lane Group Flow (vph)	173	108	0	477	403	0	157	580	70	174	906	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	13.2	12.0		22.1	20.9		7.0	26.5	26.5	8.0	27.5	
Effective Green, g (s)	13.2	12.0		22.1	20.9		7.0	26.5	26.5	8.0	27.5	
Actuated g/C Ratio	0.15	0.14		0.25	0.24		0.08	0.30	0.30	0.09	0.32	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	267	440		448	770		142	1075	481	162	1068	
v/s Ratio Prot	0.10	0.03		c0.27	c0.13		0.09	0.16		c0.10	c0.27	
v/s Ratio Perm									0.04			
v/c Ratio	0.65	0.25		1.06	0.52		1.11	0.54	0.14	1.07	0.85	
Uniform Delay, d1	34.8	33.6		32.5	28.8		40.1	25.3	22.1	39.6	27.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.3	0.3		60.8	0.6		106.7	0.5	0.1	91.8	6.4	
Delay (s)	40.1	33.9		93.3	29.5		146.8	25.8	22.2	131.4	34.3	
Level of Service	D	C		F	C		F	C	C	F	C	
Approach Delay (s)		36.5			57.4			44.6			49.4	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	81.3%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

EPAP+PP
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	127	315	124	73	11	589	323	51	41	292	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1826		1770	1825		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1826		1770	1825		1770	1863	1583
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	0.92
Adj. Flow (vph)	107	138	342	135	79	12	640	351	55	45	317	404
RTOR Reduction (vph)	0	0	292	0	6	0	0	6	0	0	0	312
Lane Group Flow (vph)	107	138	50	135	85	0	640	400	0	45	317	92
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	9.6	12.6	12.6	7.0	10.0		32.8	47.7		3.4	18.3	18.3
Effective Green, g (s)	9.6	12.6	12.6	7.0	10.0		32.8	47.7		3.4	18.3	18.3
Actuated g/C Ratio	0.11	0.15	0.15	0.08	0.12		0.38	0.55		0.04	0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	195	270	230	142	210		669	1004		69	393	334
v/s Ratio Prot	0.06	c0.07		c0.08	0.05		c0.36	0.22		0.03	c0.17	
v/s Ratio Perm			0.03									0.06
v/c Ratio	0.55	0.51	0.22	0.95	0.40		0.96	0.40		0.65	0.81	0.27
Uniform Delay, d1	36.5	34.2	32.7	39.7	35.6		26.3	11.2		41.1	32.5	28.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	1.6	0.5	60.4	1.3		24.3	0.3		20.0	11.5	0.4
Delay (s)	39.6	35.8	33.2	100.1	36.9		50.6	11.5		61.0	44.0	29.1
Level of Service	D	D	C	F	D		D	B		E	D	C
Approach Delay (s)		35.0			74.6			35.4			37.1	
Approach LOS		C			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	86.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	74.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	1	83	198	2	130	20	266	56	44	368	19
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
Hourly flow rate (vph)	38	1	90	215	2	141	22	289	61	48	400	21

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	129	359	372	468
Volume Left (vph)	38	215	22	48
Volume Right (vph)	90	141	61	21
Hadj (s)	-0.33	-0.08	-0.05	0.03
Departure Headway (s)	7.7	7.0	6.8	6.7
Degree Utilization, x	0.28	0.70	0.71	0.87
Capacity (veh/h)	398	475	487	522
Control Delay (s)	13.6	24.8	24.7	39.6
Approach Delay (s)	13.6	24.8	24.7	39.6
Approach LOS	B	C	C	E

Intersection Summary				
Delay			28.9	
Level of Service			D	
Intersection Capacity Utilization			67.2%	ICU Level of Service
Analysis Period (min)			15	
				C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	352	39	0	867	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	383	42	0	942	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				766		
pX, platoon unblocked					0.67	
vC, conflicting volume			425		1346	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			425		1270	404
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			1134		124	647

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	425	942	23
Volume Left	0	0	0
Volume Right	42	0	23
cSH	1700	1700	647
Volume to Capacity	0.25	0.55	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	10.8
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.8
Approach LOS			B

Intersection Summary				
Average Delay			0.2	
Intersection Capacity Utilization			49.0%	ICU Level of Service
Analysis Period (min)			15	
				A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	334	39	23	653	0	214	0	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frt		0.98		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1834		1770	1863			1770	1583			
Flt Permitted		1.00		0.50	1.00			0.76	1.00			
Satd. Flow (perm)		1834		931	1863			1410	1583			
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	0.92
Adj. Flow (vph)	0	363	42	25	710	0	233	0	47	0	0	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	36	0	0	0
Lane Group Flow (vph)	0	397	0	25	710	0	0	233	11	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		20.2		20.2	20.2			9.0	9.0			
Effective Green, g (s)		20.2		20.2	20.2			9.0	9.0			
Actuated g/C Ratio		0.54		0.54	0.54			0.24	0.24			
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		995		505	1011			341	382			
v/s Ratio Prot		0.22			c0.38							
v/s Ratio Perm				0.03				c0.17	0.01			
v/c Ratio		0.40		0.05	0.70			0.68	0.03			
Uniform Delay, d1		5.0		4.0	6.3			12.8	10.8			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.3		0.0	2.2			5.6	0.0			
Delay (s)		5.2		4.0	8.5			18.4	10.8			
Level of Service		A		A	A			B	B			
Approach Delay (s)		5.2			8.4			17.1			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	37.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	426	999	314	150	598	68	348	252	17	105	210	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3506		1770	1863	1583
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	0.92
Adj. Flow (vph)	463	1086	341	163	650	74	378	274	18	114	228	217
RTOR Reduction (vph)	0	0	221	0	0	51	0	5	0	0	0	178
Lane Group Flow (vph)	463	1086	120	163	650	23	378	287	0	114	228	39
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	13.1	29.7	29.7	9.1	25.7	25.7	11.8	20.1		7.0	15.3	15.3
Effective Green, g (s)	13.1	29.7	29.7	9.1	25.7	25.7	11.8	20.1		7.0	15.3	15.3
Actuated g/C Ratio	0.16	0.35	0.35	0.11	0.31	0.31	0.14	0.24		0.08	0.18	0.18
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	534	1249	559	191	1081	483	481	837		147	338	287
v/s Ratio Prot	c0.13	c0.31		0.09	0.18		c0.11	0.08		0.06	c0.12	
v/s Ratio Perm			0.08			0.01						0.02
v/c Ratio	0.87	0.87	0.22	0.85	0.60	0.05	0.79	0.34		0.78	0.67	0.14
Uniform Delay, d1	34.6	25.4	19.0	36.8	24.8	20.6	34.9	26.5		37.8	32.1	28.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.9	6.7	0.2	29.0	0.9	0.0	8.2	0.2		22.1	5.2	0.2
Delay (s)	48.5	32.1	19.2	65.8	25.8	20.6	43.2	26.8		59.9	37.3	29.1
Level of Service	D	C	B	E	C	C	D	C		E	D	C
Approach Delay (s)		33.8			32.7			36.0			38.7	
Approach LOS		C			C			D			D	

Intersection Summary					
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.83				
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	18.2		
Intersection Capacity Utilization	72.1%	ICU Level of Service	C		
Analysis Period (min)	15				
c Critical Lane Group					

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	1063	24	69	630	96	55	214	122	65	101	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1857		1770	1826		1770	1761			1827	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1857		1770	1826		1770	1761			1827	1583
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	0.92
Adj. Flow (vph)	150	1155	26	75	685	104	60	233	133	71	110	118
RTOR Reduction (vph)	0	0	0	0	4	0	0	14	0	0	0	102
Lane Group Flow (vph)	150	1181	0	75	785	0	60	352	0	0	181	16
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	13.7	77.5		4.5	68.3		22.0	22.0			19.2	19.2
Effective Green, g (s)	13.7	77.5		4.5	68.3		22.0	22.0			19.2	19.2
Actuated g/C Ratio	0.10	0.55		0.03	0.48		0.15	0.15			0.14	0.14
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	170	1012		56	877		273	272			246	213
v/s Ratio Prot	0.08	c0.64		c0.04	0.43		0.03	c0.20			c0.10	
v/s Ratio Perm												0.01
v/c Ratio	0.88	1.17		1.34	0.90		0.22	1.29			0.74	0.07
Uniform Delay, d1	63.5	32.3		68.8	33.7		52.6	60.1			59.1	53.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	37.4	85.8		235.1	12.4		0.7	156.4			12.2	0.3
Delay (s)	100.9	118.2		303.9	46.1		53.3	216.5			71.3	54.0
Level of Service	F	F		F	D		D	F			E	D
Approach Delay (s)		116.2			68.4			193.5			64.5	
Approach LOS		F			E			F			E	

Intersection Summary					
HCM 2000 Control Delay	108.1	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.13				
Actuated Cycle Length (s)	142.2	Sum of lost time (s)	19.0		
Intersection Capacity Utilization	105.1%	ICU Level of Service	G		
Analysis Period (min)	15				
c Critical Lane Group					

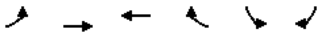
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	856	382	118	505	3	282	18	197	2	9	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.86			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1861		1770	1607			1789	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1861		1770	1607			1789	
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	0.92
Adj. Flow (vph)	10	930	415	128	549	3	307	20	214	2	10	4
RTOR Reduction (vph)	0	0	110	0	0	0	0	170	0	0	4	0
Lane Group Flow (vph)	10	930	305	128	552	0	307	64	0	0	12	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.7	48.7	48.7	5.0	53.0		19.5	19.5			2.5	
Effective Green, g (s)	0.7	48.7	48.7	5.0	53.0		19.5	19.5			2.5	
Actuated g/C Ratio	0.01	0.52	0.52	0.05	0.56		0.21	0.21			0.03	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	13	965	820	94	1049		367	333			47	
v/s Ratio Prot	0.01	c0.50		c0.07	0.30		c0.17	0.04			c0.01	
v/s Ratio Perm			0.19									
v/c Ratio	0.77	0.96	0.37	1.36	0.53		0.84	0.19			0.26	
Uniform Delay, d1	46.6	21.8	13.5	44.5	12.7		35.7	30.8			44.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	124.9	20.5	0.3	216.9	0.5		14.9	0.2			2.1	
Delay (s)	171.5	42.3	13.8	261.4	13.2		50.6	31.0			47.0	
Level of Service	F	D	B	F	B		D	C			D	
Approach Delay (s)		34.6			59.9			42.1			47.0	
Approach LOS		C			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	42.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.93			
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	85.8%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1044	27	4	592	21	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1135	29	4	643	23	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1164		1802	1149
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1164		1802	1149
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		74	98
cM capacity (veh/h)			600		87	241

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	1164	648	23	4
Volume Left	0	4	23	0
Volume Right	29	0	0	4
cSH	1700	600	87	241
Volume to Capacity	0.68	0.01	0.26	0.02
Queue Length 95th (ft)	0	1	24	1
Control Delay (s)	0.0	0.2	60.6	20.2
Lane LOS		A	F	C
Approach Delay (s)	0.0	0.2	54.1	
Approach LOS			F	

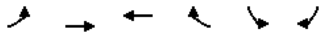
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	1017	577	12	8	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	1105	627	13	9	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	640				1807	634
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	640				1807	634
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				90	96
cM capacity (veh/h)	944				84	479

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1139	640	29
Volume Left	34	0	9
Volume Right	0	13	21
cSH	944	1700	200
Volume to Capacity	0.04	0.38	0.15
Queue Length 95th (ft)	3	0	13
Control Delay (s)	1.2	0.0	26.1
Lane LOS	A		D
Approach Delay (s)	1.2	0.0	26.1
Approach LOS			D

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		88.5%	ICU Level of Service E
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	1041	588	5	10	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	1132	639	5	11	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	645				1799	642
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	645				1799	642
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				87	97
cM capacity (veh/h)	941				87	474

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1145	645	26
Volume Left	13	0	11
Volume Right	0	5	15
cSH	941	1700	166
Volume to Capacity	0.01	0.38	0.16
Queue Length 95th (ft)	1	0	14
Control Delay (s)	0.5	0.0	30.8
Lane LOS	A		D
Approach Delay (s)	0.5	0.0	30.8
Approach LOS			D

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		74.4%	ICU Level of Service D
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	771	18	39	486	7	8	1	23	7	0	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	49	838	20	42	528	8	9	1	25	8	0	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	536			858			1574	1566	848	1578	1572	532
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	536			858			1574	1566	848	1578	1572	532
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			95			89	99	93	90	100	97
cM capacity (veh/h)	1032			783			80	100	361	76	99	547

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	49	858	42	536	35	23
Volume Left	49	0	42	0	9	8
Volume Right	0	20	0	8	25	15
cSH	1032	1700	783	1700	184	178
Volume to Capacity	0.05	0.50	0.05	0.32	0.19	0.13
Queue Length 95th (ft)	4	0	4	0	17	11
Control Delay (s)	8.7	0.0	9.9	0.0	29.0	28.2
Lane LOS	A		A		D	D
Approach Delay (s)	0.5		0.7		29.0	28.2
Approach LOS					D	D

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	51.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	714	121	29	460	79	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.98	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1826			1857	1747	
Flt Permitted	1.00			0.93	0.96	
Satd. Flow (perm)	1826			1739	1747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	776	132	32	500	86	18
RTOR Reduction (vph)	10	0	0	0	14	0
Lane Group Flow (vph)	898	0	0	532	90	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	27.3			27.3	8.0	
Effective Green, g (s)	27.3			27.3	8.0	
Actuated g/C Ratio	0.63			0.63	0.18	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1151			1096	322	
v/s Ratio Prot	c0.49				c0.05	
v/s Ratio Perm				0.31		
v/c Ratio	0.78			0.49	0.28	
Uniform Delay, d1	5.8			4.3	15.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	3.5			0.3	0.5	
Delay (s)	9.3			4.6	15.7	
Level of Service	A			A	B	
Approach Delay (s)	9.3			4.6	15.7	
Approach LOS	A			A	B	

Intersection Summary				
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	43.3	Sum of lost time (s)		8.0
Intersection Capacity Utilization	60.1%	ICU Level of Service		B
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	618	121	117	376	8	71	7	210	18	7	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	1817		1770	1857			1782	1583		1738	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	1817		1770	1857			1782	1583		1738	
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	0.92
Adj. Flow (vph)	2	672	132	127	409	9	77	8	228	20	8	14
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	202	0	13	0
Lane Group Flow (vph)	2	798	0	127	417	0	0	85	26	0	29	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	38.8		7.1	45.2			8.7	8.7		4.3	
Effective Green, g (s)	0.7	38.8		7.1	45.2			8.7	8.7		4.3	
Actuated g/C Ratio	0.01	0.52		0.09	0.60			0.12	0.12		0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	16	941		167	1120			206	183		99	
v/s Ratio Prot	0.00	c0.44		c0.07	0.22			c0.05			c0.02	
v/s Ratio Perm									0.02			
v/c Ratio	0.12	0.85		0.76	0.37			0.41	0.14		0.29	
Uniform Delay, d1	36.8	15.5		33.1	7.6			30.7	29.8		33.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	3.5	7.2		18.3	0.2			1.3	0.4		1.6	
Delay (s)	40.3	22.7		51.3	7.8			32.1	30.1		35.5	
Level of Service	D	C		D	A			C	C		D	
Approach Delay (s)		22.7			17.9			30.7			35.5	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	671	165	46	375	8	113	4	73	7	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	1808		1770	1857		1770	1597			1701	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (perm)	1770	1808		1770	1857		1770	1597			1701	
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	0.92
Adj. Flow (vph)	29	729	179	50	408	9	123	4	79	8	4	14
RTOR Reduction (vph)	0	7	0	0	0	0	0	70	0	0	14	0
Lane Group Flow (vph)	29	901	0	50	417	0	123	13	0	0	12	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	1.6	41.0		2.1	41.5		8.2	8.2			2.4	
Effective Green, g (s)	1.6	41.0		2.1	41.5		8.2	8.2			2.4	
Actuated g/C Ratio	0.02	0.59		0.03	0.60		0.12	0.12			0.03	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	40	1063		53	1105		208	187			58	
v/s Ratio Prot	0.02	c0.50		c0.03	0.22		c0.07	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.72	0.85		0.94	0.38		0.59	0.07			0.22	
Uniform Delay, d1	33.8	11.8		33.7	7.4		29.2	27.4			32.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	48.4	6.4		102.1	0.2		4.5	0.2			1.9	
Delay (s)	82.3	18.2		135.9	7.6		33.6	27.5			34.6	
Level of Service	F	B		F	A		C	C			C	
Approach Delay (s)		20.2			21.3			31.2			34.6	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	69.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
11: Cameron Park Dr. & Green Valley Rd.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	318	296	86	167	16	256	121	141	28	84	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.99		1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1728		1770	1839		1770	1713		1770	1817	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1728		1770	1839		1770	1713		1770	1817	
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	0.92
Adj. Flow (vph)	95	346	322	93	182	17	278	132	153	30	91	18
RTOR Reduction (vph)	0	39	0	0	4	0	0	55	0	0	10	0
Lane Group Flow (vph)	95	629	0	93	195	0	278	230	0	30	99	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.7	30.2		5.0	28.5		13.1	20.6		1.9	9.4	
Effective Green, g (s)	6.7	30.2		5.0	28.5		13.1	20.6		1.9	9.4	
Actuated g/C Ratio	0.09	0.41		0.07	0.39		0.18	0.28		0.03	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	708		120	711		314	478		45	231	
v/s Ratio Prot	0.05	c0.36		c0.05	0.11		c0.16	c0.13		0.02	0.05	
v/s Ratio Perm												
v/c Ratio	0.59	0.89		0.78	0.27		0.89	0.48		0.67	0.43	
Uniform Delay, d1	32.2	20.2		33.8	15.5		29.6	22.1		35.6	29.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.8	13.0		26.2	0.2		24.3	0.8		31.5	1.3	
Delay (s)	38.0	33.2		60.0	15.7		53.9	22.9		67.1	31.0	
Level of Service	D	C		E	B		D	C		E	C	
Approach Delay (s)		33.8			29.8			38.2			38.8	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	73.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
12: El Dorado Hills Blvd. & Francisco Dr.

EPAP+PP
PM Peak

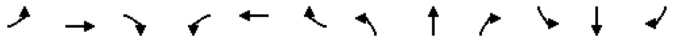
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	497	26	36	40	535	401	19	9	220	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	45	540	28	39	43	582	436	21	10	239	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	45	540	111	582	457	10	241
Volume Left (vph)	0	0	28	582	0	10	0
Volume Right (vph)	0	540	43	0	21	0	2
Hadj (s)	0.03	-0.57	-0.15	0.53	0.00	0.53	0.03
Departure Headway (s)	6.6	3.2	6.2	5.9	5.3	6.9	6.4
Degree Utilization, x	0.08	0.48	0.19	0.95	0.68	0.02	0.43
Capacity (veh/h)	514	1116	556	605	658	507	553
Control Delay (s)	10.2	9.1	10.7	47.8	17.6	8.8	12.8
Approach Delay (s)	9.2		10.7	34.5		12.6	
Approach LOS	A		B	D		B	

Intersection Summary				
Delay	23.0			
Level of Service	C			
Intersection Capacity Utilization	63.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	141	125	969	184	162	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		0.97	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3454		3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3454		3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	136	1053	200	176	655
RTOR Reduction (vph)	0	115	22	0	0	0
Lane Group Flow (vph)	153	21	1231	0	176	655
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	7.9	7.9	27.5		3.7	35.2
Effective Green, g (s)	7.9	7.9	27.5		3.7	35.2
Actuated g/C Ratio	0.15	0.15	0.54		0.07	0.69
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	273	244	1858		248	2437
v/s Ratio Prot	c0.09		c0.36		c0.05	0.19
v/s Ratio Perm		0.01				
v/c Ratio	0.56	0.09	0.66		0.71	0.27
Uniform Delay, d1	20.0	18.5	8.5		23.2	3.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.6	0.2	0.9		9.0	0.1
Delay (s)	22.6	18.7	9.4		32.1	3.1
Level of Service	C	B	A		C	A
Approach Delay (s)	20.8		9.4			9.2
Approach LOS	C		A			A

Intersection Summary				
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.1%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	18	46	314	33	18	120	1335	606	24	1104	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.89		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1663		1681	1682		1770	3539	1583	1770	3517	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1663		1681	1682		1770	3539	1583	1770	3517	
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	0.92
Adj. Flow (vph)	27	20	50	341	36	20	130	1451	659	26	1200	53
RTOR Reduction (vph)	0	48	0	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	27	22	0	198	196	0	130	1451	659	26	1251	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	4.4	4.4		16.9	16.9		17.2	81.2	120.0	3.3	67.3	
Effective Green, g (s)	4.4	4.4		16.9	16.9		17.2	81.2	120.0	3.3	67.3	
Actuated g/C Ratio	0.04	0.04		0.14	0.14		0.14	0.68	1.00	0.03	0.56	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	64	60		236	236		253	2394	1583	48	1972	
v/s Ratio Prot	0.02	0.01		c0.12	0.12		0.07	c0.41		0.01	c0.36	
v/s Ratio Perm									c0.42			
v/c Ratio	0.42	0.36		0.84	0.83		0.51	0.61	0.42	0.54	0.63	
Uniform Delay, d1	56.6	56.4		50.2	50.1		47.5	10.6	0.0	57.6	18.0	
Progression Factor	1.00	1.00		1.00	1.00		0.71	0.18	1.00	1.00	1.00	
Incremental Delay, d2	1.6	1.4		21.3	19.8		0.6	0.9	0.7	6.5	1.6	
Delay (s)	58.2	57.8		71.5	70.0		34.2	2.8	0.7	64.1	19.5	
Level of Service	E	E		E	E		C	A	A	E	B	
Approach Delay (s)		57.9			70.8			4.0			20.4	
Approach LOS		E			E			A			C	

Intersection Summary				
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	68.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	27	210	43	22	304	295	1673	78	158	1234	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1724	1583	1770	1602		1770	5051		1770	3514	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1724	1583	1770	1602		1770	5051		1770	3514	
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	0.92
Adj. Flow (vph)	93	29	228	47	24	330	321	1818	85	172	1341	67
RTOR Reduction (vph)	0	0	214	0	279	0	0	3	0	0	2	0
Lane Group Flow (vph)	60	62	14	47	75	0	321	1900	0	172	1406	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	7.6	7.6	7.6	9.9	9.9		22.0	72.8		12.0	62.8	
Effective Green, g (s)	7.6	7.6	7.6	9.9	9.9		22.0	74.5		12.0	64.5	
Actuated g/C Ratio	0.06	0.06	0.06	0.08	0.08		0.18	0.62		0.10	0.54	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	106	109	100	146	132		324	3135		177	1888	
v/s Ratio Prot	0.04	c0.04	0.01	0.03	c0.05		c0.18	0.38		0.10	c0.40	
v/s Ratio Perm												
v/c Ratio	0.57	0.57	0.14	0.32	0.57		0.99	0.61		0.97	0.74	
Uniform Delay, d1	54.6	54.6	53.1	51.9	53.0		48.9	13.8		53.8	21.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.90	0.27		0.81	0.55	
Incremental Delay, d2	4.1	4.0	0.2	0.5	3.3		37.9	0.6		52.2	2.2	
Delay (s)	58.7	58.6	53.4	52.4	56.3		81.8	4.4		96.1	14.0	
Level of Service	E	E	D	D	E		F	A		F	B	
Approach Delay (s)		55.2			55.9			15.5			23.0	
Approach LOS		E			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	89.9%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	212	70	302	212	155	91	987	1733	286	54	1012	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1726	1583	1681	1754	1583	3433	4977		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1726	1583	1681	1754	1583	3433	4977		1770	5085	1583
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	0.92
Adj. Flow (vph)	230	76	328	230	168	99	1073	1884	311	59	1100	487
RTOR Reduction (vph)	0	0	0	0	0	84	0	16	0	0	0	0
Lane Group Flow (vph)	152	154	328	195	203	15	1073	2179	0	59	1100	487
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	14.4	14.4	120.0	18.5	18.5	18.5	43.3	66.9		4.2	27.8	120.0
Effective Green, g (s)	14.4	14.4	120.0	18.5	18.5	18.5	43.3	66.9		4.2	27.8	120.0
Actuated g/C Ratio	0.12	0.12	1.00	0.15	0.15	0.15	0.36	0.56		0.04	0.23	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	201	207	1583	259	270	244	1238	2774		61	1178	1583
v/s Ratio Prot	c0.09	0.09		c0.12	0.12		c0.31	0.44		0.03	c0.22	
v/s Ratio Perm			0.21			0.01						0.31
v/c Ratio	0.76	0.74	0.21	0.75	0.75	0.06	0.87	0.79		0.97	0.93	0.31
Uniform Delay, d1	51.1	51.0	0.0	48.6	48.6	43.3	35.7	20.9		57.8	45.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.13	0.70		0.72	0.65	1.00
Incremental Delay, d2	14.9	13.5	0.3	10.7	10.3	0.1	4.0	1.4		85.3	11.2	0.4
Delay (s)	66.0	64.5	0.3	59.3	58.8	43.4	44.4	15.9		127.2	40.6	0.4
Level of Service	E	E	A	E	E	D	D	B		F	D	A
Approach Delay (s)		31.6			55.9			25.3			31.8	
Approach LOS		C			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	30.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	78.7%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1423	0	0	1077	0	1929	619	527	972	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1547	0	0	1171	0	2097	673	573	1057	0
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	84	0	0	0
Lane Group Flow (vph)	0	0	1522	0	0	1171	0	2097	589	573	1057	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			45.3			60.0		29.7	29.7	22.3	29.0	
Effective Green, g (s)			45.3			60.0		29.7	29.7	22.3	29.0	
Actuated g/C Ratio			0.75			1.00		0.49	0.49	0.37	0.48	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2289			1611		2517	783	657	3097	
v/s Ratio Prot			0.25					c0.41		c0.32	0.16	
v/s Ratio Perm			0.29			c0.73			0.37			
v/c Ratio			0.66			0.73		0.83	0.75	0.87	0.34	
Uniform Delay, d1			3.6			0.0		13.0	12.2	17.5	9.6	
Progression Factor			1.00			1.00		1.00	1.00	0.85	0.30	
Incremental Delay, d2			0.7			2.9		3.4	6.6	8.5	0.2	
Delay (s)			4.4			2.9		16.4	18.8	23.4	3.1	
Level of Service			A			A		B	B	C	A	
Approach Delay (s)		4.4			2.9			17.0			10.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	528	0	184	0	0	0	743	919	0	0	1033	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1603	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1603	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	574	0	200	0	0	0	808	999	0	0	1123	941
RTOR Reduction (vph)	0	46	149	0	0	0	0	0	0	0	0	243
Lane Group Flow (vph)	298	250	31	0	0	0	808	999	0	0	1123	698
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	17.0	17.0	17.0				24.0	75.0			47.0	47.0
Effective Green, g (s)	17.0	17.0	17.0				24.0	75.0			47.0	47.0
Actuated g/C Ratio	0.17	0.17	0.17				0.24	0.75			0.47	0.47
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	285	272	255				823	2654			1663	744
v/s Ratio Prot	c0.18	0.16					c0.24	0.28			0.32	
v/s Ratio Perm			0.02									c0.44
v/c Ratio	1.05	0.92	0.12				0.98	0.38			0.68	0.94
Uniform Delay, d1	41.5	40.8	35.2				37.8	4.4			20.6	25.1
Progression Factor	1.00	1.00	1.00				1.00	1.00			1.02	1.04
Incremental Delay, d2	65.7	34.2	0.2				26.8	0.4			0.8	9.3
Delay (s)	107.2	75.0	35.4				64.5	4.8			21.6	35.5
Level of Service	F	E	D				E	A			C	D
Approach Delay (s)		78.2			0.0			31.5			28.0	
Approach LOS		E			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
20: Silva Valley Pkwy & WB US-50 Ramps

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	906	0	564	324	1123	0	0	995	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.97	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1581	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1581	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	985	0	613	352	1221	0	0	1082	402
RTOR Reduction (vph)	0	0	0	0	36	44	0	0	0	0	0	269
Lane Group Flow (vph)	0	0	0	552	507	459	352	1221	0	0	1082	133
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				34.0	34.0	34.0	21.0	58.0			33.0	33.0
Effective Green, g (s)				34.0	34.0	34.0	21.0	58.0			33.0	33.0
Actuated g/C Ratio				0.34	0.34	0.34	0.21	0.58			0.33	0.33
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				571	537	511	371	2052			1167	522
v/s Ratio Prot				c0.33	0.32		c0.20	0.34			c0.31	
v/s Ratio Perm						0.31						0.08
v/c Ratio				0.97	0.94	0.90	0.95	0.60			0.93	0.25
Uniform Delay, d1				32.4	32.1	31.4	39.0	13.5			32.3	24.5
Progression Factor				1.00	1.00	1.00	1.00	0.58			0.94	2.16
Incremental Delay, d2				29.1	25.4	18.4	28.9	1.0			12.4	1.0
Delay (s)				61.6	57.4	49.8	68.1	8.8			42.9	53.9
Level of Service				E	E	D	E	A			D	D
Approach Delay (s)		0.0			56.4			22.1			45.9	
Approach LOS		A			E			C			D	

Intersection Summary				
HCM 2000 Control Delay	41.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	86.3%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
21: Silva Valley Pkwy & County Club Dr.

EPAP+PP
PM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	32	205	1424	263	0	1333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3456			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3456			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	223	1548	286	0	1449
RTOR Reduction (vph)	0	90	9	0	0	0
Lane Group Flow (vph)	35	133	1825	0	0	1449
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	13.3	13.3	78.7			78.7
Effective Green, g (s)	13.3	13.3	78.7			78.7
Actuated g/C Ratio	0.13	0.13	0.79			0.79
Clearance Time (s)	4.0	4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	235	210	2719			2785
v/s Ratio Prot	0.02		c0.53			0.41
v/s Ratio Perm		c0.08				
v/c Ratio	0.15	0.63	0.67			0.52
Uniform Delay, d1	38.3	41.0	4.8			3.8
Progression Factor	1.00	1.00	0.99			1.00
Incremental Delay, d2	0.3	6.1	0.9			0.7
Delay (s)	38.6	47.1	5.7			4.5
Level of Service	D	D	A			A
Approach Delay (s)	46.0		5.7			4.5
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	227	175	361	111	145	192	768	374	223	488	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.92		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3308		1770	3239		1770	3539	1583	1770	3433	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3308		1770	3239		1770	3539	1583	1770	3433	
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	0.92
Adj. Flow (vph)	207	247	190	392	121	158	209	835	407	242	530	132
RTOR Reduction (vph)	0	157	0	0	126	0	0	0	263	0	21	0
Lane Group Flow (vph)	207	280	0	392	153	0	209	835	144	242	641	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	14.7	13.0		20.0	18.3		11.0	24.4	24.4	13.0	26.4	
Effective Green, g (s)	14.7	13.0		20.0	18.3		11.0	24.4	24.4	13.0	26.4	
Actuated g/C Ratio	0.17	0.15		0.22	0.21		0.12	0.27	0.27	0.15	0.30	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	292	483		397	665		218	970	433	258	1018	
v/s Ratio Prot	0.12	c0.08		c0.22	0.05		0.12	c0.24		c0.14	0.19	
v/s Ratio Perm									0.09			
v/c Ratio	0.71	0.58		0.99	0.23		0.96	0.86	0.33	0.94	0.63	
Uniform Delay, d1	35.1	35.4		34.4	29.5		38.8	30.7	25.8	37.6	27.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.7	1.7		41.4	0.2		48.7	7.9	0.5	39.1	1.2	
Delay (s)	42.8	37.1		75.8	29.7		87.5	38.6	26.3	76.7	28.3	
Level of Service	D	D		E	C		F	D	C	E	C	
Approach Delay (s)		39.0			56.6			42.2			41.2	
Approach LOS		D			E			D			D	

Intersection Summary				
HCM 2000 Control Delay	44.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	81.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

EPAP+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	14	251	9	11	6	226	454	13	12	311	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1760		1770	1855		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1760		1770	1855		1770	1863	1583
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	0.92
Adj. Flow (vph)	178	15	273	10	12	7	246	493	14	13	338	96
RTOR Reduction (vph)	0	0	230	0	7	0	0	1	0	0	0	65
Lane Group Flow (vph)	178	15	43	10	12	0	246	506	0	13	338	31
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	7.3	8.1	8.1	0.6	1.4		10.2	25.9		0.6	16.3	16.3
Effective Green, g (s)	7.3	8.1	8.1	0.6	1.4		10.2	25.9		0.6	16.3	16.3
Actuated g/C Ratio	0.14	0.16	0.16	0.01	0.03		0.20	0.51		0.01	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	252	294	250	20	48		352	938		20	593	503
v/s Ratio Prot	c0.10	0.01		0.01	0.01		c0.14	c0.27		0.01	0.18	
v/s Ratio Perm			c0.03									0.02
v/c Ratio	0.71	0.05	0.17	0.50	0.25		0.70	0.54		0.65	0.57	0.06
Uniform Delay, d1	20.9	18.3	18.7	25.2	24.4		19.1	8.6		25.2	14.5	12.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.7	0.1	0.3	18.3	2.8		6.0	0.6		56.6	1.3	0.1
Delay (s)	29.6	18.4	19.0	43.5	27.2		25.0	9.2		81.8	15.8	12.2
Level of Service	C	B	B	D	C		C	A		F	B	B
Approach Delay (s)		23.0			32.8			14.4			16.9	
Approach LOS		C			C			B			B	

Intersection Summary				
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	54.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	4	39	82	2	83	70	404	132	115	309	29
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
Hourly flow rate (vph)	18	4	42	89	2	90	76	439	143	125	336	32

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	65	182	659	492
Volume Left (vph)	18	89	76	125
Volume Right (vph)	42	90	143	32
Hadj (s)	-0.30	-0.17	-0.07	0.05
Departure Headway (s)	7.2	6.9	5.6	5.8
Degree Utilization, x	0.13	0.35	1.02	0.80
Capacity (veh/h)	452	490	648	604
Control Delay (s)	11.3	13.5	64.3	28.1
Approach Delay (s)	11.3	13.5	64.3	28.1
Approach LOS	B	B	F	D

Intersection Summary				
Delay			42.5	
Level of Service			E	
Intersection Capacity Utilization			68.2%	ICU Level of Service
Analysis Period (min)			15	C

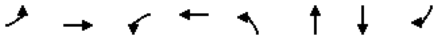
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	895	117	0	574	0	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	973	127	0	624	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.89	
vC, conflicting volume			1100		1660	1036
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1100		1679	1036
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
cM capacity (veh/h)			635		93	281

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1100	624	15
Volume Left	0	0	0
Volume Right	127	0	15
cSH	1700	1700	281
Volume to Capacity	0.65	0.37	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	18.5
Lane LOS			C
Approach Delay (s)	0.0	0.0	18.5
Approach LOS			C

Intersection Summary				
Average Delay			0.2	
Intersection Capacity Utilization			64.2%	ICU Level of Service
Analysis Period (min)			15	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	792	117	70	435	0	139	0	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frt		0.98		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1827		1770	1863			1770	1583			
Flt Permitted		1.00		0.15	1.00			0.76	1.00			
Satd. Flow (perm)		1827		276	1863			1410	1583			
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	0.92
Adj. Flow (vph)	0	861	127	76	473	0	151	0	30	0	0	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	25	0	0	0
Lane Group Flow (vph)	0	980	0	76	473	0	0	151	5	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		31.1		31.1	31.1			8.4	8.4			
Effective Green, g (s)		31.1		31.1	31.1			8.4	8.4			
Actuated g/C Ratio		0.65		0.65	0.65			0.18	0.18			
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1196		180	1219			249	279			
v/s Ratio Prot		c0.54			0.25							
v/s Ratio Perm				0.28				c0.11	0.00			
v/c Ratio		0.82		0.42	0.39			0.61	0.02			
Uniform Delay, d1		6.1		3.9	3.8			18.0	16.1			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		4.5		1.6	0.2			4.1	0.0			
Delay (s)		10.6		5.5	4.0			22.2	16.2			
Level of Service		B		A	A			C	B			
Approach Delay (s)		10.6			4.2			21.2			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	47.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	419	130	1134	39	140	464	196
v/c Ratio	0.62	0.52	0.85	1.23	0.21	0.70	1.05	0.40
Control Delay	112.2	32.6	105.6	146.0	61.0	73.2	108.3	15.0
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	112.2	32.6	105.6	146.3	61.0	73.2	108.3	15.0
Queue Length 50th (ft)	33	287	123	~1347	34	114	~487	34
Queue Length 95th (ft)	#93	392	#242	#1615	72	190	#708	107
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	56	817	159	921	212	225	441	495
Starvation Cap Reductn	0	0	0	44	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.51	0.82	1.29	0.18	0.62	1.05	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	2	323	254	207	868	422	139	57
v/c Ratio	0.03	0.55	0.38	0.81	0.96	0.81	0.26	0.38
Control Delay	49.5	32.9	5.1	66.3	49.3	47.2	17.7	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	32.9	5.1	66.3	49.3	47.2	17.7	48.5
Queue Length 50th (ft)	1	171	0	126	509	242	35	31
Queue Length 95th (ft)	10	268	55	#285	#930	#467	94	75
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	73	711	761	256	901	530	550	419
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.45	0.33	0.81	0.96	0.80	0.25	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1611	509	1478	266	672	1826
v/c Ratio	0.69	0.32	0.68	0.34	0.85	0.51
Control Delay	3.7	0.5	17.9	6.1	24.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	0.5	17.9	6.1	24.0	8.7
Queue Length 50th (ft)	46	0	175	18	305	158
Queue Length 95th (ft)	24	0	238	64	m301	m167
Internal Link Dist (ft)			720			318
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2324	1611	2173	786	898	3549
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.32	0.68	0.34	0.75	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	225	219	108	620	626	1089	666
v/c Ratio	0.75	0.64	0.30	0.76	0.25	0.71	0.68
Control Delay	47.0	29.4	8.5	35.5	4.3	11.7	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	1.8
Total Delay	47.0	29.4	8.5	35.5	4.3	11.9	7.7
Queue Length 50th (ft)	110	73	0	148	50	204	59
Queue Length 95th (ft)	#204	151	42	207	69	m254	m73
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)							
Base Capacity (vph)	336	375	387	815	2550	1533	978
Starvation Cap Reductn	0	0	0	0	0	66	170
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.58	0.28	0.76	0.25	0.74	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	399	389	370	377	682	1186	607
v/c Ratio	0.91	0.86	0.62	0.92	0.30	0.94	0.64
Control Delay	56.4	42.7	12.8	64.0	6.6	35.1	3.6
Queue Delay	1.0	2.0	0.7	0.0	0.2	45.0	1.2
Total Delay	57.3	44.6	13.5	64.0	6.8	80.1	4.8
Queue Length 50th (ft)	203	164	41	194	62	306	0
Queue Length 95th (ft)	#373	#336	132	#347	88	#428	36
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	441	456	594	420	2261	1261	954
Starvation Cap Reductn	0	0	0	0	0	321	163
Spillback Cap Reductn	5	17	59	0	785	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.89	0.69	0.90	0.46	1.26	0.77

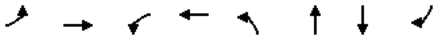
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	405	25	710	233	47
v/c Ratio	0.36	0.04	0.63	0.48	0.08
Control Delay	7.3	6.1	11.5	16.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	6.1	11.5	16.9	5.2
Queue Length 50th (ft)	48	3	113	45	0
Queue Length 95th (ft)	112	12	#259	109	17
Internal Link Dist (ft)	686		524	781	
Turn Bay Length (ft)		215			
Base Capacity (vph)	1268	642	1284	706	816
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.04	0.55	0.33	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	150	1181	75	789	60	366	181	118
v/c Ratio	0.88	1.17	1.36	0.90	0.22	1.28	0.73	0.37
Control Delay	106.7	117.1	289.8	48.4	55.9	194.3	76.8	12.3
Queue Delay	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
Total Delay	106.7	117.1	289.8	51.9	55.9	194.3	76.8	12.3
Queue Length 50th (ft)	141	~1326	~92	668	50	~423	163	0
Queue Length 95th (ft)	#272	#1616	#203	#954	96	#638	248	58
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	175	1012	55	880	273	286	282	344
Starvation Cap Reductn	0	0	0	45	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.17	1.36	0.94	0.22	1.28	0.64	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	10	930	415	128	552	307	234	16
v/c Ratio	0.12	0.97	0.45	1.28	0.49	0.79	0.45	0.13
Control Delay	46.4	46.0	8.0	219.3	13.6	49.6	9.2	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	46.0	8.0	219.3	13.6	49.6	9.2	37.3
Queue Length 50th (ft)	5	422	48	~84	129	151	8	6
Queue Length 95th (ft)	23	#850	141	#218	342	#323	73	27
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	80	959	925	100	1117	390	521	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.97	0.45	1.28	0.49	0.79	0.45	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1547	1171	2097	673	573	1057
v/c Ratio	0.67	0.73	0.83	0.78	0.87	0.34
Control Delay	3.5	2.9	17.8	18.2	25.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	2.9	17.8	18.2	25.6	3.1
Queue Length 50th (ft)	35	0	235	148	194	22
Queue Length 95th (ft)	55	0	#313	#347	m250	m23
Internal Link Dist (ft)			720			333
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2308	1611	2517	867	708	3097
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.73	0.83	0.78	0.81	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	298	296	180	808	999	1123	941
v/c Ratio	1.05	0.93	0.44	0.98	0.38	0.68	0.95
Control Delay	107.5	70.4	9.4	66.0	4.8	22.0	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.6	43.2
Total Delay	107.5	70.4	9.4	66.0	4.8	23.6	66.8
Queue Length 50th (ft)	~217	170	0	264	96	188	197
Queue Length 95th (ft)	#390	#349	61	#390	123	m204	m#220
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)							
Base Capacity (vph)	285	318	405	823	2654	1663	987
Starvation Cap Reductn	0	0	0	0	0	342	151
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.93	0.44	0.98	0.38	0.85	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	552	543	503	352	1221	1082	402
v/c Ratio	0.97	0.95	0.91	0.95	0.60	0.93	0.51
Control Delay	64.2	56.6	49.9	71.5	9.0	43.7	7.9
Queue Delay	0.0	45.1	48.6	0.0	0.5	45.7	1.7
Total Delay	64.2	101.6	98.4	71.5	9.5	89.4	9.6
Queue Length 50th (ft)	361	336	284	186	140	351	52
Queue Length 95th (ft)	#590	#575	#496	m#325	m155	#481	133
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	571	574	554	371	2052	1167	791
Starvation Cap Reductn	0	0	0	0	398	258	232
Spillback Cap Reductn	0	155	148	0	88	9	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	1.30	1.24	0.95	0.74	1.19	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	988	76	473	151	30
v/c Ratio	0.77	0.39	0.36	0.44	0.07
Control Delay	14.1	14.0	6.0	23.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	14.0	6.0	23.3	7.9
Queue Length 50th (ft)	189	10	57	45	0
Queue Length 95th (ft)	#543	#56	133	91	16
Internal Link Dist (ft)	636		524	781	
Turn Bay Length (ft)		215			
Base Capacity (vph)	1349	202	1369	581	670
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.38	0.35	0.26	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix G:

Analysis Worksheets for
Cumulative (2025) Conditions

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	287	260	83	978	107	316	179	7	105	307	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3518		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3518		1770	1863	1583
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	0.92
Adj. Flow (vph)	195	312	283	90	1063	116	343	195	8	114	334	452
RTOR Reduction (vph)	0	0	183	0	0	73	0	4	0	0	0	133
Lane Group Flow (vph)	195	312	100	90	1063	43	343	199	0	114	334	319
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.1	30.7	30.7	7.3	31.9	31.9	10.1	23.2		7.1	20.2	20.2
Effective Green, g (s)	6.1	30.7	30.7	7.3	31.9	31.9	10.1	23.2		7.1	20.2	20.2
Actuated g/C Ratio	0.07	0.35	0.35	0.08	0.37	0.37	0.12	0.27		0.08	0.23	0.23
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	242	1256	561	149	1305	583	400	943		145	435	369
v/s Ratio Prot	c0.06	0.09		0.05	c0.30		c0.10	c0.06		0.06	0.18	
v/s Ratio Perm			0.06			0.03						c0.20
v/c Ratio	0.81	0.25	0.18	0.60	0.81	0.07	0.86	0.21		0.79	0.77	0.87
Uniform Delay, d1	39.6	19.7	19.2	38.2	24.6	17.7	37.5	24.6		39.0	31.0	31.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.5	0.1	0.2	6.7	4.0	0.1	16.4	0.1		23.9	7.9	18.6
Delay (s)	57.1	19.8	19.4	45.0	28.7	17.8	53.9	24.7		62.8	38.9	50.5
Level of Service	E	B	B	D	C	B	D	C		E	D	D
Approach Delay (s)		28.9			28.8			43.0			47.7	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	86.5	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	73.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	340	24	93	1011	63	47	84	35	145	330	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1844		1770	1846		1770	1780			1835	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1844		1770	1846		1770	1780			1835	1583
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	0.92
Adj. Flow (vph)	35	370	26	101	1099	68	51	91	38	158	359	236
RTOR Reduction (vph)	0	2	0	0	1	0	0	11	0	0	0	124
Lane Group Flow (vph)	35	394	0	101	1166	0	51	118	0	0	517	112
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	3.5	63.2		12.4	72.1		14.7	14.7			32.6	32.6
Effective Green, g (s)	3.5	63.2		12.4	72.1		14.7	14.7			32.6	32.6
Actuated g/C Ratio	0.02	0.45		0.09	0.51		0.10	0.10			0.23	0.23
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	43	821		154	937		183	184			421	363
v/s Ratio Prot	0.02	0.21		c0.06	c0.63		0.03	c0.07			c0.28	
v/s Ratio Perm												0.07
v/c Ratio	0.81	0.48		0.66	1.24		0.28	0.64			1.23	0.31
Uniform Delay, d1	68.9	27.8		62.7	34.9		58.7	61.1			54.7	45.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	68.4	0.9		8.6	118.8		1.4	9.1			122.0	0.8
Delay (s)	137.2	28.7		71.3	153.7		60.1	70.2			176.6	46.1
Level of Service	F	C		E	F		E	E			F	D
Approach Delay (s)		37.5			147.1			67.4			135.7	
Approach LOS		D			F			E			F	

Intersection Summary				
HCM 2000 Control Delay	120.5	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	141.9	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	108.6%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

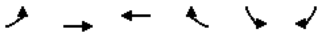
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	282	259	107	727	27	464	77	56	6	47	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1853		1770	1745			1826	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1853		1770	1745			1826	
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	0.92
Adj. Flow (vph)	3	307	282	116	790	29	504	84	61	7	51	7
RTOR Reduction (vph)	0	0	173	0	1	0	0	16	0	0	3	0
Lane Group Flow (vph)	3	307	109	116	818	0	504	129	0	0	62	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.7	51.3	51.3	12.8	63.4		42.3	42.3			8.0	
Effective Green, g (s)	0.7	51.3	51.3	12.8	63.4		42.3	42.3			8.0	
Actuated g/C Ratio	0.01	0.39	0.39	0.10	0.48		0.32	0.32			0.06	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	9	720	611	170	885		564	556			110	
v/s Ratio Prot	0.00	0.16		c0.07	c0.44		c0.28	0.07			c0.03	
v/s Ratio Perm			0.07									
v/c Ratio	0.33	0.43	0.18	0.68	0.92		0.89	0.23			0.57	
Uniform Delay, d1	65.8	29.9	26.8	58.0	32.4		43.1	33.2			60.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	15.2	0.4	0.1	9.9	15.0		16.4	0.2			5.3	
Delay (s)	81.0	30.3	27.0	67.9	47.4		59.5	33.4			66.0	
Level of Service	F	C	C	E	D		E	C			E	
Approach Delay (s)		29.0			50.0			53.6			66.0	
Approach LOS		C			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	132.7	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	87.5%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	370	16	7	726	29	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	402	17	8	789	32	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			420		1215	411
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			420		1215	411
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		84	99
cM capacity (veh/h)			1140		199	641

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	420	797	32	8
Volume Left	0	8	32	0
Volume Right	17	0	0	8
cSH	1700	1140	199	641
Volume to Capacity	0.25	0.01	0.16	0.01
Queue Length 95th (ft)	0	1	14	1
Control Delay (s)	0.0	0.2	26.5	10.7
Lane LOS		A	D	B
Approach Delay (s)	0.0	0.2	23.4	
Approach LOS			C	

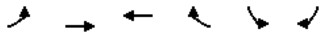
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	377	733	4	12	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	410	797	4	13	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	801				1233	799
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	801				1233	799
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	92
cM capacity (veh/h)	822				193	386

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	422	801	43
Volume Left	12	0	13
Volume Right	0	4	30
cSH	822	1700	296
Volume to Capacity	0.01	0.47	0.15
Queue Length 95th (ft)	1	0	13
Control Delay (s)	0.4	0.0	19.2
Lane LOS	A		C
Approach Delay (s)	0.4	0.0	19.2
Approach LOS			C

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization		48.8%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	341	685	2	10	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	371	745	2	11	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	747				1132	746
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747				1132	746
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				95	93
cM capacity (veh/h)	862				223	414

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	747	38
Volume Left	8	0	11
Volume Right	0	2	27
cSH	862	1700	332
Volume to Capacity	0.01	0.44	0.11
Queue Length 95th (ft)	1	0	10
Control Delay (s)	0.3	0.0	17.2
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	17.2
Approach LOS			C

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		46.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	299	4	11	614	7	22	0	32	25	0	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	9	325	4	12	667	8	24	0	35	27	0	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	675			329			1083	1043	327	1072	1042	671
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	675			329			1083	1043	327	1072	1042	671
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			86	100	95	85	100	90
cM capacity (veh/h)	916			1230			172	225	714	186	225	456

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	9	329	12	675	59	74
Volume Left	9	0	12	0	24	27
Volume Right	0	4	0	8	35	47
cSH	916	1700	1230	1700	313	297
Volume to Capacity	0.01	0.19	0.01	0.40	0.19	0.25
Queue Length 95th (ft)	1	0	1	0	17	24
Control Delay (s)	9.0	0.0	8.0	0.0	19.1	21.1
Lane LOS	A		A		C	C
Approach Delay (s)	0.2		0.1		19.1	21.1
Approach LOS					C	C

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	44.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	657	36	9	941	109	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.97	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1850			1862	1744	
Flt Permitted	1.00			0.99	0.96	
Satd. Flow (perm)	1850			1851	1744	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	714	39	10	1023	118	28
RTOR Reduction (vph)	3	0	0	0	16	0
Lane Group Flow (vph)	750	0	0	1033	130	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	33.0			33.0	9.1	
Effective Green, g (s)	33.0			33.0	9.1	
Actuated g/C Ratio	0.66			0.66	0.18	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1218			1219	316	
v/s Ratio Prot	0.41				c0.07	
v/s Ratio Perm				c0.56		
v/c Ratio	0.62			0.85	0.41	
Uniform Delay, d1	4.9			6.6	18.1	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.9			5.6	0.9	
Delay (s)	5.8			12.2	19.0	
Level of Service	A			B	B	
Approach Delay (s)	5.8			12.2	19.0	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	428	178	178	654	6	269	4	84	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1781		1770	1860			1775	1583		1695	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1781		1770	1860			1775	1583		1695	
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	0.92
Adj. Flow (vph)	7	465	193	193	711	7	292	4	91	1	0	1
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	73	0	2	0
Lane Group Flow (vph)	7	644	0	193	718	0	0	296	18	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	35.4		10.0	44.7			15.8	15.8		1.0	
Effective Green, g (s)	0.7	35.4		10.0	44.7			15.8	15.8		1.0	
Actuated g/C Ratio	0.01	0.45		0.13	0.57			0.20	0.20		0.01	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	15	806		226	1063			358	319		21	
v/s Ratio Prot	0.00	c0.36		c0.11	0.39			c0.17			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.47	0.80		0.85	0.68			0.83	0.06		0.00	
Uniform Delay, d1	38.6	18.3		33.4	11.7			29.9	25.2		38.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	21.2	5.6		25.5	1.7			14.4	0.1		0.0	
Delay (s)	59.8	23.9		58.9	13.4			44.3	25.3		38.1	
Level of Service	E	C		E	B			D	C		D	
Approach Delay (s)		24.3			23.0			39.8			38.1	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	78.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	75.0%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	446	95	24	555	7	224	2	53	15	5	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.85			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1814		1770	1859		1770	1593			1667	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1814		1770	1859		1770	1593			1667	
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	0.92
Adj. Flow (vph)	14	485	103	26	603	8	243	2	58	16	5	50
RTOR Reduction (vph)	0	8	0	0	1	0	0	45	0	0	47	0
Lane Group Flow (vph)	14	580	0	26	610	0	243	15	0	0	24	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	26.4		1.2	27.0		13.3	13.3			3.8	
Effective Green, g (s)	0.6	26.4		1.2	27.0		13.3	13.3			3.8	
Actuated g/C Ratio	0.01	0.43		0.02	0.44		0.22	0.22			0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	17	788		34	826		387	349			104	
v/s Ratio Prot	0.01	0.32		c0.01	c0.33		c0.14	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.82	0.74		0.76	0.74		0.63	0.04			0.23	
Uniform Delay, d1	30.0	14.2		29.6	13.9		21.5	18.7			27.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	132.1	3.6		66.1	3.5		3.2	0.0			1.1	
Delay (s)	162.1	17.8		95.7	17.4		24.6	18.7			28.2	
Level of Service	F	B		F	B		C	B			C	
Approach Delay (s)		21.2			20.6			23.5			28.2	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	55.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
11: Cameron Park Dr. & Green Valley Rd.

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	162	320	123	263	5	303	19	86	10	69	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1677		1770	1858		1770	1635		1770	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1677		1770	1858		1770	1635		1770	1787	
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	0.92
Adj. Flow (vph)	32	176	348	134	286	5	329	21	93	11	75	28
RTOR Reduction (vph)	0	82	0	0	1	0	0	62	0	0	19	0
Lane Group Flow (vph)	32	442	0	134	290	0	329	52	0	11	84	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.8	23.7		7.1	29.0		15.7	24.3		0.7	9.3	
Effective Green, g (s)	1.8	23.7		7.1	29.0		15.7	24.3		0.7	9.3	
Actuated g/C Ratio	0.03	0.33		0.10	0.40		0.22	0.34		0.01	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	44	553		175	750		387	553		17	231	
v/s Ratio Prot	0.02	c0.26		c0.08	0.16		c0.19	0.03		0.01	c0.05	
v/s Ratio Perm												
v/c Ratio	0.73	0.80		0.77	0.39		0.85	0.09		0.65	0.36	
Uniform Delay, d1	34.8	21.9		31.5	15.1		26.9	16.2		35.4	28.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	45.3	7.9		17.9	0.3		16.2	0.1		62.0	1.0	
Delay (s)	80.0	29.8		49.5	15.5		43.1	16.3		97.4	29.5	
Level of Service	F	C		D	B		D	B		F	C	
Approach Delay (s)		32.7			26.2			36.2			36.1	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	71.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	68.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
12: El Dorado Hills Blvd. & Francisco Dr.

Cumulative
AM Peak

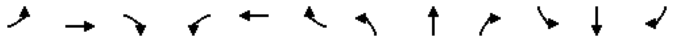
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	51	485	48	66	46	407	146	42	129	355	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	55	527	52	72	50	442	159	46	140	386	5

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	58	527	174	442	204	140	391
Volume Left (vph)	2	0	52	442	0	140	0
Volume Right (vph)	0	527	50	0	46	0	5
Hadj (s)	0.04	-0.57	-0.08	0.53	-0.12	0.53	0.02
Departure Headway (s)	7.2	3.2	6.7	6.6	6.0	6.8	6.3
Degree Utilization, x	0.12	0.47	0.32	0.82	0.34	0.27	0.68
Capacity (veh/h)	448	1116	506	531	586	508	550
Control Delay (s)	11.2	9.0	12.8	31.6	10.8	11.1	20.7
Approach Delay (s)	9.2		12.8	25.1		18.1	
Approach LOS	A		B	D		C	

Intersection Summary				
Delay	17.3			
Level of Service	C			
Intersection Capacity Utilization	68.0%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	494	189	344	393	329	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	537	205	374	427	358	997
RTOR Reduction (vph)	0	128	0	325	0	0
Lane Group Flow (vph)	537	77	374	102	358	997
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	19.6	19.6	12.4	12.4	8.1	24.5
Effective Green, g (s)	19.6	19.6	12.4	12.4	8.1	24.5
Actuated g/C Ratio	0.38	0.38	0.24	0.24	0.16	0.47
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	665	595	842	376	533	1664
v/s Ratio Prot	c0.30		0.11		0.10	c0.28
v/s Ratio Perm		0.05		0.06		
v/c Ratio	0.81	0.13	0.44	0.27	0.67	0.60
Uniform Delay, d1	14.6	10.7	16.9	16.2	20.7	10.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.1	0.1	0.4	0.4	3.3	0.6
Delay (s)	21.7	10.8	17.3	16.6	24.1	10.8
Level of Service	C	B	B	B	C	B
Approach Delay (s)	18.7		16.9			14.3
Approach LOS	B		B			B

Intersection Summary				
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	59.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

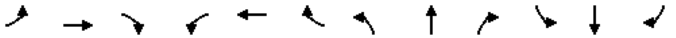


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	20	114	715	20	124	32	772	390	86	1644	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00	0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1625		1681	1638		1770	3539	1583	1770	3529	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1625		1681	1638		1770	3539	1583	1770	3529	
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	0.92
Adj. Flow (vph)	33	22	124	777	22	135	35	839	424	93	1787	34
RTOR Reduction (vph)	0	27	0	0	11	0	0	0	0	0	1	0
Lane Group Flow (vph)	33	119	0	474	449	0	35	839	424	93	1820	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	9.0	9.0		44.2	44.2		3.0	72.2	150.0	10.4	79.6	
Effective Green, g (s)	9.0	9.0		44.2	44.2		3.0	72.2	150.0	10.4	79.6	
Actuated g/C Ratio	0.06	0.06		0.29	0.29		0.02	0.48	1.00	0.07	0.53	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	106	97		495	482		35	1703	1583	122	1872	
v/s Ratio Prot	0.02	c0.07		c0.28	0.27		c0.02	0.24		0.05	c0.52	
v/s Ratio Perm									0.27			
v/c Ratio	0.31	1.22		0.96	0.93		1.00	0.49	0.27	0.76	0.97	
Uniform Delay, d1	67.5	70.5		52.0	51.4		73.5	26.4	0.0	68.6	34.1	
Progression Factor	1.00	1.00		1.00	1.00		0.64	0.26	1.00	1.00	1.00	
Incremental Delay, d2	0.6	163.4		29.4	24.8		148.5	1.0	0.4	22.0	15.2	
Delay (s)	68.1	233.9		81.4	76.2		195.2	7.8	0.4	90.6	49.3	
Level of Service	E	F		F	E		F	A	A	F	D	
Approach Delay (s)		203.4			78.9			10.4			51.3	
Approach LOS		F			E			B			D	

Intersection Summary				
HCM 2000 Control Delay	51.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	96.3%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

Cumulative
AM Peak

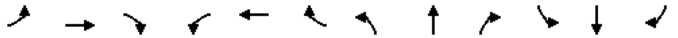


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	11	203	16	13	63	191	1100	42	137	2309	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1728	1583	1770	1631		1770	5057		1770	3533	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1728	1583	1770	1631		1770	5057		1770	3533	
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	0.92
Adj. Flow (vph)	34	12	221	17	14	68	208	1196	46	149	2510	29
RTOR Reduction (vph)	0	0	211	0	65	0	0	2	0	0	0	0
Lane Group Flow (vph)	23	23	10	17	17	0	208	1240	0	149	2539	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	6.9	6.9	6.9	6.1	6.1		12.0	98.3		21.0	107.3	
Effective Green, g (s)	6.9	6.9	6.9	6.1	6.1		12.0	100.0		21.0	109.0	
Actuated g/C Ratio	0.05	0.05	0.05	0.04	0.04		0.08	0.67		0.14	0.73	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	77	79	72	71	66		141	3371		247	2567	
v/s Ratio Prot	c0.01	0.01	0.01	0.01	c0.01		c0.12	0.25		0.08	c0.72	
v/s Ratio Perm												
v/c Ratio	0.30	0.29	0.14	0.24	0.25		1.48	0.37		0.60	0.99	
Uniform Delay, d1	69.2	69.2	68.7	69.7	69.7		69.0	11.0		60.6	19.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.95	0.18		0.80	0.52	
Incremental Delay, d2	0.8	0.7	0.3	0.6	0.7		243.7	0.3		0.9	7.8	
Delay (s)	70.0	69.9	69.0	70.3	70.5		309.3	2.3		49.6	18.2	
Level of Service	E	E	E	E	E		F	A		D	B	
Approach Delay (s)		69.2			70.5			46.3			19.9	
Approach LOS		E			E			D			B	

Intersection Summary				
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	93.1%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

Cumulative
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	87	776	168	199	58	906	1085	169	69	1665	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1737	1583	1681	1763	1583	3433	4982		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1737	1583	1681	1763	1583	3433	4982		1770	5085	1583
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	0.92
Adj. Flow (vph)	207	95	843	183	216	63	985	1179	184	75	1810	863
RTOR Reduction (vph)	0	0	0	0	0	53	0	13	0	0	0	0
Lane Group Flow (vph)	149	153	843	165	234	10	985	1350	0	75	1810	863
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	15.4	15.4	150.0	23.2	23.2	23.2	43.9	82.5		12.9	51.5	150.0
Effective Green, g (s)	15.4	15.4	150.0	23.2	23.2	23.2	43.9	82.5		12.9	51.5	150.0
Actuated g/C Ratio	0.10	0.10	1.00	0.15	0.15	0.15	0.29	0.55		0.09	0.34	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	172	178	1583	259	272	244	1004	2740		152	1745	1583
v/s Ratio Prot	c0.09	0.09		0.10	c0.13		c0.29	0.27		0.04	c0.36	
v/s Ratio Perm			0.53			0.01						0.55
v/c Ratio	0.87	0.86	0.53	0.64	0.86	0.04	0.98	0.49		0.49	1.04	0.55
Uniform Delay, d1	66.3	66.2	0.0	59.5	61.8	53.9	52.6	20.8		65.4	49.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.57		0.72	0.64	1.00
Incremental Delay, d2	33.7	31.4	1.3	4.0	22.6	0.0	19.1	0.4		0.3	23.3	0.4
Delay (s)	100.0	97.7	1.3	63.5	84.5	54.0	42.7	12.3		47.6	55.0	0.4
Level of Service	F	F	A	E	F	D	D	B		D	E	A
Approach Delay (s)		27.0			72.8			25.1			37.7	
Approach LOS		C			E			C			D	

Intersection Summary				
HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.97			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	89.4%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
18: Latrobe Rd. & US-50 EB Ramp

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1606	0	0	462	0	1698	245	724	1885	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1746	0	0	502	0	1846	266	787	2049	0
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	72	0	0	0
Lane Group Flow (vph)	0	0	1741	0	0	502	0	1846	194	787	2049	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			121.6			150.0		66.4	66.4	75.6	96.0	
Effective Green, g (s)			121.6			150.0		66.4	66.4	75.6	96.0	
Actuated g/C Ratio			0.81			1.00		0.44	0.44	0.50	0.64	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2333			1611		2250	700	892	4101	
v/s Ratio Prot			0.23					c0.36		c0.44	0.32	
v/s Ratio Perm			0.40			0.31			0.12			
v/c Ratio			0.75			0.31		0.82	0.28	0.88	0.50	
Uniform Delay, d1			6.8			0.0		36.6	26.6	33.2	14.3	
Progression Factor			1.00			1.00		1.00	1.00	0.35	0.43	
Incremental Delay, d2			1.3			0.5		3.5	1.0	5.5	0.2	
Delay (s)			8.1			0.5		40.1	27.5	17.2	6.4	
Level of Service			A			A		D	C	B	A	
Approach Delay (s)		8.1			0.5			38.5			9.4	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

Cumulative
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	471	0	148	0	0	0	791	775	0	0	1376	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1604	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1604	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	512	0	161	0	0	0	860	842	0	0	1496	643
RTOR Reduction (vph)	0	50	120	0	0	0	0	0	0	0	0	257
Lane Group Flow (vph)	266	212	25	0	0	0	860	842	0	0	1496	386
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	15.8	15.8	15.8				23.2	66.2			39.0	39.0
Effective Green, g (s)	15.8	15.8	15.8				23.2	66.2			39.0	39.0
Actuated g/C Ratio	0.18	0.18	0.18				0.26	0.74			0.43	0.43
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	295	281	264				884	2603			1533	685
v/s Ratio Prot	c0.16	0.13					c0.25	0.24			c0.42	
v/s Ratio Perm			0.02									0.24
v/c Ratio	0.90	0.75	0.10				0.97	0.32			0.98	0.56
Uniform Delay, d1	36.3	35.2	31.1				33.1	4.1			25.0	19.1
Progression Factor	1.00	1.00	1.00				1.00	1.00			0.75	0.72
Incremental Delay, d2	28.6	10.9	0.2				23.7	0.3			3.3	0.3
Delay (s)	64.9	46.1	31.3				56.7	4.5			22.0	14.0
Level of Service	E	D	C				E	A			C	B
Approach Delay (s)		50.3			0.0			30.9			19.6	
Approach LOS		D			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	701	0	553	466	780	0	0	1267	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.94	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1553	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.97	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1553	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	762	0	601	507	848	0	0	1377	695
RTOR Reduction (vph)	0	0	0	0	46	156	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	472	412	277	507	848	0	0	1377	695
Turn Type				Split	NA	Perm	Prot	NA			NA	Free
Protected Phases				8	8		5	2			6	
Permitted Phases						8						Free
Actuated Green, G (s)				22.0	22.0	22.0	23.0	60.0			33.0	90.0
Effective Green, g (s)				22.0	22.0	22.0	23.0	60.0			33.0	90.0
Actuated g/C Ratio				0.24	0.24	0.24	0.26	0.67			0.37	1.00
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				410	379	367	452	2359			1297	1583
v/s Ratio Prot				c0.28	0.27		c0.29	0.24			c0.39	
v/s Ratio Perm						0.18						0.44
v/c Ratio				1.15	1.09	0.75	1.12	0.36			1.06	0.44
Uniform Delay, d1				34.0	34.0	31.5	33.5	6.6			28.5	0.0
Progression Factor				1.00	1.00	1.00	0.73	0.93			0.83	1.00
Incremental Delay, d2				92.6	71.5	8.5	77.3	0.4			39.5	0.6
Delay (s)				126.6	105.5	40.0	101.9	6.5			63.2	0.6
Level of Service				F	F	D	F	A			E	A
Approach Delay (s)		0.0			92.0			42.2			42.2	
Approach LOS		A			F			D			D	

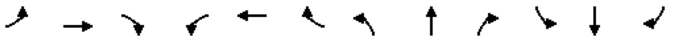
Intersection Summary				
HCM 2000 Control Delay	56.4	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.10			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	95.9%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	255	246	1082	252	1	1650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3439		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3439		1770	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	267	1176	274	1	1793
RTOR Reduction (vph)	0	113	18	0	0	0
Lane Group Flow (vph)	277	154	1432	0	1	1793
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	18.6	18.6	58.6		0.8	63.4
Effective Green, g (s)	18.6	18.6	58.6		0.8	63.4
Actuated g/C Ratio	0.21	0.21	0.65		0.01	0.70
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	365	327	2239		15	2493
v/s Ratio Prot	c0.16		0.42		0.00	c0.51
v/s Ratio Perm		0.10				
v/c Ratio	0.76	0.47	0.64		0.07	0.72
Uniform Delay, d1	33.6	31.4	9.4		44.2	8.0
Progression Factor	1.00	1.00	1.56		1.00	1.00
Incremental Delay, d2	8.8	1.1	1.2		1.9	1.8
Delay (s)	42.4	32.4	15.8		46.1	9.8
Level of Service	D	C	B		D	A
Approach Delay (s)	37.5		15.8			9.8
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Cumulative
AM Peak

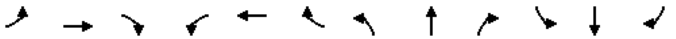


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	83	166	535	230	360	150	658	255	168	698	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3185		1770	3215		1770	3539	1583	1770	3403	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3185		1770	3215		1770	3539	1583	1770	3403	
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	0.92
Adj. Flow (vph)	175	90	180	582	250	391	163	715	277	183	759	263
RTOR Reduction (vph)	0	165	0	0	193	0	0	0	138	0	22	0
Lane Group Flow (vph)	175	105	0	582	448	0	163	715	139	183	1000	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	18.3	11.1		48.0	40.8		14.0	41.0	41.0	17.7	44.7	
Effective Green, g (s)	18.3	11.1		48.0	40.8		14.0	41.0	41.0	17.7	44.7	
Actuated g/C Ratio	0.13	0.08		0.35	0.30		0.10	0.30	0.30	0.13	0.33	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	237	259		622	961		181	1063	475	229	1115	
v/s Ratio Prot	0.10	0.03		c0.33	c0.14		c0.09	0.20		0.10	c0.29	
v/s Ratio Perm									0.09			
v/c Ratio	0.74	0.40		0.94	0.47		0.90	0.67	0.29	0.80	0.90	
Uniform Delay, d1	56.7	59.5		42.7	38.9		60.5	41.8	36.6	57.6	43.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.4	1.0		21.5	0.4		40.0	1.7	0.3	17.5	9.6	
Delay (s)	68.1	60.5		64.2	39.3		100.5	43.5	36.9	75.1	53.2	
Level of Service	E	E		E	D		F	D	D	E	D	
Approach Delay (s)		63.5			51.1			50.0			56.5	
Approach LOS		E			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	53.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	136.4	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	88.8%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Cumulative
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	175	449	140	82	12	822	406	75	52	269	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1827		1770	1819		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1827		1770	1819		1770	1863	1583
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	0.92
Adj. Flow (vph)	155	190	488	152	89	13	893	441	82	57	292	512
RTOR Reduction (vph)	0	0	430	0	4	0	0	5	0	0	0	232
Lane Group Flow (vph)	155	190	58	152	98	0	893	518	0	57	292	280
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	11.0	15.4	15.4	11.0	15.4		64.0	80.9		7.0	23.9	23.9
Effective Green, g (s)	11.0	15.4	15.4	11.0	15.4		64.0	80.9		7.0	23.9	23.9
Actuated g/C Ratio	0.08	0.12	0.12	0.08	0.12		0.49	0.62		0.05	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	149	220	187	149	215		869	1129		95	341	290
v/s Ratio Prot	c0.09	c0.10		0.09	0.05		c0.50	0.28		0.03	0.16	
v/s Ratio Perm			0.04									c0.18
v/c Ratio	1.04	0.86	0.31	1.02	0.45		1.03	0.46		0.60	0.86	0.97
Uniform Delay, d1	59.7	56.4	52.6	59.7	53.5		33.2	13.1		60.3	51.5	52.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	84.8	27.7	0.9	79.1	1.5		37.8	0.3		9.8	18.6	43.1
Delay (s)	144.5	84.1	53.5	138.8	55.1		70.9	13.4		70.1	70.1	95.9
Level of Service	F	F	D	F	E		E	B		E	E	F
Approach Delay (s)		77.4			105.2			49.7			85.5	
Approach LOS		E			F			D			F	

Intersection Summary				
HCM 2000 Control Delay	69.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	130.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	90.0%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	43	1	103	198	2	130	31	311	66	44	321	27
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
Hourly flow rate (vph)	47	1	112	215	2	141	34	338	72	48	349	29

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	160	359	443	426
Volume Left (vph)	47	215	34	48
Volume Right (vph)	112	141	72	29
Hadj (s)	-0.33	-0.08	-0.05	0.02
Departure Headway (s)	8.1	7.5	7.2	7.3
Degree Utilization, x	0.36	0.75	0.88	0.86
Capacity (veh/h)	387	450	488	481
Control Delay (s)	15.7	29.6	43.2	40.4
Approach Delay (s)	15.7	29.6	43.2	40.4
Approach LOS	C	D	E	E

Intersection Summary				
Delay			35.6	
Level of Service			E	
Intersection Capacity Utilization			63.2%	ICU Level of Service
Analysis Period (min)			15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	338	0	0	716	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	367	0	0	778	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				796		
pX, platoon unblocked					0.62	
vC, conflicting volume			367		1146	367
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			367		927	367
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1191		184	678

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	367	778	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.22	0.46	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

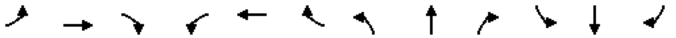
Intersection Summary				
Average Delay			0.0	
Intersection Capacity Utilization			41.0%	ICU Level of Service A
Analysis Period (min)			15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	338	0	0	716	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0							
Lane Util. Factor		1.00			1.00							
Frt		1.00			1.00							
Flt Protected		1.00			1.00							
Satd. Flow (prot)		1863			1863							
Flt Permitted		1.00			1.00							
Satd. Flow (perm)		1863			1863							
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	0.92
Adj. Flow (vph)	0	367	0	0	778	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	367	0	0	778	0	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm		Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		18.9			18.9							
Effective Green, g (s)		18.9			18.9							
Actuated g/C Ratio		0.58			0.58							
Clearance Time (s)		4.0			4.0							
Vehicle Extension (s)		3.0			3.0							
Lane Grp Cap (vph)		1080			1080							
v/s Ratio Prot		0.20			c0.42							
v/s Ratio Perm												
v/c Ratio		0.34			0.72							
Uniform Delay, d1		3.6			4.9							
Progression Factor		1.00			1.00							
Incremental Delay, d2		0.2			2.4							
Delay (s)		3.8			7.3							
Level of Service		A			A							
Approach Delay (s)		3.8			7.3			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	32.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

Cumulative
PM Peak

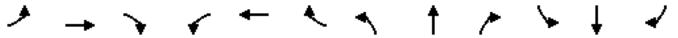


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	485	893	353	195	608	98	348	264	19	123	227	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3503		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3503		1770	1863	1583
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	0.92
Adj. Flow (vph)	527	971	384	212	661	107	378	287	21	134	247	247
RTOR Reduction (vph)	0	0	260	0	0	76	0	6	0	0	0	200
Lane Group Flow (vph)	527	971	124	212	661	31	378	302	0	134	247	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	14.1	27.4	27.4	11.1	24.4	24.4	11.8	20.8		7.1	16.1	16.1
Effective Green, g (s)	14.1	27.4	27.4	11.1	24.4	24.4	11.8	20.8		7.1	16.1	16.1
Actuated g/C Ratio	0.17	0.32	0.32	0.13	0.29	0.29	0.14	0.25		0.08	0.19	0.19
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	572	1146	512	232	1020	456	478	861		148	354	301
v/s Ratio Prot	c0.15	c0.27		0.12	0.19		c0.11	0.09		0.08	c0.13	
v/s Ratio Perm			0.08			0.02						0.03
v/c Ratio	0.92	0.85	0.24	0.91	0.65	0.07	0.79	0.35		0.91	0.70	0.16
Uniform Delay, d1	34.7	26.7	21.0	36.3	26.3	21.8	35.2	26.3		38.4	32.0	28.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.4	6.0	0.2	36.3	1.4	0.1	8.7	0.2		46.7	5.9	0.2
Delay (s)	55.1	32.6	21.2	72.6	27.8	21.9	43.9	26.6		85.1	37.9	28.8
Level of Service	E	C	C	E	C	C	D	C		F	D	C
Approach Delay (s)		36.6			36.8			36.1			44.4	
Approach LOS		D			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	72.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

Cumulative
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	957	36	51	659	100	73	214	92	68	101	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1853		1770	1826		1770	1779			1826	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1853		1770	1826		1770	1779			1826	1583
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	0.92
Adj. Flow (vph)	150	1040	39	55	716	109	79	233	100	74	110	142
RTOR Reduction (vph)	0	1	0	0	4	0	0	11	0	0	0	123
Lane Group Flow (vph)	150	1078	0	55	821	0	79	322	0	0	184	19
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	12.5	83.5		3.5	74.5		17.0	17.0			19.4	19.4
Effective Green, g (s)	12.5	83.5		3.5	74.5		17.0	17.0			19.4	19.4
Actuated g/C Ratio	0.09	0.59		0.02	0.52		0.12	0.12			0.14	0.14
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	155	1086		43	955		211	212			248	215
v/s Ratio Prot	c0.08	c0.58		c0.03	0.45		0.04	c0.18			c0.10	
v/s Ratio Perm												0.01
v/c Ratio	0.97	0.99		1.28	0.86		0.37	1.52			0.74	0.09
Uniform Delay, d1	64.7	29.2		69.5	29.4		57.8	62.7			59.1	53.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	61.9	25.5		230.2	8.6		1.9	257.0			12.7	0.3
Delay (s)	126.7	54.7		299.7	38.0		59.7	319.7			71.8	54.1
Level of Service	F	D		F	D		E	F			E	D
Approach Delay (s)		63.4			54.3			269.9			64.1	
Approach LOS		E			D			F			E	

Intersection Summary				
HCM 2000 Control Delay	90.6	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.04			
Actuated Cycle Length (s)	142.4	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	98.1%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
3: Silva Valley Pkwy. & Green Valley Rd.

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	809	382	64	469	6	349	20	106	2	9	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.87			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1859		1770	1628			1789	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1859		1770	1628			1789	
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	0.92
Adj. Flow (vph)	11	879	415	70	510	7	379	22	115	2	10	4
RTOR Reduction (vph)	0	0	92	0	0	0	0	86	0	0	4	0
Lane Group Flow (vph)	11	879	323	70	517	0	379	51	0	0	12	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	1.5	69.5	69.5	5.0	73.0		32.5	32.5			2.6	
Effective Green, g (s)	1.5	69.5	69.5	5.0	73.0		32.5	32.5			2.6	
Actuated g/C Ratio	0.01	0.54	0.54	0.04	0.57		0.25	0.25			0.02	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	20	1012	860	69	1061		449	413			36	
v/s Ratio Prot	0.01	c0.47		c0.04	c0.28		c0.21	0.03			c0.01	
v/s Ratio Perm			0.20									
v/c Ratio	0.55	0.87	0.38	1.01	0.49		0.84	0.12			0.34	
Uniform Delay, d1	62.9	25.3	16.8	61.5	16.3		45.3	36.7			61.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	23.6	8.0	0.3	112.4	0.4		13.3	0.1			4.0	
Delay (s)	86.5	33.3	17.0	173.9	16.7		58.6	36.8			65.8	
Level of Service	F	C	B	F	B		E	D			E	
Approach Delay (s)		28.6			35.4			52.9			65.8	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	127.9	Sum of lost time (s)	18.3
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
4: Loch Way & Green Valley Rd

Cumulative
PM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	829	33	5	464	26	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	901	36	5	504	28	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			937		1434	919
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			937		1434	919
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		81	98
cM capacity (veh/h)			731		146	329

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	937	510	28	5
Volume Left	0	5	28	0
Volume Right	36	0	0	5
cSH	1700	731	146	329
Volume to Capacity	0.55	0.01	0.19	0.02
Queue Length 95th (ft)	0	1	17	1
Control Delay (s)	0.0	0.2	35.4	16.1
Lane LOS		A	E	C
Approach Delay (s)	0.0	0.2	32.3	
Approach LOS			D	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	835	467	12	8	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	908	508	13	9	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	521				1489	514
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	521				1489	514
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				93	96
cM capacity (veh/h)	1046				132	560

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	941	521	29
Volume Left	34	0	9
Volume Right	0	13	21
cSH	1046	1700	286
Volume to Capacity	0.03	0.31	0.10
Queue Length 95th (ft)	2	0	8
Control Delay (s)	0.9	0.0	19.0
Lane LOS	A		C
Approach Delay (s)	0.9	0.0	19.0
Approach LOS			C

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		79.0%	ICU Level of Service D
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	15	826	457	6	12	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	898	497	7	13	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	503				1430	500
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	503				1430	500
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				91	97
cM capacity (veh/h)	1061				146	571

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	914	503	33
Volume Left	16	0	13
Volume Right	0	7	20
cSH	1061	1700	264
Volume to Capacity	0.02	0.30	0.12
Queue Length 95th (ft)	1	0	10
Control Delay (s)	0.4	0.0	20.6
Lane LOS	A		C
Approach Delay (s)	0.4	0.0	20.6
Approach LOS			C

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		65.5%	ICU Level of Service C
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	730	26	39	416	8	18	2	23	10	0	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	55	793	28	42	452	9	20	2	25	11	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	461			822			1478	1464	808	1472	1474	457
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	461			822			1478	1464	808	1472	1474	457
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			95			79	98	93	88	100	96
cM capacity (veh/h)	1100			808			92	115	381	89	114	604

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	55	822	42	461	47	34
Volume Left	55	0	42	0	20	11
Volume Right	0	28	0	9	25	23
cSH	1100	1700	808	1700	158	211
Volume to Capacity	0.05	0.48	0.05	0.27	0.30	0.16
Queue Length 95th (ft)	4	0	4	0	29	14
Control Delay (s)	8.4	0.0	9.7	0.0	37.2	25.2
Lane LOS	A		A		E	D
Approach Delay (s)	0.5		0.8		37.2	25.2
Approach LOS					E	D

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	52.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	833	114	29	464	79	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.98	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1832			1857	1747	
Flt Permitted	1.00			0.88	0.96	
Satd. Flow (perm)	1832			1638	1747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	905	124	32	504	86	18
RTOR Reduction (vph)	7	0	0	0	14	0
Lane Group Flow (vph)	1022	0	0	536	90	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	32.6			32.6	8.0	
Effective Green, g (s)	32.6			32.6	8.0	
Actuated g/C Ratio	0.67			0.67	0.16	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1228			1098	287	
v/s Ratio Prot	c0.56				c0.05	
v/s Ratio Perm				0.33		
v/c Ratio	0.83			0.49	0.31	
Uniform Delay, d1	6.0			3.9	17.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	5.0			0.3	0.6	
Delay (s)	10.9			4.3	18.5	
Level of Service	B			A	B	
Approach Delay (s)	10.9			4.3	18.5	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	48.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	638	131	124	347	9	87	9	253	22	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	1815		1770	1856			1782	1583		1738	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	1815		1770	1856			1782	1583		1738	
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	0.92
Adj. Flow (vph)	3	693	142	135	377	10	95	10	275	24	10	17
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	242	0	16	0
Lane Group Flow (vph)	3	829	0	135	386	0	0	105	33	0	35	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	47.9		8.1	55.3			10.4	10.4		4.7	
Effective Green, g (s)	0.7	47.9		8.1	55.3			10.4	10.4		4.7	
Actuated g/C Ratio	0.01	0.55		0.09	0.63			0.12	0.12		0.05	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	14	998		164	1178			212	189		93	
v/s Ratio Prot	0.00	c0.46		c0.08	0.21			c0.06			c0.02	
v/s Ratio Perm									0.02			
v/c Ratio	0.21	0.83		0.82	0.33			0.50	0.17		0.38	
Uniform Delay, d1	42.9	16.2		38.8	7.3			35.9	34.5		39.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	7.6	6.0		27.1	0.2			1.8	0.4		2.5	
Delay (s)	50.5	22.2		65.9	7.5			37.7	34.9		42.3	
Level of Service	D	C		E	A			D	C		D	
Approach Delay (s)		22.3			22.6			35.7			42.3	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	87.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	70.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	745	183	49	354	9	109	5	79	8	5	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	1808		1770	1856		1770	1599			1706	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (perm)	1770	1808		1770	1856		1770	1599			1706	
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	0.92
Adj. Flow (vph)	34	810	199	53	385	10	118	5	86	9	5	15
RTOR Reduction (vph)	0	6	0	0	1	0	0	76	0	0	14	0
Lane Group Flow (vph)	34	1003	0	53	394	0	118	15	0	0	15	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	3.3	59.8		3.1	59.6		11.3	11.3			4.0	
Effective Green, g (s)	3.3	59.8		3.1	59.6		11.3	11.3			4.0	
Actuated g/C Ratio	0.04	0.63		0.03	0.63		0.12	0.12			0.04	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	62	1147		58	1174		212	191			72	
v/s Ratio Prot	0.02	c0.55		c0.03	0.21		c0.07	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.55	0.87		0.91	0.34		0.56	0.08			0.20	
Uniform Delay, d1	44.7	14.1		45.4	8.1		39.1	36.8			43.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	9.6	7.6		86.9	0.2		3.1	0.2			1.4	
Delay (s)	54.3	21.7		132.3	8.2		42.2	37.0			45.0	
Level of Service	D	C		F	A		D	D			D	
Approach Delay (s)		22.8			22.9			40.0			45.0	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	69.7%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
11: Cameron Park Dr. & Green Valley Rd.

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	345	319	91	150	18	256	137	159	32	89	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	0.92		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1728		1770	1832		1770	1713		1770	1813	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1728		1770	1832		1770	1713		1770	1813	
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	0.92
Adj. Flow (vph)	117	375	347	99	163	20	278	149	173	35	97	21
RTOR Reduction (vph)	0	34	0	0	4	0	0	49	0	0	10	0
Lane Group Flow (vph)	117	688	0	99	179	0	278	273	0	35	108	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.4	36.2		6.1	33.9		14.9	21.8		2.8	9.7	
Effective Green, g (s)	8.4	36.2		6.1	33.9		14.9	21.8		2.8	9.7	
Actuated g/C Ratio	0.10	0.44		0.07	0.41		0.18	0.26		0.03	0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	179	754		130	749		318	450		59	212	
v/s Ratio Prot	c0.07	c0.40		0.06	0.10		c0.16	c0.16		0.02	0.06	
v/s Ratio Perm												
v/c Ratio	0.65	0.91		0.76	0.24		0.87	0.61		0.59	0.51	
Uniform Delay, d1	35.8	21.9		37.7	16.0		33.1	26.8		39.5	34.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	15.3		22.8	0.2		22.3	2.3		15.0	2.1	
Delay (s)	44.1	37.1		60.4	16.2		55.4	29.1		54.5	36.4	
Level of Service	D	D		E	B		E	C		D	D	
Approach Delay (s)		38.1			31.7			41.3			40.6	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	82.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Dixon Ranch
12: El Dorado Hills Blvd. & Francisco Dr.

Cumulative
PM Peak

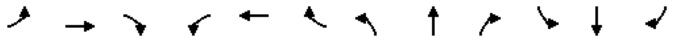
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	497	28	36	43	535	371	24	9	202	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	45	540	30	39	47	582	403	26	10	220	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	45	540	116	582	429	10	222
Volume Left (vph)	0	0	30	582	0	10	0
Volume Right (vph)	0	540	47	0	26	0	2
Hadj (s)	0.03	-0.57	-0.15	0.53	-0.01	0.53	0.03
Departure Headway (s)	6.6	3.2	6.2	5.9	5.3	6.8	6.3
Degree Utilization, x	0.08	0.48	0.20	0.95	0.63	0.02	0.39
Capacity (veh/h)	517	1116	562	605	670	508	554
Control Delay (s)	10.2	9.1	10.7	47.4	15.9	8.8	12.1
Approach Delay (s)	9.2		10.7	34.0		12.0	
Approach LOS	A		B	D		B	

Intersection Summary			
Delay	22.5		
Level of Service	C		
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	178	156	939	232	189	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	170	1021	252	205	636
RTOR Reduction (vph)	0	138	0	144	0	0
Lane Group Flow (vph)	193	32	1021	108	205	636
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	7.6	7.6	17.3	17.3	3.5	24.8
Effective Green, g (s)	7.6	7.6	17.3	17.3	3.5	24.8
Actuated g/C Ratio	0.19	0.19	0.43	0.43	0.09	0.61
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	332	297	1515	677	297	2172
v/s Ratio Prot	c0.11		c0.29		c0.06	0.18
v/s Ratio Perm		0.02		0.07		
v/c Ratio	0.58	0.11	0.67	0.16	0.69	0.29
Uniform Delay, d1	14.9	13.6	9.3	7.1	17.9	3.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.2	1.2	0.1	6.7	0.1
Delay (s)	17.5	13.8	10.5	7.2	24.7	3.7
Level of Service	B	B	B	A	C	A
Approach Delay (s)	15.8		9.8			8.8
Approach LOS	B		A			A

Intersection Summary				
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	40.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	51.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	27	112	337	51	34	120	1582	705	38	1320	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1637		1681	1676		1770	3539	1583	1770	3518	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1637		1681	1676		1770	3539	1583	1770	3518	
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	0.92
Adj. Flow (vph)	38	29	122	366	55	37	130	1720	766	41	1435	61
RTOR Reduction (vph)	0	116	0	0	7	0	0	0	0	0	2	0
Lane Group Flow (vph)	38	35	0	231	220	0	130	1720	766	41	1494	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	5.6	5.6		19.3	19.3		15.6	76.2	120.0	4.7	65.3	
Effective Green, g (s)	5.6	5.6		19.3	19.3		15.6	76.2	120.0	4.7	65.3	
Actuated g/C Ratio	0.05	0.05		0.16	0.16		0.13	0.64	1.00	0.04	0.54	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	82	76		270	269		230	2247	1583	69	1914	
v/s Ratio Prot	0.02	0.02		c0.14	0.13		0.07	c0.49		0.02	c0.42	
v/s Ratio Perm									c0.48			
v/c Ratio	0.46	0.46		0.86	0.82		0.57	0.77	0.48	0.59	0.78	
Uniform Delay, d1	55.7	55.7		49.0	48.7		49.0	15.6	0.0	56.7	21.7	
Progression Factor	1.00	1.00		1.00	1.00		0.66	0.22	1.00	1.00	1.00	
Incremental Delay, d2	1.5	1.6		21.6	16.5		1.2	1.6	0.7	8.8	3.2	
Delay (s)	57.2	57.3		70.6	65.2		33.6	5.1	0.7	65.5	24.9	
Level of Service	E	E		E	E		C	A	A	E	C	
Approach Delay (s)		57.3			67.9			5.2			26.0	
Approach LOS		E			E			A			C	

Intersection Summary				
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	81.4%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	27	210	53	22	377	295	1944	101	173	1534	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1724	1583	1770	1599		1770	5048		1770	3519	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1724	1583	1770	1599		1770	5048		1770	3519	
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	0.92
Adj. Flow (vph)	93	29	228	58	24	410	321	2113	110	188	1667	67
RTOR Reduction (vph)	0	0	214	0	217	0	0	3	0	0	2	0
Lane Group Flow (vph)	60	62	14	58	217	0	321	2220	0	188	1732	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	7.6	7.6	7.6	18.6	18.6		12.0	66.1		10.0	64.1	
Effective Green, g (s)	7.6	7.6	7.6	18.6	18.6		12.0	67.8		10.0	65.8	
Actuated g/C Ratio	0.06	0.06	0.06	0.16	0.16		0.10	0.56		0.08	0.55	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	106	109	100	274	247		177	2852		147	1929	
v/s Ratio Prot	0.04	c0.04	0.01	0.03	c0.14		c0.18	0.44		0.11	c0.49	
v/s Ratio Perm												
v/c Ratio	0.57	0.57	0.14	0.21	0.88		1.81	0.78		1.28	0.90	
Uniform Delay, d1	54.6	54.6	53.1	44.3	49.6		54.0	20.3		55.0	24.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.92	0.27		0.77	0.56	
Incremental Delay, d2	4.1	4.0	0.2	0.1	26.9		376.1	1.0		155.4	4.9	
Delay (s)	58.7	58.6	53.4	44.4	76.5		425.5	6.4		197.7	18.4	
Level of Service	E	E	D	D	E		F	A		F	B	
Approach Delay (s)		55.2			72.7			59.3			36.0	
Approach LOS		E			E			E			D	

Intersection Summary				
HCM 2000 Control Delay	51.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	102.7%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	223	73	302	221	161	95	1077	2022	298	56	1320	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1726	1583	1681	1755	1583	3433	4987		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1726	1583	1681	1755	1583	3433	4987		1770	5085	1583
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	0.92
Adj. Flow (vph)	242	79	328	240	175	103	1171	2198	324	61	1435	458
RTOR Reduction (vph)	0	0	0	0	0	87	0	14	0	0	0	0
Lane Group Flow (vph)	160	161	328	204	211	16	1171	2508	0	61	1435	458
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	14.7	14.7	120.0	19.1	19.1	19.1	40.8	65.0		5.2	29.4	120.0
Effective Green, g (s)	14.7	14.7	120.0	19.1	19.1	19.1	40.8	65.0		5.2	29.4	120.0
Actuated g/C Ratio	0.12	0.12	1.00	0.16	0.16	0.16	0.34	0.54		0.04	0.24	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	205	211	1583	267	279	251	1167	2701		76	1245	1583
v/s Ratio Prot	c0.10	0.09		c0.12	0.12		c0.34	0.50		0.03	c0.28	
v/s Ratio Perm			0.21			0.01						0.29
v/c Ratio	0.78	0.76	0.21	0.76	0.76	0.07	1.00	0.93		0.80	1.15	0.29
Uniform Delay, d1	51.1	51.0	0.0	48.3	48.2	42.9	39.6	25.4		56.9	45.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.44		0.85	0.76	1.00
Incremental Delay, d2	17.3	15.0	0.3	11.3	10.2	0.1	17.0	3.0		25.1	74.0	0.2
Delay (s)	68.4	66.0	0.3	59.6	58.4	42.9	44.5	14.3		73.2	108.5	0.2
Level of Service	E	E	A	E	E	D	D	B		E	F	A
Approach Delay (s)		33.4			55.8			23.8			82.0	
Approach LOS		C			E			C			F	

Intersection Summary				
HCM 2000 Control Delay	43.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.97			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	88.0%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
18: Latrobe Rd. & US-50 EB Ramp

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1718	0	0	1062	0	2335	619	674	1139	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1867	0	0	1154	0	2538	673	733	1238	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	62	0	0	0
Lane Group Flow (vph)	0	0	1850	0	0	1154	0	2538	611	733	1238	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			94.7			120.0		59.0	59.0	53.0	70.3	
Effective Green, g (s)			94.7			120.0		59.0	59.0	53.0	70.3	
Actuated g/C Ratio			0.79			1.00		0.49	0.49	0.44	0.59	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2292			1611		2500	778	781	3754	
v/s Ratio Prot			0.28					c0.50		c0.41	0.19	
v/s Ratio Perm			0.38			0.72			0.39			
v/c Ratio			0.81			0.72		1.02	0.79	0.94	0.33	
Uniform Delay, d1			7.3			0.0		30.5	25.3	31.9	12.8	
Progression Factor			1.00			1.00		1.00	1.00	0.43	0.45	
Incremental Delay, d2			2.2			2.8		21.9	7.8	8.9	0.1	
Delay (s)			9.5			2.8		52.4	33.1	22.7	5.8	
Level of Service			A			A		D	C	C	A	
Approach Delay (s)		9.5			2.8			48.3			12.1	
Approach LOS		A			A			D			B	

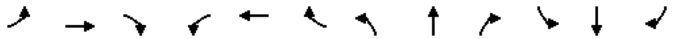
Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

Cumulative
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	578	0	201	0	0	0	1024	1235	0	0	1413	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1603	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1603	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	628	0	218	0	0	0	1113	1342	0	0	1536	922
RTOR Reduction (vph)	0	41	160	0	0	0	0	0	0	0	0	246
Lane Group Flow (vph)	327	282	36	0	0	0	1113	1342	0	0	1536	676
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	20.0	20.0	20.0				33.0	82.0			45.0	45.0
Effective Green, g (s)	20.0	20.0	20.0				33.0	82.0			45.0	45.0
Actuated g/C Ratio	0.18	0.18	0.18				0.30	0.75			0.41	0.41
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	305	291	273				1029	2638			1447	647
v/s Ratio Prot	c0.19	0.18					c0.32	0.38			c0.43	
v/s Ratio Perm			0.02									0.43
v/c Ratio	1.07	0.97	0.13				1.08	0.51			1.06	1.05
Uniform Delay, d1	45.0	44.7	37.7				38.5	5.7			32.5	32.5
Progression Factor	1.00	1.00	1.00				1.00	1.00			0.55	0.87
Incremental Delay, d2	72.0	43.8	0.2				52.8	0.7			29.5	25.0
Delay (s)	117.0	88.5	37.9				91.3	6.4			47.4	53.2
Level of Service	F	F	D				F	A			D	D
Approach Delay (s)		87.8			0.0			44.9			49.6	
Approach LOS		F			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	998	0	578	468	1345	0	0	1183	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.98	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1587	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1587	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	1085	0	628	509	1462	0	0	1286	416
RTOR Reduction (vph)	0	0	0	0	35	35	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	597	547	499	509	1462	0	0	1286	416
Turn Type				Split	NA	Perm	Prot	NA			NA	Free
Protected Phases				8	8		5	2			6	
Permitted Phases						8						Free
Actuated Green, G (s)				34.0	34.0	34.0	27.0	68.0			37.0	110.0
Effective Green, g (s)				34.0	34.0	34.0	27.0	68.0			37.0	110.0
Actuated g/C Ratio				0.31	0.31	0.31	0.25	0.62			0.34	1.00
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				519	490	464	434	2187			1190	1583
v/s Ratio Prot				c0.36	0.34		c0.29	0.41			c0.36	
v/s Ratio Perm						0.33						0.26
v/c Ratio				1.15	1.12	1.08	1.17	0.67			1.08	0.26
Uniform Delay, d1				38.0	38.0	38.0	41.5	13.7			36.5	0.0
Progression Factor				1.00	1.00	1.00	1.02	0.59			0.82	1.00
Incremental Delay, d2				88.0	76.8	63.8	94.7	1.2			48.2	0.3
Delay (s)				126.0	114.8	101.8	137.0	9.3			78.2	0.3
Level of Service				F	F	F	F	A			E	A
Approach Delay (s)		0.0			114.7			42.3			59.2	
Approach LOS		A			F			D			E	

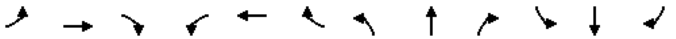
Intersection Summary				
HCM 2000 Control Delay	70.6	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.13			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	102.1%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	49	320	1513	410	0	1517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.97			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3426			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3426			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	348	1645	446	0	1649
RTOR Reduction (vph)	0	73	17	0	0	0
Lane Group Flow (vph)	53	275	2074	0	0	1649
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	21.4	21.4	80.6			80.6
Effective Green, g (s)	21.4	21.4	80.6			80.6
Actuated g/C Ratio	0.19	0.19	0.73			0.73
Clearance Time (s)	4.0	4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	344	307	2510			2593
v/s Ratio Prot	0.03		c0.61			0.47
v/s Ratio Perm		c0.17				
v/c Ratio	0.15	0.89	0.83			0.64
Uniform Delay, d1	36.8	43.2	10.0			7.4
Progression Factor	1.00	1.00	1.09			1.00
Incremental Delay, d2	0.2	26.4	2.0			1.2
Delay (s)	37.0	69.6	12.8			8.6
Level of Service	D	E	B			A
Approach Delay (s)	65.3		12.8			8.6
Approach LOS	E		B			A

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Cumulative
PM Peak

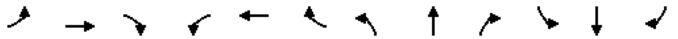


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	182	237	186	439	116	151	200	894	460	232	574	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.92		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3306		1770	3239		1770	3539	1583	1770	3449	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3306		1770	3239		1770	3539	1583	1770	3449	
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	0.92
Adj. Flow (vph)	198	258	202	477	126	164	217	972	500	252	624	127
RTOR Reduction (vph)	0	106	0	0	120	0	0	0	204	0	12	0
Lane Group Flow (vph)	198	354	0	477	170	0	217	972	296	252	739	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	19.6	19.0		36.1	35.5		19.4	41.1	41.1	19.0	40.7	
Effective Green, g (s)	19.6	19.0		36.1	35.5		19.4	41.1	41.1	19.0	40.7	
Actuated g/C Ratio	0.15	0.14		0.27	0.27		0.14	0.31	0.31	0.14	0.30	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	259	469		477	859		256	1087	486	251	1049	
v/s Ratio Prot	0.11	c0.11		c0.27	0.05		0.12	c0.27		c0.14	0.21	
v/s Ratio Perm									0.19			
v/c Ratio	0.76	0.76		1.00	0.20		0.85	0.89	0.61	1.00	0.70	
Uniform Delay, d1	54.9	55.2		48.9	38.1		55.8	44.3	39.5	57.4	41.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.6	6.8		41.2	0.1		22.0	9.6	2.2	57.8	2.2	
Delay (s)	67.5	62.0		90.1	38.2		77.8	53.9	41.7	115.2	43.4	
Level of Service	E	E		F	D		E	D	D	F	D	
Approach Delay (s)		63.6			70.5			53.3			61.4	
Approach LOS		E			E			D			E	

Intersection Summary				
HCM 2000 Control Delay	60.1	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	133.8	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	89.9%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Cumulative
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	20	374	10	12	6	341	550	19	14	307	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1765		1770	1853		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1765		1770	1853		1770	1863	1583
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	0.92
Adj. Flow (vph)	266	22	407	11	13	7	371	598	21	15	334	114
RTOR Reduction (vph)	0	0	324	0	7	0	0	1	0	0	0	82
Lane Group Flow (vph)	266	22	83	11	13	0	371	618	0	15	334	32
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	12.9	13.5	13.5	0.7	1.3		17.2	35.2		0.7	18.7	18.7
Effective Green, g (s)	12.9	13.5	13.5	0.7	1.3		17.2	35.2		0.7	18.7	18.7
Actuated g/C Ratio	0.20	0.20	0.20	0.01	0.02		0.26	0.53		0.01	0.28	0.28
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	345	380	323	18	34		460	986		18	527	447
v/s Ratio Prot	c0.15	0.01		0.01	0.01		c0.21	c0.33		0.01	0.18	
v/s Ratio Perm			c0.05									0.02
v/c Ratio	0.77	0.06	0.26	0.61	0.39		0.81	0.63		0.83	0.63	0.07
Uniform Delay, d1	25.2	21.2	22.1	32.6	32.0		22.9	10.8		32.6	20.7	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.2	0.1	0.4	48.7	7.1		10.0	1.3		131.9	2.5	0.1
Delay (s)	35.4	21.2	22.5	81.2	39.2		32.8	12.1		164.6	23.2	17.4
Level of Service	D	C	C	F	D		C	B		F	C	B
Approach Delay (s)		27.4			54.1			19.9			26.4	
Approach LOS		C			D			B			C	

Intersection Summary				
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	66.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	65.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	5	48	82	2	83	111	398	141	115	271	41
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
Hourly flow rate (vph)	23	5	52	89	2	90	121	433	153	125	295	45

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	80	182	707	464
Volume Left (vph)	23	89	121	125
Volume Right (vph)	52	90	153	45
Hadj (s)	-0.30	-0.17	-0.06	0.03
Departure Headway (s)	7.2	6.9	5.6	5.9
Degree Utilization, x	0.16	0.35	1.10	0.76
Capacity (veh/h)	452	489	644	597
Control Delay (s)	11.5	13.5	88.8	25.1
Approach Delay (s)	11.5	13.5	88.8	25.1
Approach LOS	B	B	F	D

Intersection Summary				
Delay			54.3	
Level of Service			F	
Intersection Capacity Utilization			65.0%	ICU Level of Service
Analysis Period (min)			15	C

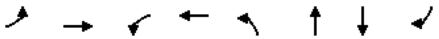
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	807	0	0	484	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	877	0	0	526	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				836		
pX, platoon unblocked					0.88	
vC, conflicting volume			877		1403	877
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			877		1390	877
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			770		138	348

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	877	526	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.52	0.31	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary				
Average Delay			0.0	
Intersection Capacity Utilization			45.8%	ICU Level of Service
Analysis Period (min)			15	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	807	0	0	484	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0							
Lane Util. Factor		1.00			1.00							
Frt		1.00			1.00							
Flt Protected		1.00			1.00							
Satd. Flow (prot)		1863			1863							
Flt Permitted		1.00			1.00							
Satd. Flow (perm)		1863			1863							
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	0.92
Adj. Flow (vph)	0	877	0	0	526	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	877	0	0	526	0	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm		Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		22.9			22.9							
Effective Green, g (s)		22.9			22.9							
Actuated g/C Ratio		0.63			0.63							
Clearance Time (s)		4.0			4.0							
Vehicle Extension (s)		3.0			3.0							
Lane Grp Cap (vph)		1165			1165							
v/s Ratio Prot		c0.47			0.28							
v/s Ratio Perm												
v/c Ratio		0.75			0.45							
Uniform Delay, d1		4.8			3.6							
Progression Factor		1.00			1.00							
Incremental Delay, d2		2.8			0.3							
Delay (s)		7.6			3.9							
Level of Service		A			A							
Approach Delay (s)		7.6			3.9			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	36.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	396	101	1167	51	129	517	236
v/c Ratio	0.62	0.48	0.65	1.24	0.28	0.66	1.22	0.48
Control Delay	111.2	31.1	82.3	147.2	62.8	71.8	165.2	19.5
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	111.2	31.1	82.3	147.5	62.8	71.8	165.2	19.5
Queue Length 50th (ft)	33	260	93	~1379	44	106	~604	58
Queue Length 95th (ft)	#93	373	156	#1660	89	179	#837	145
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	56	817	197	944	213	225	423	488
Starvation Cap Reductn	0	0	0	48	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48	0.51	1.30	0.24	0.57	1.22	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	3	307	282	116	819	504	145	65
v/c Ratio	0.05	0.44	0.37	0.66	0.90	0.87	0.25	0.49
Control Delay	66.7	34.6	4.9	75.2	44.8	57.9	29.0	68.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	34.6	4.9	75.2	44.8	57.9	29.0	68.3
Queue Length 50th (ft)	3	198	0	95	612	395	73	51
Queue Length 95th (ft)	14	309	61	170	#1028	#678	144	105
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	55	732	793	235	914	589	596	316
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.42	0.36	0.49	0.90	0.86	0.24	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1746	502	1846	266	787	2049
v/c Ratio	0.75	0.31	0.82	0.34	0.88	0.50
Control Delay	7.3	0.5	41.4	16.1	18.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	1.5	0.0
Total Delay	7.3	0.5	41.4	16.1	19.8	6.4
Queue Length 50th (ft)	286	0	591	85	182	106
Queue Length 95th (ft)	266	0	689	165	m181	m106
Internal Link Dist (ft)			720			381
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2338	1611	2249	772	967	4101
Starvation Cap Reductn	0	0	0	0	66	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.31	0.82	0.34	0.87	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	266	262	145	860	842	1496	643
v/c Ratio	0.90	0.79	0.38	0.97	0.32	0.98	0.68
Control Delay	71.4	45.8	9.0	58.3	4.5	23.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	31.6	2.7
Total Delay	71.4	45.8	9.0	58.3	4.5	55.2	7.3
Queue Length 50th (ft)	156	121	0	250	72	290	68
Queue Length 95th (ft)	#305	#254	52	#375	95	m218	m55
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)	400						
Base Capacity (vph)	298	335	386	886	2604	1533	943
Starvation Cap Reductn	0	0	0	0	0	145	189
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.78	0.38	0.97	0.32	1.08	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

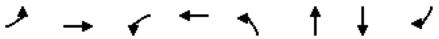
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	472	458	433	507	848	1377	695
v/c Ratio	1.15	1.08	0.83	1.12	0.36	1.06	0.44
Control Delay	125.9	96.5	31.6	104.2	6.6	64.7	0.6
Queue Delay	0.0	11.3	52.3	0.0	0.2	16.9	0.0
Total Delay	125.9	107.8	83.9	104.2	6.7	81.6	0.6
Queue Length 50th (ft)	~335	~291	131	~342	125	~462	0
Queue Length 95th (ft)	#531	#500	#304	m#500	m158	#584	0
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	410	425	524	452	2359	1297	1583
Starvation Cap Reductn	0	0	0	0	0	348	0
Spillback Cap Reductn	0	105	131	0	595	147	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	1.43	1.10	1.12	0.48	1.45	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	150	1079	55	825	79	333	184	142
v/c Ratio	0.97	0.99	1.28	0.86	0.37	1.49	0.74	0.42
Control Delay	128.5	55.1	281.9	40.4	64.3	285.1	77.6	12.1
Queue Delay	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Total Delay	128.5	55.1	281.9	45.1	64.3	285.1	77.6	12.1
Queue Length 50th (ft)	143	~986	~65	657	70	~426	166	0
Queue Length 95th (ft)	#291	#1333	#162	#914	126	#633	253	63
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	155	1087	43	959	211	223	281	364
Starvation Cap Reductn	0	0	0	86	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.99	1.28	0.95	0.37	1.49	0.65	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	11	879	415	70	517	379	137	16
v/c Ratio	0.19	0.87	0.44	0.97	0.47	0.81	0.27	0.18
Control Delay	70.6	35.5	9.9	158.3	17.1	58.9	11.8	53.9
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	36.6	9.9	158.3	17.1	58.9	11.8	53.9
Queue Length 50th (ft)	9	528	81	56	182	280	13	9
Queue Length 95th (ft)	31	#953	184	#173	381	#510	70	36
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	58	1106	1021	72	1141	471	517	326
Starvation Cap Reductn	0	80	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.86	0.41	0.97	0.45	0.80	0.26	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1867	1154	2538	673	733	1238
v/c Ratio	0.81	0.72	1.02	0.80	0.94	0.33
Control Delay	8.5	2.8	52.5	29.3	25.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	2.8	52.5	29.3	25.5	6.4
Queue Length 50th (ft)	165	0	~730	358	603	58
Queue Length 95th (ft)	221	0	#852	537	m579	m55
Internal Link Dist (ft)			720			392
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2471	1611	2500	840	781	3752
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.72	1.02	0.80	0.94	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	327	323	196	1113	1342	1536	922
v/c Ratio	1.07	0.97	0.45	1.08	0.51	1.06	1.03
Control Delay	115.6	81.8	9.2	90.2	6.5	49.6	36.1
Queue Delay	9.3	3.9	0.0	0.0	0.0	16.3	26.4
Total Delay	124.9	85.7	9.2	90.2	6.5	65.9	62.5
Queue Length 50th (ft)	~270	216	0	~454	174	~621	~636
Queue Length 95th (ft)	#455	#417	65	#584	213	m443	m456
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)	400						
Base Capacity (vph)	305	332	433	1029	2638	1447	893
Starvation Cap Reductn	0	0	0	0	0	218	158
Spillback Cap Reductn	7	6	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.99	0.45	1.08	0.51	1.25	1.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	597	582	534	509	1462	1286	416
v/c Ratio	1.15	1.11	1.07	1.17	0.67	1.08	0.26
Control Delay	123.8	106.1	94.5	133.2	9.5	78.5	0.3
Queue Delay	3.1	2.8	13.4	0.0	0.9	8.9	0.0
Total Delay	126.9	108.9	107.9	133.2	10.3	87.4	0.3
Queue Length 50th (ft)	~523	~490	~413	~423	190	~538	0
Queue Length 95th (ft)	#750	#730	#637	m#560	m204	#676	0
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	519	525	499	434	2187	1190	1583
Starvation Cap Reductn	0	0	0	0	404	238	0
Spillback Cap Reductn	149	141	106	0	0	24	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.61	1.52	1.36	1.17	0.82	1.35	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

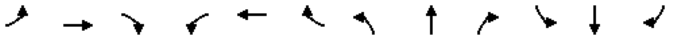
m Volume for 95th percentile queue is metered by upstream signal.

Appendix H:

Analysis Worksheets for
Cumulative (2025) plus Proposed Project Conditions

Dixon Ranch
1: Green Valley Rd. & Francisco Rd.

Cumulative+PP
AM Peak

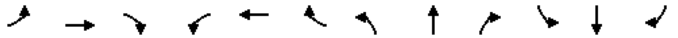


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	322	260	83	1075	107	316	179	7	105	307	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3518		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3518		1770	1863	1583
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	0.92
Adj. Flow (vph)	195	350	283	90	1168	116	343	195	8	114	334	452
RTOR Reduction (vph)	0	0	181	0	0	72	0	4	0	0	0	128
Lane Group Flow (vph)	195	350	102	90	1168	44	343	199	0	114	334	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.0	31.7	31.7	7.4	33.1	33.1	10.0	23.6		7.0	20.6	20.6
Effective Green, g (s)	6.0	31.7	31.7	7.4	33.1	33.1	10.0	23.6		7.0	20.6	20.6
Actuated g/C Ratio	0.07	0.36	0.36	0.08	0.38	0.38	0.11	0.27		0.08	0.23	0.23
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	234	1276	570	149	1332	596	390	944		140	436	370
v/s Ratio Prot	c0.06	0.10		0.05	c0.33		c0.10	c0.06		0.06	0.18	
v/s Ratio Perm			0.06			0.03						c0.20
v/c Ratio	0.83	0.27	0.18	0.60	0.88	0.07	0.88	0.21		0.81	0.77	0.88
Uniform Delay, d1	40.5	19.9	19.2	38.8	25.5	17.6	38.4	24.9		39.8	31.4	32.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.7	0.1	0.2	6.7	6.8	0.1	19.6	0.1		29.1	7.9	20.0
Delay (s)	62.2	20.1	19.4	45.6	32.3	17.6	58.0	25.0		68.9	39.3	52.5
Level of Service	E	C	B	D	C	B	E	C		E	D	D
Approach Delay (s)		29.7			31.9			45.7			49.6	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	87.9	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	76.3%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

Cumulative+PP
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	375	24	121	1108	69	47	84	45	147	330	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1846		1770	1846		1770	1765			1834	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1846		1770	1846		1770	1765			1834	1583
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	0.92
Adj. Flow (vph)	35	408	26	132	1204	75	51	91	49	160	359	236
RTOR Reduction (vph)	0	2	0	0	1	0	0	13	0	0	0	123
Lane Group Flow (vph)	35	432	0	132	1278	0	51	127	0	0	519	113
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	3.5	61.7		13.9	72.1		15.1	15.1			32.6	32.6
Effective Green, g (s)	3.5	61.7		13.9	72.1		15.1	15.1			32.6	32.6
Actuated g/C Ratio	0.02	0.43		0.10	0.51		0.11	0.11			0.23	0.23
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	43	800		172	935		187	187			420	362
v/s Ratio Prot	0.02	0.23		c0.07	c0.69		0.03	c0.07			c0.28	
v/s Ratio Perm												0.07
v/c Ratio	0.81	0.54		0.77	1.37		0.27	0.68			1.24	0.31
Uniform Delay, d1	69.1	29.8		62.6	35.1		58.5	61.3			54.9	45.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	68.4	1.3		17.6	171.7		1.4	11.0			125.1	0.9
Delay (s)	137.4	31.1		80.2	206.8		59.9	72.2			180.0	46.4
Level of Service	F	C		F	F		E	E			F	D
Approach Delay (s)		39.1			195.0			68.9			138.2	
Approach LOS		D			F			E			F	

Intersection Summary				
HCM 2000 Control Delay	145.4	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.24			
Actuated Cycle Length (s)	142.3	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	114.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

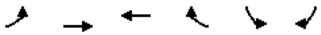
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	329	259	190	858	27	464	77	86	6	47	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1854		1770	1716			1826	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1854		1770	1716			1826	
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	0.92
Adj. Flow (vph)	3	358	282	207	933	29	504	84	93	7	51	7
RTOR Reduction (vph)	0	0	169	0	1	0	0	25	0	0	3	0
Lane Group Flow (vph)	3	358	113	207	961	0	504	152	0	0	62	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	0.7	47.0	47.0	17.1	63.4		42.3	42.3			8.0	
Effective Green, g (s)	0.7	47.0	47.0	17.1	63.4		42.3	42.3			8.0	
Actuated g/C Ratio	0.01	0.35	0.35	0.13	0.48		0.32	0.32			0.06	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	9	659	560	228	885		564	546			110	
v/s Ratio Prot	0.00	0.19		c0.12	c0.52		c0.28	0.09			c0.03	
v/s Ratio Perm			0.07									
v/c Ratio	0.33	0.54	0.20	0.91	1.09		0.89	0.28			0.57	
Uniform Delay, d1	65.8	34.3	29.8	57.0	34.6		43.1	33.8			60.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	15.2	0.9	0.2	35.3	56.5		16.4	0.2			5.3	
Delay (s)	81.0	35.2	30.0	92.3	91.1		59.5	34.0			66.0	
Level of Service	F	D	C	F	F		E	C			E	
Approach Delay (s)		33.1			91.3			52.8			66.0	
Approach LOS		C			F			D			E	

Intersection Summary				
HCM 2000 Control Delay	65.8	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	132.7	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	94.4%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	448	16	7	940	29	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	487	17	8	1022	32	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			504		1533	496
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			504		1533	496
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		75	99
cM capacity (veh/h)			1060		127	574

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	504	1029	32	8
Volume Left	0	8	32	0
Volume Right	17	0	0	8
cSH	1700	1060	127	574
Volume to Capacity	0.30	0.01	0.25	0.01
Queue Length 95th (ft)	0	1	23	1
Control Delay (s)	0.0	0.2	42.3	11.4
Lane LOS		A	E	B
Approach Delay (s)	0.0	0.2	36.3	
Approach LOS			E	

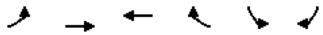
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	455	947	4	12	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	495	1029	4	13	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1034				1550	1032
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1034				1550	1032
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				89	89
cM capacity (veh/h)	672				123	283

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	507	1034	43
Volume Left	12	0	13
Volume Right	0	4	30
cSH	672	1700	204
Volume to Capacity	0.02	0.61	0.21
Queue Length 95th (ft)	1	0	20
Control Delay (s)	0.5	0.0	27.4
Lane LOS	A		D
Approach Delay (s)	0.5	0.0	27.4
Approach LOS			D

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		60.1%	ICU Level of Service B
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	419	899	2	10	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	455	977	2	11	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	979				1449	978
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	979				1449	978
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	91
cM capacity (veh/h)	705				143	304

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	463	979	38
Volume Left	8	0	11
Volume Right	0	2	27
cSH	705	1700	230
Volume to Capacity	0.01	0.58	0.17
Queue Length 95th (ft)	1	0	15
Control Delay (s)	0.3	0.0	23.7
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	23.7
Approach LOS			C

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		57.4%	ICU Level of Service B
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	363	4	11	637	7	22	0	32	25	0	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	9	395	4	12	692	8	24	0	35	27	0	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	700			399			1177	1138	397	1167	1136	696
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	700			399			1177	1138	397	1167	1136	696
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			84	100	95	83	100	89
cM capacity (veh/h)	897			1160			148	197	653	159	198	442

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	9	399	12	700	59	74
Volume Left	9	0	12	0	24	27
Volume Right	0	4	0	8	35	47
cSH	897	1700	1160	1700	273	267
Volume to Capacity	0.01	0.23	0.01	0.41	0.22	0.28
Queue Length 95th (ft)	1	0	1	0	20	27
Control Delay (s)	9.1	0.0	8.1	0.0	21.8	23.6
Lane LOS	A		A		C	C
Approach Delay (s)	0.2		0.1		21.8	23.6
Approach LOS					C	C

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	45.6%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	710	47	9	960	113	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.97	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1847			1862	1745	
Flt Permitted	1.00			0.99	0.96	
Satd. Flow (perm)	1847			1850	1745	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	772	51	10	1043	123	28
RTOR Reduction (vph)	3	0	0	0	16	0
Lane Group Flow (vph)	820	0	0	1053	135	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	33.9			33.9	9.3	
Effective Green, g (s)	33.9			33.9	9.3	
Actuated g/C Ratio	0.66			0.66	0.18	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1222			1224	316	
v/s Ratio Prot	0.44				c0.08	
v/s Ratio Perm				c0.57		
v/c Ratio	0.67			0.86	0.43	
Uniform Delay, d1	5.3			6.8	18.6	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.5			6.4	0.9	
Delay (s)	6.7			13.2	19.5	
Level of Service	A			B	B	
Approach Delay (s)	6.7			13.2	19.5	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	481	178	178	673	6	269	4	84	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.96		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	1787		1770	1860			1775	1583		1695	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	1787		1770	1860			1775	1583		1695	
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	0.92
Adj. Flow (vph)	7	523	193	193	732	7	292	4	91	1	0	1
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	73	0	2	0
Lane Group Flow (vph)	7	703	0	193	739	0	0	296	18	0	0	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	35.4		10.0	44.7			15.8	15.8		1.0	
Effective Green, g (s)	0.7	35.4		10.0	44.7			15.8	15.8		1.0	
Actuated g/C Ratio	0.01	0.45		0.13	0.57			0.20	0.20		0.01	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	15	808		226	1063			358	319		21	
v/s Ratio Prot	0.00	c0.39		c0.11	0.40			c0.17			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.47	0.87		0.85	0.69			0.83	0.06		0.00	
Uniform Delay, d1	38.6	19.3		33.4	11.9			29.9	25.2		38.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	21.2	10.1		25.5	2.0			14.4	0.1		0.0	
Delay (s)	59.8	29.4		58.9	13.9			44.3	25.3		38.1	
Level of Service	E	C		E	B			D	C		D	
Approach Delay (s)		29.7			23.2			39.8			38.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	78.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	488	106	24	570	7	228	2	53	15	5	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.85			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1813		1770	1859		1770	1593			1667	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1813		1770	1859		1770	1593			1667	
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	0.92
Adj. Flow (vph)	14	530	115	26	620	8	248	2	58	16	5	50
RTOR Reduction (vph)	0	8	0	0	1	0	0	46	0	0	47	0
Lane Group Flow (vph)	14	637	0	26	627	0	248	14	0	0	24	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	29.1		1.3	29.8		13.2	13.2			4.0	
Effective Green, g (s)	0.6	29.1		1.3	29.8		13.2	13.2			4.0	
Actuated g/C Ratio	0.01	0.46		0.02	0.47		0.21	0.21			0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	16	829		36	871		367	330			104	
v/s Ratio Prot	0.01	c0.35		c0.01	0.34		c0.14	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.88	0.77		0.72	0.72		0.68	0.04			0.23	
Uniform Delay, d1	31.5	14.4		31.0	13.6		23.2	20.1			28.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	161.3	4.3		52.1	3.0		4.9	0.1			1.1	
Delay (s)	192.7	18.7		83.1	16.5		28.1	20.2			29.5	
Level of Service	F	B		F	B		C	C			C	
Approach Delay (s)		22.4			19.2			26.6			29.5	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	184	339	123	271	5	310	19	86	10	69	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1682		1770	1858		1770	1635		1770	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1682		1770	1858		1770	1635		1770	1787	
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	0.92
Adj. Flow (vph)	32	200	368	134	295	5	337	21	93	11	75	28
RTOR Reduction (vph)	0	76	0	0	1	0	0	62	0	0	19	0
Lane Group Flow (vph)	32	492	0	134	299	0	337	52	0	11	84	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.9	24.7		7.1	29.9		15.9	24.7		0.7	9.5	
Effective Green, g (s)	1.9	24.7		7.1	29.9		15.9	24.7		0.7	9.5	
Actuated g/C Ratio	0.03	0.34		0.10	0.41		0.22	0.34		0.01	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	45	567		171	758		384	551		16	231	
v/s Ratio Prot	0.02	c0.29		c0.08	0.16		c0.19	0.03		0.01	c0.05	
v/s Ratio Perm												
v/c Ratio	0.71	0.87		0.78	0.39		0.88	0.10		0.69	0.36	
Uniform Delay, d1	35.4	22.7		32.3	15.3		27.7	16.6		36.1	29.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	41.4	13.3		20.5	0.3		19.6	0.1		80.1	1.0	
Delay (s)	76.8	36.0		52.8	15.6		47.3	16.7		116.2	30.1	
Level of Service	E	D		D	B		D	B		F	C	
Approach Delay (s)		38.2			27.1			39.6			38.4	
Approach LOS		D			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	71.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	51	485	48	66	46	407	156	42	129	383	5
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
Hourly flow rate (vph)	2	55	527	52	72	50	442	170	46	140	416	5

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	58	527	174	442	215	140	422
Volume Left (vph)	2	0	52	442	0	140	0
Volume Right (vph)	0	527	50	0	46	0	5
Hadj (s)	0.04	-0.57	-0.08	0.53	-0.11	0.53	0.02
Departure Headway (s)	7.4	3.2	6.8	6.7	6.1	6.9	6.4
Degree Utilization, x	0.12	0.47	0.33	0.83	0.36	0.27	0.74
Capacity (veh/h)	443	1116	501	527	579	508	551
Control Delay (s)	11.3	9.0	13.0	33.0	11.3	11.2	24.4
Approach Delay (s)	9.2		13.0	25.9		21.1	
Approach LOS	A		B	D		C	

Intersection Summary					
Delay	18.5				
Level of Service	C				
Intersection Capacity Utilization	69.4%	ICU Level of Service		C	
Analysis Period (min)	15				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	494	189	354	393	329	945
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	537	205	385	427	358	1027
RTOR Reduction (vph)	0	128	0	325	0	0
Lane Group Flow (vph)	537	77	385	102	358	1027
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	19.7	19.7	12.5	12.5	8.1	24.6
Effective Green, g (s)	19.7	19.7	12.5	12.5	8.1	24.6
Actuated g/C Ratio	0.38	0.38	0.24	0.24	0.15	0.47
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	666	596	845	378	531	1664
v/s Ratio Prot	c0.30		0.11		0.10	c0.29
v/s Ratio Perm		0.05		0.06		
v/c Ratio	0.81	0.13	0.46	0.27	0.67	0.62
Uniform Delay, d1	14.6	10.7	17.0	16.2	20.9	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.1	0.1	0.4	0.4	3.4	0.7
Delay (s)	21.7	10.8	17.4	16.6	24.2	11.0
Level of Service	C	B	B	B	C	B
Approach Delay (s)	18.7		17.0			14.4
Approach LOS	B		B			B

Intersection Summary				
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	52.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	60.2%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	20	114	729	20	124	32	782	395	86	1672	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00	0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1625		1681	1638		1770	3539	1583	1770	3529	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1625		1681	1638		1770	3539	1583	1770	3529	
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	0.92
Adj. Flow (vph)	33	22	124	792	22	135	35	850	429	93	1817	34
RTOR Reduction (vph)	0	25	0	0	10	0	0	0	0	0	1	0
Lane Group Flow (vph)	33	121	0	483	456	0	35	850	429	93	1850	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	9.0	9.0		44.9	44.9		3.0	71.5	150.0	10.4	78.9	
Effective Green, g (s)	9.0	9.0		44.9	44.9		3.0	71.5	150.0	10.4	78.9	
Actuated g/C Ratio	0.06	0.06		0.30	0.30		0.02	0.48	1.00	0.07	0.53	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	106	97		503	490		35	1686	1583	122	1856	
v/s Ratio Prot	0.02	c0.07		c0.29	0.28		c0.02	0.24		0.05	c0.52	
v/s Ratio Perm									0.27			
v/c Ratio	0.31	1.24		0.96	0.93		1.00	0.50	0.27	0.76	1.00	
Uniform Delay, d1	67.5	70.5		51.7	51.0		73.5	27.0	0.0	68.6	35.4	
Progression Factor	1.00	1.00		1.00	1.00		0.63	0.26	1.00	1.00	1.00	
Incremental Delay, d2	0.6	170.5		30.0	24.3		148.3	1.0	0.4	22.0	20.1	
Delay (s)	68.1	241.0		81.6	75.3		194.9	8.0	0.4	90.6	55.6	
Level of Service	E	F		F	E		F	A	A	F	E	
Approach Delay (s)		209.1			78.6			10.5			57.2	
Approach LOS		F			E			B			E	

Intersection Summary				
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.00			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	97.5%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

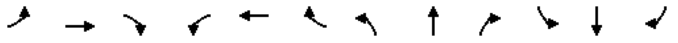
Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	11	203	16	13	63	191	1115	42	137	2351	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.99		1.00	1.00	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1728	1583	1770	1631		1770	5057		1770	3533	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1728	1583	1770	1631		1770	5057		1770	3533	
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	0.92
Adj. Flow (vph)	34	12	221	17	14	68	208	1212	46	149	2555	29
RTOR Reduction (vph)	0	0	211	0	65	0	0	2	0	0	0	0
Lane Group Flow (vph)	23	23	10	17	17	0	208	1256	0	149	2584	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	6.9	6.9	6.9	6.1	6.1		12.0	98.3		21.0	107.3	
Effective Green, g (s)	6.9	6.9	6.9	6.1	6.1		12.0	100.0		21.0	109.0	
Actuated g/C Ratio	0.05	0.05	0.05	0.04	0.04		0.08	0.67		0.14	0.73	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	77	79	72	71	66		141	3371		247	2567	
v/s Ratio Prot	c0.01	0.01	0.01	0.01	c0.01		c0.12	0.25		0.08	c0.73	
v/s Ratio Perm												
v/c Ratio	0.30	0.29	0.14	0.24	0.25		1.48	0.37		0.60	1.01	
Uniform Delay, d1	69.2	69.2	68.7	69.7	69.7		69.0	11.1		60.6	20.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.95	0.18		0.80	0.53	
Incremental Delay, d2	0.8	0.7	0.3	0.6	0.7		243.6	0.3		0.8	11.0	
Delay (s)	70.0	69.9	69.0	70.3	70.5		308.8	2.3		49.1	21.8	
Level of Service	E	E	E	E	E		F	A		D	C	
Approach Delay (s)		69.2			70.5			45.8			23.3	
Approach LOS		E			E			D			C	

Intersection Summary				
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	94.2%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

Cumulative+PP
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	87	776	168	199	58	906	1100	169	69	1665	836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1737	1583	1681	1763	1583	3433	4984		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1737	1583	1681	1763	1583	3433	4984		1770	5085	1583
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	0.92
Adj. Flow (vph)	207	95	843	183	216	63	985	1196	184	75	1810	909
RTOR Reduction (vph)	0	0	0	0	0	53	0	13	0	0	0	0
Lane Group Flow (vph)	149	153	843	165	234	10	985	1367	0	75	1810	909
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	15.4	15.4	150.0	23.2	23.2	23.2	43.9	82.5		12.9	51.5	150.0
Effective Green, g (s)	15.4	15.4	150.0	23.2	23.2	23.2	43.9	82.5		12.9	51.5	150.0
Actuated g/C Ratio	0.10	0.10	1.00	0.15	0.15	0.15	0.29	0.55		0.09	0.34	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	172	178	1583	259	272	244	1004	2741		152	1745	1583
v/s Ratio Prot	c0.09	0.09		0.10	c0.13		c0.29	0.27		0.04	c0.36	
v/s Ratio Perm			0.53			0.01						0.57
v/c Ratio	0.87	0.86	0.53	0.64	0.86	0.04	0.98	0.50		0.49	1.04	0.57
Uniform Delay, d1	66.3	66.2	0.0	59.5	61.8	53.9	52.6	20.9		65.4	49.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.58		0.72	0.64	1.00
Incremental Delay, d2	33.7	31.4	1.3	4.0	22.6	0.0	19.1	0.4		0.3	22.8	0.4
Delay (s)	100.0	97.7	1.3	63.5	84.5	54.0	42.9	12.6		47.5	54.3	0.4
Level of Service	F	F	A	E	F	D	D	B		D	D	A
Approach Delay (s)		27.0			72.8			25.2			36.6	
Approach LOS		C			E			C			D	

Intersection Summary				
HCM 2000 Control Delay	33.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.97			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	89.4%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
18: Latrobe Rd. & US-50 EB Ramp

Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1606	0	0	477	0	1698	245	724	1885	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1746	0	0	518	0	1846	266	787	2049	0
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	72	0	0	0
Lane Group Flow (vph)	0	0	1741	0	0	518	0	1846	194	787	2049	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			121.6			150.0		66.4	66.4	75.6	96.0	
Effective Green, g (s)			121.6			150.0		66.4	66.4	75.6	96.0	
Actuated g/C Ratio			0.81			1.00		0.44	0.44	0.50	0.64	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2333			1611		2250	700	892	4101	
v/s Ratio Prot			0.23					c0.36		c0.44	0.32	
v/s Ratio Perm			0.40			0.32			0.12			
v/c Ratio			0.75			0.32		0.82	0.28	0.88	0.50	
Uniform Delay, d1			6.8			0.0		36.6	26.6	33.2	14.3	
Progression Factor			1.00			1.00		1.00	1.00	0.35	0.43	
Incremental Delay, d2			1.3			0.5		3.5	1.0	5.5	0.2	
Delay (s)			8.1			0.5		40.1	27.5	17.2	6.4	
Level of Service			A			A		D	C	B	A	
Approach Delay (s)		8.1			0.5			38.5			9.4	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	486	0	148	0	0	0	791	775	0	0	1376	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1605	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1605	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	528	0	161	0	0	0	860	842	0	0	1496	674
RTOR Reduction (vph)	0	50	119	0	0	0	0	0	0	0	0	257
Lane Group Flow (vph)	275	219	26	0	0	0	860	842	0	0	1496	417
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	16.0	16.0	16.0				23.0	66.0			39.0	39.0
Effective Green, g (s)	16.0	16.0	16.0				23.0	66.0			39.0	39.0
Actuated g/C Ratio	0.18	0.18	0.18				0.26	0.73			0.43	0.43
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	298	285	267				877	2595			1533	685
v/s Ratio Prot	c0.16	0.14					c0.25	0.24			c0.42	
v/s Ratio Perm			0.02									0.26
v/c Ratio	0.92	0.77	0.10				0.98	0.32			0.98	0.61
Uniform Delay, d1	36.4	35.2	31.0				33.3	4.2			25.0	19.6
Progression Factor	1.00	1.00	1.00				1.00	1.00			0.73	0.69
Incremental Delay, d2	32.5	11.7	0.2				25.6	0.3			3.3	0.4
Delay (s)	68.9	47.0	31.1				58.8	4.5			21.5	13.8
Level of Service	E	D	C				E	A			C	B
Approach Delay (s)		52.4			0.0			32.0			19.1	
Approach LOS		D			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	701	0	563	466	795	0	0	1295	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.94	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1549	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.97	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1549	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	762	0	612	507	864	0	0	1408	740
RTOR Reduction (vph)	0	0	0	0	46	151	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	480	413	284	507	864	0	0	1408	740
Turn Type				Split	NA	Perm	Prot	NA			NA	Free
Protected Phases				8	8		5	2			6	
Permitted Phases						8						Free
Actuated Green, G (s)				22.0	22.0	22.0	23.0	60.0			33.0	90.0
Effective Green, g (s)				22.0	22.0	22.0	23.0	60.0			33.0	90.0
Actuated g/C Ratio				0.24	0.24	0.24	0.26	0.67			0.37	1.00
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				410	378	367	452	2359			1297	1583
v/s Ratio Prot				c0.29	0.27		c0.29	0.24			c0.40	
v/s Ratio Perm						0.19						0.47
v/c Ratio				1.17	1.09	0.77	1.12	0.37			1.09	0.47
Uniform Delay, d1				34.0	34.0	31.7	33.5	6.6			28.5	0.0
Progression Factor				1.00	1.00	1.00	1.00	0.59			0.83	1.00
Incremental Delay, d2				100.0	73.4	9.8	77.1	0.4			47.9	0.7
Delay (s)				134.0	107.4	41.4	110.5	4.3			71.7	0.7
Level of Service				F	F	D	F	A			E	A
Approach Delay (s)		0.0			95.8			43.6			47.2	
Approach LOS		A			F			D			D	

Intersection Summary				
HCM 2000 Control Delay	59.8	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.12			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	96.8%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	255	246	1107	252	1	1720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3441		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3441		1770	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	267	1203	274	1	1870
RTOR Reduction (vph)	0	110	17	0	0	0
Lane Group Flow (vph)	277	157	1460	0	1	1870
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	18.6	18.6	58.6		0.8	63.4
Effective Green, g (s)	18.6	18.6	58.6		0.8	63.4
Actuated g/C Ratio	0.21	0.21	0.65		0.01	0.70
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	365	327	2240		15	2493
v/s Ratio Prot	c0.16		0.42		0.00	c0.53
v/s Ratio Perm		0.10				
v/c Ratio	0.76	0.48	0.65		0.07	0.75
Uniform Delay, d1	33.6	31.4	9.5		44.2	8.3
Progression Factor	1.00	1.00	1.28		1.00	1.00
Incremental Delay, d2	8.8	1.1	1.2		1.9	2.1
Delay (s)	42.4	32.5	13.4		46.1	10.5
Level of Service	D	C	B		D	B
Approach Delay (s)	37.5		13.4			10.5
Approach LOS	D		B			B

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	83	166	535	230	360	150	683	255	168	768	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3185		1770	3215		1770	3539	1583	1770	3407	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3185		1770	3215		1770	3539	1583	1770	3407	
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	0.92
Adj. Flow (vph)	180	90	180	582	250	391	163	742	277	183	835	278
RTOR Reduction (vph)	0	165	0	0	195	0	0	0	133	0	21	0
Lane Group Flow (vph)	180	105	0	582	446	0	163	742	144	183	1092	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	18.7	11.2		48.0	40.5		14.0	41.7	41.7	17.7	45.4	
Effective Green, g (s)	18.7	11.2		48.0	40.5		14.0	41.7	41.7	17.7	45.4	
Actuated g/C Ratio	0.14	0.08		0.35	0.30		0.10	0.30	0.30	0.13	0.33	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	241	260		619	949		180	1075	481	228	1127	
v/s Ratio Prot	0.10	0.03		c0.33	c0.14		c0.09	0.21		0.10	c0.32	
v/s Ratio Perm									0.09			
v/c Ratio	0.75	0.40		0.94	0.47		0.91	0.69	0.30	0.80	0.97	
Uniform Delay, d1	57.0	59.8		43.2	39.6		60.9	42.1	36.6	58.1	45.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.9	1.0		22.5	0.4		41.0	1.9	0.4	18.1	19.5	
Delay (s)	68.9	60.8		65.7	39.9		101.9	44.0	36.9	76.2	64.7	
Level of Service	E	E		E	D		F	D	D	E	E	
Approach Delay (s)		64.1			52.2			50.3			66.4	
Approach LOS		E			D			D			E	

Intersection Summary				
HCM 2000 Control Delay	57.4	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.91			
Actuated Cycle Length (s)	137.2	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	91.2%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Cumulative+PP
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	175	449	140	82	12	822	436	75	52	352	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1827		1770	1822		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1827		1770	1822		1770	1863	1583
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	0.92
Adj. Flow (vph)	155	190	488	152	89	13	893	474	82	57	383	512
RTOR Reduction (vph)	0	0	430	0	4	0	0	5	0	0	0	232
Lane Group Flow (vph)	155	190	58	152	98	0	893	551	0	57	383	280
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	11.0	15.4	15.4	11.0	15.4		64.0	80.9		7.0	23.9	23.9
Effective Green, g (s)	11.0	15.4	15.4	11.0	15.4		64.0	80.9		7.0	23.9	23.9
Actuated g/C Ratio	0.08	0.12	0.12	0.08	0.12		0.49	0.62		0.05	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	149	220	187	149	215		869	1131		95	341	290
v/s Ratio Prot	c0.09	c0.10		0.09	0.05		c0.50	0.30		0.03	c0.21	
v/s Ratio Perm			0.04									0.18
v/c Ratio	1.04	0.86	0.31	1.02	0.45		1.03	0.49		0.60	1.12	0.97
Uniform Delay, d1	59.7	56.4	52.6	59.7	53.5		33.2	13.4		60.3	53.2	52.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	84.8	27.7	0.9	79.1	1.5		37.8	0.3		9.8	86.3	43.1
Delay (s)	144.5	84.1	53.5	138.8	55.1		70.9	13.8		70.1	139.5	95.9
Level of Service	F	F	D	F	E		E	B		E	F	F
Approach Delay (s)		77.4			105.2			49.0			111.9	
Approach LOS		E			F			D			F	

Intersection Summary				
HCM 2000 Control Delay	77.1	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.03			
Actuated Cycle Length (s)	130.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	94.4%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	43	1	103	198	2	130	31	341	66	44	404	27
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
Hourly flow rate (vph)	47	1	112	215	2	141	34	371	72	48	439	29

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	160	359	476	516
Volume Left (vph)	47	215	34	48
Volume Right (vph)	112	141	72	29
Hadj (s)	-0.33	-0.08	-0.04	0.02
Departure Headway (s)	8.6	7.9	7.4	7.6
Degree Utilization, x	0.38	0.78	0.98	1.09
Capacity (veh/h)	388	449	476	485
Control Delay (s)	16.9	33.9	64.0	94.9
Approach Delay (s)	16.9	33.9	64.0	94.9
Approach LOS	C	D	F	F

Intersection Summary				
Delay			62.4	
Level of Service			F	
Intersection Capacity Utilization			67.9%	ICU Level of Service
Analysis Period (min)			15	

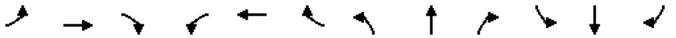
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	377	39	0	930	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	410	42	0	1011	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				796		
pX, platoon unblocked					0.59	
vC, conflicting volume			452		1442	431
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			452		1402	431
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			1108		92	624

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	452	1011	23
Volume Left	0	0	0
Volume Right	42	0	23
cSH	1700	1700	624
Volume to Capacity	0.27	0.59	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	11.0
Lane LOS			B
Approach Delay (s)	0.0	0.0	11.0
Approach LOS			B

Intersection Summary				
Average Delay			0.2	
Intersection Capacity Utilization			52.3%	ICU Level of Service
Analysis Period (min)			15	

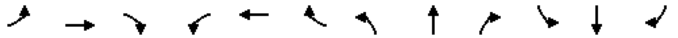
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	359	39	23	716	0	214	0	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frt		0.99		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1836		1770	1863			1770	1583			
Flt Permitted		1.00		0.46	1.00			0.76	1.00			
Satd. Flow (perm)		1836		855	1863			1410	1583			
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	0.92
Adj. Flow (vph)	0	390	42	25	778	0	233	0	47	0	0	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	34	0	0	0
Lane Group Flow (vph)	0	425	0	25	778	0	0	233	13	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		22.9		22.9	22.9			12.1	12.1			
Effective Green, g (s)		22.9		22.9	22.9			12.1	12.1			
Actuated g/C Ratio		0.53		0.53	0.53			0.28	0.28			
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		977		455	992			396	445			
v/s Ratio Prot		0.23			c0.42							
v/s Ratio Perm				0.03				c0.17	0.01			
v/c Ratio		0.43		0.05	0.78			0.59	0.03			
Uniform Delay, d1		6.1		4.8	8.1			13.3	11.2			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.3		0.1	4.1			2.2	0.0			
Delay (s)		6.4		4.9	12.2			15.5	11.2			
Level of Service		A		A	B			B	B			
Approach Delay (s)		6.4			12.0			14.8			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	43.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	485	999	353	195	671	98	348	264	19	123	227	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3503		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	3433	3503		1770	1863	1583
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	0.92
Adj. Flow (vph)	527	1086	384	212	729	107	378	287	21	134	247	247
RTOR Reduction (vph)	0	0	247	0	0	75	0	6	0	0	0	200
Lane Group Flow (vph)	527	1086	137	212	729	32	378	302	0	134	247	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	14.0	28.8	28.8	11.0	25.8	25.8	11.8	21.0		7.0	16.2	16.2
Effective Green, g (s)	14.0	28.8	28.8	11.0	25.8	25.8	11.8	21.0		7.0	16.2	16.2
Actuated g/C Ratio	0.16	0.33	0.33	0.13	0.30	0.30	0.14	0.24		0.08	0.19	0.19
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	4.5		4.0	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	558	1185	530	226	1061	474	471	855		144	350	298
v/s Ratio Prot	c0.15	c0.31		0.12	0.21		c0.11	0.09		0.08	c0.13	
v/s Ratio Perm			0.09			0.02						0.03
v/c Ratio	0.94	0.92	0.26	0.94	0.69	0.07	0.80	0.35		0.93	0.71	0.16
Uniform Delay, d1	35.6	27.4	20.8	37.2	26.5	21.5	36.0	26.9		39.3	32.7	29.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	24.9	11.0	0.3	42.5	1.9	0.1	9.5	0.3		54.3	6.4	0.2
Delay (s)	60.5	38.5	21.1	79.6	28.4	21.6	45.5	27.1		93.6	39.0	29.4
Level of Service	E	D	C	E	C	C	D	C		F	D	C
Approach Delay (s)		40.9			38.1			37.3			46.9	
Approach LOS		D			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	75.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	1063	36	69	722	104	73	214	122	74	101	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	1854		1770	1828		1770	1761			1824	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	1770	1854		1770	1828		1770	1761			1824	1583
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	0.92
Adj. Flow (vph)	150	1155	39	75	785	113	79	233	133	80	110	142
RTOR Reduction (vph)	0	1	0	0	3	0	0	14	0	0	0	122
Lane Group Flow (vph)	150	1193	0	75	895	0	79	352	0	0	190	20
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	12.5	83.5		3.5	74.5		17.0	17.0			19.7	19.7
Effective Green, g (s)	12.5	83.5		3.5	74.5		17.0	17.0			19.7	19.7
Actuated g/C Ratio	0.09	0.59		0.02	0.52		0.12	0.12			0.14	0.14
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0			5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5			4.5	4.5
Lane Grp Cap (vph)	155	1084		43	954		210	209			251	218
v/s Ratio Prot	c0.08	c0.64		c0.04	0.49		0.04	c0.20			c0.10	
v/s Ratio Perm												0.01
v/c Ratio	0.97	1.10		1.74	0.94		0.38	1.68			0.76	0.09
Uniform Delay, d1	64.9	29.6		69.6	31.9		58.0	62.8			59.2	53.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	61.9	59.2		414.2	16.6		2.0	327.6			13.7	0.3
Delay (s)	126.8	88.8		483.8	48.5		59.9	390.5			72.9	54.0
Level of Service	F	F		F	D		E	F			E	D
Approach Delay (s)		93.1			82.1			331.8			64.8	
Approach LOS		F			F			F			E	

Intersection Summary				
HCM 2000 Control Delay	120.9	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	142.7	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	106.3%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

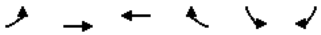
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	952	382	118	554	6	349	20	197	2	9	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.86			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1770	1863	1583	1770	1860		1770	1609			1789	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (perm)	1770	1863	1583	1770	1860		1770	1609			1789	
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	0.92
Adj. Flow (vph)	11	1035	415	128	602	7	379	22	214	2	10	4
RTOR Reduction (vph)	0	0	74	0	0	0	0	168	0	0	4	0
Lane Group Flow (vph)	11	1035	341	128	609	0	379	68	0	0	12	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6									
Actuated Green, G (s)	1.5	76.9	76.9	7.0	82.4		28.5	28.5			2.7	
Effective Green, g (s)	1.5	76.9	76.9	7.0	82.4		28.5	28.5			2.7	
Actuated g/C Ratio	0.01	0.58	0.58	0.05	0.62		0.21	0.21			0.02	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7		4.6	4.6			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5			2.5	
Lane Grp Cap (vph)	19	1073	912	92	1148		378	343			36	
v/s Ratio Prot	0.01	c0.56		c0.07	0.33		c0.21	0.04			c0.01	
v/s Ratio Perm			0.22									
v/c Ratio	0.58	0.96	0.37	1.39	0.53		1.00	0.20			0.34	
Uniform Delay, d1	65.6	27.0	15.3	63.2	14.5		52.5	43.1			64.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	30.5	19.3	0.3	229.5	0.5		47.0	0.2			4.0	
Delay (s)	96.2	46.3	15.5	292.7	15.0		99.4	43.3			68.5	
Level of Service	F	D	B	F	B		F	D			E	
Approach Delay (s)		37.9			63.2			77.9			68.5	
Approach LOS		D			E			E			E	

Intersection Summary				
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.98			
Actuated Cycle Length (s)	133.4	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	94.6%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1063	33	5	603	26	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1155	36	5	655	28	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1191		1840	1173
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1191		1840	1173
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		66	98
cM capacity (veh/h)			586		82	234

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	1191	661	28	5
Volume Left	0	5	28	0
Volume Right	36	0	0	5
cSH	1700	586	82	234
Volume to Capacity	0.70	0.01	0.34	0.02
Queue Length 95th (ft)	0	1	33	2
Control Delay (s)	0.0	0.3	70.3	20.8
Lane LOS		A	F	C
Approach Delay (s)	0.0	0.3	62.3	
Approach LOS			F	

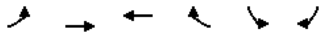
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	1069	606	12	8	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	1162	659	13	9	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	672				1895	665
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	672				1895	665
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				88	96
cM capacity (veh/h)	919				74	460

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1196	672	29
Volume Left	34	0	9
Volume Right	0	13	21
cSH	919	1700	180
Volume to Capacity	0.04	0.40	0.16
Queue Length 95th (ft)	3	0	14
Control Delay (s)	1.3	0.0	28.8
Lane LOS	A		D
Approach Delay (s)	1.3	0.0	28.8
Approach LOS			D

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	15	1060	596	6	12	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	1152	648	7	13	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	654				1836	651
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	654				1836	651
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				84	96
cM capacity (veh/h)	933				82	468

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	1168	654	33
Volume Left	16	0	13
Volume Right	0	7	20
cSH	933	1700	162
Volume to Capacity	0.02	0.38	0.20
Queue Length 95th (ft)	1	0	18
Control Delay (s)	0.6	0.0	32.7
Lane LOS	A		D
Approach Delay (s)	0.6	0.0	32.7
Approach LOS			D

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	771	26	39	486	8	18	2	23	10	0	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	55	838	28	42	528	9	20	2	25	11	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	537			866			1599	1585	852	1592	1595	533
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	537			866			1599	1585	852	1592	1595	533
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			95			74	98	93	85	100	96
cM capacity (veh/h)	1031			777			75	97	359	73	96	547

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	55	866	42	537	47	34
Volume Left	55	0	42	0	20	11
Volume Right	0	28	0	9	25	23
cSH	1031	1700	777	1700	133	176
Volume to Capacity	0.05	0.51	0.05	0.32	0.35	0.19
Queue Length 95th (ft)	4	0	4	0	36	17
Control Delay (s)	8.7	0.0	9.9	0.0	46.1	30.2
Lane LOS	A		A		E	D
Approach Delay (s)	0.5		0.7		46.1	30.2
Approach LOS					E	D

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	52.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	867	121	29	522	91	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.98	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1832			1858	1750	
Flt Permitted	1.00			0.83	0.96	
Satd. Flow (perm)	1832			1554	1750	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	942	132	32	567	99	18
RTOR Reduction (vph)	7	0	0	0	13	0
Lane Group Flow (vph)	1067	0	0	599	104	0
Turn Type	NA		Perm	NA	NA	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	34.6			34.6	8.4	
Effective Green, g (s)	34.6			34.6	8.4	
Actuated g/C Ratio	0.68			0.68	0.16	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1242			1054	288	
v/s Ratio Prot	c0.58				c0.06	
v/s Ratio Perm				0.39		
v/c Ratio	0.86			0.57	0.36	
Uniform Delay, d1	6.3			4.3	18.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	6.1			0.7	0.8	
Delay (s)	12.5			5.0	19.7	
Level of Service	B			A	B	
Approach Delay (s)	12.5			5.0	19.7	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	51.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
9: Bass Lake Rd. & Green Valley Rd.

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	672	131	124	405	9	87	9	253	22	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1770	1817		1770	1857			1782	1583		1738	
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1770	1817		1770	1857			1782	1583		1738	
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	0.92
Adj. Flow (vph)	3	730	142	135	440	10	95	10	275	24	10	17
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	242	0	16	0
Lane Group Flow (vph)	3	866	0	135	449	0	0	105	33	0	35	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.7	47.9		8.1	55.3			10.4	10.4		4.7	
Effective Green, g (s)	0.7	47.9		8.1	55.3			10.4	10.4		4.7	
Actuated g/C Ratio	0.01	0.55		0.09	0.63			0.12	0.12		0.05	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	14	999		164	1179			212	189		93	
v/s Ratio Prot	0.00	c0.48		c0.08	0.24			c0.06			c0.02	
v/s Ratio Perm									0.02			
v/c Ratio	0.21	0.87		0.82	0.38			0.50	0.17		0.38	
Uniform Delay, d1	42.9	16.9		38.8	7.7			35.9	34.5		39.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	7.6	8.0		27.1	0.2			1.8	0.4		2.5	
Delay (s)	50.5	24.9		65.9	7.9			37.7	34.9		42.3	
Level of Service	D	C		E	A			D	C		D	
Approach Delay (s)		25.0			21.3			35.7			42.3	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	87.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
10: Cambridge Rd. & Green Valley Rd.

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	772	190	49	400	9	121	5	79	8	5	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	1807		1770	1856		1770	1599			1706	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (perm)	1770	1807		1770	1856		1770	1599			1706	
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	0.92
Adj. Flow (vph)	34	839	207	53	435	10	132	5	86	9	5	15
RTOR Reduction (vph)	0	6	0	0	1	0	0	75	0	0	14	0
Lane Group Flow (vph)	34	1040	0	53	444	0	132	16	0	0	15	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	3.3	59.8		3.1	59.6		11.9	11.9			4.0	
Effective Green, g (s)	3.3	59.8		3.1	59.6		11.9	11.9			4.0	
Actuated g/C Ratio	0.03	0.63		0.03	0.63		0.13	0.13			0.04	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	61	1139		57	1166		222	200			71	
v/s Ratio Prot	0.02	c0.58		c0.03	0.24		c0.07	0.01			c0.01	
v/s Ratio Perm												
v/c Ratio	0.56	0.91		0.93	0.38		0.59	0.08			0.21	
Uniform Delay, d1	45.0	15.2		45.7	8.6		39.2	36.6			43.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	10.6	11.1		92.7	0.2		4.2	0.2			1.4	
Delay (s)	55.6	26.3		138.4	8.8		43.4	36.8			45.3	
Level of Service	E	C		F	A		D	D			D	
Approach Delay (s)		27.2			22.6			40.7			45.3	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	94.8	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	72.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	359	332	91	174	18	277	137	159	32	89	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.99		1.00	0.92		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1728		1770	1836		1770	1713		1770	1813	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1728		1770	1836		1770	1713		1770	1813	
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	0.92
Adj. Flow (vph)	117	390	361	99	189	20	301	149	173	35	97	21
RTOR Reduction (vph)	0	34	0	0	4	0	0	49	0	0	10	0
Lane Group Flow (vph)	117	717	0	99	205	0	301	273	0	35	108	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.4	36.3		6.0	33.9		15.1	22.0		2.9	9.8	
Effective Green, g (s)	8.4	36.3		6.0	33.9		15.1	22.0		2.9	9.8	
Actuated g/C Ratio	0.10	0.44		0.07	0.41		0.18	0.26		0.03	0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	178	753		127	748		321	452		61	213	
v/s Ratio Prot	c0.07	c0.41		0.06	0.11		c0.17	c0.16		0.02	0.06	
v/s Ratio Perm												
v/c Ratio	0.66	0.95		0.78	0.27		0.94	0.60		0.57	0.51	
Uniform Delay, d1	36.0	22.6		37.9	16.4		33.6	26.8		39.5	34.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.5	21.7		25.4	0.2		33.9	2.3		12.4	1.9	
Delay (s)	44.5	44.3		63.4	16.6		67.5	29.1		51.9	36.3	
Level of Service	D	D		E	B		E	C		D	D	
Approach Delay (s)		44.3			31.7			47.6			39.9	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

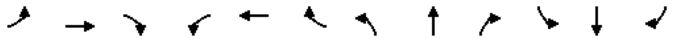
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	497	28	36	43	535	401	24	9	220	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	45	540	30	39	47	582	436	26	10	239	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	45	540	116	582	462	10	241
Volume Left (vph)	0	0	30	582	0	10	0
Volume Right (vph)	0	540	47	0	26	0	2
Hadj (s)	0.03	-0.57	-0.15	0.53	-0.01	0.53	0.03
Departure Headway (s)	6.6	3.2	6.2	5.9	5.4	6.9	6.4
Degree Utilization, x	0.08	0.48	0.20	0.95	0.69	0.02	0.43
Capacity (veh/h)	512	1116	557	603	657	504	550
Control Delay (s)	10.2	9.1	10.8	48.7	18.1	8.8	12.9
Approach Delay (s)	9.2		10.8	35.2		12.7	
Approach LOS	A		B	E		B	

Intersection Summary					
Delay	23.3				
Level of Service	C				
Intersection Capacity Utilization	64.1%	ICU Level of Service		C	
Analysis Period (min)	15				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	178	156	969	232	189	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	170	1053	252	205	655
RTOR Reduction (vph)	0	138	0	144	0	0
Lane Group Flow (vph)	193	32	1053	108	205	655
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	7.6	7.6	17.4	17.4	3.5	24.9
Effective Green, g (s)	7.6	7.6	17.4	17.4	3.5	24.9
Actuated g/C Ratio	0.19	0.19	0.43	0.43	0.09	0.61
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	332	297	1520	680	296	2175
v/s Ratio Prot	c0.11		c0.30		c0.06	0.19
v/s Ratio Perm		0.02		0.07		
v/c Ratio	0.58	0.11	0.69	0.16	0.69	0.30
Uniform Delay, d1	15.0	13.6	9.4	7.1	18.0	3.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.2	1.4	0.1	6.8	0.1
Delay (s)	17.6	13.8	10.8	7.2	24.8	3.8
Level of Service	B	B	B	A	C	A
Approach Delay (s)	15.8		10.1			8.8
Approach LOS	B		B			A

Intersection Summary				
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	40.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	52.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	27	112	346	51	34	120	1612	720	38	1338	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	5.2	4.0	3.0	5.2	
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1637		1681	1677		1770	3539	1583	1770	3518	
Flt Permitted	0.95	1.00		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1637		1681	1677		1770	3539	1583	1770	3518	
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	0.92
Adj. Flow (vph)	38	29	122	376	55	37	130	1752	783	41	1454	61
RTOR Reduction (vph)	0	116	0	0	6	0	0	0	0	0	2	0
Lane Group Flow (vph)	38	35	0	233	229	0	130	1752	783	41	1513	0
Turn Type	Split	NA		Split	NA		Prot	NA	Free	Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	5.6	5.6		19.4	19.4		15.6	76.1	120.0	4.7	65.2	
Effective Green, g (s)	5.6	5.6		19.4	19.4		15.6	76.1	120.0	4.7	65.2	
Actuated g/C Ratio	0.05	0.05		0.16	0.16		0.13	0.63	1.00	0.04	0.54	
Clearance Time (s)	3.0	3.0		3.0	3.0		3.0	5.2		3.0	5.2	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	82	76		271	271		230	2244	1583	69	1911	
v/s Ratio Prot	0.02	0.02		c0.14	0.14		0.07	c0.50		0.02	c0.43	
v/s Ratio Perm									c0.49			
v/c Ratio	0.46	0.46		0.86	0.85		0.57	0.78	0.49	0.59	0.79	
Uniform Delay, d1	55.7	55.7		49.0	48.8		49.0	15.9	0.0	56.7	22.0	
Progression Factor	1.00	1.00		1.00	1.00		0.65	0.22	1.00	1.00	1.00	
Incremental Delay, d2	1.5	1.6		22.0	20.1		1.2	1.7	0.7	8.8	3.5	
Delay (s)	57.2	57.3		71.0	68.9		33.3	5.3	0.7	65.5	25.4	
Level of Service	E	E		E	E		C	A	A	E	C	
Approach Delay (s)		57.3			70.0			5.3			26.5	
Approach LOS		E			E			A			C	

Intersection Summary				
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	82.5%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
15: El Dorado Hills Blvd. & Saratoga Wy. (North)

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	27	210	53	22	377	295	1990	101	173	1561	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1724	1583	1770	1599		1770	5048		1770	3519	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1724	1583	1770	1599		1770	5048		1770	3519	
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	0.92
Adj. Flow (vph)	93	29	228	58	24	410	321	2163	110	188	1697	67
RTOR Reduction (vph)	0	0	214	0	217	0	0	3	0	0	2	0
Lane Group Flow (vph)	60	62	14	58	217	0	321	2270	0	188	1762	0
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	7.6	7.6	7.6	18.6	18.6		12.0	66.1		10.0	64.1	
Effective Green, g (s)	7.6	7.6	7.6	18.6	18.6		12.0	67.8		10.0	65.8	
Actuated g/C Ratio	0.06	0.06	0.06	0.16	0.16		0.10	0.56		0.08	0.55	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	5.7		4.0	5.7	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2		0.2	4.2		0.2	4.2	
Lane Grp Cap (vph)	106	109	100	274	247		177	2852		147	1929	
v/s Ratio Prot	0.04	c0.04	0.01	0.03	c0.14		c0.18	0.45		0.11	c0.50	
v/s Ratio Perm												
v/c Ratio	0.57	0.57	0.14	0.21	0.88		1.81	0.80		1.28	0.91	
Uniform Delay, d1	54.6	54.6	53.1	44.3	49.6		54.0	20.6		55.0	24.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.91	0.26		0.77	0.56	
Incremental Delay, d2	4.1	4.0	0.2	0.1	26.9		375.4	1.0		154.9	5.6	
Delay (s)	58.7	58.6	53.4	44.4	76.5		424.6	6.4		197.1	19.4	
Level of Service	E	E	D	D	E		F	A		F	B	
Approach Delay (s)		55.2			72.7			58.2			36.5	
Approach LOS		E			E			E			D	

Intersection Summary				
HCM 2000 Control Delay	51.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	103.4%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
16: El Dorado Hills Blvd. & Saratoga Wy. (South)

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	223	73	302	221	161	95	1077	2068	298	56	1320	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	0.97	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1726	1583	1681	1755	1583	3433	4989		1770	5085	1583
Flt Permitted	0.95	0.98	1.00	0.95	0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1726	1583	1681	1755	1583	3433	4989		1770	5085	1583
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	0.92
Adj. Flow (vph)	242	79	328	240	175	103	1171	2248	324	61	1435	487
RTOR Reduction (vph)	0	0	0	0	0	87	0	14	0	0	0	0
Lane Group Flow (vph)	160	161	328	204	211	16	1171	2558	0	61	1435	487
Turn Type	Split	NA	Free	Split	NA	Perm	Prot	NA		Prot	NA	Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8						Free
Actuated Green, G (s)	14.7	14.7	120.0	19.1	19.1	19.1	40.8	65.0		5.2	29.4	120.0
Effective Green, g (s)	14.7	14.7	120.0	19.1	19.1	19.1	40.8	65.0		5.2	29.4	120.0
Actuated g/C Ratio	0.12	0.12	1.00	0.16	0.16	0.16	0.34	0.54		0.04	0.24	1.00
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		2.2	2.2	2.2	3.0	3.5		2.0	2.5	
Lane Grp Cap (vph)	205	211	1583	267	279	251	1167	2702		76	1245	1583
v/s Ratio Prot	c0.10	0.09		c0.12	0.12		c0.34	0.51		0.03	c0.28	
v/s Ratio Perm			0.21			0.01						0.31
v/c Ratio	0.78	0.76	0.21	0.76	0.76	0.07	1.00	0.95		0.80	1.15	0.31
Uniform Delay, d1	51.1	51.0	0.0	48.3	48.2	42.9	39.6	25.9		56.9	45.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.46		0.85	0.76	1.00
Incremental Delay, d2	17.3	15.0	0.3	11.3	10.2	0.1	16.7	3.7		24.1	73.7	0.3
Delay (s)	68.4	66.0	0.3	59.6	58.4	42.9	44.4	15.5		72.3	108.4	0.3
Level of Service	E	E	A	E	E	D	D	B		E	F	A
Approach Delay (s)		33.4			55.8			24.5			80.7	
Approach LOS		C			E			C			F	

Intersection Summary				
HCM 2000 Control Delay	43.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.97			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	88.0%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
18: Latrobe Rd. & US-50 EB Ramp

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	1718	0	0	1108	0	2335	619	674	1139	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor			0.88			1.00		0.91	1.00	1.00	0.86	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	1770	6408	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	1770	6408	
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	0.92
Adj. Flow (vph)	0	0	1867	0	0	1204	0	2538	673	733	1238	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	62	0	0	0
Lane Group Flow (vph)	0	0	1850	0	0	1204	0	2538	611	733	1238	0
Turn Type			custom			Free		NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1			Free			2			
Actuated Green, G (s)			94.7			120.0		59.0	59.0	53.0	70.3	
Effective Green, g (s)			94.7			120.0		59.0	59.0	53.0	70.3	
Actuated g/C Ratio			0.79			1.00		0.49	0.49	0.44	0.59	
Clearance Time (s)			4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			2292			1611		2500	778	781	3754	
v/s Ratio Prot			0.28					c0.50		c0.41	0.19	
v/s Ratio Perm			0.38			0.75			0.39			
v/c Ratio			0.81			0.75		1.02	0.79	0.94	0.33	
Uniform Delay, d1			7.3			0.0		30.5	25.3	31.9	12.8	
Progression Factor			1.00			1.00		1.00	1.00	0.43	0.45	
Incremental Delay, d2			2.2			3.2		21.9	7.8	8.9	0.1	
Delay (s)			9.5			3.2		52.4	33.1	22.7	5.8	
Level of Service			A			A		D	C	C	A	
Approach Delay (s)		9.5			3.2			48.3			12.1	
Approach LOS		A			A			D			B	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	624	0	201	0	0	0	1024	1235	0	0	1413	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.91	0.95				0.97	0.95			0.95	1.00
Frt	1.00	0.99	0.85				1.00	1.00			1.00	0.85
Flt Protected	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1604	1504				3433	3539			3539	1583
Flt Permitted	0.95	0.96	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1604	1504				3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	678	0	218	0	0	0	1113	1342	0	0	1536	941
RTOR Reduction (vph)	0	41	160	0	0	0	0	0	0	0	0	246
Lane Group Flow (vph)	353	306	36	0	0	0	1113	1342	0	0	1536	695
Turn Type	Split	NA	Perm				Prot	NA			NA	Perm
Protected Phases	4	4					5	2			6	
Permitted Phases			4									6
Actuated Green, G (s)	20.0	20.0	20.0				33.0	82.0			45.0	45.0
Effective Green, g (s)	20.0	20.0	20.0				33.0	82.0			45.0	45.0
Actuated g/C Ratio	0.18	0.18	0.18				0.30	0.75			0.41	0.41
Clearance Time (s)	4.0	4.0	4.0				4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	305	291	273				1029	2638			1447	647
v/s Ratio Prot	c0.21	0.19					c0.32	0.38			0.43	
v/s Ratio Perm			0.02									c0.44
v/c Ratio	1.16	1.05	0.13				1.08	0.51			1.06	1.07
Uniform Delay, d1	45.0	45.0	37.7				38.5	5.7			32.5	32.5
Progression Factor	1.00	1.00	1.00				1.00	1.00			1.38	1.77
Incremental Delay, d2	101.2	67.0	0.2				52.8	0.7			29.5	36.8
Delay (s)	146.2	112.0	37.9				91.3	6.4			74.3	94.3
Level of Service	F	F	D				F	A			E	F
Approach Delay (s)		109.3			0.0			44.9			81.9	
Approach LOS		F			A			D			F	

Intersection Summary			
HCM 2000 Control Delay	70.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	998	0	608	468	1391	0	0	1201	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	1.00
Frt				1.00	0.97	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1583	1504	1770	3539			3539	1583
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1583	1504	1770	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	1085	0	661	509	1512	0	0	1305	446
RTOR Reduction (vph)	0	0	0	0	35	35	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	597	565	514	509	1512	0	0	1305	446
Turn Type				Split	NA	Perm	Prot	NA			NA	Free
Protected Phases				8	8		5	2			6	
Permitted Phases						8						Free
Actuated Green, G (s)				34.0	34.0	34.0	27.0	68.0			37.0	110.0
Effective Green, g (s)				34.0	34.0	34.0	27.0	68.0			37.0	110.0
Actuated g/C Ratio				0.31	0.31	0.31	0.25	0.62			0.34	1.00
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				519	489	464	434	2187			1190	1583
v/s Ratio Prot				0.36	c0.36		c0.29	0.43			c0.37	
v/s Ratio Perm						0.34						0.28
v/c Ratio				1.15	1.16	1.11	1.17	0.69			1.10	0.28
Uniform Delay, d1				38.0	38.0	38.0	41.5	14.0			36.5	0.0
Progression Factor				1.00	1.00	1.00	0.77	1.00			0.81	1.00
Incremental Delay, d2				88.0	91.3	74.8	93.9	1.3			54.0	0.3
Delay (s)				126.0	129.3	112.8	125.9	15.3			83.7	0.3
Level of Service				F	F	F	F	B			F	A
Approach Delay (s)		0.0			123.0			43.2			62.5	
Approach LOS		A			F			D			E	

Intersection Summary				
HCM 2000 Control Delay	74.6	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.14			
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	102.9%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	49	320	1589	410	0	1562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.97			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3430			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3430			3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	348	1727	446	0	1698
RTOR Reduction (vph)	0	69	16	0	0	0
Lane Group Flow (vph)	53	279	2157	0	0	1698
Turn Type	NA	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	21.6	21.6	80.4			80.4
Effective Green, g (s)	21.6	21.6	80.4			80.4
Actuated g/C Ratio	0.20	0.20	0.73			0.73
Clearance Time (s)	4.0	4.0	4.0			4.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	347	310	2507			2586
v/s Ratio Prot	0.03		c0.63			0.48
v/s Ratio Perm		c0.18				
v/c Ratio	0.15	0.90	0.86			0.66
Uniform Delay, d1	36.6	43.1	10.7			7.7
Progression Factor	1.00	1.00	1.21			1.00
Incremental Delay, d2	0.2	26.9	2.3			1.3
Delay (s)	36.8	70.0	15.4			9.0
Level of Service	D	E	B			A
Approach Delay (s)	65.6		15.4			9.0
Approach LOS	E		B			A

Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
22: Silva Valley Pkwy. & Serrano Pkwy.

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	197	237	186	439	116	151	200	970	460	232	619	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.92		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3306		1770	3239		1770	3539	1583	1770	3449	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3306		1770	3239		1770	3539	1583	1770	3449	
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	0.92
Adj. Flow (vph)	214	258	202	477	126	164	217	1054	500	252	673	137
RTOR Reduction (vph)	0	106	0	0	122	0	0	0	186	0	12	0
Lane Group Flow (vph)	214	354	0	477	168	0	217	1054	314	252	798	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	20.6	19.1		36.0	34.5		19.5	42.5	42.5	19.0	42.0	
Effective Green, g (s)	20.6	19.1		36.0	34.5		19.5	42.5	42.5	19.0	42.0	
Actuated g/C Ratio	0.15	0.14		0.27	0.26		0.14	0.31	0.31	0.14	0.31	
Clearance Time (s)	4.0	5.3		4.0	5.3		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	269	467		471	826		255	1112	497	248	1071	
v/s Ratio Prot	0.12	c0.11		c0.27	0.05		0.12	c0.30		c0.14	0.23	
v/s Ratio Perm									0.20			
v/c Ratio	0.80	0.76		1.01	0.20		0.85	0.95	0.63	1.02	0.75	
Uniform Delay, d1	55.3	55.8		49.6	39.6		56.4	45.3	39.6	58.1	41.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.9	7.0		44.7	0.1		22.8	15.9	2.6	61.4	2.9	
Delay (s)	70.2	62.8		94.3	39.7		79.3	61.1	42.2	119.5	44.7	
Level of Service	E	E		F	D		E	E	D	F	D	
Approach Delay (s)		65.1			73.6			58.0			62.4	
Approach LOS		E			E			E			E	

Intersection Summary				
HCM 2000 Control Delay	63.0	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	135.2	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	92.0%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
23: Harvard Way & Silva Valley Pkwy.

Cumulative+PP
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	20	374	10	12	6	341	641	19	14	361	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1765		1770	1855		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1765		1770	1855		1770	1863	1583
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	0.92
Adj. Flow (vph)	266	22	407	11	13	7	371	697	21	15	392	114
RTOR Reduction (vph)	0	0	326	0	7	0	0	1	0	0	0	79
Lane Group Flow (vph)	266	22	81	11	13	0	371	717	0	15	392	35
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	13.0	13.6	13.6	0.7	1.3		17.1	37.3		0.7	20.9	20.9
Effective Green, g (s)	13.0	13.6	13.6	0.7	1.3		17.1	37.3		0.7	20.9	20.9
Actuated g/C Ratio	0.19	0.20	0.20	0.01	0.02		0.25	0.55		0.01	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	336	370	315	18	33		443	1013		18	570	484
v/s Ratio Prot	c0.15	0.01		0.01	0.01		c0.21	c0.39		0.01	0.21	
v/s Ratio Perm			c0.05									0.02
v/c Ratio	0.79	0.06	0.26	0.61	0.40		0.84	0.71		0.83	0.69	0.07
Uniform Delay, d1	26.4	22.2	23.1	33.7	33.1		24.3	11.5		33.7	20.8	16.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.0	0.1	0.4	48.7	7.7		12.9	2.3		131.9	3.4	0.1
Delay (s)	38.4	22.2	23.5	82.3	40.8		37.2	13.8		165.7	24.3	16.9
Level of Service	D	C	C	F	D		D	B		F	C	B
Approach Delay (s)		29.2			55.6			21.8			26.7	
Approach LOS		C			E			C			C	

Intersection Summary				
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	68.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	5	48	82	2	83	111	489	141	115	325	41
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
Hourly flow rate (vph)	23	5	52	89	2	90	121	532	153	125	353	45

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	80	182	805	523
Volume Left (vph)	23	89	121	125
Volume Right (vph)	52	90	153	45
Hadj (s)	-0.30	-0.17	-0.05	0.03
Departure Headway (s)	7.4	7.0	5.8	5.9
Degree Utilization, x	0.16	0.35	1.29	0.86
Capacity (veh/h)	452	482	624	598
Control Delay (s)	11.8	13.8	160.9	34.8
Approach Delay (s)	11.8	13.8	160.9	34.8
Approach LOS	B	B	F	D

Intersection Summary				
Delay			95.1	
Level of Service			F	
Intersection Capacity Utilization			70.9%	ICU Level of Service
Analysis Period (min)			15	C

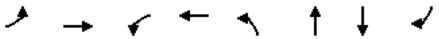
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	924	117	0	623	0	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1004	127	0	677	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				836		
pX, platoon unblocked					0.85	
vC, conflicting volume			1132		1745	1068
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1132		1787	1068
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			617		76	269

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1132	677	15
Volume Left	0	0	0
Volume Right	127	0	15
cSH	1700	1700	269
Volume to Capacity	0.67	0.40	0.06
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	19.2
Lane LOS			C
Approach Delay (s)	0.0	0.0	19.2
Approach LOS			C

Intersection Summary				
Average Delay			0.2	
Intersection Capacity Utilization			65.7%	ICU Level of Service
Analysis Period (min)			15	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	821	117	70	484	0	139	0	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frt		0.98		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1828		1770	1863			1770	1583			
Flt Permitted		1.00		0.12	1.00			0.76	1.00			
Satd. Flow (perm)		1828		231	1863			1410	1583			
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	0.92
Adj. Flow (vph)	0	892	127	76	526	0	151	0	30	0	0	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	24	0	0	0
Lane Group Flow (vph)	0	1011	0	76	526	0	0	151	6	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)		32.2		32.2	32.2			10.9	10.9			
Effective Green, g (s)		32.2		32.2	32.2			10.9	10.9			
Actuated g/C Ratio		0.63		0.63	0.63			0.21	0.21			
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0			
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1151		145	1173			300	337			
v/s Ratio Prot		c0.55			0.28							
v/s Ratio Perm				0.33				c0.11	0.00			
v/c Ratio		0.88		0.52	0.45			0.50	0.02			
Uniform Delay, d1		7.8		5.2	4.9			17.7	15.9			
Progression Factor		1.00		1.00	1.00			1.00	1.00			
Incremental Delay, d2		7.8		3.4	0.3			1.3	0.0			
Delay (s)		15.7		8.6	5.1			19.0	15.9			
Level of Service		B		A	A			B	B			
Approach Delay (s)		15.7			5.6			18.5			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	434	132	1279	51	140	519	236
v/c Ratio	0.62	0.55	0.76	1.36	0.27	0.70	1.23	0.49
Control Delay	112.2	33.6	89.5	198.7	62.5	73.2	168.4	19.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	112.2	33.6	89.5	198.9	62.5	73.2	168.4	19.8
Queue Length 50th (ft)	33	306	122	~1615	44	114	~614	59
Queue Length 95th (ft)	#93	417	#210	#1885	89	190	#841	146
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	56	801	196	941	212	225	421	486
Starvation Cap Reductn	0	0	0	38	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.54	0.67	1.42	0.24	0.62	1.23	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	3	358	282	207	962	504	177	65
v/c Ratio	0.05	0.57	0.40	0.88	1.05	0.87	0.30	0.49
Control Delay	66.7	39.7	6.7	90.8	77.8	57.9	28.2	68.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	39.7	6.7	90.8	77.8	57.9	28.2	68.3
Queue Length 50th (ft)	3	250	12	173	~888	395	86	51
Queue Length 95th (ft)	14	367	78	#357	#1314	#678	166	105
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	55	729	778	235	913	589	595	316
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.49	0.36	0.88	1.05	0.86	0.30	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1746	518	1846	266	787	2049
v/c Ratio	0.75	0.32	0.82	0.34	0.88	0.50
Control Delay	7.3	0.5	41.4	16.1	18.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	1.5	0.0
Total Delay	7.3	0.5	41.4	16.1	19.8	6.4
Queue Length 50th (ft)	286	0	591	85	182	106
Queue Length 95th (ft)	266	0	689	165	m181	m106
Internal Link Dist (ft)			720			381
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2338	1611	2249	772	967	4101
Starvation Cap Reductn	0	0	0	0	66	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.32	0.82	0.34	0.87	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	275	269	145	860	842	1496	674
v/c Ratio	0.92	0.80	0.38	0.98	0.32	0.98	0.71
Control Delay	74.2	46.9	8.9	60.6	4.6	23.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	18.9	2.4
Total Delay	74.2	46.9	8.9	60.6	4.6	41.9	7.4
Queue Length 50th (ft)	163	126	0	250	72	215	73
Queue Length 95th (ft)	#318	#267	52	#375	95	m174	m58
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)	400						
Base Capacity (vph)	298	335	386	877	2595	1533	943
Starvation Cap Reductn	0	0	0	0	0	102	155
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.80	0.38	0.98	0.32	1.05	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

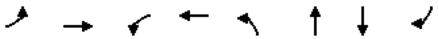
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	480	459	435	507	864	1408	740
v/c Ratio	1.17	1.08	0.84	1.12	0.37	1.09	0.47
Control Delay	133.0	98.1	33.5	110.4	4.3	73.1	0.7
Queue Delay	0.0	10.0	52.3	0.0	0.2	7.4	0.0
Total Delay	133.0	108.1	85.8	110.4	4.5	80.5	0.7
Queue Length 50th (ft)	~345	~293	137	~319	59	~482	0
Queue Length 95th (ft)	#543	#501	#314	m#479	m72	#605	0
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	410	424	518	452	2359	1297	1583
Starvation Cap Reductn	0	0	0	0	0	358	0
Spillback Cap Reductn	0	118	143	0	586	100	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	1.50	1.16	1.12	0.49	1.50	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	432	25	778	233	47
v/c Ratio	0.45	0.06	0.80	0.60	0.10
Control Delay	7.9	5.8	16.0	22.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	5.8	16.0	22.5	6.1
Queue Length 50th (ft)	55	3	136	50	0
Queue Length 95th (ft)	119	12	291	125	19
Internal Link Dist (ft)	716		524	781	
Turn Bay Length (ft)		215			
Base Capacity (vph)	1354	629	1370	557	653
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.04	0.57	0.42	0.07

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	150	1194	75	898	79	366	190	142
v/c Ratio	0.97	1.10	1.74	0.94	0.38	1.64	0.76	0.42
Control Delay	128.7	88.7	455.0	50.1	64.4	342.6	78.6	12.0
Queue Delay	0.0	0.0	0.0	16.2	0.0	0.0	0.0	0.0
Total Delay	128.7	88.7	455.0	66.3	64.4	342.6	78.6	12.0
Queue Length 50th (ft)	144	~1289	~105	780	70	~489	172	0
Queue Length 95th (ft)	#291	#1564	#215	#1094	126	#699	261	63
Internal Link Dist (ft)		1935		786		1468	502	
Turn Bay Length (ft)	85		105		165			
Base Capacity (vph)	155	1085	43	957	210	223	281	364
Starvation Cap Reductn	0	0	0	80	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	1.10	1.74	1.02	0.38	1.64	0.68	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	11	1035	415	128	609	379	236	16
v/c Ratio	0.20	0.96	0.42	1.33	0.51	0.97	0.45	0.18
Control Delay	71.5	45.9	10.1	250.2	15.7	88.0	10.8	54.6
Queue Delay	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	65.5	10.1	250.2	15.7	88.0	10.8	54.6
Queue Length 50th (ft)	9	708	89	~130	206	300	14	9
Queue Length 95th (ft)	31	#1221	194	#286	443	#558	91	36
Internal Link Dist (ft)		786			894		862	349
Turn Bay Length (ft)	205		205	350		150		
Base Capacity (vph)	55	1079	990	96	1193	392	522	310
Starvation Cap Reductn	0	85	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	1.04	0.42	1.33	0.51	0.97	0.45	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1867	1204	2538	673	733	1238
v/c Ratio	0.81	0.75	1.02	0.80	0.94	0.33
Control Delay	8.5	3.2	52.5	29.3	25.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	3.2	52.5	29.3	25.5	6.4
Queue Length 50th (ft)	165	0	~730	358	603	58
Queue Length 95th (ft)	221	0	#852	537	m579	m55
Internal Link Dist (ft)			720			392
Turn Bay Length (ft)				180	350	
Base Capacity (vph)	2471	1611	2500	840	781	3752
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.75	1.02	0.80	0.94	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	353	347	196	1113	1342	1536	941
v/c Ratio	1.16	1.05	0.45	1.08	0.51	1.06	1.05
Control Delay	142.2	99.9	9.2	90.2	6.5	72.3	57.0
Queue Delay	0.0	2.1	0.0	0.0	0.1	16.5	18.3
Total Delay	142.2	102.0	9.2	90.2	6.6	88.8	75.2
Queue Length 50th (ft)	~310	~258	0	~454	174	~617	~565
Queue Length 95th (ft)	#503	#461	65	#584	213	m476	m419
Internal Link Dist (ft)		797			881	399	
Turn Bay Length (ft)	400						
Base Capacity (vph)	305	332	433	1029	2638	1447	893
Starvation Cap Reductn	0	0	0	0	0	263	45
Spillback Cap Reductn	0	2	0	0	234	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	1.05	0.45	1.08	0.56	1.30	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	597	600	549	509	1512	1305	446
v/c Ratio	1.15	1.15	1.10	1.17	0.69	1.10	0.28
Control Delay	123.8	119.8	104.1	125.3	15.6	83.9	0.3
Queue Delay	4.2	11.5	11.8	0.0	0.6	2.5	0.0
Total Delay	128.0	131.3	115.9	125.3	16.2	86.4	0.3
Queue Length 50th (ft)	~523	~520	~437	~421	463	~553	0
Queue Length 95th (ft)	#750	#764	#663	m#540	m476	#692	0
Internal Link Dist (ft)		1051			399	84	
Turn Bay Length (ft)			360				
Base Capacity (vph)	519	523	499	434	2187	1190	1583
Starvation Cap Reductn	0	0	0	0	294	248	0
Spillback Cap Reductn	185	329	313	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.79	3.09	2.95	1.17	0.80	1.39	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	1019	76	526	151	30
v/c Ratio	0.88	0.52	0.45	0.51	0.08
Control Delay	20.6	24.6	6.9	25.5	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	24.6	6.9	25.5	8.0
Queue Length 50th (ft)	202	10	66	45	0
Queue Length 95th (ft)	#570	#77	152	91	16
Internal Link Dist (ft)	756		524	781	
Turn Bay Length (ft)		215			
Base Capacity (vph)	1329	167	1349	454	530
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.46	0.39	0.33	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix I:

Analysis Worksheets for Mitigated Conditions

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

Existing+PP MIT
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	302	17	157	805	53	36	63	60	108	229	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1848		1770	1845		1770	1726		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1848		1770	1845		1770	1726		1770	1863	1583
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	0.92
Adj. Flow (vph)	25	328	18	171	875	58	39	68	65	117	249	173
RTOR Reduction (vph)	0	1	0	0	2	0	0	24	0	0	0	143
Lane Group Flow (vph)	25	345	0	171	931	0	39	109	0	117	249	30
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	2.3	55.1		17.3	70.1		14.0	14.0		22.2	22.2	22.2
Effective Green, g (s)	2.3	55.1		17.3	70.1		14.0	14.0		22.2	22.2	22.2
Actuated g/C Ratio	0.02	0.43		0.14	0.55		0.11	0.11		0.17	0.17	0.17
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5		4.5	4.5	4.5
Lane Grp Cap (vph)	31	798		239	1013		194	189		307	324	275
v/s Ratio Prot	0.01	0.19		c0.10	c0.50		0.02	c0.06		0.07	c0.13	
v/s Ratio Perm												0.02
v/c Ratio	0.81	0.43		0.72	0.92		0.20	0.58		0.38	0.77	0.11
Uniform Delay, d1	62.4	25.3		52.8	26.2		51.7	54.0		46.6	50.3	44.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	82.2	0.8		9.1	13.4		0.9	5.8		1.4	11.7	0.3
Delay (s)	144.6	26.1		61.9	39.6		52.6	59.8		48.0	61.9	44.7
Level of Service	F	C		E	D		D	E		D	E	D
Approach Delay (s)		34.1			43.1			58.2			53.4	
Approach LOS		C			D			E			D	

Intersection Summary				
HCM 2000 Control Delay	45.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	127.6	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	80.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
12: El Dorado Hills Blvd. & Francisco Dr.

Existing+PP MIT
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	49	453	45	63	42	361	150	37	125	345	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	0.92
Hourly flow rate (vph)	2	53	492	49	68	46	392	163	40	136	375	3

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	55	492	163	392	203	136	378
Volume Left (vph)	2	0	49	392	0	136	0
Volume Right (vph)	0	492	46	0	40	0	3
Hadj (s)	0.04	-0.57	-0.07	0.53	-0.10	0.53	0.03
Departure Headway (s)	7.0	3.2	6.5	6.5	5.9	6.6	6.1
Degree Utilization, x	0.11	0.44	0.29	0.71	0.33	0.25	0.64
Capacity (veh/h)	438	1115	501	538	595	523	564
Control Delay (s)	10.8	8.7	12.2	22.8	10.6	10.7	18.4
Approach Delay (s)	8.9		12.2	18.6		16.3	
Approach LOS	A		B	C		C	

Intersection Summary				
Delay	14.5			
Level of Service	B			
Intersection Capacity Utilization	64.8%	ICU Level of Service	C	
Analysis Period (min)	15			

Dixon Ranch
17: Latrobe Rd./El Dorado Hills Blvd. & US-50 WB Ramp

Existing+PP MIT
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	611	0	253	469	654	0	0	903	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	0.97	0.95			0.95	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1681	1583	3433	3539			3539	1583
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1681	1583	3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	664	0	275	510	711	0	0	982	1384
RTOR Reduction (vph)	0	0	0	0	0	195	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	332	332	80	510	711	0	0	982	1384
Turn Type				Split	NA	Perm	Prot	NA			NA	Free
Protected Phases				8	8		5	2			6	
Permitted Phases						8						Free
Actuated Green, G (s)				28.4	28.4	28.4	18.6	93.6			71.0	130.0
Effective Green, g (s)				28.4	28.4	28.4	18.6	93.6			71.0	130.0
Actuated g/C Ratio				0.22	0.22	0.22	0.14	0.72			0.55	1.00
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				367	367	345	491	2548			1932	1583
v/s Ratio Prot				0.20	0.20		0.15	0.20			0.28	
v/s Ratio Perm						0.05						c0.87
v/c Ratio				0.90	0.90	0.23	1.04	0.28			0.51	0.87
Uniform Delay, d1				49.5	49.5	41.8	55.7	6.4			18.5	0.0
Progression Factor				1.00	1.00	1.00	0.97	0.81			0.76	1.00
Incremental Delay, d2				24.8	24.8	0.3	50.7	0.3			0.8	6.3
Delay (s)				74.3	74.3	42.2	104.9	5.4			14.9	6.3
Level of Service				E	E	D	F	A			B	A
Approach Delay (s)		0.0			64.9			47.0			9.9	
Approach LOS		A			E			D			A	

Intersection Summary				
HCM 2000 Control Delay	31.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	65.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

Existing+PP MIT
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	864	24	93	523	81	55	153	163	55	70	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1855		1770	1825		1770	1719		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1855		1770	1825		1770	1719		1770	1863	1583
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	0.92
Adj. Flow (vph)	124	939	26	101	568	88	60	166	177	60	76	102
RTOR Reduction (vph)	0	0	0	0	4	0	0	26	0	0	0	93
Lane Group Flow (vph)	124	965	0	101	652	0	60	317	0	60	76	9
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	12.9	71.1		8.9	67.1		24.0	24.0		12.3	12.3	12.3
Effective Green, g (s)	12.9	71.1		8.9	67.1		24.0	24.0		12.3	12.3	12.3
Actuated g/C Ratio	0.10	0.53		0.07	0.50		0.18	0.18		0.09	0.09	0.09
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5		4.5	4.5	4.5
Lane Grp Cap (vph)	168	974		116	905		313	304		160	169	143
v/s Ratio Prot	c0.07	c0.52		c0.06	0.36		0.03	c0.18		0.03	c0.04	
v/s Ratio Perm												0.01
v/c Ratio	0.74	0.99		0.87	0.72		0.19	1.04		0.38	0.45	0.06
Uniform Delay, d1	59.6	31.8		62.6	26.8		47.4	55.7		57.9	58.3	56.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.7	26.4		45.9	3.5		0.5	62.9		2.5	3.3	0.3
Delay (s)	74.3	58.2		108.5	30.3		47.9	118.5		60.4	61.6	56.6
Level of Service	E	E		F	C		D	F		E	E	E
Approach Delay (s)		60.0			40.7			108.0			59.1	
Approach LOS		E			D			F			E	

Intersection Summary				
HCM 2000 Control Delay	61.8	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	135.3	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	89.7%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	41	449	26	35	40	504	387	19	9	219	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	0.92
Hourly flow rate (vph)	0	45	488	28	38	43	548	421	21	10	238	2

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	45	488	110	548	441	10	240
Volume Left (vph)	0	0	28	548	0	10	0
Volume Right (vph)	0	488	43	0	21	0	2
Hadj (s)	0.03	-0.57	-0.15	0.53	0.00	0.53	0.03
Departure Headway (s)	6.6	3.2	6.2	5.9	5.3	6.8	6.3
Degree Utilization, x	0.08	0.43	0.19	0.89	0.65	0.02	0.42
Capacity (veh/h)	514	1115	557	609	669	508	554
Control Delay (s)	10.2	8.6	10.6	37.7	16.6	8.7	12.5
Approach Delay (s)	8.8		10.6	28.3		12.4	
Approach LOS	A		B	D		B	

Intersection Summary				
Delay	19.6			
Level of Service	C			
Intersection Capacity Utilization	62.0%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	303	1	265	1137	1826	0	0	619	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	0.97	0.95			0.95	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1686	1583	3433	3539			3539	1583
Flt Permitted				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				1681	1686	1583	3433	3539			3539	1583
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	0.92
Adj. Flow (vph)	0	0	0	329	1	288	1236	1985	0	0	673	610
RTOR Reduction (vph)	0	0	0	0	0	39	0	0	0	0	0	241
Lane Group Flow (vph)	0	0	0	164	166	249	1236	1985	0	0	673	369
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Actuated Green, G (s)				20.1	20.1	20.1	36.9	86.9			46.0	46.0
Effective Green, g (s)				20.1	20.1	20.1	36.9	86.9			46.0	46.0
Actuated g/C Ratio				0.17	0.17	0.17	0.32	0.76			0.40	0.40
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				293	294	276	1101	2674			1415	633
v/s Ratio Prot				0.10	0.10		c0.36	c0.56			0.19	
v/s Ratio Perm						c0.16						0.23
v/c Ratio				0.56	0.56	0.90	1.12	0.74			0.48	0.58
Uniform Delay, d1				43.4	43.4	46.5	39.1	7.8			25.6	27.0
Progression Factor				1.00	1.00	1.00	0.90	1.30			0.71	0.65
Incremental Delay, d2				2.3	2.5	30.2	65.2	1.5			1.1	3.8
Delay (s)				45.7	45.9	76.6	100.2	11.7			19.1	21.4
Level of Service				D	D	E	F	B			B	C
Approach Delay (s)		0.0			60.2			45.7			20.2	
Approach LOS		A			E			D			C	

Intersection Summary						
HCM 2000 Control Delay	41.0	HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio	0.93					
Actuated Cycle Length (s)	115.0	Sum of lost time (s)		12.0		
Intersection Capacity Utilization	85.6%	ICU Level of Service		E		
Analysis Period (min)	15					
c Critical Lane Group						

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	25	346	171	933	39	133	117	249	173
v/c Ratio	0.39	0.44	0.71	0.91	0.20	0.62	0.38	0.76	0.41
Control Delay	85.2	29.0	71.8	40.6	59.6	59.5	54.7	69.0	10.4
Queue Delay	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	29.0	71.8	41.7	59.6	59.5	54.7	69.0	10.4
Queue Length 50th (ft)	23	210	156	748	34	96	99	226	0
Queue Length 95th (ft)	#63	319	233	#1083	72	170	165	#360	67
Internal Link Dist (ft)		1935		786		1468		502	
Turn Bay Length (ft)	85		105		165				
Base Capacity (vph)	64	948	345	1223	247	265	354	373	455
Starvation Cap Reductn	0	0	0	116	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.36	0.50	0.84	0.16	0.50	0.33	0.67	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	332	332	275	510	711	982	1384
v/c Ratio	0.90	0.90	0.51	1.04	0.28	0.51	0.87
Control Delay	77.6	77.6	10.5	104.0	5.6	15.1	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.4	0.0
Total Delay	77.6	77.6	10.5	104.0	5.6	16.5	12.3
Queue Length 50th (ft)	284	284	17	~258	71	212	221
Queue Length 95th (ft)	#454	#454	95	#351	86	252	1252
Internal Link Dist (ft)		600			562	99	
Turn Bay Length (ft)	410		185	260			
Base Capacity (vph)	387	387	557	489	2547	1932	1583
Starvation Cap Reductn	0	0	0	0	0	704	0
Spillback Cap Reductn	0	0	6	0	94	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.86	0.50	1.04	0.29	0.80	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	124	965	101	656	60	343	60	76	102
v/c Ratio	0.74	0.99	0.87	0.72	0.19	1.04	0.38	0.45	0.43
Control Delay	84.9	58.8	116.0	33.0	50.1	107.8	64.3	66.7	15.2
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	84.9	58.8	116.0	33.3	50.1	107.8	64.3	66.7	15.2
Queue Length 50th (ft)	107	812	89	447	45	~299	50	64	0
Queue Length 95th (ft)	#196	#1190	#208	639	92	#517	98	117	52
Internal Link Dist (ft)		1935		786		1468		502	
Turn Bay Length (ft)	85		105		165				
Base Capacity (vph)	187	974	116	908	314	331	289	304	346
Starvation Cap Reductn	0	0	0	36	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.99	0.87	0.75	0.19	1.04	0.21	0.25	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	164	166	288	1236	1985	673	610
v/c Ratio	0.56	0.56	0.91	1.12	0.74	0.48	0.70
Control Delay	51.2	51.3	72.3	99.2	12.3	19.3	10.6
Queue Delay	0.0	0.0	1.8	0.0	3.2	23.1	2.1
Total Delay	51.2	51.3	74.0	99.2	15.5	42.4	12.7
Queue Length 50th (ft)	116	118	178	~557	537	150	89
Queue Length 95th (ft)	192	194	#336	#694	657	164	107
Internal Link Dist (ft)		600			562	99	
Turn Bay Length (ft)	410		185	260			
Base Capacity (vph)	306	307	327	1101	2674	1415	874
Starvation Cap Reductn	0	0	0	0	339	753	143
Spillback Cap Reductn	0	0	7	0	570	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.54	0.90	1.12	0.94	1.02	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	369	17	120	977	66	36	84	45	119	308	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0		4.0	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1851		1770	1845		1770	1765		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1851		1770	1845		1770	1765		1770	1863	1583
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	0.92
Adj. Flow (vph)	35	401	18	130	1062	72	39	91	49	129	335	196
RTOR Reduction (vph)	0	1	0	0	2	0	0	14	0	0	0	157
Lane Group Flow (vph)	35	418	0	130	1132	0	39	126	0	129	335	39
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)	3.0	69.8		14.2	81.0		7.1	19.9		14.4	25.7	25.7
Effective Green, g (s)	3.0	69.8		14.2	81.0		7.1	19.9		14.4	25.7	25.7
Actuated g/C Ratio	0.02	0.51		0.10	0.60		0.05	0.15		0.11	0.19	0.19
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0		4.0	5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		3.0	3.0		3.0	4.5	4.5
Lane Grp Cap (vph)	39	951		185	1100		92	258		187	352	299
v/s Ratio Prot	0.02	0.23		c0.07	c0.61		0.02	0.07		c0.07	c0.18	
v/s Ratio Perm												0.02
v/c Ratio	0.90	0.44		0.70	1.03		0.42	0.49		0.69	0.95	0.13
Uniform Delay, d1	66.2	20.7		58.8	27.4		62.4	53.3		58.5	54.4	45.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	102.8	0.7		10.7	34.9		3.1	1.5		10.1	35.8	0.3
Delay (s)	169.1	21.4		69.4	62.3		65.5	54.7		68.7	90.2	46.1
Level of Service	F	C		E	E		E	D		E	F	D
Approach Delay (s)		32.8			63.1			57.1			72.9	
Approach LOS		C			E			E			E	

Intersection Summary				
HCM 2000 Control Delay	59.8	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.00			
Actuated Cycle Length (s)	135.8	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	94.5%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	416	13	6	925	23	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	452	14	7	1005	25	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			466		1478	459
vC1, stage 1 conf vol					459	
vC2, stage 2 conf vol					1018	
vCu, unblocked vol			466		1478	459
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	99
cM capacity (veh/h)			1095		316	602

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	466	1012	25	7
Volume Left	0	7	25	0
Volume Right	14	0	0	7
cSH	1700	1095	316	602
Volume to Capacity	0.27	0.01	0.08	0.01
Queue Length 95th (ft)	0	0	6	1
Control Delay (s)	0.0	0.2	17.4	11.0
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.2	16.1	
Approach LOS			C	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

EPAP+PP MIT
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	397	0	110	0	0	0	0	576	570	613	1002	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95					0.95	1.00	0.97	0.95	
Frt	1.00	0.99	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1605	1504					3539	1583	3433	3539	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1605	1504					3539	1583	3433	3539	
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	0.92
Adj. Flow (vph)	432	0	120	0	0	0	0	626	620	666	1089	0
RTOR Reduction (vph)	0	56	89	0	0	0	0	0	264	0	0	0
Lane Group Flow (vph)	225	163	19	0	0	0	0	626	356	666	1089	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	14.3	14.3	14.3					32.4	32.4	21.3	57.7	
Effective Green, g (s)	14.3	14.3	14.3					32.4	32.4	21.3	57.7	
Actuated g/C Ratio	0.18	0.18	0.18					0.40	0.40	0.27	0.72	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	300	286	268					1433	641	914	2552	
v/s Ratio Prot	c0.13	0.10						0.18		c0.19	0.31	
v/s Ratio Perm			0.01						c0.22			
v/c Ratio	0.75	0.57	0.07					0.44	0.56	0.73	0.43	
Uniform Delay, d1	31.2	30.0	27.3					17.2	18.3	26.7	4.5	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.70	0.16	
Incremental Delay, d2	10.1	2.7	0.1					1.0	3.4	1.1	0.2	
Delay (s)	41.2	32.8	27.4					18.2	21.7	19.8	0.9	
Level of Service	D	C	C					B	C	B	A	
Approach Delay (s)		35.2			0.0			19.9			8.1	
Approach LOS		D			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

EPAP+PP MIT
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	1063	24	69	630	96	55	214	122	65	101	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1857		1770	1826		1770	1761		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1857		1770	1826		1770	1761		1770	1863	1583
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	0.92
Adj. Flow (vph)	150	1155	26	75	685	104	60	233	133	71	110	118
RTOR Reduction (vph)	0	0	0	0	4	0	0	14	0	0	0	104
Lane Group Flow (vph)	150	1181	0	75	785	0	60	352	0	71	110	14
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		4	7		8	3	
Permitted Phases												3
Actuated Green, G (s)	14.1	85.5		5.5	76.9		15.4	24.3		8.6	17.5	17.5
Effective Green, g (s)	14.1	85.5		5.5	76.9		15.4	24.3		8.6	17.5	17.5
Actuated g/C Ratio	0.10	0.60		0.04	0.54		0.11	0.17		0.06	0.12	0.12
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5		4.5	4.5	4.5
Lane Grp Cap (vph)	174	1111		68	982		190	299		106	228	193
v/s Ratio Prot	c0.08	c0.64		c0.04	0.43		0.03	c0.20		c0.04	0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.86	1.06		1.10	0.80		0.32	1.18		0.67	0.48	0.07
Uniform Delay, d1	63.4	28.7		68.7	26.8		58.9	59.3		65.8	58.5	55.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	32.6	45.3		140.1	5.3		1.7	108.9		17.6	2.8	0.3
Delay (s)	96.0	74.0		208.8	32.1		60.5	168.2		83.4	61.2	55.8
Level of Service	F	E		F	C		E	F		F	E	E
Approach Delay (s)		76.5			47.4			153.0			64.4	
Approach LOS		E			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	77.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	142.9	Sum of lost time (s)	19.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1044	27	4	592	21	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1135	29	4	643	23	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1164		1802	1149
vC1, stage 1 conf vol					1149	
vC2, stage 2 conf vol					652	
vCu, unblocked vol			1164		1802	1149
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		91	98
cM capacity (veh/h)			600		264	241

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	1164	648	23	4
Volume Left	0	4	23	0
Volume Right	29	0	0	4
cSH	1700	600	264	241
Volume to Capacity	0.68	0.01	0.09	0.02
Queue Length 95th (ft)	0	1	7	1
Control Delay (s)	0.0	0.2	19.9	20.2
Lane LOS		A	C	C
Approach Delay (s)	0.0	0.2	19.9	
Approach LOS			C	

Intersection Summary				
Average Delay			0.4	
Intersection Capacity Utilization			66.6%	ICU Level of Service C
Analysis Period (min)			15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	528	0	184	0	0	0	0	919	743	866	1033	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.91	0.95					0.95	1.00	0.97	0.95	
Frt	1.00	0.99	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1603	1504					3539	1583	3433	3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1603	1504					3539	1583	3433	3539	
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	0.92
Adj. Flow (vph)	574	0	200	0	0	0	0	999	808	941	1123	0
RTOR Reduction (vph)	0	46	131	0	0	0	0	0	210	0	0	0
Lane Group Flow (vph)	298	250	49	0	0	0	0	999	598	941	1123	0
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	16.0	16.0	16.0					38.2	38.2	33.8	76.0	
Effective Green, g (s)	16.0	16.0	16.0					38.2	38.2	33.8	76.0	
Actuated g/C Ratio	0.16	0.16	0.16					0.38	0.38	0.34	0.76	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	268	256	240					1351	604	1160	2689	
v/s Ratio Prot	c0.18	0.16						0.28		c0.27	0.32	
v/s Ratio Perm			0.03						c0.38			
v/c Ratio	1.11	0.98	0.20					0.74	0.99	0.81	0.42	
Uniform Delay, d1	42.0	41.8	36.5					26.6	30.7	30.2	4.2	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.92	0.58	
Incremental Delay, d2	88.4	49.0	0.4					3.7	34.2	1.6	0.2	
Delay (s)	130.4	90.8	36.9					30.3	64.9	29.3	2.6	
Level of Service	F	F	D					C	E	C	A	
Approach Delay (s)		93.5			0.0			45.8			14.8	
Approach LOS		F			A			D			B	

Intersection Summary				
HCM 2000 Control Delay		40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio		0.94		
Actuated Cycle Length (s)		100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization		122.0%	ICU Level of Service	H
Analysis Period (min)		15		
c Critical Lane Group				

Dixon Ranch
2: El Dorado Hills Blvd. & Green Valley Rd.

EPAP+PP MIT
AM Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	35	419	130	1134	39	140	129	335	196
v/c Ratio	0.69	0.44	0.70	1.02	0.35	0.53	0.68	0.94	0.43
Control Delay	121.5	23.8	77.9	59.7	70.8	56.0	76.7	88.8	9.7
Queue Delay	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0
Total Delay	121.5	23.8	77.9	90.1	70.8	56.0	76.7	88.8	9.7
Queue Length 50th (ft)	32	231	114	~1098	34	103	112	301	1
Queue Length 95th (ft)	#98	358	185	#1428	74	178	185	#506	70
Internal Link Dist (ft)		1935		786		1468		502	
Turn Bay Length (ft)	85		105		165				
Base Capacity (vph)	51	951	250	1113	211	343	238	357	460
Starvation Cap Reductn	0	0	0	92	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.44	0.52	1.11	0.18	0.41	0.54	0.94	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Dixon Ranch
19: Silva Valley Pkwy & EB US-50 Ramps

EPAP+PP MIT
AM Peak

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	225	219	108	626	620	666	1089
v/c Ratio	0.75	0.64	0.30	0.44	0.69	0.73	0.43
Control Delay	47.0	29.4	8.5	19.9	11.3	20.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	47.0	29.4	8.5	19.9	11.3	20.3	1.3
Queue Length 50th (ft)	110	73	0	120	59	98	1
Queue Length 95th (ft)	#204	151	42	187	#217	m101	m1
Internal Link Dist (ft)		797		881			399
Turn Bay Length (ft)							
Base Capacity (vph)	336	375	387	1431	904	1373	2550
Starvation Cap Reductn	0	0	0	0	0	0	816
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.58	0.28	0.44	0.69	0.49	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	150	1181	75	789	60	366	71	110	118
v/c Ratio	0.86	1.05	1.09	0.79	0.29	1.16	0.55	0.48	0.36
Control Delay	101.4	71.0	197.3	34.3	61.3	150.6	80.9	67.2	7.0
Queue Delay	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	71.0	197.3	36.5	61.3	150.6	80.9	67.2	7.0
Queue Length 50th (ft)	141	~1245	~81	602	51	~403	66	100	0
Queue Length 95th (ft)	#264	#1515	#191	799	100	#611	121	163	34
Internal Link Dist (ft)		1935		786		1468		502	
Turn Bay Length (ft)	85		105		165				
Base Capacity (vph)	185	1121	69	994	233	315	137	252	342
Starvation Cap Reductn	0	0	0	100	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	1.05	1.09	0.88	0.26	1.16	0.52	0.44	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	298	296	180	999	808	941	1123
v/c Ratio	1.11	0.98	0.49	0.74	0.99	0.81	0.42
Control Delay	128.8	82.7	13.7	32.0	50.0	29.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.8
Total Delay	128.8	82.7	13.7	32.0	50.0	29.8	3.4
Queue Length 50th (ft)	~229	172	13	285	344	281	77
Queue Length 95th (ft)	#402	#360	78	#438	#665	m236	m75
Internal Link Dist (ft)		797		881			399
Turn Bay Length (ft)							
Base Capacity (vph)	268	302	371	1350	814	1441	2689
Starvation Cap Reductn	0	0	0	0	0	102	1142
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.98	0.49	0.74	0.99	0.70	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	375	24	121	1108	69	47	84	45	147	330	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3507		1770	3508		1770	1765		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3507		1770	3508		1770	1765		1770	1863	1583
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	0.92
Adj. Flow (vph)	35	408	26	132	1204	75	51	91	49	160	359	236
RTOR Reduction (vph)	0	4	0	0	4	0	0	20	0	0	0	178
Lane Group Flow (vph)	35	430	0	132	1275	0	51	120	0	160	359	58
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	1.8	25.3		10.5	34.0		9.4	16.1		14.2	20.9	20.9
Effective Green, g (s)	1.8	25.3		10.5	34.0		9.4	16.1		14.2	20.9	20.9
Actuated g/C Ratio	0.02	0.30		0.12	0.40		0.11	0.19		0.17	0.25	0.25
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5		4.5	4.5	4.5
Lane Grp Cap (vph)	37	1042		218	1401		195	333		295	457	388
v/s Ratio Prot	0.02	0.12		c0.07	c0.36		0.03	0.07		c0.09	c0.19	
v/s Ratio Perm												0.04
v/c Ratio	0.95	0.41		0.61	0.91		0.26	0.36		0.54	0.79	0.15
Uniform Delay, d1	41.6	23.9		35.3	24.1		34.7	30.0		32.5	30.0	25.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	125.2	0.6		4.0	9.5		1.2	1.1		3.0	9.6	0.3
Delay (s)	166.8	24.5		39.3	33.6		35.9	31.2		35.5	39.6	25.4
Level of Service	F	C		D	C		D	C		D	D	C
Approach Delay (s)		35.1			34.1			32.4			34.3	
Approach LOS		D			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	85.1	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	73.1%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	448	16	7	940	29	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	487	17	8	1022	32	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			504		1533	496
vC1, stage 1 conf vol					496	
vC2, stage 2 conf vol					1037	
vCu, unblocked vol			504		1533	496
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		90	99
cM capacity (veh/h)			1060		307	574

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	504	1029	32	8
Volume Left	0	8	32	0
Volume Right	17	0	0	8
cSH	1700	1060	307	574
Volume to Capacity	0.30	0.01	0.10	0.01
Queue Length 95th (ft)	0	1	9	1
Control Delay (s)	0.0	0.2	18.1	11.4
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.2	16.8	
Approach LOS			C	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Dixon Ranch
7: Deer Valley Rd. & Green Valley Rd.

Cumulative+PP MIT
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	363	4	11	637	7	22	0	32	25	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.92			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	1860		1770	1860			1679			1673	
Flt Permitted	0.34	1.00		0.53	1.00			0.83			0.86	
Satd. Flow (perm)	640	1860		982	1860			1430			1456	
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	0.92
Adj. Flow (vph)	9	395	4	12	692	8	24	0	35	27	0	47
RTOR Reduction (vph)	0	0	0	0	1	0	0	31	0	0	42	0
Lane Group Flow (vph)	9	399	0	12	699	0	0	28	0	0	32	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.8	25.8		25.8	25.8			3.9			3.9	
Effective Green, g (s)	25.8	25.8		25.8	25.8			3.9			3.9	
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.10			0.10	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	437	1272		672	1272			147			150	
v/s Ratio Prot		0.21			c0.38							
v/s Ratio Perm	0.01			0.01				0.02			c0.02	
v/c Ratio	0.02	0.31		0.02	0.55			0.19			0.21	
Uniform Delay, d1	1.9	2.4		1.9	3.0			15.5			15.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.1		0.0	0.5			0.6			0.7	
Delay (s)	1.9	2.5		1.9	3.5			16.1			16.2	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		2.5			3.5			16.1			16.2	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	4.5	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.51			
Actuated Cycle Length (s)	37.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	45.6%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Dixon Ranch
24: Silva Valley Pkwy. & Appian Way

Cumulative+PP MIT
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1	103	198	2	130	31	341	66	44	404	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.91			0.95			0.98			0.99	
Flt Protected		0.99			0.97			1.00			1.00	
Satd. Flow (prot)		1662			1712			1818			1840	
Flt Permitted		0.85			0.77			0.95			0.93	
Satd. Flow (perm)		1437			1352			1729			1720	
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	0.92
Adj. Flow (vph)	47	1	112	215	2	141	34	371	72	48	439	29
RTOR Reduction (vph)	0	71	0	0	42	0	0	11	0	0	3	0
Lane Group Flow (vph)	0	89	0	0	316	0	0	466	0	0	513	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		15.3			15.3			18.0			18.0	
Effective Green, g (s)		15.3			15.3			18.0			18.0	
Actuated g/C Ratio		0.37			0.37			0.44			0.44	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		532			500			753			749	
v/s Ratio Prot												
v/s Ratio Perm		0.06			c0.23			0.27			c0.30	
v/c Ratio		0.17			0.63			0.62			0.68	
Uniform Delay, d1		8.7			10.7			9.0			9.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.2			2.6			1.5			2.6	
Delay (s)		8.9			13.3			10.5			12.0	
Level of Service		A			B			B			B	
Approach Delay (s)		8.9			13.3			10.5			12.0	
Approach LOS		A			B			B			B	

Intersection Summary				
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	41.3	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	67.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	1063	36	69	722	104	73	214	122	74	101	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3522		1770	3472		1770	1761		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3522		1770	3472		1770	1761		1770	1863	1583
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	0.92
Adj. Flow (vph)	150	1155	39	75	785	113	79	233	133	80	110	142
RTOR Reduction (vph)	0	2	0	0	11	0	0	21	0	0	0	112
Lane Group Flow (vph)	150	1192	0	75	887	0	79	345	0	80	110	30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												8
Actuated Green, G (s)	9.4	31.7		4.9	27.2		10.5	17.6		10.5	17.6	17.6
Effective Green, g (s)	9.4	31.7		4.9	27.2		10.5	17.6		10.5	17.6	17.6
Actuated g/C Ratio	0.11	0.38		0.06	0.32		0.13	0.21		0.13	0.21	0.21
Clearance Time (s)	3.5	6.0		3.5	6.0		4.0	4.0		5.5	5.5	5.5
Vehicle Extension (s)	2.5	5.0		2.5	5.0		4.5	4.5		4.5	4.5	4.5
Lane Grp Cap (vph)	198	1333		103	1128		222	370		222	391	332
v/s Ratio Prot	c0.08	c0.34		0.04	0.26		0.04	c0.20		c0.05	0.06	
v/s Ratio Perm												0.02
v/c Ratio	0.76	0.89		0.73	0.79		0.36	0.93		0.36	0.28	0.09
Uniform Delay, d1	36.0	24.4		38.7	25.6		33.5	32.5		33.5	27.7	26.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.5	8.6		21.2	4.3		1.7	30.5		1.7	0.7	0.2
Delay (s)	50.6	33.0		60.0	29.9		35.2	62.9		35.2	28.4	26.8
Level of Service	D	C		E	C		D	E		D	C	C
Approach Delay (s)		34.9			32.2			58.0			29.4	
Approach LOS		C			C			E			C	

Intersection Summary				
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	19.0	
Intersection Capacity Utilization	73.4%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1063	33	5	603	26	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1155	36	5	655	28	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1191		1840	1173
vC1, stage 1 conf vol					1173	
vC2, stage 2 conf vol					666	
vCu, unblocked vol			1191		1840	1173
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		89	98
cM capacity (veh/h)			586		257	234

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	1191	661	28	5
Volume Left	0	5	28	0
Volume Right	36	0	0	5
cSH	1700	586	257	234
Volume to Capacity	0.70	0.01	0.11	0.02
Queue Length 95th (ft)	0	1	9	2
Control Delay (s)	0.0	0.3	20.7	20.8
Lane LOS		A	C	C
Approach Delay (s)	0.0	0.3	20.7	
Approach LOS			C	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	771	26	39	486	8	18	2	23	10	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.93			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	1854		1770	1858			1693			1666	
Flt Permitted	0.46	1.00		0.28	1.00			1.00			1.00	
Satd. Flow (perm)	853	1854		524	1858			1729			1693	
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	0.92
Adj. Flow (vph)	55	838	28	42	528	9	20	2	25	11	0	23
RTOR Reduction (vph)	0	1	0	0	1	0	0	24	0	0	22	0
Lane Group Flow (vph)	55	865	0	42	536	0	0	23	0	0	12	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	32.1	32.1		32.1	32.1			2.4			2.4	
Effective Green, g (s)	32.1	32.1		32.1	32.1			2.4			2.4	
Actuated g/C Ratio	0.76	0.76		0.76	0.76			0.06			0.06	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	644	1400		395	1403			97			95	
v/s Ratio Prot		c0.47			0.29							
v/s Ratio Perm	0.06			0.08				c0.01			0.01	
v/c Ratio	0.09	0.62		0.11	0.38			0.24			0.13	
Uniform Delay, d1	1.4	2.4		1.4	1.8			19.2			19.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.8		0.1	0.2			1.3			0.6	
Delay (s)	1.4	3.2		1.5	2.0			20.5			19.7	
Level of Service	A	A		A	A			C			B	
Approach Delay (s)		3.1			1.9			20.5			19.7	
Approach LOS		A			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	3.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	42.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	5	48	82	2	83	111	489	141	115	325	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.91			0.93			0.97			0.99	
Flt Protected		0.99			0.98			0.99			0.99	
Satd. Flow (prot)		1675			1696			1801			1819	
Flt Permitted		0.90			0.84			0.86			0.73	
Satd. Flow (perm)		1524			1453			1567			1338	
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	0.92
Adj. Flow (vph)	23	5	52	89	2	90	121	532	153	125	353	45
RTOR Reduction (vph)	0	44	0	0	68	0	0	12	0	0	5	0
Lane Group Flow (vph)	0	36	0	0	113	0	0	794	0	0	518	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.7			7.7			31.9			31.9	
Effective Green, g (s)		7.7			7.7			31.9			31.9	
Actuated g/C Ratio		0.16			0.16			0.67			0.67	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		246			235			1050			896	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.08			c0.51			0.39	
v/c Ratio		0.15			0.48			0.76			0.58	
Uniform Delay, d1		17.1			18.1			5.3			4.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.3			1.6			3.2			0.9	
Delay (s)		17.4			19.7			8.4			5.1	
Level of Service		B			B			A			A	
Approach Delay (s)		17.4			19.7			8.4			5.1	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	47.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	35	434	132	1279	51	140	160	359	236
v/c Ratio	0.51	0.44	0.59	0.90	0.26	0.39	0.53	0.77	0.41
Control Delay	70.2	27.2	47.1	34.6	39.2	29.3	39.1	42.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	27.2	47.1	34.6	39.2	29.3	39.1	42.2	6.2
Queue Length 50th (ft)	19	98	69	348	26	55	82	183	0
Queue Length 95th (ft)	#69	160	131	#550	62	117	142	#295	55
Internal Link Dist (ft)		1935		786		1468		502	
Turn Bay Length (ft)	85		105		165				
Base Capacity (vph)	68	1016	287	1428	362	383	469	507	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.43	0.46	0.90	0.14	0.37	0.34	0.71	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	150	1194	75	898	79	366	80	110	142
v/c Ratio	0.76	0.89	0.73	0.79	0.36	0.94	0.36	0.28	0.31
Control Delay	61.9	35.2	78.0	31.7	37.9	65.5	37.9	30.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	35.2	78.0	31.7	37.9	65.5	37.9	30.7	5.9
Queue Length 50th (ft)	78	302	40	218	39	177	39	49	0
Queue Length 95th (ft)	#179	#464	#116	#312	80	#364	81	98	37
Internal Link Dist (ft)		1935		786		1468		502	
Turn Bay Length (ft)	85		105		165				
Base Capacity (vph)	201	1335	103	1139	360	390	466	501	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.89	0.73	0.79	0.22	0.94	0.17	0.22	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix J:

Traffic Signal Warrant Worksheets

Scenario Report

Scenario:	Existing AM
Command:	Default Command
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	23	0	6		0	0	0		0	286	13		6	560	0	
ApproachDel:	15.4				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=894]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	23	0	6		0	0	0		0	286	13		6	560	0	

Major Street Volume: 865
Minor Approach Volume: 29
Minor Approach Volume Threshold: 338

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Initial Vol:	0	0	0	0	0	0	292	0	0	566	0	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0
Initial Vol:	0	0	0	0	0	0	292	0	0	566	0	

Major Street Volume: 858
Minor Approach Volume: 0
Minor Approach Volume Threshold: 260

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	264	0	0	528	2
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=829]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	264	0	0	528	2

Major Street Volume: 800
Minor Approach Volume: 29
Minor Approach Volume Threshold: 279

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Initial Vol:	12	0	10	21	0	28	7	245	2	4	491	6
ApproachDel:	14.1			14.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=826]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=826]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Initial Vol:	12	0	10	21	0	28	7	245	2	4	491	6

Major Street Volume: 755
Minor Approach Volume: 49
Minor Approach Volume Threshold: 294

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	361	115		37	125	248		3	2	49	453		45	63		42
ApproachDel:	xxxxxx				xxxxxx				108.5				1236.8			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=15.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=504]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1543]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=51.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=150]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1543]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	361	115		37	125	248		3	2	49	453		45	63		42

Major Street Volume: 889
Minor Approach Volume: 504
Minor Approach Volume Threshold: 325

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	0	1! 0	0	0	0	1! 0	0
Initial Vol:	20	190		41	23	226		19	35		1	83	154		2	62
ApproachDel:	xxxxxx				xxxxxx				12.3				20.4			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=856]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=218]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=856]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	0	1! 0	0	0	0	1! 0	0
Initial Vol:	20	190		41	23	226		19	35		1	83	154		2	62

Major Street Volume: 519
Minor Approach Volume: 218
Minor Approach Volume Threshold: 394

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0		272		0		0		530		0	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0		272		0		0		530		0	

Major Street Volume: 802
Minor Approach Volume: 0
Minor Approach Volume Threshold: 278

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0		0	0	0		0	272	0		0	530	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0		0	0	0		0	272	0		0	530	0	

Major Street Volume: 802
Minor Approach Volume: 0
Minor Approach Volume Threshold: 469

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	Existing PM
Command:	Default Command
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Initial Vol:	21	0		4			0	0		0			0	641		27			4	357		0		
ApproachDel:	18.7						xxxxxx						xxxxxx						xxxxxx					

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1054]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	21		0		4	0		0		0	0	641			27	4	357			0

Major Street Volume: 1029
Minor Approach Volume: 25
Minor Approach Volume Threshold: 283

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	645			0	0	361			0
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	0	1	0 0	0	0	1	0 0
Initial Vol:	0	0	0	0	0	0	0	0	645	0	0	361	0			

Major Street Volume: 1006
Minor Approach Volume: 0
Minor Approach Volume Threshold: 218

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0	0	10	0	14		12	638	0		0	353	5	
ApproachDel:	xxxxxx				14.3				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1032]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	14		12	638	0		0	353	5	

Major Street Volume: 1008
Minor Approach Volume: 24
Minor Approach Volume Threshold: 217

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	8	1	11		7	0	14		45	592	18		16	339	7	
ApproachDel:	18.4				15.4				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1058]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1058]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	8	1	11	7	0	14	45	592	18	16	339	7

Major Street Volume: 1017
Minor Approach Volume: 21
Minor Approach Volume Threshold: 215

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0 0 1	0	1	0 0 1	0	0	0 0 1	0	0	0 1! 0	0
Initial Vol:	504	281	19	9	156	2	0	41	449	26	35	40
ApproachDel:	xxxxxx			xxxxxx			71.8			692.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=490]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1562]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=19.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=101]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1562]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	0	1 0	0	0	1!	0 0
Initial Vol:	504	281		19	9	156		2	0	41		449	26	35		40

Major Street Volume: 971
Minor Approach Volume: 490
Minor Approach Volume Threshold: 295

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	70	243		89	47	191		29	17		4	39	56		2	43
ApproachDel:	xxxxxx				xxxxxx				13.1				17.2			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=830]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=101]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=830]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Initial Vol:	70	243	89	47	191	29	17	4	39	56	2	43

Major Street Volume: 669
Minor Approach Volume: 101
Minor Approach Volume Threshold: 327

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0 0 1	0	0	0 0 0	0	0	1 0 0	0	0	1 0 0
Initial Vol:	0	0	0	0	0	0	0	648	0	0	358	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0	648		0			0	358		0		

Major Street Volume: 1006
Minor Approach Volume: 0
Minor Approach Volume Threshold: 218

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Initial Vol:	0		0		0		0		0		0		0	648		0			0	358		0		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 1	0	0 1	0	0 1! 0	0	1 0	0 1	0	1 0	0 1	0
Initial Vol:	0	0	0	0	0	0	0	648	0	0	358	0

Major Street Volume: 1006
Minor Approach Volume: 0
Minor Approach Volume Threshold: 372

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Existing+PP AM
Command:	Default Command
Volume:	Existing+PP AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	23		0		6	0		0		0	0		364		13	6		774		0
ApproachDel:	20.7					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1186]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	23		0		6	0		0		0	0		364		13	6		774		0

Major Street Volume: 1157
Minor Approach Volume: 29
Minor Approach Volume Threshold: 247

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	0	1	0 0	0	0	1	0 0
Initial Vol:	0	0	0	0	0	0	0	0	370	0	0	780	0			
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	0	1	0 0	0	0	1	0 0
Initial Vol:	0	0	0	0	0	0	0	0	370	0	0	780	0			

Major Street Volume: 1150
Minor Approach Volume: 0
Minor Approach Volume Threshold: 182

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	342	0	0	742	2
ApproachDel:	xxxxxx			16.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1121]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	342	0	0	742	2

Major Street Volume: 1092
Minor Approach Volume: 29
Minor Approach Volume Threshold: 196

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Initial Vol:	12	0	10	21	0	28	7	309	2	4	514	6
ApproachDel:	15.4			15.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=913]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=913]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Initial Vol:	12	0	10	21	0	28	7	309	2	4	514	6

Major Street Volume: 842
Minor Approach Volume: 49
Minor Approach Volume Threshold: 265

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	361	150		37	125	345		3	2	49	453		45	63		42
ApproachDel:	xxxxxx				xxxxxx				204.2				2415.6			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=28.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=504]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1675]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=100.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=150]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1675]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	361	150		37	125	345		3	2	49	453		45	63		42

Major Street Volume: 1021
Minor Approach Volume: 504
Minor Approach Volume Threshold: 278

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	20	195		41	23	240		19	35		1	83	154		2	62
ApproachDel:	xxxxxx				xxxxxx				12.5				21.2			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=875]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=218]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=875]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	20	195		41	23	240		19	35		1	83	154		2	62

Major Street Volume: 538
Minor Approach Volume: 218
Minor Approach Volume Threshold: 385

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	21		0	0	0		0	311	39		0	744	0	
ApproachDel:	10.2				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1115]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	21		0	0	0		0	311	39		0	744	0	

Major Street Volume: 1094
Minor Approach Volume: 21
Minor Approach Volume Threshold: 195

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	214	0	43		0	0	0		0	293	39		23	530	0	
ApproachDel:	33.6				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1142]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	214	0	43		0	0	0		0	293	39		23	530	0	

Major Street Volume: 885
Minor Approach Volume: 257
Minor Approach Volume Threshold: 427

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	Existing+PP PM
Command:	Default Command
Volume:	Existing+PP PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	21	0		4	0	0		0	0	875		27	4	496		0
ApproachDel:	28.9				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1427]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Initial Vol:	21		0		4		0		0		0		0	875		27			4	496		0		

Major Street Volume: 1402
Minor Approach Volume: 25
Minor Approach Volume Threshold: 186

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0	879		0			0	500		0		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	0	1	0 0	0	0	1	0 0
Initial Vol:	0	0	0	0	0	0	0	0	879	0	0	500	0			

Major Street Volume: 1379
Minor Approach Volume: 0
Minor Approach Volume Threshold: 134

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0	0	10	0	14		12	872	0	0	492	5		
ApproachDel:	xxxxxx				19.4				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1405]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	14		12	872	0		0	492	5	

Major Street Volume: 1381
Minor Approach Volume: 24
Minor Approach Volume Threshold: 133

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	8	1	11		7	0	14		45	633	18		16	409	7	
ApproachDel:	20.5				17.2				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1169]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1169]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	8	1	11	7	0	14	45	633	18	16	409	7

Major Street Volume: 1128
Minor Approach Volume: 21
Minor Approach Volume Threshold: 187

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0 0 1	0	1	0 0 1	0	0	0 0 1	0	0	0 1! 0	0
Initial Vol:	504	387	19	9	219	2	0	41	449	26	35	40
ApproachDel:	xxxxxx			xxxxxx			142.7			1475.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=19.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=490]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=41.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=101]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	0	0	1 0	0	0	1!	0 0
Initial Vol:	504	387		19	9	219		2	0	41	449		26	35		40

Major Street Volume: 1140
Minor Approach Volume: 490
Minor Approach Volume Threshold: 240

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	70	258		89	47	200		29	17		4	39	56		2	43
ApproachDel:	xxxxxx				xxxxxx				13.3				17.8			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=854]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=101]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=854]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	70	258		89	47	200		29	17		4	39	56		2	43

Major Street Volume: 693
Minor Approach Volume: 101
Minor Approach Volume Threshold: 317

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0		14	0	0		0	0	765		117	0	497		0
ApproachDel:	14.9				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1393]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	0	1	0		0	0	1	0	0	
Initial Vol:	0		0		14		0		0		0		0		765		117		0		497		0	

Major Street Volume: 1379
Minor Approach Volume: 14
Minor Approach Volume Threshold: 134

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Initial Vol:	139		0		28		0		0		0		0		662		117		70		358		0	
ApproachDel:	55.8						xxxxxx						xxxxxx						xxxxxx					

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1374]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	139	0	28		0	0	0		0	662	117		70	358	0	

Major Street Volume: 1207
Minor Approach Volume: 167
Minor Approach Volume Threshold: 293

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	EPAP AM
Command:	Default Command
Volume:	EPAP AM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	Yes / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	23		0		6	0		0		0		0	338		13		6	711		0
ApproachDel:	18.8					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1097]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	23		0		6	0		0		0		0	338		13		6	711		0

Major Street Volume: 1068
Minor Approach Volume: 29
Minor Approach Volume Threshold: 272

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	12	0	28	11	333	0	0	689	4
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1077]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	12	0	28	11	333	0	0	689	4

Major Street Volume: 1037
Minor Approach Volume: 40
Minor Approach Volume Threshold: 210

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	316	0	0	679	2
ApproachDel:	xxxxxx			15.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1032]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	316	0	0	679	2

Major Street Volume: 1003
Minor Approach Volume: 29
Minor Approach Volume Threshold: 219

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 0	1 0	1	0 0	1 0
Initial Vol:	12	0	32	21	0	28	7	286	2	11	614	6
ApproachDel:	13.7			17.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1019]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1019]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 0	1 0	1	0 0	1 0
Initial Vol:	12	0	32	21	0	28	7	286	2	11	614	6

Major Street Volume: 926
Minor Approach Volume: 49
Minor Approach Volume Threshold: 311

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	146		37	125	355		3	2	49	485		45	64		42
ApproachDel:	xxxxxx				xxxxxx				252.2				4768.4			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=37.5]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=536]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1760]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=200.0]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=151]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1760]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	146		37	125	355		3	2	49	485		45	64		42

Major Street Volume: 1073
Minor Approach Volume: 536
Minor Approach Volume Threshold: 344

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
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Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	20	236		56	44	285		19	35		1	83	198		2	130
ApproachDel:	xxxxxx				xxxxxx				14.9				49.5			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1109]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=330]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1109]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	20	236		56	44	285		19	35		1	83	198		2	130

Major Street Volume: 660
Minor Approach Volume: 330
Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0		313		0		0		653		0	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0		313		0		0		653		0	

Major Street Volume: 966
Minor Approach Volume: 0
Minor Approach Volume Threshold: 229

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 1	0	0 1	0	0 1! 0	0	1 0	0 1	0	1 0	0 1	0
Initial Vol:	0	0	0	0	0	0	0	313	0	0	653	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 1	0	0 1	0	0 1! 0	0	1 0	0 1	0	1 0	0 1	0
Initial Vol:	0	0	0	0	0	0	0	313	0	0	653	0

Major Street Volume: 966
Minor Approach Volume: 0
Minor Approach Volume Threshold: 389

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	EPAP PM
Command:	Default Command
Volume:	EPAP PM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	21	0		4	0	0		0	0	0		0 810	27	4		453 0
ApproachDel:	25.2				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1319]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	21	0	4		0	0	0		0	810	27		4	453	0	

Major Street Volume: 1294
Minor Approach Volume: 25
Minor Approach Volume Threshold: 211

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	783	0		0	438	12	
ApproachDel:	xxxxxx				15.9				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1291]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	783	0		0	438	12	

Major Street Volume: 1264
Minor Approach Volume: 27
Minor Approach Volume Threshold: 157

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	14		12	807	0		0	449	5	
ApproachDel:	xxxxxx				17.6				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1297]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	0
Initial Vol:	0	0	0	10	0	14	12	807	0	0	449	5

Major Street Volume: 1273
Minor Approach Volume: 24
Minor Approach Volume Threshold: 155

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0
Initial Vol:	8	1	23	7	0	14	45	730	18	39	416	7
ApproachDel:	21.4			20.4			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1308]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1308]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	8	1	23		7	0	14		45	730	18		39	416	7	

Major Street Volume: 1255
Minor Approach Volume: 32
Minor Approach Volume Threshold: 207

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1! 0	0
Initial Vol:	535	371		19	9	202		2	0	41	497		26	36	40	
ApproachDel:	xxxxxx				xxxxxx				176.1				2042.0			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=26.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=538]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1778]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=57.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=102]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1778]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	535	371		19	9	202		2	0	41		497	26	36		40

Major Street Volume: 1138
Minor Approach Volume: 538
Minor Approach Volume Threshold: 318

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	70	313		132	115	255		29	17		4	39	82		2	83
ApproachDel:	xxxxxx				xxxxxx				18.3				36.7			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1141]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1141]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	70	313		132	115	255		29	17		4	39	82		2	83

Major Street Volume: 914
Minor Approach Volume: 167
Minor Approach Volume Threshold: 243

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	778		0		0	435		0	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Initial Vol:	0		0		0		0		0		0		0	778		0			0	435		0		

Major Street Volume: 1213
Minor Approach Volume: 0
Minor Approach Volume Threshold: 168

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Initial Vol:	0		0		0		0		0		0		0	778		0			0	435		0		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0	0	0	0	0	0	0	778	0	0	0	435	0	

Major Street Volume: 1213
Minor Approach Volume: 0
Minor Approach Volume Threshold: 291

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	EPAP+PP AM
Command:	Default Command
Volume:	EPAP+PP AM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	Yes / Yes	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Initial Vol:	23	0	6	0	0	0	0	416	13	6	925	0
ApproachDel:	26.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1389]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Initial Vol:	23	0	6	0	0	0	0	416	13	6	925	0

Major Street Volume: 1360
Minor Approach Volume: 29
Minor Approach Volume Threshold: 196

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0		0	12	0		28	11	411		0	0	903		4
ApproachDel:	xxxxxx				21.4				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1369]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0		0	12	0		28	11	411		0	0	903		4

Major Street Volume: 1329
Minor Approach Volume: 40
Minor Approach Volume Threshold: 144

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	394	0	0	893	2
ApproachDel:	xxxxxx			19.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1324]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	8	0	21	6	394	0	0	893	2

Major Street Volume: 1295
Minor Approach Volume: 29
Minor Approach Volume Threshold: 150

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Initial Vol:	12	0	32	21	0	28	7	350	2	11	637	6
ApproachDel:	14.8			19.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1106]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1106]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Initial Vol:	12	0	32	21	0	28	7	350	2	11	637	6

Major Street Volume: 1013
Minor Approach Volume: 49
Minor Approach Volume Threshold: 280

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	156		37	125	383		3	2	49	485		45	64		42
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				6465.6			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=536]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1798]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=271.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=151]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1798]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	156		37	125	383		3	2	49	485		45	64		42

Major Street Volume: 1111
Minor Approach Volume: 536
Minor Approach Volume Threshold: 329

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	20	266		56	44	368		19	35		1	83	198		2	130
ApproachDel:	xxxxxx				xxxxxx				17.2				87.0			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1222]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=330]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1222]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	20	266		56	44	368		19	35		1	83	198		2	130

Major Street Volume: 773
Minor Approach Volume: 330
Minor Approach Volume Threshold: 288

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	21		0	0	0		0	352	39		0	867	0	
ApproachDel:	10.5				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1279]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	21		0	0	0		0	352	39		0	867	0	

Major Street Volume: 1258
Minor Approach Volume: 21
Minor Approach Volume Threshold: 158

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	214	0	43		0	0	0		0	334	39		23	653	0	
ApproachDel:	59.1				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1306]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	214	0	43		0	0	0		0	334	39		23	653	0	

Major Street Volume: 1049
Minor Approach Volume: 257
Minor Approach Volume Threshold: 354

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	EPAP+PP PM
Command:	Default Command
Volume:	EPAP+PP PM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	Yes / No	??? / ???

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Green Valley / Loch

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Initial Vol:	21	0		4			0	0		0			0	1044		27			4	592		0		
ApproachDel:		41.6						xxxxxx						xxxxxx						xxxxxx				

Approach[northbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=25]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1692]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	21	0	4		0	0	0		0	1044	27		4	592	0	

Major Street Volume: 1667
Minor Approach Volume: 25
Minor Approach Volume Threshold: 132 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	1017	0		0	577	12	
ApproachDel:	xxxxxx				21.9				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1664]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	1017	0		0	577	12	

Major Street Volume: 1637
Minor Approach Volume: 27
Minor Approach Volume Threshold: 88 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	14		12	1041	0		0	588	5	
ApproachDel:	xxxxxx				25.4				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1670]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	14		12	1041	0		0	588	5	

Major Street Volume: 1646
Minor Approach Volume: 24
Minor Approach Volume Threshold: 86 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	8	1	23		7	0	14		45	771	18		39	486	7	
ApproachDel:	24.1				23.4				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1419]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1419]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0		0	0 0 1! 0		0	1 0	0 1	0	1 0	0 1	0
Initial Vol:	8	1	23	7	0	14	45	771	18	39	486	7

Major Street Volume: 1366
Minor Approach Volume: 32
Minor Approach Volume Threshold: 177

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	1 0	0 0	1! 0	0
Initial Vol:	535	401	19	9	220	2	0	41	497	26	36	40
ApproachDel:	xxxxxx			xxxxxx			206.2			2659.9		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=30.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=538]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1826]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=75.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=102]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1826]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	535	401		19	9	220		2	0	41	497		26	36		40

Major Street Volume: 1186
Minor Approach Volume: 538
Minor Approach Volume Threshold: 301

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	70	404		132	115	309		29	17		4	39	82		2	83
ApproachDel:	xxxxxx				xxxxxx				22.1				59.5			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1286]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1286]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	70	404	132	115	309	29	17	4	39	82	2	83

Major Street Volume: 1059
Minor Approach Volume: 167
Minor Approach Volume Threshold: 204

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 0	1	0	0 0	0	0	0 1	0	0	0 1	0
Initial Vol:	0	0	14	0	0	0	0	895	117	0	574	0
ApproachDel:	16.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1600]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	14		0	0	0		0	895	117		0	574	0	

Major Street Volume: 1586
Minor Approach Volume: 14
Minor Approach Volume Threshold: 96 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	139	0	28		0	0	0		0	792	117		70	435	0	
ApproachDel:	115.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1581]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 1	0	0 1	0	0 1!	0	0	1 0	0 1	0	1 0	0 1
Initial Vol:	139	0	28	0	0	0	0	792	117	70	435	0

Major Street Volume: 1414
Minor Approach Volume: 167
Minor Approach Volume Threshold: 225

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	Cumulative AM
Command:	Default Command
Volume:	Cumulative AM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	Yes / Yes	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	29	0		7	0	0		0	0	370		16	7	726		0
ApproachDel:	20.5				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1155]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	29	0		7	0	0		0	0	370		16	7	726		0

Major Street Volume: 1119
Minor Approach Volume: 36
Minor Approach Volume Threshold: 257

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	28		11	377	0		0	733	4	
ApproachDel:	xxxxxx				17.2				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1165]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	28		11	377	0		0	733	4	

Major Street Volume: 1125
Minor Approach Volume: 40
Minor Approach Volume Threshold: 188

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	10	0	25	7	341	0	0	685	2
ApproachDel:	xxxxxx			15.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1070]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Vol:	0	0	0	10	0	25	7	341	0	0	685	2

Major Street Volume: 1035
Minor Approach Volume: 35
Minor Approach Volume Threshold: 210

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	22	0	32	25	0	43	8	299	4	11	614	7
ApproachDel:	16.6			18.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1065]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1065]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	22	0	32	25	0	43	8	299	4	11	614	7

Major Street Volume: 943
Minor Approach Volume: 68
Minor Approach Volume Threshold: 305

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	146		42	129	355		5	2	51		485	48	66		46
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				5967.6			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=538]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1782]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=265.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=160]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1782]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	146		42	129	355		5	2	51		485	48	66		46

Major Street Volume: 1084
Minor Approach Volume: 538
Minor Approach Volume Threshold: 339

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	31	311		66	44	321		27	43		1	103	198		2	130
ApproachDel:	xxxxxx				xxxxxx				18.7				118.3			

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=147]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1277]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=330]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1277]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	31	311		66	44	321		27	43		1	103	198		2	130

Major Street Volume: 800
Minor Approach Volume: 330
Minor Approach Volume Threshold: 279

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	0	0	338	0	0	716	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	0	0	338	0	0	716	0

Major Street Volume: 1054
Minor Approach Volume: 0
Minor Approach Volume Threshold: 205

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0		0	0	0		0	338	0		0	716	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0		0	0	0		0	338	0		0	716	0	

Major Street Volume: 1054
Minor Approach Volume: 0
Minor Approach Volume Threshold: 351

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	Cumulative PM
Command:	Default Command
Volume:	Cumulative PM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	No / No	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	No / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	26	0		5	0	0		0	0	829		33	5	464		0
ApproachDel:	27.0				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1362]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	26	0		5	0	0		0	0	829		33	5	464		0

Major Street Volume: 1331
Minor Approach Volume: 31
Minor Approach Volume Threshold: 202

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	835	0		0	467	12	
ApproachDel:	xxxxxx				16.9				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1372]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	835	0		0	467	12	

Major Street Volume: 1345
Minor Approach Volume: 27
Minor Approach Volume Threshold: 140

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	18		15	826	0		0	457	6	
ApproachDel:	xxxxxx				18.1				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1334]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	18		15	826	0		0	457	6	

Major Street Volume: 1304
Minor Approach Volume: 30
Minor Approach Volume Threshold: 149

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	18	2	23	10	0	21	51	730	26	39	416	8
ApproachDel:	29.2			21.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1344]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1344]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	18	2	23	10	0	21	51	730	26	39	416	8

Major Street Volume: 1270
Minor Approach Volume: 43
Minor Approach Volume Threshold: 202

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	535	371		24	9	202		2	0	41		497	28	36		43
ApproachDel:	xxxxxx				xxxxxx				178.2				2223.0			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=26.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=538]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1788]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=66.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=107]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1788]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	535	371		24	9	202		2	0	41		497	28	36		43

Major Street Volume: 1143
Minor Approach Volume: 538
Minor Approach Volume Threshold: 317

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	111	398	141	115	271	41	21	5	48	82	2	83
ApproachDel:	xxxxxx			xxxxxx			25.3			78.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1318]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1318]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	111	398	141	115	271	41	21	5	48	82	2	83

Major Street Volume: 1077
Minor Approach Volume: 167
Minor Approach Volume Threshold: 200

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	807	0	0	484	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	807	0	0	484	0

Major Street Volume: 1291
Minor Approach Volume: 0
Minor Approach Volume Threshold: 151

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0		0	0	0		0	807	0		0	484	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	0	0	0		0	0	0		0	807	0		0	484	0	

Major Street Volume: 1291
Minor Approach Volume: 0
Minor Approach Volume Threshold: 264

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	Cumulative+PP AM
Command:	Default Command
Volume:	Cumulative+PP AM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	Yes / Yes	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	Yes / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	29	0		7	0	0		0	0	448		16	7	940		0
ApproachDel:	29.4				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1447]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Initial Vol:	29	0		7	0	0		0	0	448		16	7	940		0

Major Street Volume: 1411
Minor Approach Volume: 36
Minor Approach Volume Threshold: 184

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	28		11	455	0		0	947	4	
ApproachDel:	xxxxxx				23.2				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1457]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	28		11	455	0		0	947	4	

Major Street Volume: 1417
Minor Approach Volume: 40
Minor Approach Volume Threshold: 126

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	25		7	419	0		0	899	2	
ApproachDel:	xxxxxx				20.7				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1362]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		10	0	25		7	419	0		0	899	2	

Major Street Volume: 1327
Minor Approach Volume: 35
Minor Approach Volume Threshold: 144

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	22	0	32	25	0	43	8	363	4	11	637	7
ApproachDel:	18.4			19.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1152]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1152]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	22	0	32	25	0	43	8	363	4	11	637	7

Major Street Volume: 1030
Minor Approach Volume: 68
Minor Approach Volume Threshold: 275

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	156		42	129	383		5	2	51		485	48	66		46
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				8545.8			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=538]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1820]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=379.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=160]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1820]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	407	156		42	129	383		5	2	51		485	48	66		46

Major Street Volume: 1122
Minor Approach Volume: 538
Minor Approach Volume Threshold: 325

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	31	341	66	44	404	27	43	1	103	198	2	130
ApproachDel:	xxxxxx			xxxxxx			22.5			201.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=147]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1390]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=18.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=330]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1390]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	31	341	66	44	404	27	43	1	103	198	2	130

Major Street Volume: 913
Minor Approach Volume: 330
Minor Approach Volume Threshold: 244

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	21		0	0	0		0	377	39		0	930	0	
ApproachDel:	10.7				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1367]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	21		0	0	0		0	377	39		0	930	0	

Major Street Volume: 1346
Minor Approach Volume: 21
Minor Approach Volume Threshold: 140

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	214		0	43	0		0	0	0	359		39	23	716		0
ApproachDel:	84.3				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1394]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	214		0	43	0		0	0	0	359		39	23	716		0

Major Street Volume: 1137
Minor Approach Volume: 257
Minor Approach Volume Threshold: 319

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Scenario Report

Scenario:	Cumulative+PP PM
Command:	Default Command
Volume:	Cumulative+PP PM
Geometry:	EPAP and on
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 4 Green Valley / Loch	No / No	??? / ???
# 5 Green Valley / Wilson Connector	No / No	??? / ???
# 6 Green Valley / Malcom Dixon	No / No	??? / ???
# 7 Green Valley @ Deer Valley	No / No	??? / ???
# 12 El Dorado Hills @ Francisco Dr.	Yes / Yes	??? / ???
# 24 Silva Valley @ Appian Way	Yes / Yes	??? / ???
# 25 Green Valley Rd / Site Dwy RIRO	No / No	??? / ???
# 26 Green Valley @ Site Dwy Full	Yes / No	??? / ???

Peak Hour Delay Signal Warrant Report

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Initial Vol:	26	0	5	0	0	0	0	1063	33	5	603	0
ApproachDel:	46.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1735]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Green Valley / Loch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Initial Vol:	26	0	5	0	0	0	0	1063	33	5	603	0

Major Street Volume: 1704
Minor Approach Volume: 31
Minor Approach Volume Threshold: 125 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	1069	0		0	606	12	
ApproachDel:	xxxxxx				23.8				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1745]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Green Valley / Wilson Connector

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		8	0	19		31	1069	0		0	606	12	

Major Street Volume: 1718
Minor Approach Volume: 27
Minor Approach Volume Threshold: 75 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	18		15	1060	0		0	596	6	
ApproachDel:	xxxxxx				26.5				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1707]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Green Valley / Malcom Dixon

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Initial Vol:	0	0	0		12	0	18		15	1060	0		0	596	6	

Major Street Volume: 1677
Minor Approach Volume: 30
Minor Approach Volume Threshold: 82 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	18	2	23	10	0	21	51	771	26	39	486	8
ApproachDel:	34.5			24.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1455]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1455]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Green Valley @ Deer Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0 1	0	1	0 0 1	0
Initial Vol:	18	2	23	10	0	21	51	771	26	39	486	8

Major Street Volume: 1381
Minor Approach Volume: 43
Minor Approach Volume Threshold: 174

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	535	401		24	9	220		2	0	41		497	28	36		43
ApproachDel:	xxxxxx				xxxxxx				208.5				2902.1			

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=31.2]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=538]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1836]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=86.3]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=107]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1836]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 El Dorado Hills @ Francisco Dr.

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	1 0	0	0	1!	0 0
Initial Vol:	535	401		24	9	220		2	0	41		497	28	36		43

Major Street Volume: 1191
Minor Approach Volume: 538
Minor Approach Volume Threshold: 299

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	111	489	141	115	325	41	21	5	48	82	2	83
ApproachDel:	xxxxxx			xxxxxx			33.0			148.8		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1463]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=167]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1463]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Silva Valley @ Appian Way

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Initial Vol:	111	489	141	115	325	41	21	5	48	82	2	83

Major Street Volume: 1222
Minor Approach Volume: 167
Minor Approach Volume Threshold: 166

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	14		0	0	0		0	924	117		0	623	0	
ApproachDel:	17.4				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1678]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Green Valley Rd / Site Dwy RIRO

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	0	1 0	0	0	1	0 0
Initial Vol:	0	0	14		0	0	0		0	924	117		0	623	0	

Major Street Volume: 1664
Minor Approach Volume: 14
Minor Approach Volume Threshold: 84 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Delay Signal Warrant Report

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	139	0	28		0	0	0		0	821	117		70	484	0	
ApproachDel:	152.9				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.1]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=167]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1659]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #26 Green Valley @ Site Dwy Full

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Initial Vol:	139	0	28		0	0	0		0	821	117		70	484	0	

Major Street Volume: 1492
Minor Approach Volume: 167
Minor Approach Volume Threshold: 202

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.