Village Farms Davis

Local Transportation Analysis

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The City of Davis

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1. Introduction

This document presents an analysis of the potential effects of the proposed Village Farms Davis project with respect to peak hour traffic operations, vehicle delay, and level of service (LOS) on roadway facilities within the vicinity of the project site.

Analysis Scenarios

The following scenarios are analyzed in this study:

- **Existing Conditions –** Establishes the existing setting, which is used to measure project-specific transportation effects.
- **Existing Plus Project Conditions –** Adds changes to travel demand resulting from buildout of the proposed project to existing conditions.
- **Cumulative Conditions –** Represents cumulative travel demand based on reasonably foreseeable local and regional land use and transportation system changes, plus the buildout of the proposed project.

Evaluations of peak hour traffic operations are performed for each of these scenarios. **Appendices A, B, and C**, respectively, provide a variety of technical calculations for the three scenarios listed above. **Appendix A** also includes the traffic counts.

2. Analysis Methodology

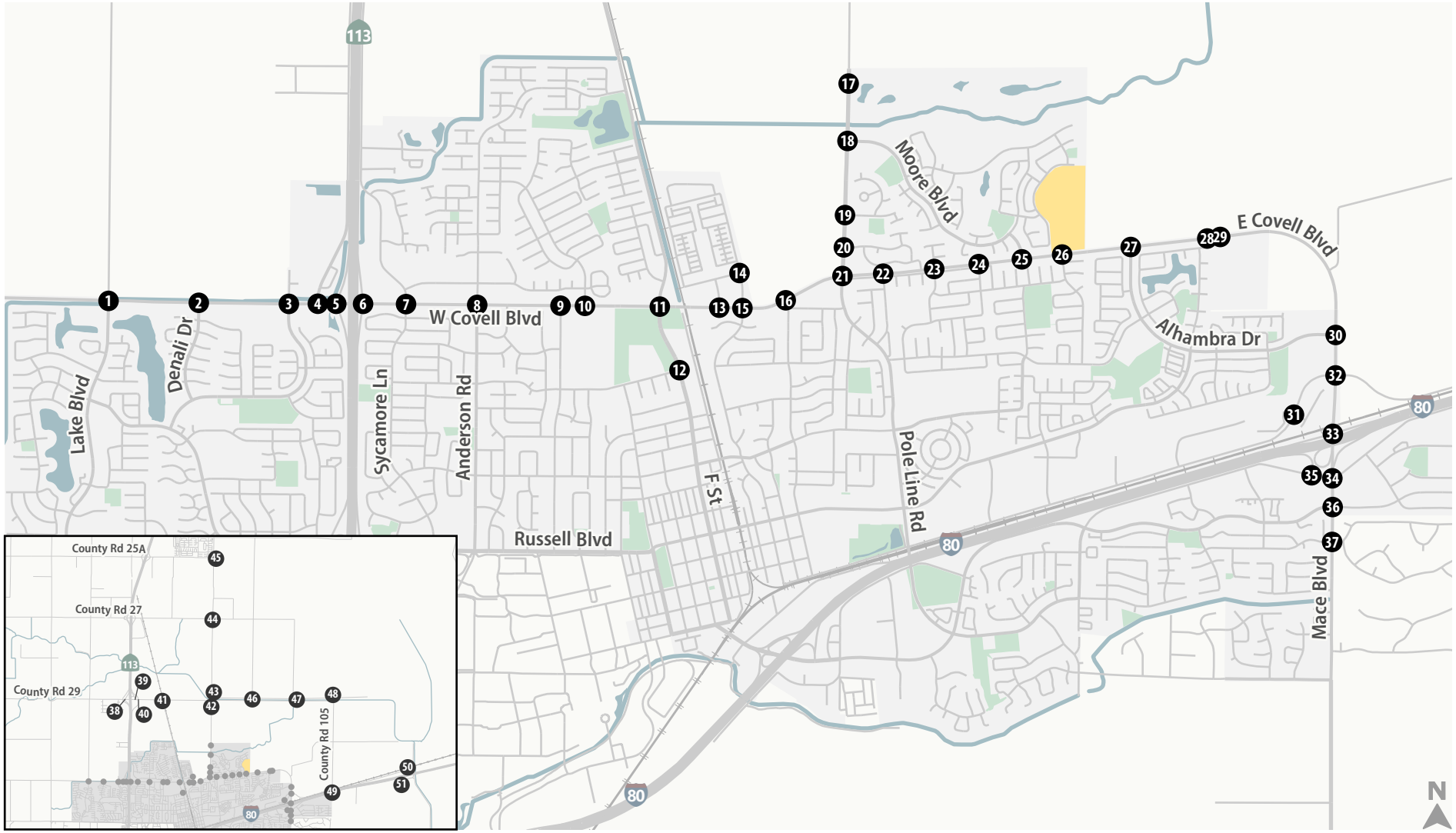
This section describes the methods utilized to analyze roadway traffic operations.

Analysis Locations

Figure 1 displays the locations of the study intersections, which were selected in consultation with City of Davis staff and based on the project's expected travel characteristics (i.e., project location and amount of project trips) as well as facilities susceptible to being affected by the project. This analysis includes the following study intersections:

1. West Covell Boulevard/Lake Boulevard
2. West Covell Boulevard/Denali Drive
3. West Covell Boulevard/Shasta Drive
4. West Covell Boulevard/John Jones Road
5. West Covell Boulevard/SR 113 SB Ramps
6. West Covell Boulevard/SR 113 NB Ramps
7. West Covell Boulevard/Sycamore Lane
8. West Covell Boulevard/Anderson Road
9. West Covell Boulevard/Oak Avenue
10. West Covell Boulevard/Catalina Drive
11. East Covell Boulevard/F Street
12. F Street/East Fourteenth Street
13. East Covell Boulevard/Market Avenue
14. Cannery Avenue/Cannery Loop
15. East Covell Boulevard/J Street/Cannery Avenue
16. East Covell Boulevard/L Street
17. Pole Line Road/Village Farms Road North (Future Intersection)
18. Pole Line Road/Moore Boulevard
19. Pole Line Road/Donner Avenue
20. Pole Line Road/Picasso Avenue
21. East Covell Boulevard/Pole Line Road
22. East Covell Boulevard/Birch Lane
23. East Covell Boulevard/Baywood Lane
24. East Covell Boulevard/Manzanita Lane
25. East Covell Boulevard/Wright Boulevard

26. East Covell Boulevard/Monarch Lane
27. East Covell Boulevard/Alhambra Drive
28. East Covell Boulevard/Shriner's Property Road East (Future Intersection)
29. East Covell Boulevard/Harper Junior High School
30. Mace Boulevard/Alhambra Drive
31. Second Street/Fermi Place/Target Driveway
32. Mace Boulevard/Second Street/County Road 32A
33. Mace Boulevard/I-80 WB Ramps
34. Mace Boulevard/Chiles Road
35. Chiles Road/I-80 EB Ramp
36. Mace Boulevard/Cowell Boulevard
37. Mace Boulevard/North El Macero Drive
38. County Road 29/SR 113 SB Ramps
39. County Road 29/SR 113 NB Ramps
40. County Road 29/County Road 100A
41. County Road 29/County Road 101A
42. County Road 102/County Road 29
43. County Road 102/County Road 28H
44. County Road 102/County Road 27
45. County Road 102/County Road 25A
46. County Road 28H/County Road 103
47. County Road 28H/Yolo County Landfill Driveway
48. County Road 28H/County Road 105
49. County Road 105/County Road 32A
50. County Road 32A/I-80 WB Ramps
51. County Road 32B/Chiles Road/I-80 EB Ramps



● Study Intersections

Project Site

Figure 1

Study Intersections

Roadway System Operations

This study analyzes roadway operating conditions using intersection LOS as a primary measure of operational performance. Motorized vehicle LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort and convenience associated with driving. Typical factors that affect motorized vehicle LOS include speed, travel time, traffic interruptions, and freedom to maneuver. Empirical LOS criteria and methods of calculation have been documented in the *Highway Capacity Manual, 7th Edition* (HCM) published by the Transportation Research Board of the National Academies of Science (Transportation Research Board, 2022). The HCM defines six levels of service ranging from LOS A (representing free-flow vehicular traffic conditions with little to no congestion) to LOS F (oversaturated conditions where traffic demand exceeds capacity resulting in long queues and delays). The LOS definitions and calculations contained in the HCM are the prevailing measurement standard used throughout the United States and are used in this study. Motorized vehicle LOS definitions for signalized and unsignalized intersection are discussed on the following pages.

Study Intersections

The LOS at signalized intersections is based on the average control delay (i.e., delay resulting from initial deceleration, queue move-up time, time stopped on an intersection approach, and final acceleration) experienced per vehicle traveling through the intersection. **Table 1** summarizes the relationship between delay and LOS for signalized intersections.

Table 1: Signalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay[1]
A	Volume-to-capacity ratio is low and either progression is exceptionally favorable or cycle length is very short.	≤ 10
B	Volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10 to 20
C	Progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 to 35
D	Volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35 to 55
E	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>55 to 80
F	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80

Note: [1] Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A).
Source: *Highway Capacity Manual, 7th Edition,* Transportation Research Board, 2022.

Similar to signalized intersections, the HCM 7th Edition methodology for stop-controlled intersections reports the LOS based on the control delay experienced by motorists traveling through the intersection. As shown in **Table 2**, the delay ranges for stop-controlled intersections are lower than for signalized intersections. The HCM anticipates that motorists expect signalized intersections to carry higher traffic volume that results in greater delay than a stop-controlled intersection. Stop controls are associated with more uncertainty as delays are less predictable, which can reduce users' delay tolerance.

Table 2: Stop-Controlled Intersection LOS Criteria

Level of Service	Average Control Delay[1]
A	≤ 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	>50

Note: [1] Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A).
Source: *Highway Capacity Manual, 7th Edition,* Transportation Research Board, 2022.

As described in Chapter 21 of the HCM 7th Edition, the LOS for all-way stop controlled intersections is based on the average control delay for the entire intersection. For side-street stop-controlled intersections, the LOS is determined separately for each minor-street movement (or shared movement) and may also be basis on major-street left-turn movements, per Chapter 20 of the HCM 7th Edition. However, in previous City of Davis traffic studies, the LOS for side-street stop-controlled intersections was based on the average control delay for the intersection as a whole.

To be consistent with both the HCM 7th Edition and recent City of Davis studies, this analysis documents the LOS for side-street stop-controlled intersections in two forms:

- Intersection LOS: based on the weighted average of the control delay experienced by each movement of the intersection. Note that this is not a recognized LOS metric for side-street stop-controlled intersections per the HCM 7th Edition. However, the City of Davis has previously expressed side-street stop-controlled intersection delay using this measure for informational purposes.
- Worst-case LOS: based on the movement (or shared movement) with the greatest control delay at the intersection, which may consist of minor-street stop-controlled movements or major street left-turns.

Note that the term LOS only applies to intersection delay as measured per the HCM 7th Edition. Other forms of assessing intersection delay are acceptable but they should not be associated with a LOS term that was only intended for the specific HCM measurement.

Use of Micro-Simulation Traffic Operations Analysis

This study analyzes study intersections 1 through 37 and 50 through 51 using Trafficware's SimTraffic 11 micro-simulation software and study intersections 38 through 49 using Synchro 11. SimTraffic was used to account for the effects of turn-pocket overflows, vehicle queuing interactions between adjacent intersections, freeway ramp meters, and interactions between vehicles, bicyclists, and pedestrians. It captures the nature of driver behavior and models the interaction between vehicles in a study network. SimTraffic better accounts for the effects of turn-pocket queue overflows, queue blocking, queue interactions between adjacent intersections, and pedestrian crossing interactions when compared to conventional, deterministic analysis methods, such as those outlined in the HCM and applied in Synchro 11. The SimTraffic model was calibrated and validated to existing conditions based on travel time data, peak hour volumes, and observed maximum queue lengths.

Because micro-simulation models rely on the random arrival of vehicles into the network, multiple runs are needed to provide a reasonable level of statistical accuracy and validity. The SimTraffic models were

run up to thirty times (each using a different random seed number) and ten of those runs were selected and averaged to determine final model outputs. Selected runs were screened to exclude outliers that under- or over-emphasized delay compared to observed conditions.

Travel Demand Forecasting

For the purposes of forecasting traffic volumes for the study intersections, the local UC Davis/City of Davis travel demand model was utilized. The model was developed in close coordination with the City of Davis and UC Davis in order to incorporate planned land use and transportation system changes both within the City and its sphere of influence and on the UC Davis campus. The coordination effort included the following elements of model development:

- **TAZ system –** The traffic analysis zone (TAZ) development included review by City and UC Davis staff to ensure sufficient detail for both existing and new growth areas.
- **Land use inputs –** Inputs were initially obtained from the SACOG 2012 parcel database used in developing regional model inputs for the 2016 SACOG MTP/SCS. These inputs were reviewed for each TAZ with City and UC Davis staff to develop a complete inventory representing 2016 conditions, which is the model's original base year. For the purposes of this study, the base year model land use inputs were updated to Fall 2023 conditions, which coincides with the timing of the traffic counts conducted for this study.

  For the model's original future years of 2030 and 2036, land use forecasts were based on future land use changes throughout the region projected in the 2016 SACOG MTP/SCS. The land use forecasts were refined based on input from City staff and UC Davis staff according to planned City of Davis General Plan growth, planned UC Davis 2018 Long Range Development Plan (LRDP) growth, approved development projects, pipeline development projects, and other reasonably foreseeable land development activities. For the purposes of this study, the 2036 land use inputs were modified in consultation with City staff to create a cumulative scenario that captures reasonably foreseeable future land development activity that could affect traffic operations at the study intersections. Major cumulative land use projects included in this study include the UC Davis 2018 LRDP, the Downtown Davis Specific Plan, the Bretton Woods project (formerly known as the West Davis Active Adult Community project), The Promenade project (formerly known as the Nishi project), the DiSC 2022 project, the Village Farms Davis project, the Palomino Place project, the Shriners Property project, the buildout of the remainder commercial parcels at The Cannery, the Chiles Ranch Subdivision project, and the Sutter Davis Hospital Expansion.
- **Roadway network inputs –** The local model roadway network was developed from GIS data representing local, collector, arterial, and freeway functional classifications. Input data included

the number of travel lanes and free-flow travel speeds based on the previous UC Davis/City of Davis Local Model developed for the 2003 LRDP update, plus new data from field observations and Google Maps imagery. Capacity inputs for each roadway classification were estimated from reference documents including the HCM 6th Edition and the *Travel Demand Forecasting: Parameters and Techniques, National Cooperative Highway Research Program, Report 716*, (Transportation Research Board, 2012). Changes to the roadway networks for future year scenarios were provided by City and UC Davis staff as noted above.

- **Vehicle trip rates –** The vehicle trip rates were derived from a variety of sources including the UC Davis Campus Travel Survey, the California Household Travel Survey, local residential trip generation estimates based on observed traffic counts, and the Trip Generation Manual, 10th Edition (Institute of Transportation Engineers, 2017). The rates were estimated for the following trip purposes.
    - Home-Based Work (HBW): trips between a residence and a workplace
    - Home-Based Shop (HBS): trips between a residence and a retail destination
    - Home-Based School (HBK): trips between a residence and a school (K-12)
    - Home-Based Other (HBO): trips between a residence and any other destination
    - Non-Home-Based (OO): trips that do not begin or end at a residence, such as traveling from a workplace to a restaurant, or from a retail store to a bank
    - College (COLL): trips to and from a Community College
    - UC Davis (UCD): trips to and from UC Davis
    - Highway Commercial (HC): trips to and from highway commercial destinations
- **Vehicle trip lengths and external trip patterns –** The vehicle trip lengths and the proportion of vehicle trips that occur exclusively within the model area versus those that have origins or destinations external to the model area were obtained from the UC Davis Campus Travel Survey, the California Household Travel Survey, and the American Community Survey. This information was extracted for each trip purpose above. Trips traveling through the model area without stopping such as those on I-80, were estimated from the regional SACOG SACSIM model developed for the 2016 SACOG MTP/SCS and the 2020 SACOG MTP/SCS.
- **Trip assignment –** Trip assignment relies on conventional algorithms that assign trips between origin and destination zones based on travel times that reflect the influence of roadway capacity and speeds. A unique aspect of the assignment process is that UC Davis generated trips had to be associated with parking areas on and off-campus since that is where trips start and end. These

parking areas were mapped in collaboration with UC Davis staff and iterative testing of the assignment results was used to refine the association.

The UC Davis/City of Davis travel demand model was applied to generate study intersection traffic volume forecast inputs for the cumulative analysis scenario described above, as well as to inform the distribution and assignment of project trips under the "plus project" analysis scenarios. Separate model runs were performed for each scenario and the model-produced volume forecasts were extracted for final adjustments to account for differences between the model's base year volume estimates and observed traffic counts. The adjustment involves isolating the incremental change in volume between the base year model and the future year analysis scenario and adding that difference to the baseline traffic counts. This adjustment process helps to minimize potential errors in the model's base year estimates and is based on the methodology contained in *Analytical Travel Forecasting Approaches for Project-Level Planning and Design, National Cooperative Highway Research Program (NCHRP) Report 765* (Transportation Research Board, 2014).

Roadway Operations Performance Criteria

The following criteria are used to identify operational deficiencies based on the traffic operations analysis.

City of Davis

Per the City of Davis General Plan Transportation Element, LOS E is the minimum acceptable LOS for the majority of intersections within the City, and for each City-operated study intersection in the study area. LOS F is acceptable for other areas (e.g., Downtown Davis and the Richards Boulevard corridor) as established in the General Plan and contingent on approval by the City Council. For the purposes of this analysis, adverse effects to City of Davis roadway operations are defined when the addition of project traffic would cause any of the following:

- For signalized intersections, cause overall intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F);
- For signalized intersections, exacerbate unacceptable (LOS F) operations by increasing an intersection's average delay by five seconds or more;
- For unsignalized intersections, cause the worst-case movement (or average of all movements for all-way stop-controlled intersections) to worsen from an acceptable level (LOS E or better) to an unacceptable level (LOS F) and meet the peak hour signal warrant;
- For unsignalized intersections that operate unacceptably (LOS F) and meet the peak hour signal warrant without the project, worsen operations by increasing the overall intersection's volume served by more than one percent; or

- For unsignalized intersections that operate unacceptably but do not meet the peak hour signal warrant without the project, add sufficient volume to meet the warrant.

Yolo County

Per the Yolo County General Plan and the Yolo County Transportation Impact Study Guidelines, LOS C is the minimum acceptable LOS in the unincorporated county, except as specified on designated roadways. LOS D is the minimum acceptable LOS for County Road 32A and County Road 102. For the purposes of this analysis, adverse effects to Yolo County roadway operations are defined when the addition of project traffic would cause any of the following:

- For intersections in the unincorporated county with the exceptions noted below, cause peak hour intersection operations to deteriorate from an acceptable level (LOS C) to an unacceptable level (LOS D or worse);
- For intersections on County Road 32A and County Road 102, cause peak hour intersection operations to deteriorate from an acceptable level (LOS D) to an unacceptable level (LOS E or worse);
- An intersection operates unacceptably under a no project scenario and the project adds 10 or more peak hour trips; or
- The addition of project traffic causes an all-way stop-controlled or side street stop-controlled intersection to meet MUTCD signal warrant criteria.

Caltrans

Caltrans' Local Development – Intergovernmental Review Program (LD-IGR) provides guidance on the evaluation of traffic effects on State highway facilities. In light of Senate Bill 743 and related changes to the CEQA Guidelines, Caltrans has announced in its *Caltrans Draft VMT-Focused Transportation Impact Study Guide (Caltrans, February 2020)* that it will use VMT as the CEQA transportation impact metric for projects on the State highway system and has indicated it will rely on the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* when preparing LD-IGR comments on local agency land use projects.

To analyze potential LOS impacts to the State highway system, this study utilizes the performance expectations established in the Caltrans District 3 Interstate 80 Transportation Concept Report (TCR) (2017) and the State Route 113 TCR (2014). According to the I-80 TCR, the horizon year LOS for I-80 within the study area (including ramp terminal intersections) is LOS F. Therefore, LOS F is considered the design operating goal on the I-80 mainline and at I-80 ramp terminal intersections within the study area. The SR 113 TCR identifies a concept LOS E for SR 113 between I-80 and I-5. Therefore, LOS E is considered



the design operating goal on the SR 113 mainline and at SR 113 ramp terminal intersection within the study area.

For the purposes of this analysis, adverse effects to Caltrans roadway operations are defined when the addition of project traffic would cause any of the following:

- For signalized intersections, cause overall intersection operations to deteriorate from an acceptable level (LOS F for I-80 and LOS E or better for SR 113) to an unacceptable level;
- For signalized intersections, exacerbate unacceptable operations by increasing an intersection's average delay by five seconds or more;
- For unsignalized intersections, cause the worst-case movement (or average of all movements for all-way stop-controlled intersections) to worsen from an acceptable level to an unacceptable level and meet the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour signal warrant;
- For unsignalized intersections that operate unacceptably and meet the peak hour signal warrant without the project, worsen operations by increasing the overall intersection's volume by more than one percent;
- For unsignalized intersections that operate unacceptably but do not meet the peak hour signal warrant without the project, add sufficient volume to meet the warrant; or
- Causes off-ramp queues to spill onto freeway mainline.

3. Existing Conditions

Roadway System

Vehicular access to the project site is provided via East Covell Boulevard, Pole Line Road, and Cannery Loop. Other key roadways that would accommodate project-generated vehicular traffic include J Street, L Street, Mace Boulevard, State Route 113 (SR 113), and Interstate 80 (I-80).

East Covell Boulevard is a four-lane east-west major arterial that traverses the City of Davis. To the west, East Covell Boulevard connects to Pole Line Road, F Street, Anderson Road, State Route 113 (SR 113), and points west. To the east, East Covell Boulevard transitions into Mace Boulevard at the Mace Curve. East Covell Boulevard borders the south edge of the project site. Within the vicinity of the project site, East Covell Boulevard has a posted speed limit of 35 miles per hour (mph).

Pole Line Road is a two-lane north-south road that connects East Davis and South Davis across I-80. Pole Line Road is a major arterial and minor arterial north and south of East Covell Boulevard, respectively. Pole Line Road transitions into Lillard Drive south of I-80 and County Road 102 north of the city limits. County Road 102 continues north to the City of Woodland and Interstate 5 (I-5). Pole Line Road borders the east edge of the project site. Pole Line Road has a posted speed limit of 45 mph north of Moore Boulevard, 40 mph between Moore Boulevard and East Covell Boulevard, and 25 mph between East Covell Boulevard and Eighth Street.

Cannery Avenue is a two-lane local road that serves the residential community at the Cannery. It borders the project site and will provide access to the western part of the project at the Cannery Avenue/ Cannery Loop roundabout. It has a posted speed limit of 25 mph. South of East Covell Boulevard, Cannery Avenue transitions to J Street.

F Street is a two-lane north-south minor arterial located with a speed limit of 25 mph south of East Covell Boulevard and 35 mph north of East Covell Boulevard. F Street provides access between North Davis, Community Park, Little League Park, and Downtown Davis. North of the city limits, F Street transitions into County Road 101A.

J Street is a two-lane north-south collector that extends between East Covell Boulevard and Second Street. Near the project site, the posted speed limit is 30 mph. J Street transitions into Cannery Avenue north of East Covell Boulevard.

L Street is a two-lane north-south collector that extends between East Covell Boulevard to Second Street. Within the vicinity of the project site, L Street has a posted speed limit of 25 mph.

Moore Boulevard is a two-lane minor arterial that extends east-west between Pole Line Road and Rockwell Street in the Wildhorse neighborhood. Moore Boulevard has a posted speed limit of 25 mph.

Donner Avenue is a two-lane collector that extends east-west between Pole Line Road and Cassatt Street in the Green Meadows neighborhood. Donner Avenue has a posted speed limit of 25 mph.

Picasso Avenue is a two-lane local road that runs east-west between Pole Line Road and Renoir Avenue in the Green Meadows neighborhoods. Picasso Avenue has a posted speed limit of 25 mph.

Mace Boulevard is a two- to four-lane north-south major arterial. Mace Boulevard transitions from East Covell Boulevard at the Mace Curve and extends south with connections to Interstate 80 (I-80), South Davis, and points south. Mace Boulevard is four lanes on the segment between Alhambra Drive and Cowell Boulevard and two lanes north and south of this segment. It has a posted speed limit of 40 mph.

State Route 113 (SR 113) is a four-lane, north-south freeway that extends from Interstate 80 (I-80) at the Yolo/Solano County line north to Interstate 5 (I-5) in Woodland. SR 113 serves Davis via interchanges at Covell Boulevard and Russell Boulevard. Additional SR 113 interchanges within the vicinity of Davis include the Hutchison Drive interchange at the UC Davis campus and the County Road 29 interchange in Yolo County. SR 113 and its interchanges are owned and operated by Caltrans.

Interstate 80 (I-80) is an east-west interstate freeway near the southern boundary of the project site. From Davis, I-80 connects with the San Francisco Bay Area to the west and Sacramento and the Lake Tahoe Basin to the east. I-80 provides three travel lanes per direction in the vicinity of the project site. I-80 serves Davis via interchanges at Mace Boulevard and Richards Boulevard. Additional I-80 interchanges within the vicinity of Davis include the Old Davis Road interchange at the UC Davis campus and the County Road 32A interchange in Yolo County. I-80 and its interchanges are owned and operated by Caltrans.

Data Collection

Intersection turning movement counts were conducted during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods on Thursday, October 26, 2023 at intersections 1 through 37 and Tuesday, February 13, 2024 at intersections 38 through 51. Intersection counts included volumes for vehicles, bicyclists, and pedestrians. During the traffic counts, local schools and UC Davis were in regular session and weather conditions were dry and clear. Based on the traffic data collection, the a.m. peak hour within the study area occurred from 7:45 to 8:45 a.m., and the p.m. peak hour occurred from 4:30 to 5:30

p.m.. Peak hour traffic volumes derived from the intersection turning movement counts are illustrated in **Figure 2**.

Additionally, peak period field observations were conducted by Fehr & Peers staff during the traffic counts. The field observations, including observed maximum queues, were utilized to calibrate the existing conditions traffic operations analysis described in the subsequent section.

Analysis Results

Table 3 presents the a.m. and p.m. peak hour LOS for each study intersection under existing conditions.

During the a.m. peak hour, vehicle traffic within the study area generally progresses smoothly and all study intersections operate acceptably. Queues generally do not extend to the adjacent upstream intersection and clear within one cycle at signalized intersections. One notable exception is southbound F Street south of East Covell Boulevard, where queue spillbacks were observed from the midblock crossing near Davis Little League Park into the East Covell Boulevard/F Street intersection. This in turn exacerbated eastbound right-turn, westbound left-turn, and southbound through queues at the East Covell Boulevard/F Street intersection. The primary cause of this condition is the crossing guard managing frequent bicycle and pedestrian crossings at the midblock crossing, which results in reduced capacity on northbound and southbound F Street.

During the p.m. peak hour, higher levels of delay and queuing occur on local roadways within the vicinity of the Mace Boulevard interchange at I-80. Three intersections operate at LOS F, including the Mace Boulevard/Chiles Road, Chiles Road/I-80 EB Ramp, and Chiles Road/County Road 32B/I-80 EB Ramps intersections. LOS F conditions at the Mace Boulevard/Chiles Road intersection do not meet the City's LOS standards.

These conditions can be attributed to the following factors:

- Ramp metering at the eastbound I-80 on-ramps controls the amount of study area traffic that can enter the freeway from northbound and southbound Mace Boulevard. The ramp meters are designed to improve operating conditions on eastbound I-80 by increasing or decreasing on-ramp flow rates according to mainline traffic volumes. Therefore, when congested conditions occur on eastbound I-80, flow rates decrease for the Mace Boulevard on-ramps, causing additional delays and queueing on Mace Boulevard and connecting local roadways such as Chiles Road. Similar conditions exist at the eastbound I-80 on-ramp at Chiles Road east of Davis. Field observations confirmed that the on-ramp meters were operating during the p.m. peak hour.
- Diverted local and regional traffic onto study area roadways due to extended periods of very low travel speeds on eastbound I-80 from the causeway, through Davis, and into Solano County.

During congested conditions, low mainline travel speeds substantially increase travel times for motorists on eastbound I-80. Hence, diverting off I-80 onto local roadways often provides a faster alternative to remaining on the freeway through Davis. Similarly, locally generated traffic utilizing eastbound I-80 can experience faster travel times by accessing I-80 as far east as possible (e.g., motorists departing Downtown Davis for Sacramento accessing I-80 at Mace Boulevard or CR 32A instead of Richards Boulevard). Moreover, the increased prevalence and use of navigation apps (e.g., Google Maps, WAZE, etc.) in recent years provides motorists with real-time and predictive travel time information that can influence route selection.

On the day that traffic counts were collected for this study, field observations indicated that congested conditions were present on both eastbound I-80 and local roadways surrounding the Mace Boulevard interchange during the p.m. peak hour. Queue spillbacks were observed on southbound Mace Boulevard from the eastbound I-80 loop on-ramp ramp meter to Alhambra Drive and on northbound Mace Boulevard from the eastbound I-80 slip on-ramp ramp meter to Cowell Boulevard. Queue spillbacks were also observed on eastbound Chiles Road from Mace Boulevard to the Hanlees Davis Toyota car dealership/service center. Lastly, queue spillbacks were observed on eastbound and westbound Chiles Road at the eastbound I-80 ramps (east of Davis). These conditions are reflected in the results shown in Table 3.

Table 4 displays the maximum freeway off-ramp queues at the SR 113/Covell Boulevard and I-80/Mace Boulevard/Chiles Road interchanges under existing conditions. Under existing conditions, all maximum queues are accommodated within the available off-ramp storage.

Table 5 displays the peak hour signal warrant analysis results (CA MUTCD Warrants 3A and 3B) for study intersections owned and operated by Yolo County and unsignalized Caltrans ramp terminal intersections under existing conditions.[1] Three of these study intersections currently meet a peak hour signal warrant, including County Road 29/SR 113 SB Ramps (Warrant 3B during the a.m. peak hour), County Road 102/SR 29 (Warrant 3B during the a.m. and p.m. peak hours) and County Road 102/County Road 27 (Warrant 3B during the p.m. peak hour).



Queuing on southbound Mace Boulevard approaching Second Street/County Road 32A during the p.m. peak hour on Thursday October 27, 2024.

[1] This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The City of Davis should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.



Queueing on northbound Mace Boulevard approaching Second Street/County Road 32A and southbound Mace Boulevard approaching the I-80 interchange during the p.m. peak hour on Thursday October 27, 2024.



Queueing on southbound Mace Boulevard approaching the eastbound I-80 on-ramp during the p.m. peak hour on Thursday October 27, 2024.



Queueing on northbound Mace Boulevard approaching the eastbound I-80 on-ramp during the p.m. peak hour on Thursday October 27, 2024.



Typical p.m. peak hour queueing within the vicinity of the I-80/Mace Boulevard interchange
Source: Google Earth

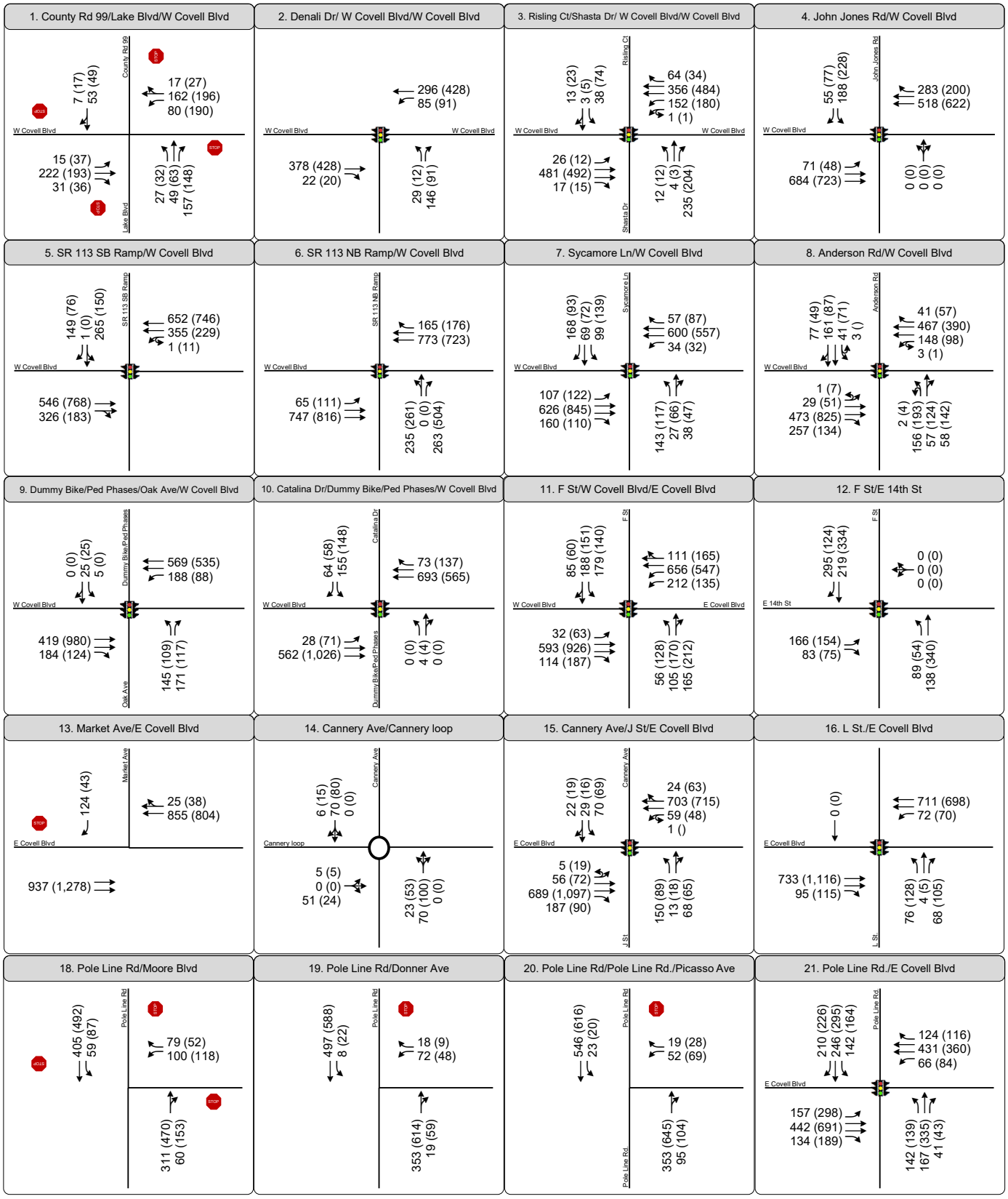


Figure 2

Peak Hour Traffic Volumes and Lane Configurations Existing Conditions

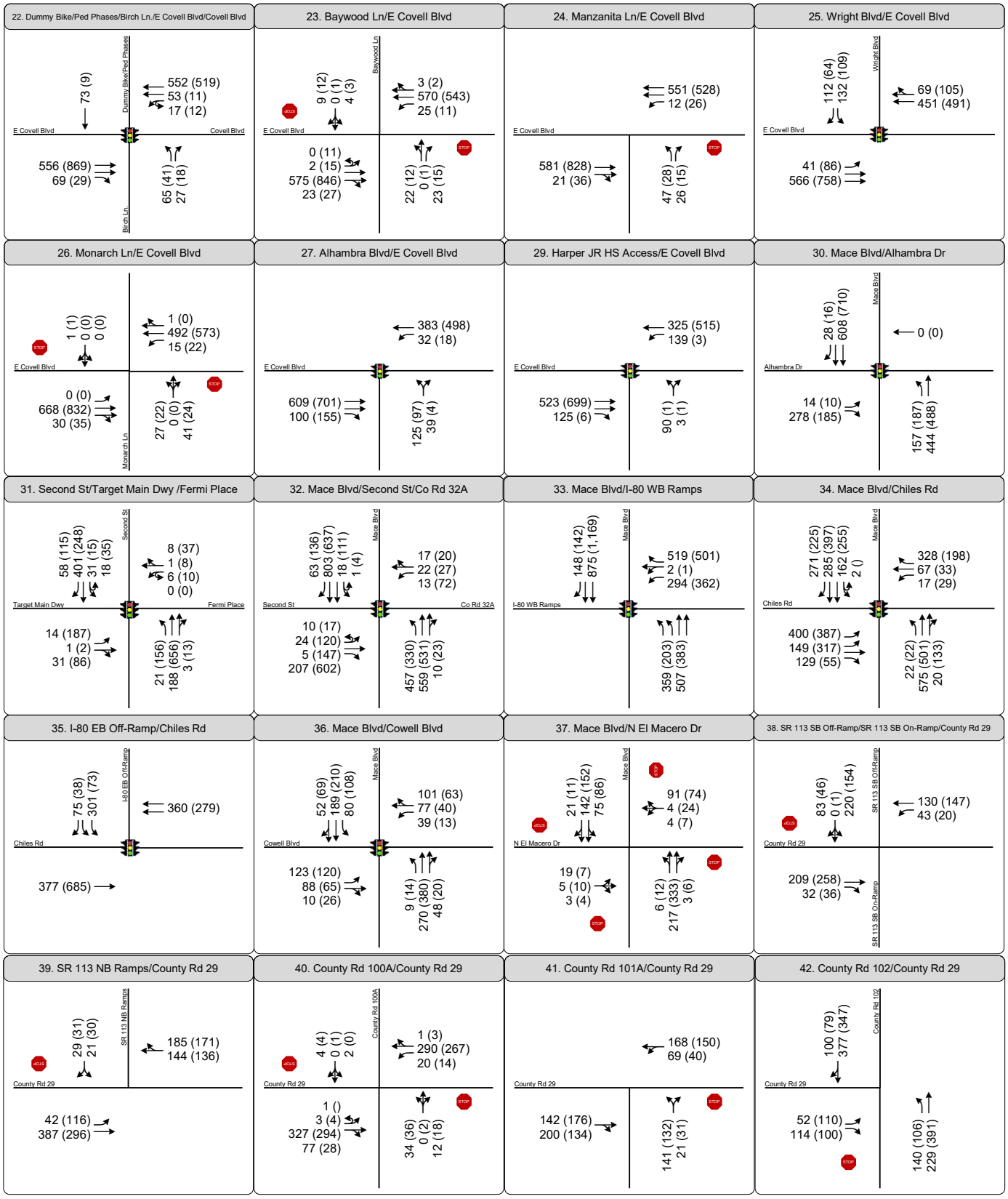


Figure 2

Peak Hour Traffic Volumes and Lane Configurations Existing Conditions

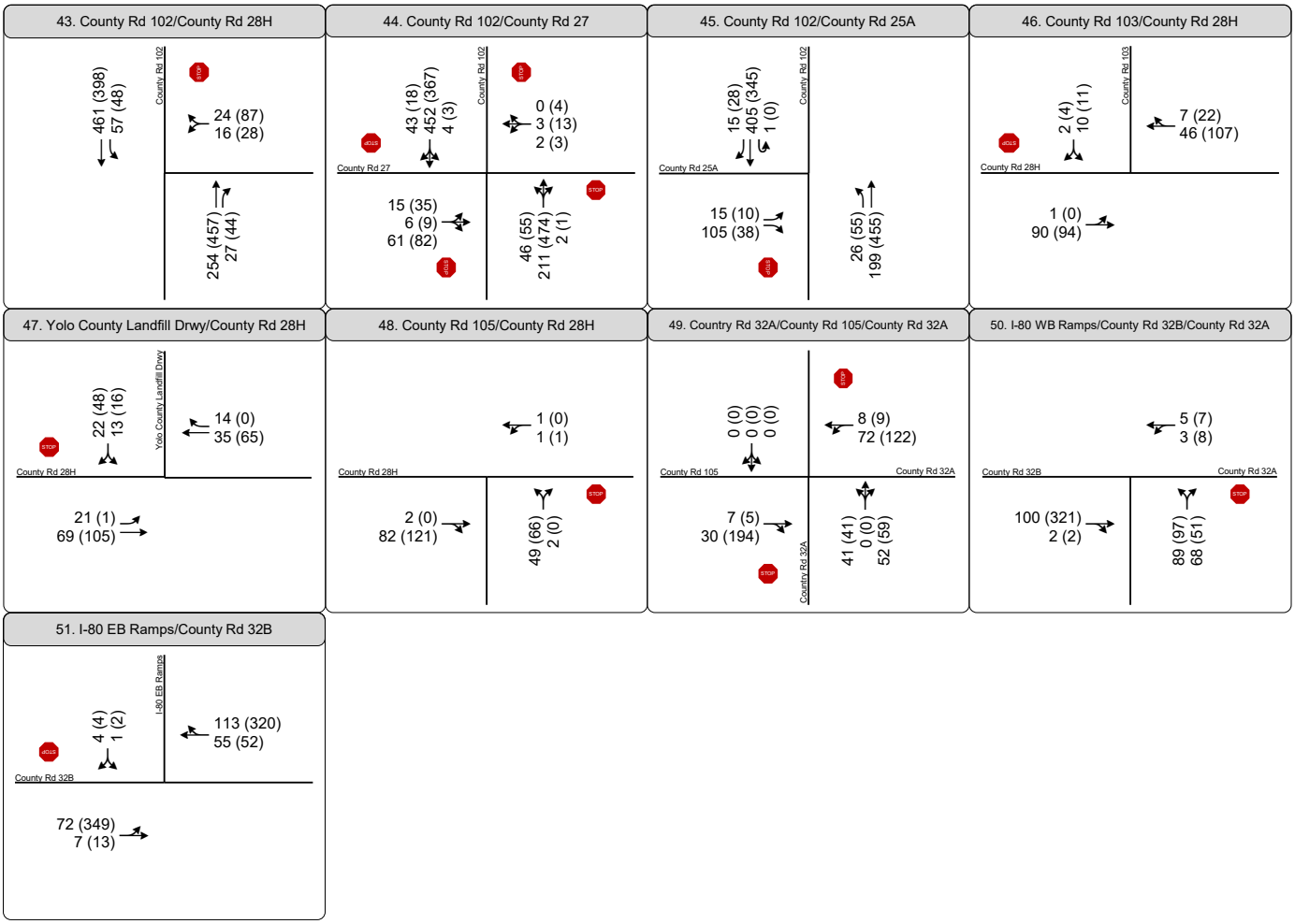


Figure 2

Peak Hour Traffic Volumes and Lane Configurations Existing Conditions

4. Existing Plus Project Conditions

Project Travel Characteristics

The proposed project would consist of a mixed-use development community, including the following:

- A total of 1,800 dwelling units, comprised of both affordable and market-rate single- and multi-family residences, across various residential neighborhoods.
- A 2.8-acre site for Neighborhood Mixed-Use uses.
- A 2.5-acre site for an Emergency Services Community Center (ESCC), which would include a joint-use facility for emergency services such as fire protection, emergency medical, and police personnel.
- A 2.4-acre site for a Davis Joint Unified School District (DJUSD) Pre-kindergarten (Pre-K) Early Learning Center, which would offer combined services of preschool and daycare with early education curriculum and childcare.
- A 2.8-acre site for an Educational Farm.
- 27.8 acres of public parks.

Vehicular access to and from the project site would be provided as follows:

- Cannery Avenue/Cannery Loop – The project would construct a new east leg at this intersection and maintain the existing roundabout.
- East Covell Boulevard/L Street – The project would construct a new north leg at this intersection and maintain the existing traffic signal control (with signal equipment modifications for new movements).
- Pole Line Road/Village Farms Road North – The project would construct a new intersection approximately 1,200 feet north of the Pole Line Road/Moore Boulevard intersection. Project site access would be provided via the west leg and the intersection would be side-street stop controlled.
- Pole Line Road/Moore Boulevard – The project would construct a new west leg at this intersection and modify the traffic control from the existing all-way stop control to a roundabout.
- Pole Line Road/Donner Avenue – The project would construct a new west leg at this intersection and modify the traffic control from the existing side-street stop control to a roundabout.
- Pole Line Road/Picasso Avenue – The project would construct a new west leg at this intersection and modify the traffic control from the existing side-street stop control to a roundabout.

Project trips were assigned to the project access locations and study intersections in accordance with the estimated project trip generation described in Chapter 4 of the Village Farms Davis Project Transportation Impact Study, and the geographic distribution of project trips, which was determined using the UC Davis/City of Davis travel demand model. The project would generate an estimated 13,885 daily trips, 1,089 AM peak hour trips, and 1,471 PM peak hour trips (net new external vehicle trips) during a typical weekday. Peak hour traffic volumes under Existing Plus Project conditions are illustrated in **Figure 3**.

Analysis Results

Table 3 presents the a.m. and p.m. peak hour delay and LOS for each study intersection under Existing Plus Project conditions. The project would increase study intersection vehicle travel demand and vehicle delay during the a.m. and p.m. peak hours. Changes to travel demand and vehicle delay would be most prominent on Covell Boulevard and Pole Line Road within the project site vicinity and within the vicinity of the I-80/Mace Boulevard interchange. The project would cause several study intersections to be inconsistent with the relevant LOS policy.

Table 4 displays the maximum freeway off-ramp queues at the SR 113/Covell Boulevard, I-80/Mace Boulevard/Chiles Road, and I-80/County Road 32A/Chiles Road interchanges under Existing Plus Project conditions. Under Existing Plus Project conditions, all maximum queues would be accommodated within the available off-ramp storage at both interchanges.

Table 5 displays the peak hour signal warrant analysis results (CA MUTCD Warrants 3A and 3B) for study intersections owned and operated by Yolo County and unsignalized Caltrans ramp terminal intersections under Existing Plus Project conditions. With the exception of the County Road 102/County Road 28H intersection, the project would not cause any additional of the selected study intersections to meet the peak hour signal warrant.

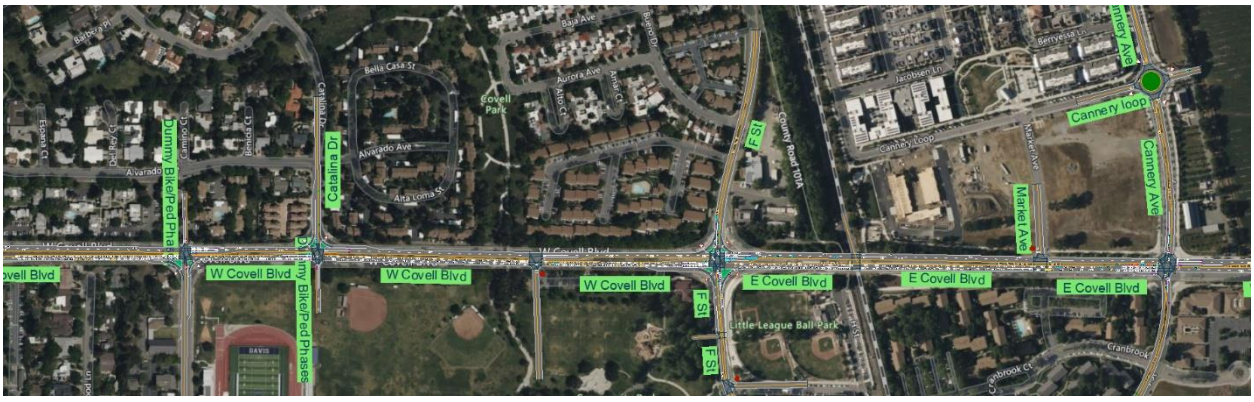
Under Existing Plus Project conditions, the project would cause the following intersections to degrade to unacceptable levels as established by the performance criteria:

- West Covell Boulevard/Oak Avenue – Acceptable LOS B to unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/F Street – Acceptable LOS C to unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/Market Avenue – Acceptable LOS B to unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/J Street/Cannery Avenue – Acceptable LOS D to unacceptable LOS F during the p.m. peak hour

- Pole Line Road/Donner Avenue – Acceptable LOS C to unacceptable LOS F during the p.m. peak hour
- County Road 102/County Road 29 – Acceptable LOS D to unacceptable LOS E during the a.m. and p.m. peak hours
- County Road 102/County Road 28H – Cause the intersection to meet the peak hour signal warrant during the p.m. peak hour

The project would substantially increase queue spillbacks between study intersections near the project site. This condition would occur on eastbound Covell Boulevard from Pole Line Road to Oak Avenue and on northbound and southbound Pole Line Road between Covell Boulevard and Moore Boulevard. Project-related increases to peak hour traffic volumes and the project's proposed roundabouts on Pole Line Road would be the major contributors to this condition. In particular, the relatively close spacing of the proposed roundabouts at Picasso Avenue and Donner Avenue would increase queue interactions between these intersections and the downstream signalized intersection at Covell Boulevard/Pole Line Road.

The project would cause southbound queues on Pole Line Road to spill back from Covell Boulevard and block the proposed roundabouts upstream at Picasso Avenue and Donner Avenue, which in turn would impede the flow of northbound traffic on Pole Line Road. Similarly, queue spillbacks on northbound Pole Line Road from the Donner Avenue and Picasso Avenue roundabouts would impede the flow of eastbound and westbound traffic on Covell Boulevard, particularly the heavy eastbound left-turn movement at the East Covell Boulevard/Pole Line Road intersection. The effects of these queue spillbacks on vehicle delay and LOS are captured in the analysis results presented in Tables 3 and 4.



Screenshot of SimTraffic micro-simulation model illustrating eastbound delays/queues on Covell Boulevard between Oak Avenue and J Street/Cannery Avenue during the p.m. peak hour under Existing Plus Project conditions

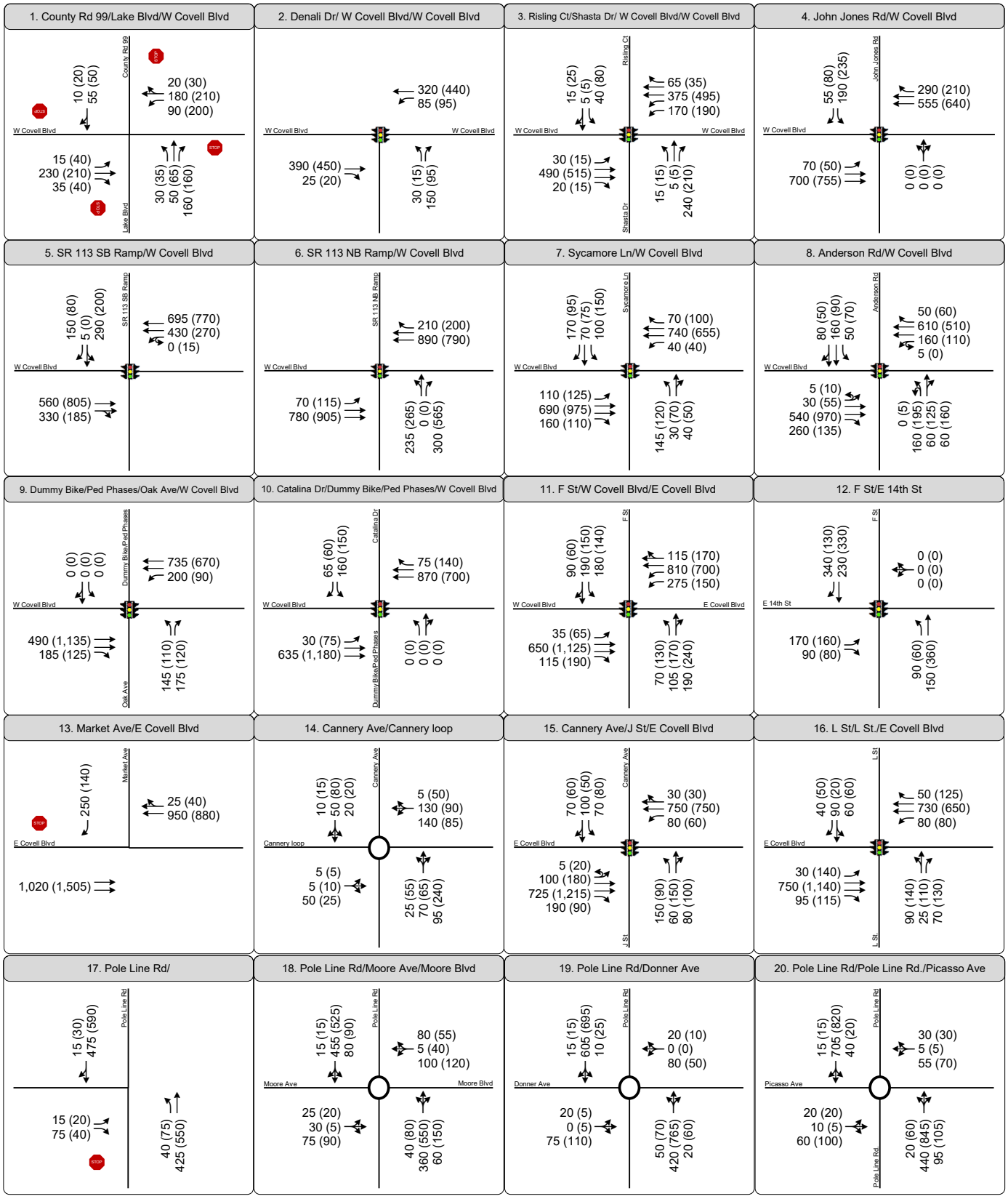


Figure 3

Peak Hour Traffic Volumes and Lane Configurations Existing Plus Project

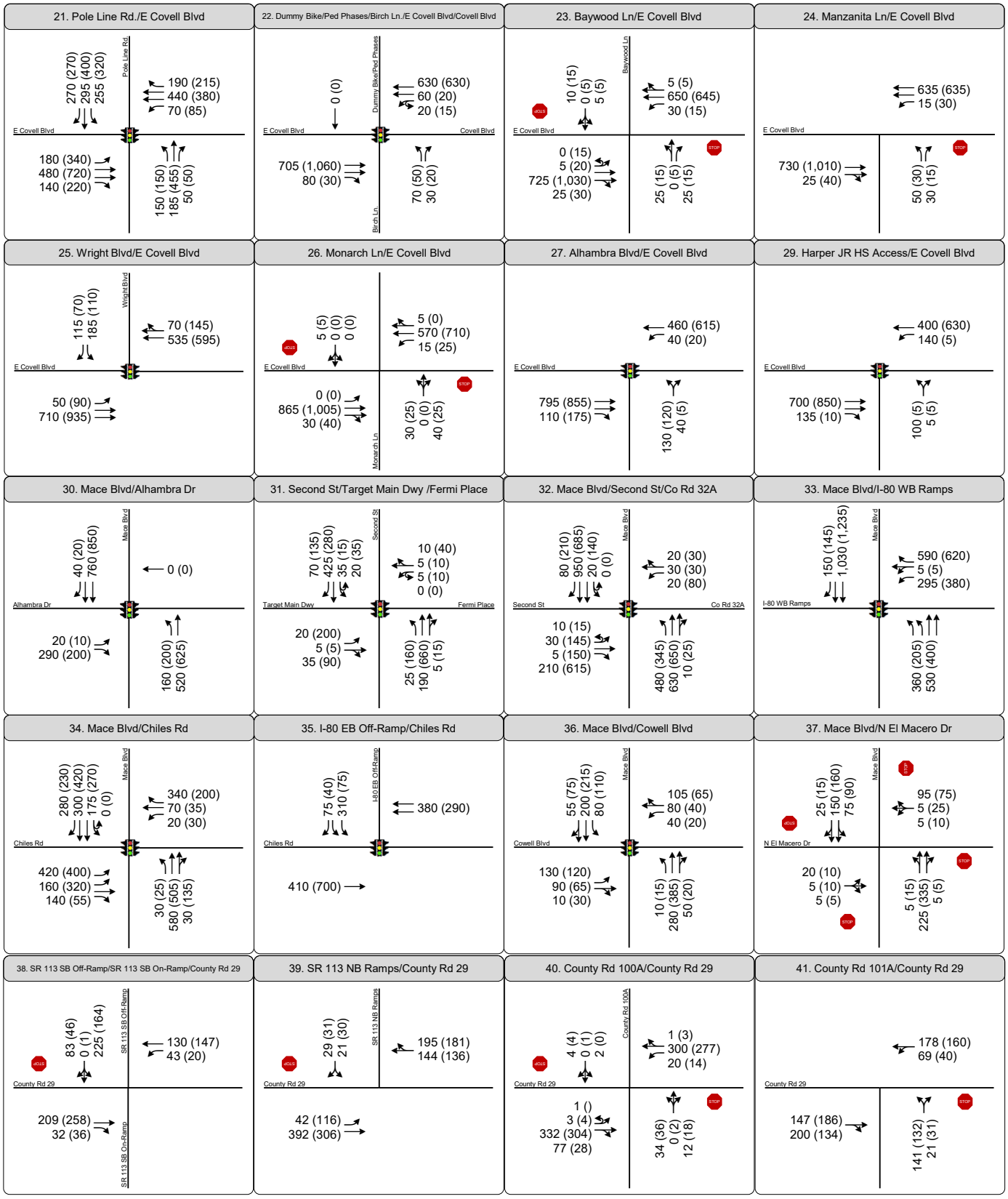


Figure 3

Peak Hour Traffic Volumes and Lane Configurations Existing Plus Project

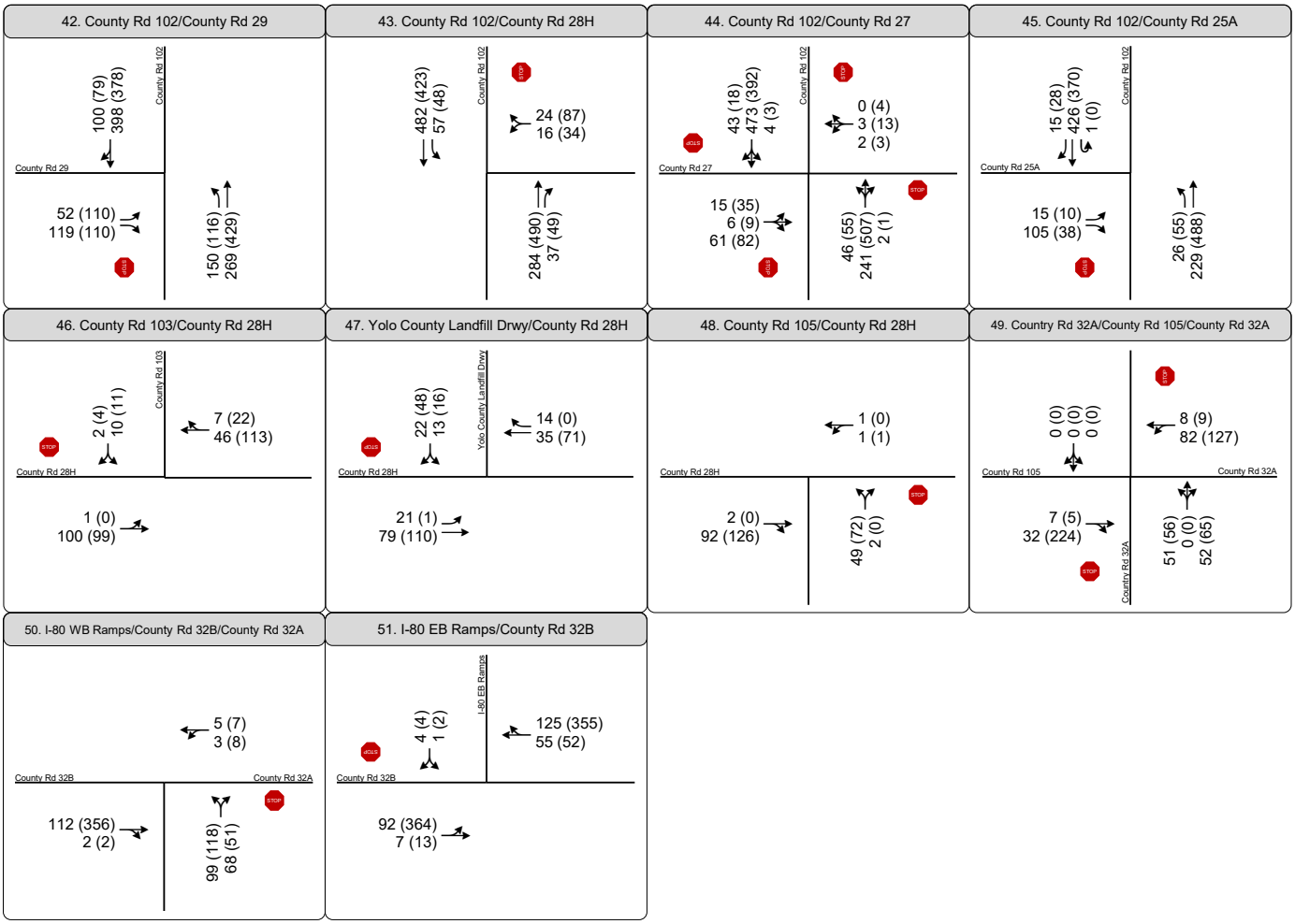


Figure 3

Peak Hour Traffic Volumes and Lane Configurations Existing Plus Project

Table 3: Peak Hour Intersection Operations – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. West Covell Boulevard/Lake Boulevard	AWSC	City of Davis	10	A	9	A	10	B	10	A
2. West Covell Boulevard/ Denali Drive	Signal	City of Davis	9	A	8	A	9	A	8	A
3. West Covell Boulevard/ Shasta Drive	Signal	City of Davis	13	B	11	B	13	B	11	B
4. West Covell Boulevard/John Jones Road	Signal	City of Davis	15	B	12	B	14	B	13	B
5. West Covell Boulevard/SR 113 SB Ramps	Signal	Caltrans	33	C	17	B	37	D	19	B
6. West Covell Boulevard/SR 113 NB Ramps	Signal	Caltrans	16	B	21	C	21	C	29	C
7. West Covell Boulevard/ Sycamore Lane	Signal	City of Davis	25	C	25	C	29	C	28	C
8. West Covell Boulevard/ Anderson Road	Signal	City of Davis	27	C	29	C	30	C	42	D
9. West Covell Boulevard/Oak Avenue	Signal	City of Davis	22	C	20	B	21	C	**107**	**F**
10. West Covell Boulevard/ Catalina Drive	Signal	City of Davis	14	B	14	B	14	B	53	D
11. East Covell Boulevard/F Street	Signal	City of Davis	30	C	30	C	37	D	**134**	**F**
12. F Street/East Fourteenth Street	Signal	City of Davis	24	C	18	B	22	C	17	B

Table 3: Peak Hour Intersection Operations – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
13. East Covell Boulevard/ Market Avenue	SSSC	City of Davis	5 (10)	A (B)	12 (17)	B (C)	6 (16)	A (C)	**96 (9)**	**F (A)**
14. Cannery Avenue/Cannery Loop	RAB	City of Davis	3	A	3	A	3	A	3	A
15. East Covell Boulevard/J Street/Cannery Avenue	Signal	City of Davis	35	C	50	D	49	D	**119**	**F**
16. East Covell Boulevard/L Street	Signal	City of Davis	15	B	19	B	34	C	56	E
17. Pole Line Road/Village Farms Road North	-/SSSC	City of Davis	-	-	-	-	2 (11)	A (B)	2 (14)	A (B)
18. Pole Line Road/Moore Boulevard	AWSC/RAB	City of Davis	13	B	21	C	10	B	12	B
19. Pole Line Road/Donner Avenue	SSSC/RAB	City of Davis	4 (14)	A (B)	4 (23)	A (C)	12	B	**60**	**F**
20. Pole Line Road/Picasso Avenue	SSSC/RAB	City of Davis	4 (23)	A (C)	5 (33)	A (D)	22	C	48	E
21. East Covell Boulevard/Pole Line Road	Signal	City of Davis	28	C	37	D	53	D	**114**	**F**
22. East Covell Boulevard/Birch Lane	Signal	City of Davis	23	C	11	B	19	B	18	B
23. East Covell Boulevard/ Baywood Lane	SSSC	City of Davis	4 (14)	A (B)	4 (20)	A (C)	4 (16)	A (C)	4 (21)	A (C)
24. East Covell Boulevard/ Manzanita Lane	SSSC	City of Davis	4 (15)	A (B)	5 (16)	A (C)	5 (21)	A (C)	5 (16)	A (C)

Table 3: Peak Hour Intersection Operations – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
25. East Covell Boulevard/ Wright Boulevard	Signal	City of Davis	10	B	12	B	12	B	12	B
26. East Covell Boulevard/ Monarch Lane	SSSC	City of Davis	3 (14)	A (B)	3 (20)	A (C)	3 (18)	A (C)	3 (17)	A (C)
27. East Covell Boulevard/ Alhambra Drive	Signal	City of Davis	8	A	7	A	9	A	8	A
28. East Covell Boulevard/ Shriner's Property Road East (Future Intersection)	-	-	-	-	-	-	-	-	-	-
29. East Covell Boulevard/ Harper Junior High School	Signal	City of Davis	14	B	8	A	13	B	5	A
30. Mace Boulevard/ Alhambra Drive	Signal	City of Davis	12	B	12	B	13	B	14	B
31. Second Street/Fermi Place/Target Driveway	Signal	City of Davis	5	A	15	B	5	A	16	B
32. Mace Boulevard/ Second Street/County Road 32A	Signal	City of Davis	33	C	29	C	34	C	52	D
33. Mace Boulevard/I-80 WB Ramps	Signal	Caltrans	22	C	57	E	16	B	85	F
34. Mace Boulevard/Chiles Road	Signal	City of Davis	36	D	89	F	39	D	93	F
35. Chiles Road/I-80 EB Ramp	Signal	Caltrans	10	B	245	F	16	B	240	F

Table 3: Peak Hour Intersection Operations – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
36. Mace Boulevard/ Cowell Boulevard	Signal	City of Davis	21	C	29	C	20	C	20	B
37. Mace Boulevard/North El Macero Drive	AWSC	City of Davis	8	A	8	A	7	A	8	A
38. County Road 29/SR 113 SB Ramps	SSSC	Caltrans	9 (20)	A (C)	5 (16)	A (C)	9 (21)	A (C)	6 (17)	A (C)
39. County Road 29/SR 113 NB Ramps	SSSC	Caltrans	1 (13)	A (B)	2 (15)	A (C)	1 (13)	A (B)	2 (15)	A (C)
40. County Road 29/County Road 100A	SSSC	Yolo County	1 (17)	A (C)	2 (15)	A (C)	1 (18)	A (C)	2 (16)	A (C)
41. County Road 29/County Road 101A	SSSC	Yolo County	5 (19)	A (C)	4 (16)	A (C)	5 (20)	A (C)	4 (16)	A (C)
42. County Road 102/County Road 29	SSSC	Yolo County	4 (30)	A (D)	5 (34)	A (D)	**5 (36)**	**A (E)**	**6 (44)**	**A (E)**
43. County Road 102/County Road 28H	SSSC	Yolo County	1 (19)	A (C)	1 (21)	A (C)	1 (21)	A (C)	1 (23)	A (C)
44. County Road 102/County Road 27	AWSC	Yolo County	14	B	18	C	15	B	20	C
45. County Road 102/County Road 25A	SSSC	Yolo County	2 (15)	A (C)	1 (19)	A (C)	2 (16)	A (C)	1 (20)	A (C)
46. County Road 28H/County Road 103	SSSC	Yolo County	1 (9)	A (A)	1 (10)	A (A)	1 (10)	A (A)	1 (10)	A (B)
47. County Road 28H/Yolo County Landfill Driveway	SSSC	Yolo County	3 (9)	A (A)	3 (9)	A (A)	3 (9)	A (A)	3 (9)	A (A)

Table 3: Peak Hour Intersection Operations – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
48. County Road 28H/County Road 105	SSSC	Yolo County	4 (9)	A (A)	3 (9)	A (A)	3 (9)	A (A)	3 (9)	A (A)
49. County Road 105/County Road 32A	SSSC	Yolo County	7 (11)	A (B)	10 (15)	A (B)	7 (11)	A (B)	10 (17)	A (C)
50. County Road 32A/I-80 WB Ramps	SSSC	Caltrans	6 (9)	A (A)	4 (6)	A (A)	6 (9)	A (A)	7 (7)	A (A)
51. County Road 32B/Chiles Road/I-80 EB Ramps	SSSC	Caltrans	3 (8)	A (A)	276 (>300)	F (F)	4 (4)	A (A)	>300 (>300)	F (F)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For two-way stop-controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches with the delay and LOS for the worst-case movement reported in parentheses.
Shaded cells indicate locations with unacceptable peak hour LOS.
Shaded and bold cells indicate locations where the project would cause adverse effects to peak hour intersection operations in accordance with the performance criteria.
Signal = Traffic Signal. RAB = Roundabout. SSSC = Side-Street Stop Control. AWSC = All-Way Stop Control. "-" = Does not exist. Traffic controls separated by "/" indicate changes to traffic controls between analysis scenarios.

Source: Fehr & Peers, 2024.

Table 4: Freeway Off-Ramp Queuing – Existing and Existing Plus Project Conditions

Off-Ramp	Off-Ramp Distance[1]	Maximum Queue Length[2]			
		Existing Conditions		Existing Plus Project Conditions	
		A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
West Covell Boulevard/SR 113 SB Ramps	1,375 feet	475 feet	250 feet	500 feet	325 feet
West Covell Boulevard/SR 113 NB Ramps	1,275 feet	300 feet	375 feet	350 feet	625 feet
Mace Boulevard/I-80 WB Off-Ramp	1,200 feet	200 feet	175 feet	200 feet	225 feet
Chiles Road/I-80 EB Off-Ramp	1,100 feet	125 feet	175 feet	150 feet	125 feet
County Road 32A/I-80 WB Ramps	1,020 feet	100 feet	100 feet	125 feet	100 feet
Chiles Road/County Road 32B/I-80 EB Ramps	875 feet	50 feet	50 feet	50 feet	50 feet

Notes: [1] Measured from the intersection stop bar to the gore point of the freeway off-ramp. Does not include auxiliary lane on freeway mainline.
[2] Maximum queue estimates are based on results from SimTraffic micro-simulation model. Queues are maximum per lane, rounded up to the nearest 25 feet.
[3] Shaded cells represent conditions in which the queue would spill onto the freeway mainline.
Source: Fehr & Peers, 2024.

Table 5: Peak Hour Signal Warrants – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B
38. County Road 29/SR 113 SB Ramps	SSSC	Caltrans	Not Met	Met	Not Met	Not Met	Not Met	Met	Not Met	Not Met
39. County Road 29/SR 113 NB Ramps	SSSC	Caltrans	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
40. County Road 29/County Road 100A	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
41. County Road 29/County Road 101A	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
42. County Road 102/County Road 29	SSSC	Yolo County	Not Met	Met	Not Met	Met	Not Met	Met	Not Met	Met
43. County Road 102/County Road 28H	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	**Met**
44. County Road 102/County Road 27	AWSC	Yolo County	Not Met	Not Met	Not Met	Met	Not Met	Not Met	Not Met	Met
45. County Road 102/County Road 25A	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
46. County Road 28H/County Road 103	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
47. County Road 28H/Yolo County Landfill Driveway	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
48. County Road 28H/County Road 105	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
49. County Road 105/County Road 32A	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met

Table 5: Peak Hour Signal Warrants – Existing and Existing Plus Project Conditions

Intersection	Traffic Control	Jurisdiction	Existing Conditions				Existing Plus Project Conditions			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B
50. County Road 32A/I-80 WB Ramps	SSSC	Caltrans	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
51. County Road 32B/Chiles Road/I-80 EB Ramps	SSSC	Caltrans	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met

Notes: Shaded cells indicate locations that meet the peak hour signal warrant.
Source: Fehr & Peers, 2024.

5. Cumulative Conditions

The cumulative analysis scenario evaluates peak hour study intersection operations based on anticipated future traffic volumes, utilizing the methods summarized in the "Travel Demand Forecasting" section of Chapter 2. The cumulative analysis scenario additionally includes the proposed Village Farms Davis project, including its proposed land uses, vehicle trips, and proposed modifications to the surrounding roadway system.

The cumulative analysis assumes largely the same roadway system and intersection controls as are currently present. This is because the City's Capital Improvement Program (CIP) does not include any specific roadway improvements within the study area. Additionally, there are no funded/programmed plans to upgrade the SR 113/West Covell Boulevard, I-80/Mace Boulevard, or I-80/County Road 32A/Chiles Road interchanges. Notable reasonably foreseeable roadway network changes included in the cumulative analysis include the following:

- New roadway connections serving the Village Farms Davis, Shriners Property, Palomino Place, DiSC 2022, and Bretton Woods projects.
- Signalization of the County Road 102/County Road 25A intersection

A managed lane is planned to be added on the adjacent segment of I-80, which has been considered in the traffic forecasts. Consistent with standard practice, traffic signal timings were optimized due to changes in travel demand between current and cumulative conditions.

Figure 4 illustrates peak hour intersection turning movement volumes under cumulative conditions.

Analysis Results

Table 6 presents the a.m. and p.m. peak hour delay and LOS for each study intersection under cumulative conditions. Future increases to peak hour traffic volumes would substantially degrade operations throughout the study area. Poor traffic progression and extensive queue spillbacks would occur on Covell Boulevard and Mace Boulevard, causing upstream intersection blockages and high levels of delay and queuing on side streets along the corridor and at the SR 113/West Covell Boulevard and I-80/Mace Boulevard interchange off-ramps. During the p.m. peak hour, on-ramp ramp meters at the I-80/Mace Boulevard and I-80/County Road 32A/Chiles Road interchanges would continue to constrain capacity for motorists accessing eastbound I-80. This in turn would cause extensive upstream delay/queuing on adjacent City of Davis and Yolo County roadways. Yolo County roadways would experience increased traffic volumes and degraded performance due to increased traffic generated by the City of Davis and

other Yolo County communities (e.g., trips between the City of Woodland and I-80 via County Road 32A/County Road 105/County Road 28H/County Road 102). Numerous study intersections would operate at levels inconsistent with relevant City of Davis or Yolo County LOS policies.

Table 7 displays the maximum freeway off-ramp queues at the SR 113/Covell Boulevard, I-80/Mace Boulevard/Chiles Road, and I-80/County Road 32A/Chiles Road interchanges under cumulative conditions. Under cumulative conditions, maximum queues would spill back onto the freeway mainline at the West Covell Boulevard/SR 113 Southbound Ramps, West Covell Boulevard/SR 113 Northbound Ramps, Mace Boulevard/I-80 Westbound Off-Ramp, and Chiles Road/I-80 Eastbound Ramp ramp terminal intersections.

Table 8 displays the peak hour signal warrant analysis results (CA MUTCD Warrants 3A and 3B) for study intersections owned and operated by Yolo County and unsignalized Caltrans ramp terminal intersections under cumulative conditions. Numerous selected study intersections would meet the peak hour signal warrant under cumulative conditions.

Under cumulative conditions, the following study intersections would operate at unacceptable levels as established by the performance criteria:

- West Covell Boulevard/SR 113 Southbound Ramps – Maximum queue spillback onto the freeway mainline during the a.m. peak hour
- West Covell Boulevard/SR 113 Northbound Ramps – Maximum queue spillback onto the freeway mainline during the a.m. and p.m. peak hours
- West Covell/Sycamore Lane – Unacceptable LOS F during the a.m. peak hour
- West Covell Boulevard/Oak Avenue – Unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/F Street – Unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/Market Avenue – Unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/J Street/Cannery Avenue – Unacceptable LOS F during the p.m. peak hour
- Pole Line Road/Donner Avenue – Unacceptable LOS F during the a.m. and p.m. peak hours
- Pole Line Road/Picasso Avenue – Unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/Pole Line Road – Unacceptable LOS F during the a.m. and p.m. peak hours
- East Covell Boulevard/Monarch Lane – Unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/Alhambra Drive – Unacceptable LOS F during the p.m. peak hour
- East Covell Boulevard/ Shriner's Property Road East – Unacceptable LOS F during the p.m. peak hour
- Second Street/Fermi Place/Target Driveway – Unacceptable LOS F during the p.m. peak hour
- Mace Boulevard/Second Street/County Road 32A – Unacceptable LOS F during the a.m. and p.m. peak hours

- Mace Boulevard/I-80 Westbound Off-Ramp – Maximum queue spillback onto the freeway mainline during the a.m. peak hour
- Mace Boulevard/Chiles Road – Unacceptable LOS F during the p.m. peak hour
- Chiles Road/I-80 Eastbound Ramp – Maximum queue spillback onto the freeway mainline during the p.m. peak hour
- Mace Boulevard/Cowell Boulevard Road – Unacceptable LOS F during the p.m. peak hour
- County Road 29/SR 113 Southbound Ramps - Meet the peak hour signal warrant during the a.m. and p.m. peak hours
- County Road 29/County Road 101A – Unacceptable LOS F and meets the peak hour signal warrant during the a.m. and p.m. peak hours
- County Road 102/County Road 29 – Unacceptable LOS F and meets the peak hour signal warrant during the a.m. and p.m. peak hours
- County Road 102/County Road 28H – Unacceptable LOS F and meets the peak hour signal warrant during the a.m. and p.m. peak hours
- County Road 102/County Road 27 – Unacceptable LOS F and meets the peak hour signal warrant during the a.m. and p.m. peak hours
- County Road 105/County Road 32A – Unacceptable LOS F and meets the peak hour signal warrant during the a.m. and p.m. peak hours
- County Road 32A/I-80 Westbound Ramps – Unacceptable LOS F and meets the peak hour signal warrant during the a.m. and p.m. peak hours

As described previously, the on-ramp ramp meters at the I-80/Mace Boulevard and I-80/County Road 32A/Chiles Road interchanges would have a substantial effect on local roadway operations under cumulative conditions. Caltrans owns and operates these ramp meters and adjusts metering rates based on eastbound I-80 mainline operations. Eastbound I-80 mainline operations can vary drastically depending on day-to-day and seasonal variations in traffic volumes and on incidents on the freeway. As such, ramp meter service rates and their associated effects on local roadway operations can similarly vary drastically. To illustrate the effect of these ramp meters on local roadway operations, an analysis was conducted on the I-80/Mace Boulevard interchange vicinity to evaluate p.m. peak hour traffic operations without ramp metering under cumulative conditions. These results are presented in **Table 9**. As shown, despite the future increase in traffic volumes, all study intersections would operate at acceptable levels during the p.m. peak hour without ramp metering. Additionally, without ramp metering, p.m. peak hour off-ramp queues at the Chiles Road/I-80 Eastbound Ramp would not spill back onto the freeway mainline. This analysis does not suggest that ramp metering should be removed altogether, but underscores the need for the City of Davis to collaborate with Caltrans to determine an appropriate ramp metering protocol that balances performance expectations for the eastbound I-80 mainline with those for nearby local roadways such as Mace Boulevard and Chiles Road.



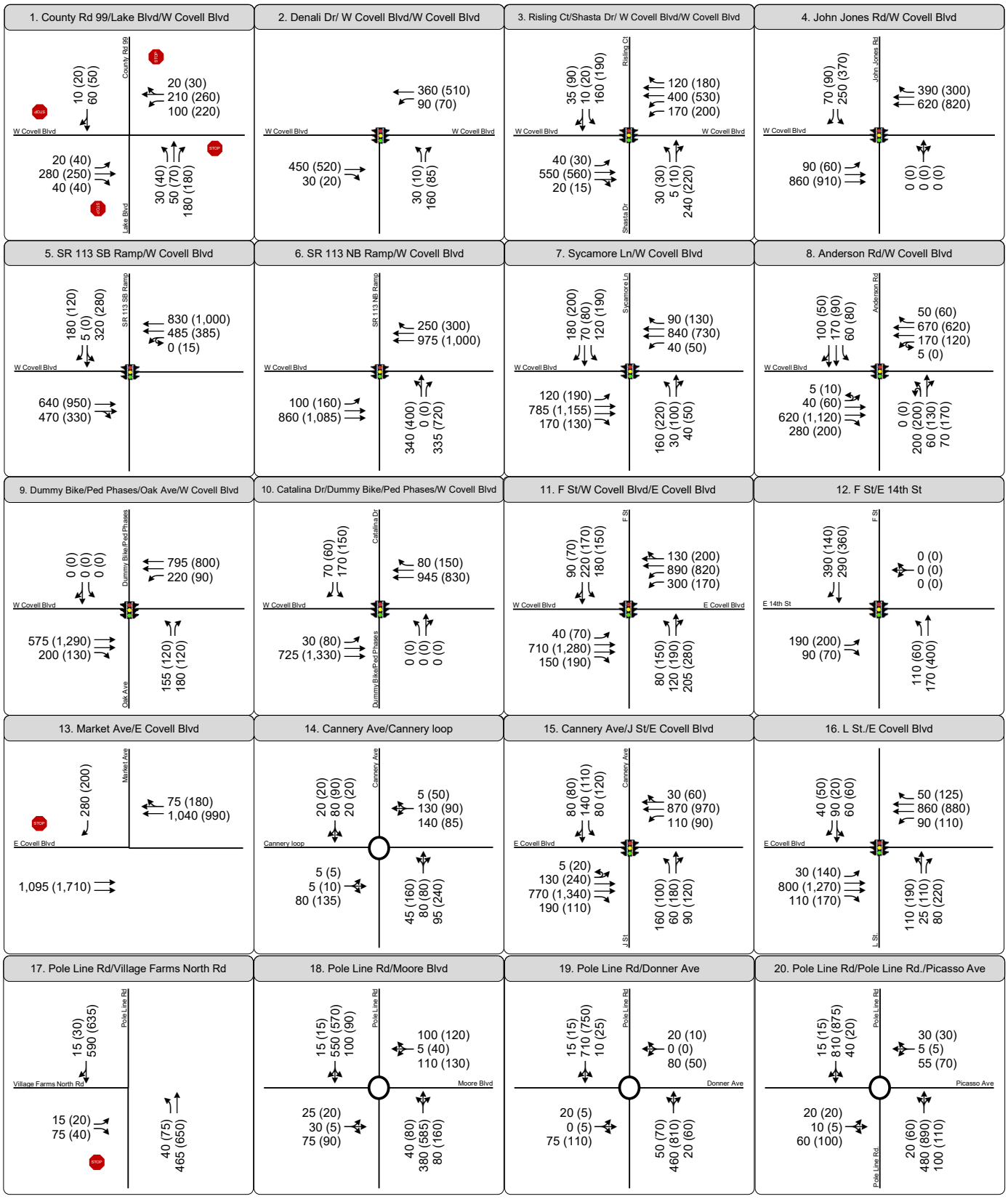


Figure 4

Peak Hour Traffic Volumes and Lane Configurations Cumulative Conditions

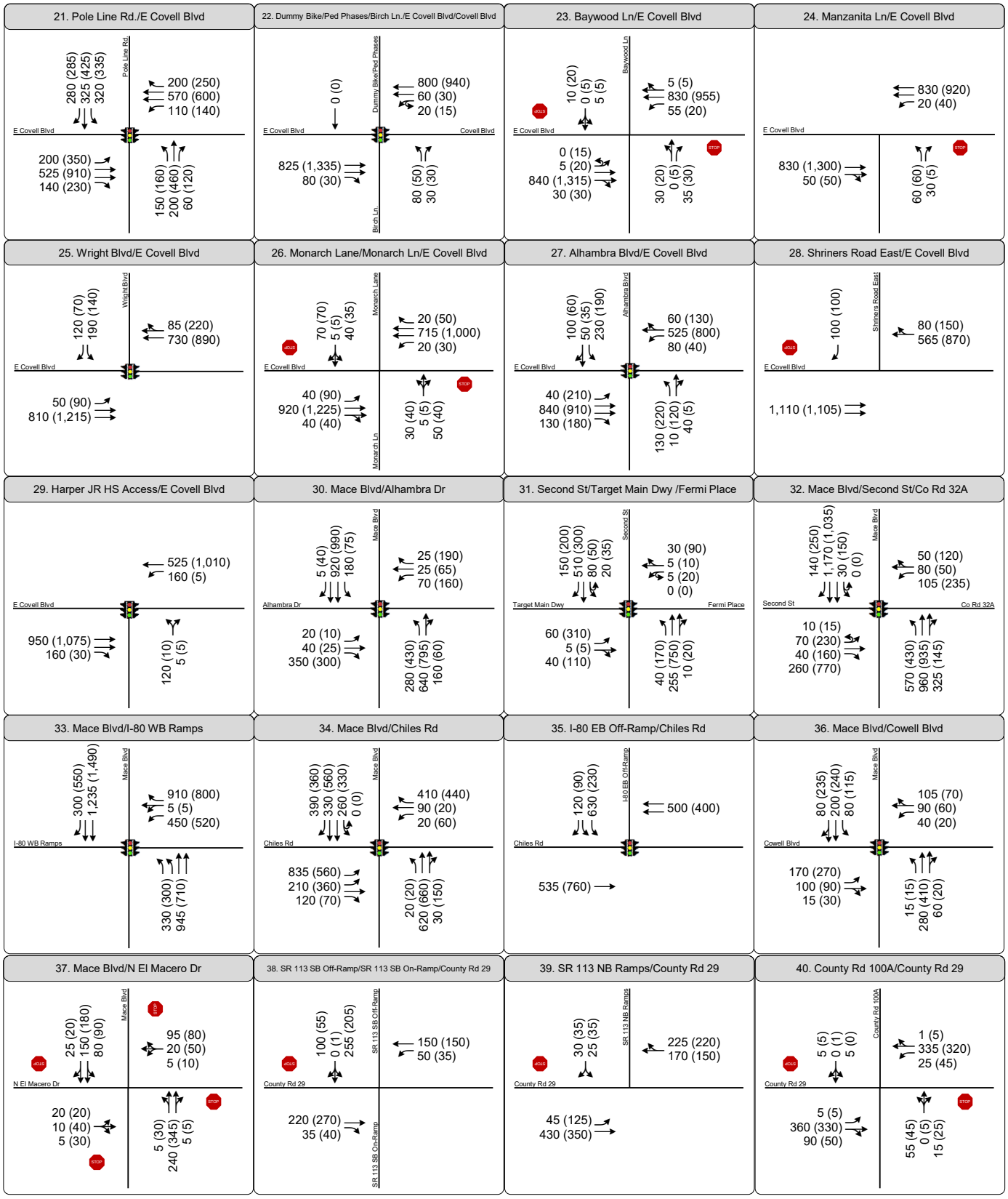


Figure 4

Peak Hour Traffic Volumes and Lane Configurations Cumulative Conditions

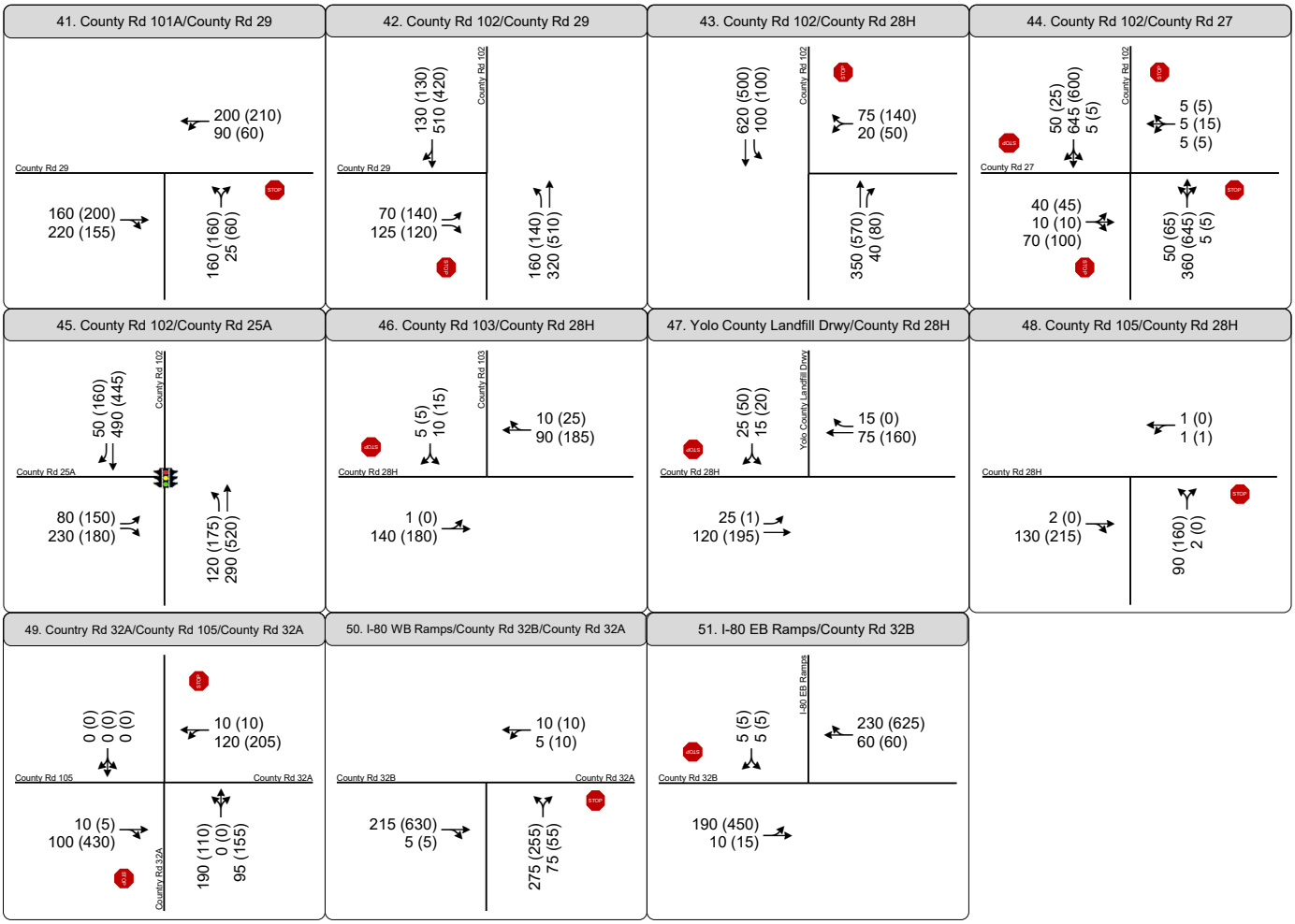


Figure 4

Peak Hour Traffic Volumes and Lane Configurations Cumulative Conditions

Table 6: Peak Hour Intersection Operations – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
1. West Covell Boulevard/Lake Boulevard	AWSC	City of Davis	12	B	11	B
2. West Covell Boulevard/ Denali Drive	Signal	City of Davis	10	B	9	A
3. West Covell Boulevard/ Shasta Drive	Signal	City of Davis	32	C	26	C
4. West Covell Boulevard/John Jones Road	Signal	City of Davis	29	C	47	D
5. West Covell Boulevard/SR 113 SB Ramps	Signal	Caltrans	72	E	53	D
6. West Covell Boulevard/SR 113 NB Ramps	Signal	Caltrans	79	E	79	E
7. West Covell Boulevard/ Sycamore Lane	Signal	City of Davis	**85**	**F**	80	E
8. West Covell Boulevard/ Anderson Road	Signal	City of Davis	39	D	55	D
9. West Covell Boulevard/Oak Avenue	Signal	City of Davis	29	C	**86**	**F**
10. West Covell Boulevard/ Catalina Drive	Signal	City of Davis	17	B	47	D
11. East Covell Boulevard/F Street	Signal	City of Davis	63	E	**154**	**F**
12. F Street/East Fourteenth Street	Signal	City of Davis	26	C	35	D
13. East Covell Boulevard/ Market Avenue	SSSC	City of Davis	13 (32)	B (D)	**83 (9)**	**F (A)**

Table 6: Peak Hour Intersection Operations – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
14. Cannery Avenue/Cannery Loop	RAB	City of Davis	4	A	7	A
15. East Covell Boulevard/J Street/Cannery Avenue	Signal	City of Davis	62	E	**136**	**F**
16. East Covell Boulevard/L Street	Signal	City of Davis	38	D	69	E
17. Pole Line Road/Village Farms Road North	SSSC	City of Davis	5 (28)	A (D)	5 (26)	A (D)
18. Pole Line Road/Moore Boulevard	RAB	City of Davis	36	E	45	E
19. Pole Line Road/Donner Avenue	RAB	City of Davis	**83**	**F**	**107**	**F**
20. Pole Line Road/Picasso Avenue	RAB	City of Davis	41	E	**53**	**F**
21. East Covell Boulevard/Pole Line Road	Signal	City of Davis	**109**	**F**	**139**	**F**
22. East Covell Boulevard/Birch Lane	Signal	City of Davis	20	C	15	B
23. East Covell Boulevard/ Baywood Lane	SSSC	City of Davis	5 (24)	A (C)	5 (33)	A (D)
24. East Covell Boulevard/ Manzanita Lane	SSSC	City of Davis	5 (27)	A (D)	6 (40)	A (E)
25. East Covell Boulevard/ Wright Boulevard	Signal	City of Davis	14	B	14	B

Table 6: Peak Hour Intersection Operations – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
26. East Covell Boulevard/ Monarch Lane	SSSC	City of Davis	6 (39)	A (E)	**11 (144)**	**B (F)**
27. East Covell Boulevard/ Alhambra Drive	Signal	City of Davis	26	C	**89**	**F**
28. East Covell Boulevard/ Shriner's Property Road East	SSSC	City of Davis	7 (8)	A (A)	**16 (158)**	**C (F)**
29. East Covell Boulevard/ Harper Junior High School	Signal	City of Davis	12	B	8	A
30. Mace Boulevard/ Alhambra Drive	Signal	City of Davis	53	D	51	D
31. Second Street/Fermi Place/Target Driveway	Signal	City of Davis	10	B	**97**	**F**
32. Mace Boulevard/ Second Street/County Road 32A	Signal	City of Davis	**107**	**F**	**111**	**F**
33. Mace Boulevard/I-80 WB Ramps	Signal	Caltrans	104	F	41	D
34. Mace Boulevard/Chiles Road	Signal	City of Davis	69	E	**125**	**F**
35. Chiles Road/I-80 EB Ramp	Signal	Caltrans	129	F	268	F
36. Mace Boulevard/ Cowell Boulevard	Signal	City of Davis	25	C	**145**	**F**
37. Mace Boulevard/North El Macero Drive	AWSC	City of Davis	8	A	29	D

Table 6: Peak Hour Intersection Operations – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
38. County Road 29/SR 113 SB Ramps	SSSC	Caltrans	13 (29)	B (D)	8 (22)	A (C)
39. County Road 29/SR 113 NB Ramps	SSSC	Caltrans	1 (15)	A (B)	3 (18)	A (C)
40. County Road 29/County Road 100A	SSSC	Yolo County	2 (23)	A (C)	2 (21)	A (C)
41. County Road 29/County Road 101A	SSSC	Yolo County	7 (28)	A (D)	8 (27)	A (D)
42. County Road 102/County Road 29	SSSC	Yolo County	7 (80)	A (F)	15 (135)	B (F)
43. County Road 102/County Road 28H	SSSC	Yolo County	1 (34)	A (D)	2 (40)	A (E)
44. County Road 102/County Road 27	AWSC	Yolo County	48	E	74	F
45. County Road 102/County Road 25A	Signal	Yolo County	14	B	12	B
46. County Road 28H/County Road 103	SSSC	Yolo County	1 (10)	A (A)	1 (11)	A (B)
47. County Road 28H/Yolo County Landfill Driveway	SSSC	Yolo County	2 (10)	A (A)	2 (11)	A (B)
48. County Road 28H/County Road 105	SSSC	Yolo County	4 (10)	A (A)	4 (10)	A (B)
49. County Road 105/County Road 32A	SSSC	Yolo County	11 (27)	B (D)	69 (264)	F (F)

Table 6: Peak Hour Intersection Operations – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
50. County Road 32A/I-80 WB Ramps	SSSC	Caltrans	8 (12)	A (B)	>300 (11)	F (B)
51. County Road 32B/Chiles Road/I-80 EB Ramps	SSSC	Caltrans	7 (9)	A (A)	>300 (>300)	F (F)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For two-way stop-controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches with the delay and LOS for the worst-case movement reported in parentheses.
Shaded cells indicate locations with unacceptable peak hour LOS.
Signal = Traffic Signal. RAB = Roundabout. SSSC = Side-Street Stop Control. AWSC = All-Way Stop Control. "-" = Does not exist.
Source: Fehr & Peers, 2024.

Table 7: Freeway Off-Ramp Queuing – Cumulative Conditions

Off-Ramp	Off-Ramp Distance[1]	Maximum Queue Length[2]	
		Cumulative Conditions	
		A.M. Peak Hour	P.M. Peak Hour
West Covell Boulevard/SR 113 SB Ramps	1,375 feet	1,975 feet	1,175 feet
West Covell Boulevard/SR 113 NB Ramps	1,275 feet	1,350 feet	1,900 feet
Mace Boulevard/I-80 WB Off-Ramp	1,200 feet	2,875 feet	300 feet
Chiles Road/I-80 EB Off-Ramp	1,100 feet	550 feet	1,350 feet
County Road 32A/I-80 WB Ramps	1,020 feet	175 feet	200 feet
Chiles Road/County Road 32B/I-80 EB Ramps	875 feet	50 feet	50 feet

Notes: [1] Measured from the intersection stop bar to the gore point of the freeway off-ramp. Does not include auxiliary lane on freeway mainline.
[2] Maximum queue estimates are based on results from SimTraffic micro-simulation model. Queues are maximum per lane, rounded up to the nearest 25 feet.
[3] Shaded cells represent conditions in which the queue would spill onto the freeway mainline.
Source: Fehr & Peers, 2024.

Table 8: Peak Hour Signal Warrants – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Warrant 3A	Warrant 3B	Warrant 3A	Warrant 3B
38. County Road 29/SR 113 SB Ramps	SSSC	Caltrans	Not Met	Met	Not Met	Met
39. County Road 29/SR 113 NB Ramps	SSSC	Caltrans	Not Met	Not Met	Not Met	Not Met
40. County Road 29/County Road 100A	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met
41. County Road 29/County Road 101A	SSSC	Yolo County	Not Met	Met	Not Met	Met
42. County Road 102/County Road 29	SSSC	Yolo County	Not Met	Met	Met	Met
43. County Road 102/County Road 28H	SSSC	Yolo County	Not Met	Met	Not Met	Met
44. County Road 102/County Road 27	AWSC	Yolo County	Met	Met	Met	Met
46. County Road 28H/County Road 103	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met
47. County Road 28H/Yolo County Landfill Driveway	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met
48. County Road 28H/County Road 105	SSSC	Yolo County	Not Met	Not Met	Not Met	Not Met
49. County Road 105/County Road 32A	SSSC	Yolo County	Not Met	Not Met	Met	Met
50. County Road 32A/I-80 WB Ramps	SSSC	Caltrans	Not Met	Not Met	Met	Met
51. County Road 32B/Chiles Road/I-80 EB Ramps	SSSC	Caltrans	Not Met	Not Met	Not Met	Not Met

Notes: Shaded cells indicate locations that meet the peak hour signal warrant.
Source: Fehr & Peers, 2024.

Table 9: P.M. Peak Hour Intersection Operations – I-80/Mace Boulevard Interchange With and Without Ramp Metering – Cumulative Conditions

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions – P.M. Peak Hour			
			With Ramp Metering		Without Ramp Metering	
			Delay	LOS	Delay	LOS
29. East Covell Boulevard/ Harper Junior High School	Signal	City of Davis	8	A	2	A
30. Mace Boulevard/ Alhambra Drive	Signal	City of Davis	51	D	63	E
31. Second Street/Fermi Place/Target Driveway	Signal	City of Davis	**97**	**F**	29	C
32. Mace Boulevard/ Second Street/County Road 32A	Signal	City of Davis	**111**	**F**	75	E
33. Mace Boulevard/I-80 WB Ramps	Signal	Caltrans	41	D	39	D
34. Mace Boulevard/Chiles Road	Signal	City of Davis	**125**	**F**	79	E
35. Chiles Road/I-80 EB Ramp	Signal	Caltrans	268	F	43	D
36. Mace Boulevard/ Cowell Boulevard	Signal	City of Davis	**145**	**F**	54	D
37. Mace Boulevard/North El Macero Drive	AWSC	City of Davis	29	D	9	A

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For two-way stop-controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches with the delay and LOS for the worst-case movement reported in parentheses.
Shaded cells indicate locations with unacceptable peak hour LOS.
Signal = Traffic Signal. RAB = Roundabout. SSSC = Side-Street Stop Control. AWSC = All-Way Stop Control. "-" = Does not exist.

Source: Fehr & Peers, 2024.

6. Recommendations

Through an iterative process using the SimTraffic micro-simulation model, a variety of operational improvements were evaluated that would enhance peak hour roadway operations in the study area under Existing Plus Project and cumulative conditions. Overall, the operational improvements strive to balance achieving the relevant LOS policies with City of Davis goals related to promoting multi-modal travel, minimizing the footprint of the roadway system, and minimizing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

Intersection Control Evaluation

A key component of evaluating potential operational improvements in this study is an intersection control evaluation for the Pole Line Road/Picasso Avenue, Pole Line Road/Donner Avenue, Pole Line Road/Moore Boulevard, and Pole Line Road/Village Farms Road North intersections. As described previously, the project proposes the construction of roundabouts at Picasso Avenue, Donner Avenue, and Moore Boulevard. However, this study additionally evaluates the signalization of these intersections to determine whether traffic signals would provide greater operational benefit than the roundabouts proposed as part of the project.

The intersection control evaluation included the following three alternatives:

- Alternative 1: Construction of roundabouts at the Pole Line Road/Picasso Avenue, Pole Line Road/Donner Avenue, Pole Line Road/Moore Boulevard and the installation of side-street stop control at the Pole Line Road/Village Farms Road North intersection (as proposed by the project).
- Alternative 2: Installation of traffic signals at the Pole Line Road/Moore Boulevard, Pole Line Road/Donner Avenue, Pole Line Road/Picasso Avenue, and Pole Line Road/Village Farms Road North intersections.
- Alternative 3: Installation of traffic signals at the Pole line Road/Picasso Avenue and Pole Line Road/Donner Avenue intersections, the construction of a roundabout at the Pole Line Road/Moore Boulevard intersection, and the installation of side-street stop control at the Pole Line Road/Village Farms Road North intersection.

Roundabouts were evaluated as single-lane roundabouts for Alternatives 1 and 3 described above. Consideration of multi-lane roundabouts was discussed with City staff but dismissed due to uncertainties about feasibility (e.g., whether adequate right-of-way exists to accommodate the larger roundabout footprint) and due to the adverse effects of multi-lane roundabouts on at-grade bicycle and pedestrian crossing activity.

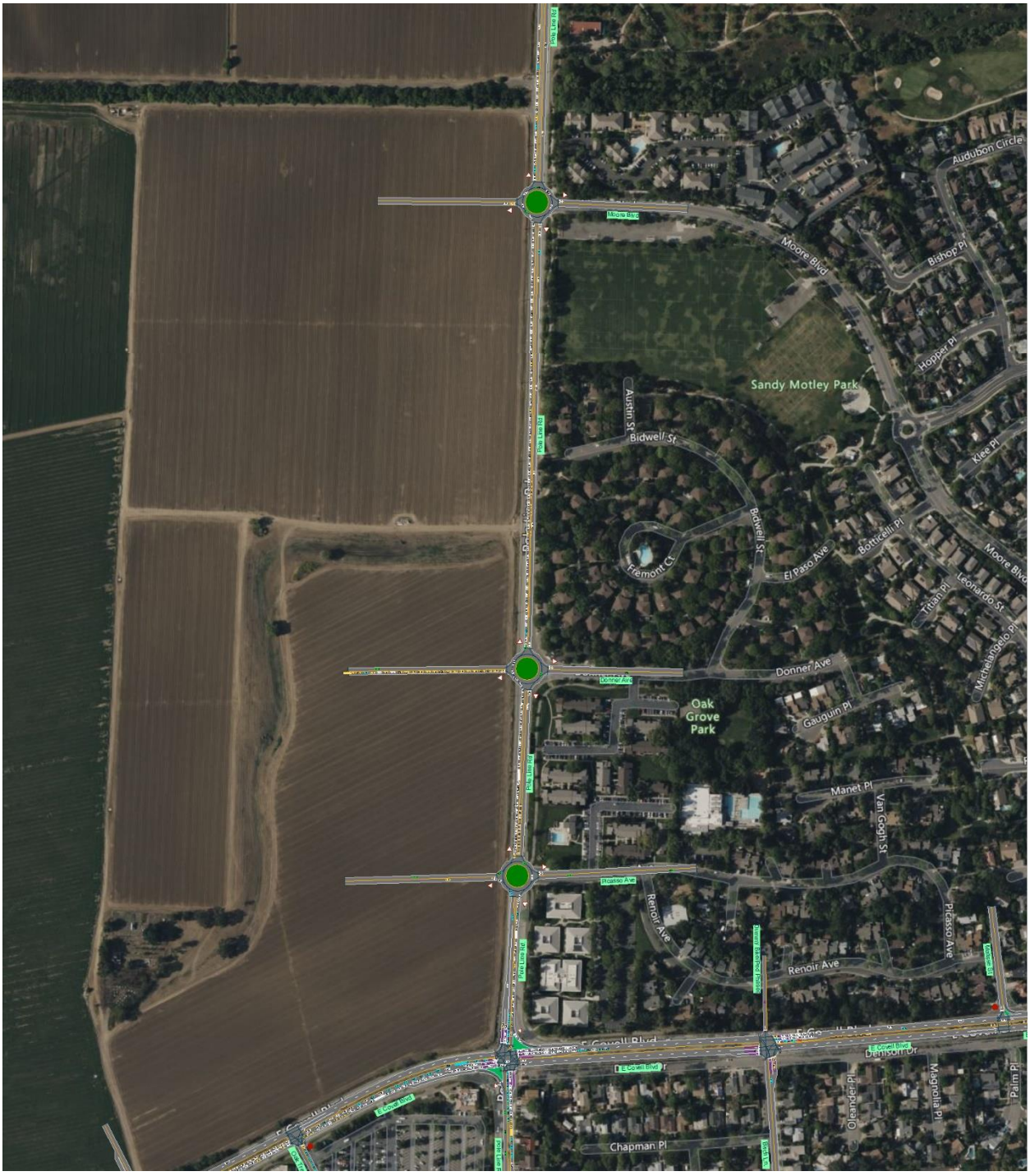


Alternative 1 represents the intersection controls proposed by the project. As described previously, the project's proposed roundabouts on Pole Line Road at Picasso Avenue, Donner Avenue, and Moore Boulevard would contribute to extensive queuing between adjacent intersections and increased delay at study intersections near the project site. This is due to the combination of project-related increases to vehicle travel demand and the relatively close spacing between the proposed roundabouts and the signalized intersection at Covell Boulevard/Pole Line Road. As a result, several study intersections would fail to meet the City's LOS policy under Existing Plus Project and cumulative conditions. These conditions are reflected in Tables 3 and 6 for Existing Plus Project and cumulative conditions, respectively.

Alternative 2 evaluates the signalization of intersections on Pole Line Road north of Covell Boulevard. Signalization of these intersections would improve the progression and management of traffic on northbound and southbound Pole Line Road. Vehicle queues/delay would be more evenly distributed across each intersection and queue spillbacks and associated upstream intersection blockages would be reduced. Additionally, signalization would improve project site access by creating more gaps in traffic for inbound (e.g., northbound left-turn) and outbound (e.g., eastbound) movements at each intersection. Lastly, signalization would improve at-grade bicycle and pedestrian crossing activity by separating crossings from conflicting vehicle movements in time.

Alternative 3 evaluates a combination of roundabouts and traffic signals at intersections on Pole Line Road north of Covell Boulevard. The purpose of this alternative is to determine the extent to which signalization could lessen queue interactions between the closely spaced Covell Boulevard, Picasso Avenue, and Donner Avenue intersections while simultaneously providing safety benefits with a roundabout at Moore Boulevard (i.e., by reducing the speed of southbound traffic as it enters the City of Davis from County Road 102). Under Existing Plus Project conditions, this alternative would achieve these goals, as southbound traffic would progress smoothly approaching Covell Boulevard and southbound queues would not spill back from Donner Avenue to Moore Boulevard. However, under cumulative conditions, future increases in peak hour traffic volumes on southbound Pole Line Road could cause queue spillbacks from the traffic signal at Donner Avenue to the roundabout at Moore Boulevard, in turn potentially blocking the Moore Boulevard roundabout. This condition could exacerbate queueing between intersections on northbound and southbound Pole Line Road and on adjacent minor street approaches and increase delays at study intersections near the project site. If this alternative is pursued, the City should regularly evaluate and retime traffic signals at Covell Boulevard, Picasso Avenue, and Donner Avenue to minimize queue spillbacks between intersections, including Moore Boulevard.

For the reasons described above, Alternatives 2 and 3 were identified as the superior alternatives for intersection controls on Pole Line Road north of Covell Boulevard. The effects of Alternative 2 on peak hour delay and LOS are presented in Table 10.



Screenshot of SimTraffic micro-simulation model illustrating eastbound delays/queues on Pole Line Road between Moore Boulevard and East Covell Boulevard during the p.m. peak hour under cumulative conditions

Existing Plus Project Conditions Recommendations

Fehr & Peers recommends the following physical improvements and signal timing changes to address project-related adverse effects on peak hour traffic operations under Existing Plus Project conditions:

- Covell Boulevard between Shasta Drive/Risling Court and Birch Lane: Coordinate traffic signals, optimize signal timings, and operate with a 110 second cycle length during the a.m. peak period and a 140 second cycle length during the p.m. peak period. Note that these improvements may require controller or communications upgrades. Also note that a portion of these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans.
- East Covell Boulevard/Pole Line Road: Construct a second eastbound left-turn lane and a second receiving lane on northbound Pole Line Road north of East Covell Boulevard. Lengthen the eastbound left-turn lane storage from 125 to 230 feet, the southbound left-turn lane storage from 200 to 400 feet, and the northbound left-turn storage from 125 to 225 feet. Implement an overlap phase for the eastbound left-turn and southbound right-turn movements.
- Pole Line Road/Picasso Avenue: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- Pole Line Road/Donner Avenue: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- Pole Line Road/Moore Boulevard: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- Pole Line Road/Village Farms Road North: Install side-street stop control.
- County Road 102/County Road 29: Install all-way stop control. The modification would improve a.m. and p.m. peak hour intersection operations to acceptable LOS C. Note that this improvement would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.
- County Road 102/County Road 28H: Install all-way stop control. The modification would improve a.m. and p.m. peak hour intersection operations to acceptable LOS C. Note that this improvement would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.

Table 10 presents peak hour delay and LOS at study intersections that would operate unacceptably under Existing Plus Project conditions, both for Existing Plus Project conditions and for Existing Plus Project Conditions With Improvements. Overall, the improvements would substantially reduce delays and

queueing throughout the study area. The implementation of the recommended improvements would improve peak hour operations to acceptable levels at all study intersections under Existing Plus Project conditions.

Table 10: Peak Hour Intersection Operations – Existing Plus Project Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Existing Plus Project Conditions				Existing Plus Project Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
11. East Covell Boulevard/F Street	Signal	City of Davis	37	D	**134**	**F**	39	D	40	D
12. F Street/East Fourteenth Street	Signal	City of Davis	22	C	17	B	22	C	17	B
13. East Covell Boulevard/ Market Avenue	SSSC	City of Davis	6 (16)	A (C)	**96 (9)**	**F (A)**	7 (16)	A (C)	17 (11)	C (B)
14. Cannery Avenue/Cannery Loop	RAB	City of Davis	3	A	3	A	3	A	3	A
15. East Covell Boulevard/J Street/Cannery Avenue	Signal	City of Davis	49	D	**119**	**F**	53	D	68	E
16. East Covell Boulevard/L Street	Signal	City of Davis	34	C	56	E	34	C	65	E
17. Pole Line Road/Village Farms Road North	SSSC	City of Davis	2 (11)	A (B)	2 (14)	A (B)	3 (17)	A (C)	3 (18)	A (C)
18. Pole Line Road/Moore Boulevard	RAB/Signal	City of Davis	10	B	12	B	22	C	30	C
19. Pole Line Road/Donner Avenue	RAB/Signal	City of Davis	12	B	**60**	**F**	20	B	26	C
20. Pole Line Road/Picasso Avenue	RAB/Signal	City of Davis	22	C	48	E	19	B	28	C
21. East Covell Boulevard/Pole Line Road	Signal	City of Davis	53	D	**114**	**F**	44	D	77	E

Table 10: Peak Hour Intersection Operations – Existing Plus Project Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Existing Plus Project Conditions				Existing Plus Project Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
22. East Covell Boulevard/Birch Lane	Signal	City of Davis	19	B	18	B	17	B	15	B

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For two-way stop-controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches with the delay and LOS for the worst-case movement reported in parentheses.
Shaded cells indicate locations with unacceptable peak hour LOS.
Shaded and bold cells indicate locations where the project would cause adverse effects to peak hour intersection operations in accordance with the performance criteria.
Signal = Traffic Signal. RAB = Roundabout. SSSC = Side-Street Stop Control. AWSC = All-Way Stop Control. "-" = Does not exist. Traffic controls separated by "/" indicate changes to traffic controls between analysis scenarios.
Source: Fehr & Peers, 2024.

Cumulative Conditions Recommendations

Fehr & Peers recommends the following physical improvements and signal timing changes to improve peak hour traffic operations under cumulative conditions:

- Covell Boulevard between Shasta Drive/Risling Court and Birch Lane: Coordinate traffic signals, optimize signal timings, and operate with a 140 second cycle length during the a.m. peak period and a 150 second cycle length during the p.m. peak period. Note that these improvements may require controller or communications upgrades. Also note that a portion of these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans.
- Mace Boulevard between Alhambra Drive and Cowell Boulevard: Coordinate traffic signals, optimize signal timings, and operate with a 150 second cycle length during the a.m. and p.m. peak periods. Note that these improvements may require controller or communications upgrades.
- West Covell Boulevard/SR 113 Southbound Ramps: Construct a second westbound left-turn lane and a second receiving lane on the southbound on-ramp. Note that these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans.
- West Covell Boulevard/SR 113 Northbound Ramps: Modify the northbound off-ramp to consist of three lanes approaching West Covell Boulevard, including one left-turn lane, one shared

left/through/right lane, and one right-turn lane. Construct a second eastbound left-turn lane. Note that these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans.

- West Covell Boulevard/Sycamore Lane: Lengthen the eastbound left-turn lane storage from 150 to 275 feet.
- East Covell Boulevard/F Street: Construct a second southbound left-turn lane.
- East Covell Boulevard/Pole Line Road: Construct a second eastbound left-turn lane and a second receiving lane on northbound Pole Line Road north of East Covell Boulevard. Lengthen the eastbound left-turn lane storage from 125 to 230 feet, the southbound left-turn lane storage from 200 to 400 feet, and the northbound left-turn storage from 125 to 225 feet. Implement an overlap phase for the eastbound left-turn and southbound right-turn movements. Lengthen the northbound left-turn lane storage from 125 to 225 feet. Reconfigure eastbound and westbound channelized right-turn lanes into standard right-turn pockets.
- Pole Line Road/Picasso Avenue: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- Pole Line Road/Donner Avenue: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- Pole Line Road/Moore Boulevard: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- Pole Line Road/Village Farms North Road: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- East Covell Boulevard/Monarch Lane: Install a traffic signal. Modify each approach to consist of two lanes, including a left-turn pocket and a shared through/right lane, and operate each approach with protected left-turn phasing.
- East Covell Boulevard and Mace Boulevard: Widen to four lanes between Monarch Lane and Second Street/County Road 32A (i.e., construct a second eastbound/southbound lane between Harper Junior High School and Alhambra Drive and a second westbound/northbound lane between Second Street/County Road 32A and Monarch Lane).
- East Covell Boulevard/Alhambra Drive: Modify the westbound approach to consist of four lanes, including a left-turn pocket, two through lanes, and a right-turn pocket.

- East Covell Boulevard/Shriners Road East: Modify the westbound approach to consist of two lanes, including a through lane and a shared through/right lane. It is also recommended that as part of the Shriners Property Project, this intersection be evaluated for consolidation with the existing signalized intersection at East Covell Boulevard/Harper Junior High School. This modification would consolidate this pair of closely spaced intersections and allow for a second point of access with permitted left-turn ingress and egress for the Shriners Property Project.
- East Covell Boulevard/Harper Junior High School: Modify the westbound approach to consist of three lanes, including a left-turn pocket and two through lanes.
- Mace Boulevard/Alhambra Drive: Modify the northbound approach to consist of four lanes, including a left-turn pocket, two through lanes, and a right-turn pocket.
- Mace Boulevard/Second Street/County Road 32A: Modify the northbound approach to consist of five lanes, including two left-turn pockets, two through lanes, and a right-turn pocket.
- Mace Boulevard/I-80 Westbound Ramps: Modify the northbound approach to consist of three lanes, including one left-turn pocket and two through lanes. Lengthen the northbound left-turn lane storage from 275 to 350 feet. Modify the southbound approach to consist of four lanes, including three through lanes and a right-turn pocket. The new third through lane should begin as a receiving lane for the eastbound channelized right-turn lane at the Mace Boulevard/Second Street/County Road 32A intersection. This lane should be signed and striped for I-80 access only. It is possible that this modification could be constructed without widening the UPRR overcrossing structure by removing the existing median. However, further engineering analysis outside of the scope of this study is required to fully evaluate the feasibility of this modification with respect to the existing overcrossing/interchange structures and adjacent properties. Note that these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans.
- Mace Boulevard/I-80 Eastbound Loop On-Ramp: Convert the HOV lane to a general purpose lane and control both lanes with the ramp meter. Modify the southbound approach to consist of three lanes, including two through lanes and a "trap" right-turn lane (which would channelize traffic to the loop on-ramp). The right-turn lane should be signed and striped for eastbound I-80 access only. It is possible that this modification could be constructed without widening the I-80 overcrossing structure by removing the existing median and one of the two northbound left-turn lanes at the Mace Boulevard/I-80 Westbound Ramps intersections. However, further engineering analysis outside of the scope of this study is required to fully evaluate the feasibility of this modification with respect to the existing overcrossing/interchange structures.

  Note that these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans. Caltrans may determine that alternative improvements are preferred, such as the construction of a third on-ramp storage lane instead of the conversion of the existing HOV lane to a general purpose lane.



- Mace Boulevard/I-80 Eastbound Slip On-Ramp: Extend the on-ramp and relocate the ramp meter 500 feet east of its current location. Convert the HOV lane to a general purpose lane and control both lanes with the ramp meter.

  Note that these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans. Caltrans may determine that alternative improvements are preferred, such as the construction of a third on-ramp storage lane instead of the conversion of the existing HOV lane to a general purpose lane.

- Mace Boulevard/Chiles Road: Modify the southbound channelized right-turn lane to a standard right-turn lane.

  Chiles Road/I-80 Eastbound Off-Ramp: Modify the westbound approach to consist of a single through lane. Modify the eastbound approach to consist of two through lanes and begin the second through lane at the Hanlees Davis Toyota driveway. Note that these improvements would occur within Caltrans right-of-way and are subject to review and approval by Caltrans.

- County Road 29/SR 113 SB Ramps: Install all-way stop control. Note that this improvement would occur within Caltrans right-of-way and is subject to review and approval by Caltrans.

- County Road 29/County Road 101A: Install a traffic signal and interconnect with adjacent at-grade railroad crossing controls. Note that this improvement would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.

- County Road 102/County Road 29: Install a traffic signal or roundabout. Note that installation of all-way stop control was considered for this intersection as well as the County Road 102 intersections with County Road 27 and County Road 28H. However, all-way stop control would not improve peak hour intersection operations at these intersections to acceptable levels per the Yolo County LOS policy. Note that this improvement would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.

- County Road 102/County Road 28H: Install a traffic signal or roundabout. Note that this improvement would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.

- County Road 102/County Road 27: Install a traffic signal or roundabout. Note that this improvement would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.

- County Road 105/County Road 32A: Install all-way stop control. Note that this intersection is planned for modification as part of the Yolo County County Road 32A Railroad Crossing Relocation Project. This project will result in the elimination of the existing at-grade crossing of County Road 32A and the UPRR tracks. As part of this project, the County Road 32A intersection with County Road 105 will be relocated north of the UPRR tracks. Note that this improvement

would occur within Yolo County right-of-way and is subject to review and approval by Yolo County.

- County Road 32A/I-80 WB Ramps: Install all-way stop control. Note that this improvement would occur within Caltrans right-of-way and is subject to review and approval by Caltrans.

With the exception of the improvement recommendations that are provided for both Existing Plus Project and cumulative conditions, the project applicant should contribute fair share funding to cover their proportionate cost of the recommended improvements under cumulative conditions. Determination of fair share contributions for each improvement should consider the extent to which the improvement is needed to address an existing deficiency, or if the improvement is needed to address a future deficiency only. This assessment should be conducted separately for each standalone improvement.

Table 11 presents peak hour delay and LOS at all study intersections under cumulative conditions with the implementation of the recommended improvements described previously. Overall, the improvements would substantially reduce delays and queueing throughout the study area. The implementation of the recommended improvements would improve peak hour study operations at all study intersections to acceptable levels during the a.m. peak hour under cumulative conditions. During the p.m. peak hour, the recommended improvements would reduce the number of study intersections operating at unacceptable levels from 23 intersections to the following 5 intersections:

- East Covell Boulevard/F Street
- East Covell Boulevard/Market Avenue
- East Covell Boulevard/J Street/Cannery Avenue
- Mace Boulevard/Chiles Road
- Mace Boulevard/Cowell Boulevard

Under cumulative conditions, future travel demand would exceed the available capacity at several intersections along the Covell Boulevard and Mace Boulevard corridor such that unacceptable LOS F conditions cannot be avoided even with the recommended improvements. This is due to a combination of factors, such as physical, environmental, and policy constraints related to roadway capacity or network expansion, the considerable amount of new low-density and single-family residential development in Davis anticipated in the cumulative analysis scenario, and the substantial effect of I-80 mainline and interchange operations on local roadway traffic operations.

It is important to note that several of the improvements would expand roadway capacity in a manner that could conflict with City of Davis goals related to VMT and GHG emissions reductions (i.e., due to the correlation between roadway capacity expansion and induced vehicle travel demand). While this study focused primarily on physical improvements and signal timing changes to improve traffic operations, the



City could consider other strategies to improve local roadway traffic operations under cumulative conditions while also supporting City goals related to reducing VMT and GHG emissions and promoting multi-modal travel. These strategies include, but are not limited to, the following:

- Plan for higher-density residential development with a greater emphasis on multi-family housing over single-family housing. This strategy would result in fewer vehicle trips generated on a per unit basis.
- Plan for a greater mix of land uses in new residential development areas, particularly grocery stores and other daily/semi-regular shopping destinations. This strategy would reduce shopping trip distances, in turn shifting a greater share of trips from driving to walk/bike/transit and reducing trip lengths and associated VMT for driving trips.
- Increase the coverage, frequency, and speed of the local transit system to promote transit as a viable travel option for local trips. This strategy would shift a greater share of local trips from driving to transit.
- Implement new parking management strategies such as parking supply reductions and parking pricing. This strategy would reduce vehicle ownership levels and associated vehicle trip generation/VMT and encourage use of other transportation modes for local trips.
- Explore the potential for targeted peak period roadway pricing to reduce regional cut-through traffic on local roadways (e.g., eastbound I-80 traffic diverting onto local roadways such as Chiles Road and Mace Boulevard). Similarly, support roadway pricing on I-80 to reduce overall regional vehicle travel demand through Davis.
- Explore the potential for a new I-80 interchange in Davis between Richards Boulevard and Mace Boulevard. This strategy would improve local access to the State Highway System, more evenly distribute travel demand across multiple interchanges, and reduce the need for substantial capacity expansions at existing interchanges such as Mace Boulevard.

Table 11: Peak Hour Intersection Operations – Cumulative Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions				Cumulative Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. West Covell Boulevard/Lake Boulevard	AWSC	City of Davis	12	B	11	B	13	B	11	B
2. West Covell Boulevard/ Denali Drive	Signal	City of Davis	10	B	9	A	11	B	9	A
3. West Covell Boulevard/ Shasta Drive	Signal	City of Davis	32	C	26	C	33	C	26	C
4. West Covell Boulevard/John Jones Road	Signal	City of Davis	29	C	47	D	27	C	20	B
5. West Covell Boulevard/SR 113 SB Ramps	Signal	Caltrans	72	E	53	D	43	D	38	D
6. West Covell Boulevard/SR 113 NB Ramps	Signal	Caltrans	79	E	79	E	24	C	38	D
7. West Covell Boulevard/ Sycamore Lane	Signal	City of Davis	**85**	**F**	80	E	32	C	68	E
8. West Covell Boulevard/ Anderson Road	Signal	City of Davis	39	D	55	D	38	D	35	D
9. West Covell Boulevard/Oak Avenue	Signal	City of Davis	29	C	**86**	**F**	31	C	40	D
10. West Covell Boulevard/ Catalina Drive	Signal	City of Davis	17	B	47	D	19	B	28	C
11. East Covell Boulevard/F Street	Signal	City of Davis	63	E	**154**	**F**	47	D	129	F
12. F Street/East Fourteenth Street	Signal	City of Davis	26	C	35	D	25	C	22	C

Table 11: Peak Hour Intersection Operations – Cumulative Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions				Cumulative Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
13. East Covell Boulevard/ Market Avenue	SSSC	City of Davis	13 (32)	B (D)	**83 (9)**	**F (A)**	9 (18)	A (C)	80 (9)	F (A)
14. Cannery Avenue/Cannery Loop	RAB	City of Davis	4	A	7	A	4	A	4	A
15. East Covell Boulevard/J Street/Cannery Avenue	Signal	City of Davis	62	E	**136**	**F**	50	D	131	F
16. East Covell Boulevard/L Street	Signal	City of Davis	38	D	69	E	35	D	72	E
17. Pole Line Road/Village Farms Road North	SSSC/Signal	City of Davis	5 (28)	A (D)	5 (26)	A (D)	8	A	7	A
18. Pole Line Road/Moore Boulevard	RAB/Signal	City of Davis	36	E	45	E	25	C	40	D
19. Pole Line Road/Donner Avenue	RAB/Signal	City of Davis	**83**	**F**	**107**	**F**	26	C	58	E
20. Pole Line Road/Picasso Avenue	RAB/Signal	City of Davis	41	E	**53**	**F**	27	C	37	D
21. East Covell Boulevard/Pole Line Road	Signal	City of Davis	**109**	**F**	**139**	**F**	42	D	71	E
22. East Covell Boulevard/Birch Lane	Signal	City of Davis	20	C	15	B	20	C	16	B
23. East Covell Boulevard/ Baywood Lane	SSSC	City of Davis	5 (24)	A (C)	5 (33)	A (D)	5 (28)	A (D)	5 (37)	A (E)

Table 11: Peak Hour Intersection Operations – Cumulative Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions				Cumulative Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
24. East Covell Boulevard/ Manzanita Lane	SSSC	City of Davis	5 (27)	A (D)	6 (40)	A (E)	6 (28)	A (D)	6 (42)	A (E)
25. East Covell Boulevard/ Wright Boulevard	Signal	City of Davis	14	B	14	B	14	B	16	B
26. East Covell Boulevard/ Monarch Lane	SSSC/Signal	City of Davis	6 (39)	A (E)	**11 (144)**	**B (F)**	23	C	31	C
27. East Covell Boulevard/ Alhambra Drive	Signal	City of Davis	26	C	**89**	**F**	24	C	32	C
28. East Covell Boulevard/ Shriner's Property Road East	SSSC	City of Davis	7 (8)	A (A)	**16 (158)**	**C (F)**	5 (7)	A (A)	3 (6)	A (A)
29. East Covell Boulevard/ Harper Junior High School	Signal	City of Davis	12	B	8	A	13	B	5	A
30. Mace Boulevard/ Alhambra Drive	Signal	City of Davis	53	D	51	D	55	D	56	E
31. Second Street/Fermi Place/Target Driveway	Signal	City of Davis	10	B	**97**	**F**	11	B	31	C
32. Mace Boulevard/ Second Street/County Road 32A	Signal	City of Davis	**107**	**F**	**111**	**F**	61	E	62	E
33. Mace Boulevard/I-80 WB Ramps	Signal	Caltrans	104	F	41	D	35	D	34	C

Table 11: Peak Hour Intersection Operations – Cumulative Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions				Cumulative Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
34. Mace Boulevard/Chiles Road	Signal	City of Davis	69	E	**125**	**F**	75	E	112	F
35. Chiles Road/I-80 EB Ramp	Signal	Caltrans	129	F	268	F	158	F	340	F
36. Mace Boulevard/ Cowell Boulevard	Signal	City of Davis	25	C	**145**	**F**	26	C	106	F
37. Mace Boulevard/North El Macero Drive	AWSC	City of Davis	8	A	29	D	8	A	10	A
38. County Road 29/SR 113 SB Ramps	SSSC	Caltrans	13 (29)	B (D)	8 (22)	A (C)	13	B	12	B
39. County Road 29/SR 113 NB Ramps	SSSC/AWSC	Caltrans	1 (15)	A (B)	3 (18)	A (C)	1 (15)	A (B)	3 (18)	A (C)
40. County Road 29/County Road 100A	SSSC	Yolo County	2 (23)	A (C)	2 (21)	A (C)	2 (23)	A (C)	2 (21)	A (C)
41. County Road 29/County Road 101A	SSSC/Signal	Yolo County	7 (28)	A (D)	8 (27)	A (D)	12	B	12	B
42. County Road 102/County Road 29	SSSC/Signal	Yolo County	7 (80)	A (F)	15 (135)	B (F)	16	B	12	B
43. County Road 102/County Road 28H	SSSC/Signal	Yolo County	1 (34)	A (D)	2 (40)	A (E)	6	A	8	A
44. County Road 102/County Road 27	AWSC/Signal	Yolo County	48	E	74	F	15	B	17	B
45. County Road 102/County Road 25A	Signal	Yolo County	14	B	12	B	14	B	12	B

Table 11: Peak Hour Intersection Operations – Cumulative Conditions With Improvements

Intersection	Traffic Control	Jurisdiction	Cumulative Conditions				Cumulative Conditions With Improvements			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
46. County Road 28H/County Road 103	SSSC	Yolo County	1 (10)	A (A)	1 (11)	A (B)	1 (10)	A (A)	1 (11)	A (B)
47. County Road 28H/Yolo County Landfill Driveway	SSSC	Yolo County	2 (10)	A (A)	2 (11)	A (B)	2 (10)	A (A)	2 (11)	A (B)
48. County Road 28H/County Road 105	SSSC	Yolo County	4 (10)	A (A)	4 (10)	A (B)	4 (10)	A (A)	4 (10)	A (B)
49. County Road 105/County Road 32A	SSSC/AWSC	Yolo County	11 (27)	B (D)	69 (264)	F (F)	11	B	16	C
50. County Road 32A/I-80 WB Ramps	SSSC/AWSC	Caltrans	8 (12)	A (B)	>300 (11)	F (B)	12	B	>300	F
51. County Road 32B/Chiles Road/I-80 EB Ramps	SSSC	Caltrans	7 (9)	A (A)	>300 (>300)	F (F)	10 (3)	A (A)	>300 (>300)	F (F)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For two-way stop-controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches with the delay and LOS for the worst-case movement reported in parentheses.
Shaded cells indicate locations with unacceptable peak hour LOS.
Signal = Traffic Signal. RAB = Roundabout. SSSC = Side-Street Stop Control. AWSC = All-Way Stop Control. "-" = Does not exist. Traffic controls separated by "/" indicate changes to traffic controls between analysis scenarios.
Source: Fehr & Peers, 2024.

Table 12: Freeway Off-Ramp Queuing – Cumulative Conditions With Improvements

Off-Ramp	Off-Ramp Distance[1]	Maximum Queue Length[2]			
		Cumulative Conditions		Cumulative Conditions With Improvements	
		A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
West Covell Boulevard/SR 113 SB Ramps	1,375 feet	1,975 feet	1,175 feet	850 feet	975 feet
West Covell Boulevard/SR 113 NB Ramps	1,275 feet	1,350 feet	1,900 feet	350 feet	575 feet
Mace Boulevard/I-80 WB Off-Ramp	1,200 feet	2,875 feet	300 feet	450 feet	400 feet
Chiles Road/I-80 EB Off-Ramp	1,100 feet	550 feet	1,350 feet	1,050 feet	350 feet
County Road 32A/I-80 WB Ramps	1,020 feet	175 feet	200 feet	150 feet	150 feet
Chiles Road/County Road 32B/I-80 EB Ramps	875 feet	50 feet	50 feet	50 feet	50 feet

Notes: [1] Measured from the intersection stop bar to the gore point of the freeway off-ramp. Does not include auxiliary lane on freeway mainline.
[2] Maximum queue estimates are based on results from SimTraffic micro-simulation model. Queues are maximum per lane, rounded up to the nearest 25 feet.
[3] Shaded cells represent conditions in which the queue would spill onto the freeway mainline.
Source: Fehr & Peers, 2024.

APPENDIX A - EXISTING CONDITIONS TECHNICAL CALCULATIONS AND TRAFFIC COUNTS

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lake Blvd & W Covell Blvd
City: Davis
Control: 4-Way Stop

Project ID: 23-070222-001
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Lake Blvd				Lake Blvd				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	0	1	0	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	5	17	0	4	3	1	0	2	32	2	0	4	28	4	0	106
7:15 AM	8	6	23	0	4	7	2	0	2	31	3	0	10	31	3	0	130
7:30 AM	6	9	31	0	7	6	3	0	5	39	1	0	21	37	5	0	170
7:45 AM	7	16	27	0	9	11	0	0	2	68	3	0	11	38	2	0	194
8:00 AM	5	7	53	0	9	18	2	0	7	64	15	0	17	37	2	0	236
8:15 AM	10	10	39	0	10	11	2	0	3	48	10	0	18	41	4	0	206
8:30 AM	5	16	38	0	2	13	3	0	3	42	3	0	34	46	9	0	214
8:45 AM	8	11	33	0	8	13	2	0	3	41	4	0	24	36	4	0	187
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	80	261	0	53	82	15	0	27	365	41	0	139	294	33	0	1443
APPROACH %'s :	13.45%	20.30%	66.24%	0.00%	35.33%	54.67%	10.00%	0.00%	6.24%	84.30%	9.47%	0.00%	29.83%	63.09%	7.08%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	27	49	157	0	30	53	7	0	15	222	31	0	80	162	17	0	850
PEAK HR FACTOR :	0.675	0.766	0.741	0.000	0.750	0.736	0.583	0.000	0.536	0.816	0.517	0.000	0.588	0.880	0.472	0.000	0.900
	0.896				0.776				0.779				0.728				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	0	1	0	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	15	36	0	4	8	7	0	12	38	7	0	32	59	6	0	232
4:15 PM	5	9	47	0	5	18	2	0	11	61	8	0	39	45	4	0	254
4:30 PM	7	14	37	0	7	11	3	0	9	51	6	0	33	43	7	0	228
4:45 PM	10	14	37	0	2	10	4	0	13	48	11	0	42	46	4	0	241
5:00 PM	5	18	48	0	2	20	5	0	10	46	8	0	59	64	9	0	294
5:15 PM	10	17	26	0	1	8	5	0	5	47	11	0	56	43	7	0	236
5:30 PM	2	13	43	0	7	11	4	0	6	54	9	0	41	53	3	0	246
5:45 PM	6	17	34	0	1	13	1	0	12	47	3	0	36	42	6	0	218
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	117	308	0	29	99	31	0	78	392	63	0	338	395	46	0	1949
APPROACH %'s :	11.09%	24.48%	64.44%	0.00%	18.24%	62.26%	19.50%	0.00%	14.63%	73.55%	11.82%	0.00%	43.39%	50.71%	5.91%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	27	62	154	0	12	49	18	0	34	195	39	0	198	206	23	0	1017
PEAK HR FACTOR :	0.675	0.861	0.802	0.000	0.429	0.613	0.900	0.000	0.654	0.903	0.886	0.000	0.839	0.805	0.639	0.000	0.865
	0.856				0.731				0.931				0.809				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Denali Dr & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-002
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Denali Dr				Denali Dr				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	9	0	0	0	0	0	0	55	2	0	3	38	0	0	109
7:15 AM	4	0	18	0	0	0	0	0	0	55	4	0	5	54	0	0	140
7:30 AM	4	0	16	0	0	0	0	0	0	67	5	0	6	72	0	0	170
7:45 AM	6	0	28	0	0	0	0	0	0	96	3	0	19	62	0	0	214
8:00 AM	6	0	29	0	0	0	0	0	0	111	9	0	22	65	0	0	242
8:15 AM	7	0	38	0	0	0	0	0	0	91	7	0	26	83	0	0	252
8:30 AM	10	0	51	0	0	0	0	0	0	80	3	0	18	86	0	0	248
8:45 AM	4	0	37	0	0	0	0	0	0	90	6	0	11	72	0	0	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	0	226	0	0	0	0	0	0	645	39	0	110	532	0	0	1595
APPROACH %'s :	15.99%	0.00%	84.01%	0.00%					0.00%	94.30%	5.70%	0.00%	17.13%	82.87%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	27	0	155	0	0	0	0	0	0	372	25	0	77	306	0	0	962
PEAK HR FACTOR :	0.675	0.000	0.760	0.000	0.000	0.000	0.000	0.000	0.000	0.838	0.694	0.000	0.740	0.890	0.000	0.000	0.954
	0.746								0.827				0.878				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	14	0	0	0	0	0	0	96	5	0	23	101	0	0	239
4:15 PM	3	0	21	0	0	0	0	0	0	109	6	0	29	93	0	0	261
4:30 PM	3	0	18	0	0	0	0	0	0	119	9	0	28	84	0	0	261
4:45 PM	1	0	26	0	0	0	0	0	0	93	3	0	22	100	0	0	245
5:00 PM	5	0	33	0	0	0	0	0	0	119	5	0	23	132	0	0	317
5:15 PM	3	0	14	0	0	0	0	0	0	91	3	0	18	106	0	0	235
5:30 PM	3	0	40	0	0	0	0	0	0	104	8	0	27	103	0	0	285
5:45 PM	7	0	21	0	0	0	0	0	0	85	5	0	23	79	0	0	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	0	187	0	0	0	0	0	0	816	44	0	193	798	0	0	2063
APPROACH %'s :	11.79%	0.00%	88.21%	0.00%					0.00%	94.88%	5.12%	0.00%	19.48%	80.52%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	12	0	98	0	0	0	0	0	0	440	23	0	102	409	0	0	1084
PEAK HR FACTOR :	0.600	0.000	0.742	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.639	0.000	0.879	0.775	0.000	0.000	0.855
	0.724								0.904				0.824				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shasta Dr & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-003
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Shasta Dr				Shasta Dr				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	1	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	1	22	0	4	0	1	0	4	56	1	0	12	40	16	0	158
7:15 AM	6	3	19	0	9	0	2	0	6	69	1	0	11	50	18	0	194
7:30 AM	5	0	33	0	21	0	6	0	4	72	3	0	18	69	18	0	249
7:45 AM	4	1	41	0	10	1	1	0	5	117	6	0	30	76	15	0	307
8:00 AM	3	1	64	0	8	0	4	0	8	127	5	0	34	78	12	0	344
8:15 AM	4	0	70	0	6	2	4	0	7	107	3	0	56	103	21	0	383
8:30 AM	1	2	60	0	14	0	4	0	6	125	3	0	32	97	16	1	361
8:45 AM	5	1	31	0	12	1	7	0	7	120	6	1	21	71	24	0	307
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	9	340	0	84	4	29	0	47	793	28	1	214	584	140	1	2303
APPROACH %'s :	7.67%	2.38%	89.95%	0.00%	71.79%	3.42%	24.79%	0.00%	5.41%	91.25%	3.22%	0.12%	22.79%	62.19%	14.91%	0.11%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	13	4	225	0	40	3	19	0	28	479	17	1	143	349	73	1	1395
PEAK HR FACTOR :	0.650	0.500	0.804	0.000	0.714	0.375	0.679	0.000	0.875	0.943	0.708	0.250	0.638	0.847	0.760	0.250	0.911
	0.818				0.775				0.938				0.786				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	1	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	37	0	22	1	1	0	0	89	4	0	43	114	6	1	320
4:15 PM	4	1	54	0	20	2	6	0	1	138	3	0	27	112	13	2	383
4:30 PM	5	1	49	0	14	2	3	0	6	135	1	0	39	112	9	0	376
4:45 PM	1	0	42	0	23	1	5	0	4	102	4	0	53	111	8	0	354
5:00 PM	3	2	57	1	17	2	12	0	1	151	6	0	44	137	8	1	442
5:15 PM	3	0	56	0	20	0	3	0	1	103	4	0	44	120	9	0	363
5:30 PM	3	0	57	0	14	1	5	0	5	127	4	0	47	120	6	0	389
5:45 PM	2	0	63	0	7	0	4	0	1	110	3	0	40	101	5	0	336
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	4	415	1	137	9	39	0	19	955	29	0	337	927	64	4	2963
APPROACH %'s :	5.19%	0.90%	93.68%	0.23%	74.05%	4.86%	21.08%	0.00%	1.89%	95.21%	2.89%	0.00%	25.30%	69.59%	4.80%	0.30%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	13	4	202	1	74	7	26	0	12	526	14	0	163	472	38	3	1555
PEAK HR FACTOR :	0.650	0.500	0.886	0.250	0.804	0.875	0.542	0.000	0.500	0.871	0.583	0.000	0.769	0.861	0.731	0.375	0.880
	0.873				0.863				0.873				0.889				

National Data & Surveying Services

Intersection Turning Movement Count

Location: John Jones Rd & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-004
Date: 10/26/2023

Data - Totals

NS/EW Streets:	John Jones Rd				John Jones Rd				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	25	0	6	0	7	76	0	0	0	60	38	0	212
7:15 AM	0	0	0	0	33	0	9	0	12	81	0	0	0	71	46	0	252
7:30 AM	0	0	0	0	35	0	12	0	17	113	0	0	0	95	61	0	333
7:45 AM	0	0	0	0	36	0	14	0	8	150	0	0	0	104	81	0	393
8:00 AM	0	0	0	0	47	0	12	0	15	189	0	0	0	125	55	0	443
8:15 AM	0	0	0	0	56	0	13	0	13	175	0	0	0	158	74	0	489
8:30 AM	0	0	0	0	49	0	16	0	35	161	0	0	0	126	73	0	460
8:45 AM	0	0	0	0	52	0	13	0	16	151	0	0	0	111	80	0	423
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	333	0	95	0	123	1096	0	0	0	850	508	0	3005
APPROACH %'s :					77.80%	0.00%	22.20%	0.00%	10.09%	89.91%	0.00%	0.00%	0.00%	62.59%	37.41%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	204	0	54	0	79	676	0	0	0	520	282	0	1815
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.911	0.000	0.844	0.000	0.564	0.894	0.000	0.000	0.000	0.823	0.881	0.000	0.928
							0.935				0.925				0.864		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	51	0	15	0	16	132	0	1	0	146	43	0	404
4:15 PM	0	0	0	0	46	0	10	0	10	198	0	0	0	146	55	0	465
4:30 PM	0	0	0	0	55	0	19	0	12	188	0	0	0	139	52	0	465
4:45 PM	0	0	0	0	49	0	15	0	12	160	0	0	0	165	49	0	450
5:00 PM	0	0	0	0	73	0	23	0	10	208	0	0	0	159	61	0	534
5:15 PM	0	0	0	0	51	0	20	0	14	165	0	0	0	159	38	0	447
5:30 PM	0	0	0	0	60	0	20	0	19	187	0	0	0	147	39	0	472
5:45 PM	0	0	0	0	44	0	17	0	16	163	0	0	0	130	39	0	409
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	429	0	139	0	109	1401	0	1	0	1191	376	0	3646
APPROACH %'s :					75.53%	0.00%	24.47%	0.00%	7.21%	92.72%	0.00%	0.07%	0.00%	76.01%	23.99%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	223	0	67	0	44	754	0	0	0	609	217	0	1914
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.764	0.000	0.728	0.000	0.917	0.906	0.000	0.000	0.000	0.923	0.889	0.000	0.896
							0.755				0.915				0.939		

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 113 SB Ramps & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-005
Date: 10/26/2023

Data - Totals

NS/EW Streets:	SR 113 SB Ramps				SR 113 SB Ramps				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	14	1	12	0	0	40	62	0	52	85	0	0	266
7:15 AM	0	0	0	0	20	0	22	0	0	46	68	0	66	99	0	0	321
7:30 AM	0	0	0	0	30	1	30	0	0	56	91	0	85	129	0	0	422
7:45 AM	0	0	0	0	53	1	42	0	0	112	75	0	68	136	0	1	488
8:00 AM	0	0	0	0	93	0	35	0	0	158	75	0	58	148	0	0	567
8:15 AM	0	0	0	0	87	0	41	0	0	167	67	0	114	197	0	0	673
8:30 AM	0	0	0	0	32	0	31	0	0	103	104	0	113	166	0	0	549
8:45 AM	0	0	0	0	32	0	22	0	0	122	83	0	81	162	0	0	502
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	361	3	235	0	0	804	625	0	637	1122	0	1	3788
APPROACH %'s :					60.27%	0.50%	39.23%	0.00%	0.00%	56.26%	43.74%	0.00%	36.19%	63.75%	0.00%	0.06%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	244	0	129	0	0	550	329	0	366	673	0	0	2291
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.656	0.000	0.787	0.000	0.000	0.823	0.791	0.000	0.803	0.854	0.000	0.000	0.851
							0.729				0.939				0.835		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	32	0	18	0	0	134	49	0	48	171	0	2	454
4:15 PM	0	0	0	0	31	1	26	0	0	200	42	0	46	177	0	2	525
4:30 PM	0	0	0	0	37	0	17	0	0	199	43	0	47	172	0	3	518
4:45 PM	0	0	0	0	43	0	16	0	0	173	39	0	58	200	0	1	530
5:00 PM	0	0	0	0	38	0	20	0	0	224	56	0	61	207	0	3	609
5:15 PM	0	0	0	0	31	0	23	0	0	172	45	0	63	165	0	4	503
5:30 PM	0	0	0	0	24	1	16	0	0	183	62	0	59	173	0	1	519
5:45 PM	0	0	0	0	39	0	15	0	0	161	48	0	62	152	0	1	478
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	275	2	151	0	0	1446	384	0	444	1417	0	17	4136
APPROACH %'s :					64.25%	0.47%	35.28%	0.00%	0.00%	79.02%	20.98%	0.00%	23.64%	75.45%	0.00%	0.91%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	149	1	79	0	0	796	180	0	212	756	0	9	2182
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.866	0.250	0.760	0.000	0.000	0.888	0.804	0.000	0.869	0.913	0.000	0.750	0.896
							0.970				0.871				0.901		

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 113 NB Ramps & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-006
Date: 10/26/2023

Data - Totals

NS/EW Streets:	SR 113 NB Ramps				SR 113 NB Ramps				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	41	0	31	0	0	0	0	0	6	48	0	0	0	99	16	0	241
7:15 AM	47	0	40	0	0	0	0	0	10	53	0	0	0	121	15	0	286
7:30 AM	69	0	45	0	0	0	0	0	14	75	0	0	0	139	24	0	366
7:45 AM	67	0	61	0	0	0	0	0	9	153	0	0	0	138	32	0	460
8:00 AM	54	0	85	0	0	0	0	0	12	232	0	0	0	161	24	0	568
8:15 AM	61	0	66	0	0	0	0	0	22	243	0	0	0	241	54	0	687
8:30 AM	53	0	51	0	0	0	0	0	21	114	0	0	0	227	51	0	517
8:45 AM	72	0	70	0	0	0	0	0	16	133	0	0	0	170	35	0	496
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	464	0	449	0	0	0	0	0	110	1051	0	0	0	1296	251	0	3621
APPROACH %'s :	50.82%	0.00%	49.18%	0.00%					9.47%	90.53%	0.00%	0.00%	0.00%	83.78%	16.22%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	240	0	272	0	0	0	0	0	71	722	0	0	0	799	164	0	2268
PEAK HR FACTOR :	0.833	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.807	0.743	0.000	0.000	0.000	0.829	0.759	0.000	0.825
	0.901								0.748				0.816				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	58	0	133	0	0	0	0	0	16	155	0	0	0	158	51	0	571
4:15 PM	72	0	158	0	0	0	0	0	29	197	0	0	0	163	41	0	660
4:30 PM	58	0	133	0	0	0	0	0	30	216	0	0	0	154	45	0	636
4:45 PM	64	0	107	0	0	0	0	0	23	189	0	1	0	195	44	0	623
5:00 PM	72	0	138	0	0	0	0	0	29	239	0	1	0	197	41	0	717
5:15 PM	67	0	126	0	0	0	0	0	29	172	0	0	0	167	46	0	607
5:30 PM	60	0	101	0	0	0	0	0	32	180	0	0	0	171	48	0	592
5:45 PM	46	0	72	0	0	0	0	0	29	173	0	0	0	175	40	0	535
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	497	0	968	0	0	0	0	0	217	1521	0	2	0	1380	356	0	4941
APPROACH %'s :	33.92%	0.00%	66.08%	0.00%					12.47%	87.41%	0.00%	0.11%	0.00%	79.49%	20.51%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	266	0	536	0	0	0	0	0	111	841	0	2	0	709	171	0	2636
PEAK HR FACTOR :	0.924	0.000	0.848	0.000	0.000	0.000	0.000	0.000	0.925	0.880	0.000	0.500	0.000	0.900	0.950	0.000	0.919
	0.872								0.887				0.921				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sycamore Ln & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-007
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Sycamore Ln				Sycamore Ln				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	1	3	0	2	4	21	0	9	43	6	0	4	62	5	0	182
7:15 AM	21	3	4	0	12	4	25	0	10	51	7	0	3	81	7	0	228
7:30 AM	26	4	4	0	10	8	35	0	11	73	9	0	4	90	7	0	281
7:45 AM	32	2	4	0	22	8	28	0	19	127	29	0	5	108	9	0	393
8:00 AM	24	4	5	0	26	20	45	0	37	194	58	0	6	122	12	0	553
8:15 AM	44	10	16	0	30	24	43	0	28	196	59	0	20	194	11	0	675
8:30 AM	43	11	13	0	21	17	52	0	23	109	14	0	3	176	25	0	507
8:45 AM	29	8	14	0	15	10	28	0	26	132	20	0	8	120	9	0	419
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	241	43	63	0	138	95	277	0	163	925	202	0	53	953	85	0	3238
APPROACH %'s :	69.45%	12.39%	18.16%	0.00%	27.06%	18.63%	54.31%	0.00%	12.64%	71.71%	15.66%	0.00%	4.86%	87.35%	7.79%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	140	33	48	0	92	71	168	0	114	631	151	0	37	612	57	0	2154
PEAK HR FACTOR :	0.795	0.750	0.750	0.000	0.767	0.740	0.808	0.000	0.770	0.805	0.640	0.000	0.463	0.789	0.570	0.000	0.798
	0.789				0.853				0.775				0.784				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	17	7	0	35	6	16	0	27	197	21	0	8	140	20	0	517
4:15 PM	32	11	18	0	39	14	24	0	34	255	25	0	4	143	21	0	620
4:30 PM	30	16	10	0	38	17	22	0	22	228	40	0	7	114	17	0	561
4:45 PM	32	20	9	0	40	14	24	0	34	183	25	0	11	145	26	0	563
5:00 PM	31	20	9	0	35	20	26	0	33	244	25	0	7	166	22	0	638
5:15 PM	24	10	19	0	26	21	21	0	33	190	20	0	7	132	22	0	525
5:30 PM	20	11	7	0	34	19	26	0	30	185	20	0	4	142	16	0	514
5:45 PM	30	20	15	0	42	26	27	0	26	147	29	0	7	144	26	0	539
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	222	125	94	0	289	137	186	0	239	1629	205	0	55	1126	170	0	4477
APPROACH %'s :	50.34%	28.34%	21.32%	0.00%	47.22%	22.39%	30.39%	0.00%	11.53%	78.58%	9.89%	0.00%	4.07%	83.35%	12.58%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	125	67	46	0	152	65	96	0	123	910	115	0	29	568	86	0	2382
PEAK HR FACTOR :	0.977	0.838	0.639	0.000	0.950	0.813	0.923	0.000	0.904	0.892	0.719	0.000	0.659	0.855	0.827	0.000	0.933
	0.975				0.966				0.914				0.876				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Anderson Rd & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-008
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Anderson Rd				Anderson Rd				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	3	10	0	3	14	13	0	2	32	13	0	4	47	1	0	153
7:15 AM	11	8	7	0	5	8	10	0	6	45	9	2	9	70	6	0	196
7:30 AM	18	9	12	1	3	28	16	0	3	51	22	0	15	65	6	1	250
7:45 AM	24	9	7	0	7	19	22	3	3	109	32	1	12	78	4	0	330
8:00 AM	21	10	5	0	13	50	21	0	6	135	74	0	39	105	11	2	492
8:15 AM	50	21	27	1	15	47	16	0	7	122	120	0	64	155	12	0	657
8:30 AM	61	17	19	1	6	45	18	0	13	107	31	0	33	129	14	1	495
8:45 AM	43	15	15	0	14	36	15	0	14	92	33	3	21	72	3	0	376
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	239	92	102	3	66	247	131	3	54	693	334	6	197	721	57	4	2949
APPROACH %'s :	54.82%	21.10%	23.39%	0.69%	14.77%	55.26%	29.31%	0.67%	4.97%	63.75%	30.73%	0.55%	20.12%	73.65%	5.82%	0.41%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	175	63	66	2	48	178	70	0	40	456	258	3	157	461	40	3	2020
PEAK HR FACTOR :	0.717	0.750	0.611	0.500	0.800	0.890	0.833	0.000	0.714	0.844	0.538	0.250	0.613	0.744	0.714	0.375	0.769
	0.773				0.881				0.760				0.715				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	41	19	24	1	19	22	7	0	8	184	32	1	12	110	12	0	492
4:15 PM	56	33	32	0	13	20	17	0	15	248	26	0	14	99	16	1	590
4:30 PM	49	29	34	0	22	18	11	0	13	239	39	4	22	69	7	1	557
4:45 PM	48	28	28	1	20	36	11	0	14	168	30	0	25	120	15	0	544
5:00 PM	47	30	42	1	17	16	16	0	7	217	28	1	27	106	19	0	574
5:15 PM	49	37	38	2	12	17	11	0	17	201	37	2	24	95	16	0	558
5:30 PM	41	22	29	0	15	17	8	0	10	191	29	1	29	114	11	1	518
5:45 PM	40	23	28	0	20	34	15	0	9	157	32	1	21	122	11	1	514
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	371	221	255	5	138	180	96	0	93	1605	253	10	174	835	107	4	4347
APPROACH %'s :	43.54%	25.94%	29.93%	0.59%	33.33%	43.48%	23.19%	0.00%	4.74%	81.85%	12.90%	0.51%	15.54%	74.55%	9.55%	0.36%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	200	120	136	2	72	90	55	0	49	872	123	5	88	394	57	2	2265
PEAK HR FACTOR :	0.893	0.909	0.810	0.500	0.818	0.625	0.809	0.000	0.817	0.879	0.788	0.313	0.815	0.821	0.750	0.500	0.960
	0.946				0.810				0.889				0.845				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Ave & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-009
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Oak Ave				Oak Ave				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	0	5	0	0	0	0	0	0	42	3	0	10	50	0	0	116
7:15 AM	3	0	5	0	0	0	0	0	0	47	9	0	6	89	0	0	159
7:30 AM	4	0	12	0	0	0	0	0	0	52	21	0	10	90	0	0	189
7:45 AM	12	0	12	0	0	0	0	0	0	91	27	0	26	89	0	0	257
8:00 AM	33	0	53	0	0	0	0	0	0	96	65	0	83	163	0	0	493
8:15 AM	55	0	74	0	0	0	0	0	0	126	58	0	59	173	0	0	545
8:30 AM	44	0	32	0	0	0	0	0	0	106	34	0	20	144	0	0	380
8:45 AM	17	0	18	0	0	0	0	0	0	114	20	0	22	105	0	0	296
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	174	0	211	0	0	0	0	0	0	674	237	0	236	903	0	0	2435
APPROACH %'s :	45.19%	0.00%	54.81%	0.00%					0.00%	73.98%	26.02%	0.00%	20.72%	79.28%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	149	0	177	0	0	0	0	0	0	442	177	0	184	585	0	0	1714
PEAK HR FACTOR :	0.677	0.000	0.598	0.000	0.000	0.000	0.000	0.000	0.000	0.877	0.681	0.000	0.554	0.845	0.000	0.000	0.786
	0.632								0.841				0.782				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	39	0	23	0	0	0	0	0	0	222	21	0	19	126	0	0	450
4:15 PM	29	0	21	0	0	0	0	0	0	258	20	0	10	112	0	0	450
4:30 PM	20	0	22	0	0	0	0	0	0	284	26	0	19	108	0	0	479
4:45 PM	29	0	29	0	0	0	0	0	0	193	30	0	24	152	0	0	457
5:00 PM	30	0	27	0	0	0	0	0	0	246	35	0	19	169	0	0	526
5:15 PM	30	0	39	0	0	0	0	0	0	257	33	0	26	106	0	0	491
5:30 PM	31	0	31	0	0	0	0	0	0	199	25	0	17	128	0	0	431
5:45 PM	35	0	25	0	0	0	0	2	0	202	24	0	33	131	0	0	452
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	243	0	217	0	0	0	0	2	0	1861	214	0	167	1032	0	0	3736
APPROACH %'s :	52.83%	0.00%	47.17%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	89.69%	10.31%	0.00%	13.93%	86.07%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	109	0	117	0	0	0	0	0	0	980	124	0	88	535	0	0	1953
PEAK HR FACTOR :	0.908	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.863	0.886	0.000	0.846	0.791	0.000	0.000	0.928
	0.819								0.890				0.828				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina Dr & W Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-010
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Catalina Dr				Catalina Dr				W Covell Blvd				W Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	12	0	10	0	1	46	0	0	0	47	8	0	124
7:15 AM	0	0	0	0	15	0	5	0	2	48	0	0	0	90	10	0	170
7:30 AM	0	0	0	0	22	0	10	0	6	60	0	0	0	90	11	0	199
7:45 AM	0	0	0	0	41	0	11	0	4	99	0	0	0	125	14	0	294
8:00 AM	0	0	0	0	39	0	20	0	8	141	0	0	0	205	19	0	432
8:15 AM	0	0	0	0	50	0	19	0	9	181	0	0	0	213	27	0	499
8:30 AM	0	0	0	0	25	0	14	0	7	141	0	0	0	150	13	0	350
8:45 AM	0	0	0	0	25	0	17	0	10	118	0	0	0	110	19	0	299
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	229	0	106	0	47	834	0	0	0	1030	121	0	2367
APPROACH %'s :					68.36%	0.00%	31.64%	0.00%	5.33%	94.67%	0.00%	0.00%	0.00%	89.49%	10.51%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	139	0	70	0	34	581	0	0	0	678	78	0	1580
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.695	0.000	0.875	0.000	0.850	0.802	0.000	0.000	0.000	0.796	0.722	0.000	0.792
					0.757				0.809				0.788				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	36	0	12	0	15	228	0	0	0	133	35	0	459
4:15 PM	0	0	0	0	27	0	16	0	17	264	0	0	0	106	30	0	460
4:30 PM	0	0	0	0	34	0	9	0	18	288	0	0	0	118	29	0	496
4:45 PM	0	0	0	0	47	0	18	0	15	203	0	0	0	158	29	0	470
5:00 PM	0	0	0	0	31	0	19	0	18	259	0	0	0	169	48	0	544
5:15 PM	0	0	0	0	36	0	12	0	20	271	0	0	0	120	31	0	490
5:30 PM	0	0	0	0	25	0	12	0	19	216	0	0	0	133	34	0	439
5:45 PM	0	0	0	0	29	0	16	0	12	208	0	0	0	148	30	0	443
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	265	0	114	0	134	1937	0	0	0	1085	266	0	3801
APPROACH %'s :					69.92%	0.00%	30.08%	0.00%	6.47%	93.53%	0.00%	0.00%	0.00%	80.31%	19.69%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	148	0	58	0	71	1021	0	0	0	565	137	0	2000
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.787	0.000	0.763	0.000	0.888	0.886	0.000	0.000	0.000	0.836	0.714	0.000	0.919
					0.792				0.892				0.809				

National Data & Surveying Services

Intersection Turning Movement Count

Location: F St & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-011
Date: 10/26/2023

Data - Totals

NS/EW Streets:	F St				F St				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	7	15	0	12	11	7	0	0	50	8	0	13	46	6	0	182
7:15 AM	11	6	10	0	20	23	8	0	3	56	8	0	18	76	9	0	248
7:30 AM	7	13	12	0	29	25	12	0	3	58	9	0	21	83	21	0	293
7:45 AM	7	18	24	0	36	44	22	0	7	106	30	0	46	109	24	0	473
8:00 AM	13	29	43	0	50	64	28	0	9	133	34	0	71	205	22	0	701
8:15 AM	24	31	56	0	70	54	21	0	8	210	36	0	65	197	34	0	806
8:30 AM	12	27	42	0	23	26	14	0	8	144	14	0	30	137	31	0	508
8:45 AM	7	22	21	0	37	43	9	0	5	114	17	0	23	111	30	0	439
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	88	153	223	0	277	290	121	0	43	871	156	0	287	964	177	0	3650
APPROACH %'s :	18.97%	32.97%	48.06%	0.00%	40.26%	42.15%	17.59%	0.00%	4.02%	81.40%	14.58%	0.00%	20.10%	67.51%	12.39%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	56	105	165	0	179	188	85	0	32	593	114	0	212	648	111	0	2488
PEAK HR FACTOR :	0.583	0.847	0.737	0.000	0.639	0.734	0.759	0.000	0.889	0.706	0.792	0.000	0.746	0.790	0.816	0.000	0.772
	0.734				0.779				0.727				0.815				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	1	0	1	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	27	52	40	0	20	44	10	0	13	172	48	0	40	125	33	0	624
4:15 PM	28	46	49	0	32	26	10	0	13	245	35	0	29	106	36	0	655
4:30 PM	35	36	45	0	34	43	13	0	15	238	58	0	30	108	35	0	690
4:45 PM	33	42	44	0	43	47	18	0	14	218	61	0	33	145	37	0	735
5:00 PM	36	45	68	0	30	32	21	0	15	225	37	0	40	164	46	0	759
5:15 PM	24	47	47	0	30	29	8	0	19	245	31	0	32	130	47	0	689
5:30 PM	29	30	34	0	26	33	9	0	15	204	47	0	31	128	44	0	630
5:45 PM	23	34	30	0	32	40	15	0	13	199	40	0	26	147	35	0	634
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	235	332	357	0	247	294	104	0	117	1746	357	0	261	1053	313	0	5416
APPROACH %'s :	25.43%	35.93%	38.64%	0.00%	38.29%	45.58%	16.12%	0.00%	5.27%	78.65%	16.08%	0.00%	16.04%	64.72%	19.24%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	128	170	204	0	137	151	60	0	63	926	187	0	135	547	165	0	2873
PEAK HR FACTOR :	0.889	0.904	0.750	0.000	0.797	0.803	0.714	0.000	0.829	0.945	0.766	0.000	0.844	0.834	0.878	0.000	0.946
	0.842				0.806				0.945				0.847				

National Data & Surveying Services

Intersection Turning Movement Count

Location: F St & E 14th St
City: Davis
Control: Signalized

Project ID: 23-070222-012
Date: 10/26/2023

Data - Totals

NS/EW Streets:	F St				F St				E 14th St				E 14th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	20	0	0	0	16	13	0	6	0	3	0	0	0	0	0	60
7:15 AM	1	18	0	0	0	32	16	0	3	0	5	0	0	0	0	0	75
7:30 AM	5	19	0	0	0	24	25	0	12	0	3	0	0	0	0	0	88
7:45 AM	9	22	0	0	0	44	69	0	22	0	7	0	0	0	0	0	173
8:00 AM	43	35	0	0	0	32	121	0	51	0	27	0	0	0	0	0	309
8:15 AM	32	43	0	0	0	87	79	0	56	0	36	0	0	0	0	0	333
8:30 AM	5	38	0	0	0	54	23	0	37	0	13	0	0	0	0	0	170
8:45 AM	9	34	0	0	0	65	18	0	12	0	8	0	0	0	0	0	146
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	106	229	0	0	0	354	364	0	199	0	102	0	0	0	0	0	1354
APPROACH %'s :	31.64%	68.36%	0.00%	0.00%	0.00%	49.30%	50.70%	0.00%	66.11%	0.00%	33.89%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	89	138	0	0	0	217	292	0	166	0	83	0	0	0	0	0	985
PEAK HR FACTOR :	0.517	0.802	0.000	0.000	0.000	0.624	0.603	0.000	0.741	0.000	0.576	0.000	0.000	0.000	0.000	0.000	0.739
	0.728				0.767				0.677								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	82	0	0	0	94	30	0	28	0	22	0	0	0	0	0	268
4:15 PM	15	82	0	0	0	64	23	0	45	0	18	0	0	0	0	0	247
4:30 PM	18	80	0	0	0	103	27	0	30	0	12	0	0	0	0	0	270
4:45 PM	9	91	0	0	0	95	35	0	32	0	24	0	0	0	0	0	286
5:00 PM	14	95	0	0	0	75	34	0	46	0	24	0	0	0	0	0	288
5:15 PM	13	74	0	0	0	61	28	0	46	0	15	0	0	0	0	0	237
5:30 PM	14	64	0	0	0	77	27	0	21	0	14	0	0	0	0	0	217
5:45 PM	15	66	0	0	0	80	30	0	25	0	23	0	0	0	0	0	239
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	634	0	0	0	649	234	0	273	0	152	0	0	0	0	0	2052
APPROACH %'s :	14.78%	85.22%	0.00%	0.00%	0.00%	73.50%	26.50%	0.00%	64.24%	0.00%	35.76%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	56	348	0	0	0	337	119	0	153	0	78	0	0	0	0	0	1091
PEAK HR FACTOR :	0.778	0.916	0.000	0.000	0.000	0.818	0.850	0.000	0.832	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.947
	0.927				0.877				0.825								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Market Ave & E Covell Blvd
City: Davis
Control: 1-Way Stop(SB)

Project ID: 23-070222-013
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Market Ave				Market Ave				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	7	0	0	77	0	0	0	57	3	0	144
7:15 AM	0	0	0	0	0	0	10	0	0	83	0	0	0	97	5	0	195
7:30 AM	0	0	0	0	0	0	8	0	0	102	0	0	0	113	5	0	228
7:45 AM	0	0	0	0	0	0	24	0	0	158	0	0	0	163	11	0	356
8:00 AM	0	0	0	0	0	0	40	0	0	234	0	0	0	265	4	0	543
8:15 AM	0	0	0	0	0	0	40	0	0	330	0	0	0	249	3	0	622
8:30 AM	0	0	0	0	0	0	20	0	0	203	0	0	0	170	7	0	400
8:45 AM	0	0	0	0	0	0	9	0	0	184	0	0	0	158	9	0	360
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	158	0	0	1371	0	0	0	1272	47	0	2848
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	96.44%	3.56%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	109	0	0	951	0	0	0	842	23	0	1925
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.681	0.000	0.000	0.720	0.000	0.000	0.000	0.794	0.639	0.000	0.774
							0.681			0.720				0.804			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	15	0	0	243	0	0	0	179	7	0	444
4:15 PM	0	0	0	0	0	0	13	0	0	306	0	0	0	158	6	0	483
4:30 PM	0	0	0	0	0	0	9	0	0	337	0	0	0	178	11	0	535
4:45 PM	0	0	0	0	0	0	12	0	0	298	0	0	0	212	9	0	531
5:00 PM	0	0	0	0	0	0	14	0	0	330	0	0	0	213	7	0	564
5:15 PM	0	0	0	0	0	0	8	0	0	319	0	0	0	201	7	0	535
5:30 PM	0	0	0	0	0	0	13	0	0	267	0	0	0	191	13	0	484
5:45 PM	0	0	0	0	0	0	9	0	0	249	0	0	0	198	4	0	460
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	93	0	0	2349	0	0	0	1530	64	0	4036
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	95.98%	4.02%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	43	0	0	1284	0	0	0	804	34	0	2165
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.768	0.000	0.000	0.953	0.000	0.000	0.000	0.944	0.773	0.000	0.960
							0.768			0.953				0.948			

National Data & Surveying Services

Intersection Turning Movement Count

Location: J St/Cannery Ave & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-014
Date: 10/26/2023

Data - Bikes

NS/EW Streets:	J St/Cannery Ave				J St/Cannery Ave				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	3
7:30 AM	0	0	1	0	1	1	0	0	0	2	0	0	2	0	0	0	7
7:45 AM	0	0	0	0	2	5	0	0	0	2	1	0	0	5	0	0	15
8:00 AM	1	0	0	0	2	11	0	0	0	0	6	0	3	8	0	0	31
8:15 AM	0	0	0	0	4	14	2	0	1	1	1	0	6	28	0	0	57
8:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	2	1	0	7
8:45 AM	0	0	0	0	0	3	0	0	1	0	2	0	0	4	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	10	37	2	0	2	8	10	0	11	48	2	0	133
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	20.41%	75.51%	4.08%	0.00%	10.00%	40.00%	50.00%	0.00%	18.03%	78.69%	3.28%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	0	0	0	7	29	2	0	2	2	9	0	9	42	1	0	105
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.438	0.518	0.250	0.000	0.500	0.500	0.375	0.000	0.375	0.375	0.250	0.000	0.461
	0.500				0.475				0.542				0.382				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	2	0	14
4:15 PM	0	1	0	0	4	1	0	0	0	3	0	0	0	3	4	0	16
4:30 PM	1	2	1	0	0	0	0	0	1	10	1	0	0	3	0	0	19
4:45 PM	1	6	0	0	1	0	0	0	0	4	1	0	0	2	1	0	16
5:00 PM	1	1	1	0	0	1	0	0	0	5	0	0	0	3	3	0	15
5:15 PM	0	2	1	0	0	2	0	0	0	3	0	0	1	1	0	0	10
5:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	14	3	0	5	4	0	0	1	35	2	0	3	19	10	0	99
APPROACH %'s :	15.00%	70.00%	15.00%	0.00%	55.56%	44.44%	0.00%	0.00%	2.63%	92.11%	5.26%	0.00%	9.38%	59.38%	31.25%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	3	11	3	0	1	3	0	0	1	22	2	0	1	9	4	0	60
PEAK HR FACTOR :	0.750	0.458	0.750	0.000	0.250	0.375	0.000	0.000	0.250	0.550	0.500	0.000	0.250	0.750	0.333	0.000	0.789
	0.607				0.500				0.521				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: L St & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-015
Date: 10/26/2023

Data - Totals

NS/EW Streets:	L St				L St				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	0	6	0	0	0	0	0	0	88	2	0	3	51	0	0	161
7:15 AM	7	0	8	0	0	0	0	0	0	78	11	0	6	92	0	0	202
7:30 AM	9	0	6	0	0	0	0	0	0	99	7	0	9	95	0	0	225
7:45 AM	13	0	14	0	0	0	0	0	0	144	17	0	13	139	0	0	340
8:00 AM	24	0	18	0	0	0	0	0	0	160	17	0	23	264	0	0	506
8:15 AM	23	0	20	0	0	0	0	0	0	215	30	0	28	156	0	0	472
8:30 AM	16	0	16	0	0	0	0	0	0	199	31	0	8	152	0	0	422
8:45 AM	19	0	5	0	0	0	0	0	0	141	27	0	17	128	0	0	337
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	122	0	93	0	0	0	0	0	0	1124	142	0	107	1077	0	0	2665
APPROACH %'s :	56.74%	0.00%	43.26%	0.00%					0.00%	88.78%	11.22%	0.00%	9.04%	90.96%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	76	0	68	0	0	0	0	0	0	718	95	0	72	711	0	0	1740
PEAK HR FACTOR :	0.792	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.766	0.000	0.643	0.673	0.000	0.000	0.860
	0.837								0.830				0.682				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	0	26	0	0	0	0	0	0	201	25	0	15	160	0	0	450
4:15 PM	20	0	32	0	0	0	0	0	0	288	29	0	17	141	0	0	527
4:30 PM	14	0	24	0	0	0	0	0	0	290	28	0	14	178	0	0	548
4:45 PM	34	0	27	0	0	0	0	0	0	249	32	0	19	168	0	0	529
5:00 PM	43	0	15	0	0	0	0	0	0	314	32	0	26	180	0	0	610
5:15 PM	37	0	39	0	0	0	0	0	0	250	23	0	11	168	0	0	528
5:30 PM	29	0	20	0	0	0	0	0	0	222	37	0	12	152	0	0	472
5:45 PM	24	0	23	0	0	0	0	0	0	183	33	0	11	187	0	0	461
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	224	0	206	0	0	0	0	0	0	1997	239	0	125	1334	0	0	4125
APPROACH %'s :	52.09%	0.00%	47.91%	0.00%					0.00%	89.31%	10.69%	0.00%	8.57%	91.43%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	128	0	105	0	0	0	0	0	0	1103	115	0	70	694	0	0	2215
PEAK HR FACTOR :	0.744	0.000	0.673	0.000	0.000	0.000	0.000	0.000	0.000	0.878	0.898	0.000	0.673	0.964	0.000	0.000	0.908
	0.766								0.880				0.927				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pole Line Rd & Moore Blvd
City: Davis
Control: 3-Way Stop(NB/SB/WB)

Project ID: 23-070222-016
Date: 10/26/2023

Data - Bikes

NS/EW Streets:	Pole Line Rd				Pole Line Rd				Moore Blvd				Moore Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	3	0	0	0	0	0	0	7	0	0	0	13
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	0	0	0	0	0	0	0	6	0	0	0	9
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.450
		0.500				0.250								0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
4:45 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	5	0	0	2	0	0	0	0	0	0	5	0	1	0	14
APPROACH %'s :	0.00%	16.67%	83.33%	0.00%	0.00%	100.00%	0.00%	0.00%					83.33%	0.00%	16.67%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	5	0	0	1	0	0	0	0	0	0	2	0	1	0	10
PEAK HR FACTOR :	0.000	0.250	0.625	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.833
		0.750				0.250								0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pole Line Rd & Donner Ave
City: Davis
Control: 1-Way Stop(WB)

Project ID: 23-070222-017
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Pole Line Rd				Pole Line Rd				Donner Ave				Donner Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	48	4	0	0	37	0	0	0	0	0	0	14	0	1	0	104
7:15 AM	0	48	2	0	2	68	0	0	0	0	0	0	10	0	2	0	132
7:30 AM	0	70	3	0	0	76	0	0	0	0	0	0	12	0	4	0	165
7:45 AM	0	63	5	0	2	114	0	0	0	0	0	0	22	0	6	0	212
8:00 AM	0	76	0	0	4	162	0	0	0	0	0	0	18	0	4	0	264
8:15 AM	0	103	7	0	0	137	0	0	0	0	0	0	14	0	2	0	263
8:30 AM	0	110	7	0	2	81	0	0	0	0	0	0	18	0	2	0	220
8:45 AM	0	69	14	0	2	81	0	0	0	0	0	0	8	0	4	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	587	42	0	12	756	0	0	0	0	0	0	116	0	25	0	1538
APPROACH %'s :	0.00%	93.32%	6.68%	0.00%	1.56%	98.44%	0.00%	0.00%					82.27%	0.00%	17.73%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	352	19	0	8	494	0	0	0	0	0	0	72	0	14	0	959
PEAK HR FACTOR :	0.000	0.800	0.679	0.000	0.500	0.762	0.000	0.000	0.000	0.000	0.000	0.000	0.818	0.000	0.583	0.000	0.908
		0.793				0.756								0.768			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	126	17	0	4	111	0	0	0	0	0	0	5	0	4	0	267
4:15 PM	0	127	15	0	2	138	0	0	0	0	0	0	9	0	4	0	295
4:30 PM	0	136	14	0	2	138	0	0	0	0	0	0	12	0	1	0	303
4:45 PM	0	165	15	0	7	137	0	0	0	0	0	0	13	0	3	0	340
5:00 PM	0	151	18	0	2	165	0	0	0	0	0	0	13	0	2	0	351
5:15 PM	0	162	12	0	11	148	0	0	0	0	0	0	10	0	3	0	346
5:30 PM	0	142	17	0	2	115	0	0	0	0	0	0	12	0	4	0	292
5:45 PM	0	116	7	0	2	111	0	0	0	0	0	0	7	0	3	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1125	115	0	32	1063	0	0	0	0	0	0	81	0	24	0	2440
APPROACH %'s :	0.00%	90.73%	9.27%	0.00%	2.92%	97.08%	0.00%	0.00%					77.14%	0.00%	22.86%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	614	59	0	22	588	0	0	0	0	0	0	48	0	9	0	1340
PEAK HR FACTOR :	0.000	0.930	0.819	0.000	0.500	0.891	0.000	0.000	0.000	0.000	0.000	0.000	0.923	0.000	0.750	0.000	0.954
		0.935				0.913								0.891			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pole Line Rd & Picasso Ave
City: Davis
Control: 1-Way Stop(WB)

Project ID: 23-070222-018
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Pole Line Rd				Pole Line Rd				Picasso Ave				Picasso Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	1	0	0	0	0	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	50	7	0	2	49	0	0	0	0	0	0	8	0	2	0	118
7:15 AM	0	49	4	0	2	76	0	0	0	0	0	0	11	0	1	0	143
7:30 AM	0	72	13	0	2	85	0	0	0	0	0	0	9	0	1	0	182
7:45 AM	0	66	36	0	5	132	0	0	0	0	0	0	9	0	3	0	251
8:00 AM	0	74	14	0	5	172	0	0	0	0	0	0	12	0	3	0	280
8:15 AM	0	101	15	0	9	145	0	0	0	0	0	0	15	0	7	0	292
8:30 AM	0	112	30	0	4	95	0	0	0	0	0	0	16	0	6	0	263
8:45 AM	0	77	15	0	5	84	0	0	0	0	0	0	16	0	5	0	202
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	601	134	0	34	838	0	0	0	0	0	0	96	0	28	0	1731
APPROACH %'s :	0.00%	81.77%	18.23%	0.00%	3.90%	96.10%	0.00%	0.00%					77.42%	0.00%	22.58%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	353	95	0	23	544	0	0	0	0	0	0	52	0	19	0	1086
PEAK HR FACTOR :	0.000	0.788	0.660	0.000	0.639	0.791	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.679	0.000	0.930
		0.789				0.801								0.807			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	1	0	0	0	0	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	143	14	0	3	113	0	0	0	0	0	0	18	0	7	0	298
4:15 PM	0	131	19	0	0	147	0	0	0	0	0	0	17	0	4	0	318
4:30 PM	0	147	20	0	7	143	0	0	0	0	0	0	12	0	9	0	338
4:45 PM	0	172	31	0	6	144	0	0	0	0	0	0	21	0	6	0	380
5:00 PM	0	157	20	0	3	175	0	0	0	0	0	0	22	0	8	0	385
5:15 PM	0	169	33	0	4	153	0	0	0	0	0	0	14	0	5	0	378
5:30 PM	0	152	24	0	5	121	0	0	0	0	0	0	19	0	9	0	330
5:45 PM	0	117	20	0	4	116	0	0	0	0	0	0	9	0	4	0	270
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1188	181	0	32	1112	0	0	0	0	0	0	132	0	52	0	2697
APPROACH %'s :	0.00%	86.78%	13.22%	0.00%	2.80%	97.20%	0.00%	0.00%					71.74%	0.00%	28.26%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	645	104	0	20	615	0	0	0	0	0	0	69	0	28	0	1481
PEAK HR FACTOR :	0.000	0.938	0.788	0.000	0.714	0.879	0.000	0.000	0.000	0.000	0.000	0.000	0.784	0.000	0.778	0.000	0.962
		0.922				0.892								0.808			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pole Line Rd & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-019
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Pole Line Rd				Pole Line Rd				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	16	7	0	19	21	15	0	26	51	7	0	6	35	17	0	228
7:15 AM	13	16	6	0	29	29	31	0	19	61	7	0	11	47	20	0	289
7:30 AM	21	35	6	0	13	52	26	0	28	59	18	0	6	59	22	0	345
7:45 AM	34	32	5	0	31	74	39	0	45	95	23	0	7	103	21	0	509
8:00 AM	39	36	11	0	34	69	70	0	28	96	22	0	13	149	25	0	592
8:15 AM	33	45	13	0	48	59	53	0	32	142	54	0	26	96	38	0	639
8:30 AM	36	54	12	0	29	44	48	0	52	109	35	0	20	77	37	0	553
8:45 AM	31	34	12	0	26	37	33	0	39	72	34	0	14	75	18	0	425
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	215	268	72	0	229	385	315	0	269	685	200	0	103	641	198	0	3580
APPROACH %'s :	38.74%	48.29%	12.97%	0.00%	24.65%	41.44%	33.91%	0.00%	23.31%	59.36%	17.33%	0.00%	10.93%	68.05%	21.02%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	142	167	41	0	142	246	210	0	157	442	134	0	66	425	121	0	2293
PEAK HR FACTOR :	0.910	0.773	0.788	0.000	0.740	0.831	0.750	0.000	0.755	0.778	0.620	0.000	0.635	0.713	0.796	0.000	0.897
	0.858				0.864				0.804				0.818				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	69	11	0	35	58	37	0	58	138	27	0	22	87	35	0	606
4:15 PM	32	54	13	0	44	73	48	0	55	188	35	0	28	69	36	0	675
4:30 PM	43	97	14	0	32	72	46	0	55	188	40	0	20	88	17	0	712
4:45 PM	32	71	8	0	28	87	55	0	93	148	45	0	20	100	36	0	723
5:00 PM	29	80	13	0	47	60	83	0	64	182	46	0	22	83	31	0	740
5:15 PM	35	84	8	0	57	75	42	0	86	161	58	0	22	83	32	0	743
5:30 PM	24	69	13	0	28	69	43	0	67	129	46	0	14	74	43	0	619
5:45 PM	46	54	8	0	29	55	41	0	51	120	43	0	18	107	30	0	602
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	270	578	88	0	300	549	395	0	529	1254	340	0	166	691	260	0	5420
APPROACH %'s :	28.85%	61.75%	9.40%	0.00%	24.12%	44.13%	31.75%	0.00%	24.92%	59.07%	16.02%	0.00%	14.86%	61.86%	23.28%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	139	332	43	0	164	294	226	0	298	679	189	0	84	354	116	0	2918
PEAK HR FACTOR :	0.808	0.856	0.768	0.000	0.719	0.845	0.681	0.000	0.801	0.903	0.815	0.000	0.955	0.885	0.806	0.000	0.982
	0.834				0.900				0.956				0.888				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Birch Ln & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-020
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Birch Ln				Birch Ln				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	3	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	0	1	0	0	0	0	0	0	78	1	0	1	57	0	1	144
7:15 AM	3	0	2	0	0	0	0	0	0	95	0	0	1	72	0	1	174
7:30 AM	7	0	0	0	0	0	0	0	0	74	5	0	1	79	0	2	168
7:45 AM	2	0	3	0	0	0	0	0	0	119	9	0	9	136	0	3	281
8:00 AM	12	0	5	0	0	0	0	0	0	109	17	0	19	180	0	6	348
8:15 AM	35	0	6	0	0	0	0	0	0	169	32	0	18	113	0	7	380
8:30 AM	16	0	13	0	0	0	0	0	0	159	11	0	7	123	0	1	330
8:45 AM	10	0	3	0	0	0	0	0	0	96	7	0	3	92	0	4	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	90	0	33	0	0	0	0	0	0	899	82	0	59	852	0	25	2040
APPROACH %'s :	73.17%	0.00%	26.83%	0.00%					0.00%	91.64%	8.36%	0.00%	6.30%	91.03%	0.00%	2.67%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	65	0	27	0	0	0	0	0	0	556	69	0	53	552	0	17	1339
PEAK HR FACTOR :	0.464	0.000	0.519	0.000	0.000	0.000	0.000	0.000	0.000	0.822	0.539	0.000	0.697	0.767	0.000	0.607	0.881
	0.561								0.777				0.759				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	3	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	0	2	0	0	0	0	0	0	189	7	0	2	131	0	3	343
4:15 PM	4	0	7	0	0	0	0	0	0	226	7	0	3	133	0	3	383
4:30 PM	12	0	2	0	0	0	0	0	0	221	6	0	4	127	0	0	372
4:45 PM	6	0	2	0	0	0	0	0	0	194	9	0	2	132	0	5	350
5:00 PM	12	0	9	0	0	0	0	0	0	221	9	0	2	130	0	3	386
5:15 PM	11	0	5	0	0	0	0	0	0	233	5	0	3	130	0	4	391
5:30 PM	8	0	3	0	0	0	0	0	0	158	5	0	7	113	0	4	298
5:45 PM	6	0	1	0	0	0	0	0	0	160	4	0	6	150	0	3	330
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	68	0	31	0	0	0	0	0	0	1602	52	0	29	1046	0	25	2853
APPROACH %'s :	68.69%	0.00%	31.31%	0.00%					0.00%	96.86%	3.14%	0.00%	2.64%	95.09%	0.00%	2.27%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	41	0	18	0	0	0	0	0	0	869	29	0	11	519	0	12	1499
PEAK HR FACTOR :	0.854	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.932	0.806	0.000	0.688	0.983	0.000	0.600	0.958
	0.702								0.943				0.975				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Baywood Ln & E Covell Blvd
City: Davis
Control: 2-Way Stop(NB/SB)

Project ID: 23-070222-021
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Baywood Ln				Baywood Ln				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	2	0	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	2	0	2	1	0	0	0	82	0	0	0	60	0	0	148
7:15 AM	3	0	2	0	1	0	1	0	0	94	3	0	0	76	1	0	181
7:30 AM	2	0	0	0	0	0	1	0	1	74	2	0	1	81	0	1	163
7:45 AM	3	0	7	0	2	0	0	0	0	119	4	0	3	147	1	0	286
8:00 AM	7	0	3	0	1	0	3	0	0	118	4	0	6	180	1	0	323
8:15 AM	5	0	6	0	0	0	2	0	0	167	12	0	13	120	1	0	326
8:30 AM	7	0	7	0	1	0	4	0	2	171	3	0	3	123	0	0	321
8:45 AM	4	0	5	0	0	0	2	0	2	93	3	2	1	96	0	0	208
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	0	32	0	7	1	13	0	5	918	31	2	27	883	4	1	1956
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	33.33%	4.76%	61.90%	0.00%	0.52%	96.03%	3.24%	0.21%	2.95%	96.50%	0.44%	0.11%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	22	0	23	0	4	0	9	0	2	575	23	0	25	570	3	0	1256
PEAK HR FACTOR :	0.786	0.000	0.821	0.000	0.500	0.000	0.563	0.000	0.250	0.841	0.479	0.000	0.481	0.792	0.750	0.000	0.963
	0.804				0.650				0.838				0.799				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	2	0	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	2	0	0	0	2	0	2	184	6	0	1	122	0	0	321
4:15 PM	1	0	1	0	0	0	3	0	1	225	6	2	0	137	0	0	376
4:30 PM	2	1	4	0	2	1	4	0	6	212	7	2	3	143	0	0	387
4:45 PM	3	0	3	0	0	0	2	0	3	185	6	5	3	141	0	0	351
5:00 PM	5	0	4	0	0	0	3	0	1	224	9	1	4	128	0	0	379
5:15 PM	2	0	4	0	1	0	3	0	5	223	5	3	1	128	2	0	377
5:30 PM	3	0	3	0	1	0	1	0	4	158	8	1	2	140	0	0	321
5:45 PM	5	0	2	0	0	0	0	0	2	151	8	1	2	129	2	0	302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	1	23	0	4	1	18	0	24	1562	55	15	16	1068	4	0	2814
APPROACH %'s :	48.94%	2.13%	48.94%	0.00%	17.39%	4.35%	78.26%	0.00%	1.45%	94.32%	3.32%	0.91%	1.47%	98.16%	0.37%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	12	1	15	0	3	1	12	0	15	844	27	11	11	540	2	0	1494
PEAK HR FACTOR :	0.600	0.250	0.938	0.000	0.375	0.250	0.750	0.000	0.625	0.942	0.750	0.550	0.688	0.944	0.250	0.000	0.965
	0.778				0.571				0.950				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Manzanita Ln & E Covell Blvd
City: Davis
Control: 1-Way Stop(NB)

Project ID: 23-070222-022
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Manzanita Ln				Manzanita Ln				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	7	0	0	0	0	0	0	78	6	0	2	59	0	0	154
7:15 AM	5	0	3	0	0	0	0	0	0	94	5	0	0	71	0	0	178
7:30 AM	7	0	2	0	0	0	0	0	0	72	3	0	1	77	0	0	162
7:45 AM	14	0	5	0	0	0	0	0	0	124	2	0	3	136	0	0	284
8:00 AM	14	0	7	0	0	0	0	0	0	117	3	0	4	173	0	0	318
8:15 AM	8	0	9	0	0	0	0	0	0	171	6	0	2	127	0	0	323
8:30 AM	11	0	5	0	0	0	0	0	0	169	10	0	3	114	0	0	312
8:45 AM	4	0	6	0	0	0	0	0	0	92	5	0	2	93	0	0	202
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	65	0	44	0	0	0	0	0	0	917	40	0	17	850	0	0	1933
APPROACH %'s :	59.63%	0.00%	40.37%	0.00%					0.00%	95.82%	4.18%	0.00%	1.96%	98.04%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	47	0	26	0	0	0	0	0	0	581	21	0	12	550	0	0	1237
PEAK HR FACTOR :	0.839	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.849	0.525	0.000	0.750	0.795	0.000	0.000	0.957
	0.869								0.841				0.794				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	0	0	0	0	0	0	0	0	183	7	0	2	118	0	1	317
4:15 PM	11	0	1	0	0	0	0	0	0	213	9	0	4	125	0	0	363
4:30 PM	9	0	4	0	0	0	0	0	0	212	10	0	4	139	0	0	378
4:45 PM	4	0	3	0	0	0	0	0	0	178	5	0	7	144	0	0	341
5:00 PM	8	0	5	0	0	0	0	0	0	211	12	0	4	118	0	1	359
5:15 PM	7	0	3	0	0	0	0	0	0	224	9	0	11	127	0	0	381
5:30 PM	9	0	2	0	0	0	0	0	0	150	17	0	2	130	0	0	310
5:45 PM	6	0	6	0	0	0	0	0	0	147	6	0	9	128	0	0	302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	60	0	24	0	0	0	0	0	0	1518	75	0	43	1029	0	2	2751
APPROACH %'s :	71.43%	0.00%	28.57%	0.00%					0.00%	95.29%	4.71%	0.00%	4.00%	95.81%	0.00%	0.19%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	28	0	15	0	0	0	0	0	0	825	36	0	26	528	0	1	1459
PEAK HR FACTOR :	0.778	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.921	0.750	0.000	0.591	0.917	0.000	0.250	0.957
	0.827								0.924				0.919				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wright Blvd & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-023
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Wright Blvd				Wright Blvd				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	18	0	7	0	3	79	0	0	0	54	2	0	163
7:15 AM	0	0	0	0	25	0	10	0	2	92	0	0	0	61	11	0	201
7:30 AM	0	0	0	0	33	0	11	0	2	78	0	0	0	68	9	0	201
7:45 AM	0	0	0	0	23	0	17	0	5	121	0	0	0	124	14	0	304
8:00 AM	0	0	0	0	43	0	51	0	6	121	0	0	0	123	7	0	351
8:15 AM	0	0	0	0	48	0	29	0	9	168	0	0	0	103	31	0	388
8:30 AM	0	0	0	0	18	0	15	0	21	156	0	0	0	100	17	0	327
8:45 AM	0	0	0	0	22	0	16	0	12	85	0	0	0	78	16	0	229
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	230	0	156	0	60	900	0	0	0	711	107	0	2164
APPROACH %'s :					59.59%	0.00%	40.41%	0.00%	6.25%	93.75%	0.00%	0.00%	0.00%	86.92%	13.08%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	132	0	112	0	41	566	0	0	0	450	69	0	1370
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.688	0.000	0.549	0.000	0.488	0.842	0.000	0.000	0.000	0.907	0.556	0.000	0.883
					0.649				0.857				0.940				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	11	0	12	0	17	154	0	0	0	111	17	0	322
4:15 PM	0	0	0	0	22	0	15	0	18	209	0	0	0	112	23	0	399
4:30 PM	0	0	0	0	33	0	21	0	18	196	0	0	0	126	28	0	422
4:45 PM	0	0	0	0	22	0	18	0	22	157	0	0	0	129	25	0	373
5:00 PM	0	0	0	0	30	0	11	0	27	194	0	0	0	114	21	0	397
5:15 PM	0	0	0	0	24	0	14	0	16	205	0	0	0	122	31	0	412
5:30 PM	0	0	0	0	19	0	11	0	28	130	0	0	0	123	30	0	341
5:45 PM	0	0	0	0	23	0	28	0	21	130	0	1	0	106	32	0	341
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	184	0	130	0	167	1375	0	1	0	943	207	0	3007
APPROACH %'s :					58.60%	0.00%	41.40%	0.00%	10.82%	89.11%	0.00%	0.06%	0.00%	82.00%	18.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	109	0	64	0	83	752	0	0	0	491	105	0	1604
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.826	0.000	0.762	0.000	0.769	0.917	0.000	0.000	0.000	0.952	0.847	0.000	0.950
					0.801				0.945				0.968				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monarch Ln & E Covell Blvd
City: Davis
Control: 1-Way Stop(NB)

Project ID: 23-070222-024
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Monarch Ln				Monarch Ln				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	9	0	0	0	1	0	0	92	3	0	2	55	0	0	165
7:15 AM	5	0	12	0	0	0	0	0	0	116	3	0	1	64	0	0	201
7:30 AM	2	0	7	0	0	0	0	0	0	108	3	0	3	79	0	0	202
7:45 AM	9	0	5	0	0	0	0	0	0	139	4	0	3	125	0	0	285
8:00 AM	9	0	14	0	0	0	0	0	0	161	4	0	2	122	0	0	312
8:15 AM	5	0	11	0	0	0	1	0	0	194	13	0	6	129	0	0	359
8:30 AM	4	0	11	0	0	0	0	0	0	171	9	0	4	112	0	0	311
8:45 AM	2	0	9	0	0	0	0	0	0	106	4	0	6	91	0	1	219
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	0	78	0	0	0	2	0	0	1087	43	0	27	777	0	1	2054
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	96.19%	3.81%	0.00%	3.35%	96.52%	0.00%	0.12%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	27	0	41	0	0	0	1	0	0	665	30	0	15	488	0	0	1267
PEAK HR FACTOR :	0.750	0.000	0.732	0.000	0.000	0.000	0.250	0.000	0.000	0.857	0.577	0.000	0.625	0.946	0.000	0.000	0.882
	0.739				0.250				0.839				0.931				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	0	3	0	0	0	0	0	0	150	10	0	6	126	0	0	302
4:15 PM	8	0	6	0	0	0	0	0	0	224	12	0	3	132	0	0	385
4:30 PM	8	0	6	0	0	0	0	0	0	217	12	0	3	137	0	0	383
4:45 PM	6	0	5	0	0	0	0	0	0	165	5	0	8	147	0	0	336
5:00 PM	3	0	6	0	0	0	0	0	0	210	8	0	6	140	0	0	373
5:15 PM	5	0	7	0	0	0	1	0	0	228	10	0	5	139	0	0	395
5:30 PM	3	0	4	0	0	0	0	0	0	142	13	0	7	152	0	1	322
5:45 PM	12	0	12	0	0	0	0	0	0	140	12	0	8	124	0	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	52	0	49	0	0	0	1	0	0	1476	82	0	46	1097	0	1	2804
APPROACH %'s :	51.49%	0.00%	48.51%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	94.74%	5.26%	0.00%	4.02%	95.89%	0.00%	0.09%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	22	0	24	0	0	0	1	0	0	820	35	0	22	563	0	0	1487
PEAK HR FACTOR :	0.688	0.000	0.857	0.000	0.000	0.000	0.250	0.000	0.000	0.899	0.729	0.000	0.688	0.957	0.000	0.000	0.941
	0.821				0.250				0.898				0.944				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alhambra Dr & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-025
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Alhambra Dr				Alhambra Dr				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	0	0	0	0	0	0	0	0	101	5	0	1	47	0	0	162
7:15 AM	18	0	1	0	0	0	0	0	0	118	10	0	1	50	0	0	198
7:30 AM	22	0	0	0	0	0	0	0	0	98	15	0	0	57	0	0	192
7:45 AM	32	0	6	0	0	0	0	0	0	122	24	0	1	99	0	0	284
8:00 AM	33	0	11	0	0	0	0	0	0	154	18	0	8	88	0	0	312
8:15 AM	32	0	18	0	0	0	0	0	0	178	30	0	16	109	0	0	383
8:30 AM	28	0	4	0	0	0	0	0	0	154	28	0	7	82	0	0	303
8:45 AM	23	0	4	0	0	0	0	0	0	101	13	0	1	78	0	0	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	196	0	44	0	0	0	0	0	0	1026	143	0	35	610	0	0	2054
APPROACH %'s :	81.67%	0.00%	18.33%	0.00%					0.00%	87.77%	12.23%	0.00%	5.43%	94.57%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	125	0	39	0	0	0	0	0	0	608	100	0	32	378	0	0	1282
PEAK HR FACTOR :	0.947	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.854	0.833	0.000	0.500	0.867	0.000	0.000	0.837
	0.820								0.851				0.820				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	20	0	1	0	0	0	0	0	0	129	27	0	2	115	0	0	294
4:15 PM	24	0	2	0	0	0	0	0	0	197	31	0	1	114	0	0	369
4:30 PM	22	0	2	0	0	0	0	0	0	188	37	0	5	112	0	0	366
4:45 PM	38	0	0	0	0	0	0	0	0	133	37	0	2	117	0	0	327
5:00 PM	15	0	1	0	0	0	0	0	0	166	43	0	6	133	0	0	364
5:15 PM	22	0	1	0	0	0	0	0	0	195	36	0	5	120	0	0	379
5:30 PM	29	0	1	0	0	0	0	0	0	115	35	0	2	135	0	0	317
5:45 PM	28	0	1	0	0	0	0	0	0	131	27	0	2	102	0	0	291
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	0	9	0	0	0	0	0	0	1254	273	0	25	948	0	0	2707
APPROACH %'s :	95.65%	0.00%	4.35%	0.00%					0.00%	82.12%	17.88%	0.00%	2.57%	97.43%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	97	0	4	0	0	0	0	0	0	682	153	0	18	482	0	0	1436
PEAK HR FACTOR :	0.638	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.874	0.890	0.000	0.750	0.906	0.000	0.000	0.947
	0.664								0.904				0.899				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harper Junior High School West Parking Entrance & E Covell Blvd
City: Davis
Control: Signalized

Project ID: 23-070222-026
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Harper Junior High School West Parking Entrance				Harper Junior High School West Parking Entrance				E Covell Blvd				E Covell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0	0.5	0	0	0	0	0	0	2	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	100	1	0	0	47	0	0	149
7:15 AM	0	0	0	0	0	0	0	0	0	114	2	0	3	52	0	0	171
7:30 AM	3	0	0	0	0	0	0	0	0	99	2	0	4	56	0	0	164
7:45 AM	2	0	0	0	0	0	0	0	0	115	6	0	9	95	0	0	227
8:00 AM	26	0	1	0	0	0	0	0	0	116	42	0	44	76	0	0	305
8:15 AM	51	0	1	0	0	0	0	0	0	144	66	0	75	71	0	0	408
8:30 AM	11	0	1	0	0	0	0	0	0	144	11	0	11	75	0	0	253
8:45 AM	3	0	1	0	0	0	0	0	0	106	2	0	6	76	0	0	194
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	96	0	5	0	0	0	0	0	0	938	132	0	152	548	0	0	1871
APPROACH %'s :	95.05%	0.00%	4.95%	0.00%					0.00%	87.66%	12.34%	0.00%	21.71%	78.29%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	90	0	3	0	0	0	0	0	0	519	125	0	139	317	0	0	1193
PEAK HR FACTOR :	0.441	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.901	0.473	0.000	0.463	0.834	0.000	0.000	0.731
	0.447								0.767				0.781				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0	0.5	0	0	0	0	0	0	2	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	123	0	0	0	117	0	0	240
4:15 PM	0	0	0	0	0	0	0	0	0	194	1	0	0	117	0	0	312
4:30 PM	1	0	0	0	0	0	0	0	0	200	1	0	0	114	0	0	316
4:45 PM	0	0	0	0	0	0	0	0	0	130	2	0	2	123	0	0	257
5:00 PM	0	0	1	0	0	0	0	0	0	160	1	0	1	135	0	0	298
5:15 PM	0	0	0	0	0	0	0	0	0	201	2	0	0	126	0	0	329
5:30 PM	0	0	0	0	0	0	0	0	0	110	1	0	0	136	0	0	247
5:45 PM	2	0	0	0	0	0	0	0	0	135	2	0	1	104	0	0	244
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	1	0	0	0	0	0	0	1253	10	0	4	972	0	0	2243
APPROACH %'s :	75.00%	0.00%	25.00%	0.00%					0.00%	99.21%	0.79%	0.00%	0.41%	99.59%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	691	6	0	3	498	0	0	1200
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.859	0.750	0.000	0.375	0.922	0.000	0.000	0.912
	0.500								0.858				0.921				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mace Blvd & Alhambra Dr
City: Davis
Control: Signalized

Project ID: 23-070222-027
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Mace Blvd				Mace Blvd				Alhambra Dr				Alhambra Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	51	0	0	0	98	3	0	2	0	53	0	0	0	0	0	224
7:15 AM	23	56	0	0	0	107	3	0	3	0	51	0	0	0	0	0	243
7:30 AM	25	61	0	0	0	105	2	0	4	0	71	0	0	0	0	0	268
7:45 AM	31	103	0	0	0	107	1	0	5	0	62	0	0	0	0	0	309
8:00 AM	43	126	0	0	0	139	6	0	3	0	65	0	0	0	0	0	382
8:15 AM	50	136	0	0	0	202	12	0	6	0	84	0	0	0	0	0	490
8:30 AM	33	79	0	0	0	160	9	0	0	0	67	0	0	0	0	0	348
8:45 AM	36	78	0	0	0	102	5	0	7	0	43	0	0	0	0	0	271
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	258	690	0	0	0	1020	41	0	30	0	496	0	0	0	0	0	2535
APPROACH %'s :	27.22%	72.78%	0.00%	0.00%	0.00%	96.14%	3.86%	0.00%	5.70%	0.00%	94.30%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	157	444	0	0	0	608	28	0	14	0	278	0	0	0	0	0	1529
PEAK HR FACTOR :	0.785	0.816	0.000	0.000	0.000	0.752	0.583	0.000	0.583	0.000	0.827	0.000	0.000	0.000	0.000	0.000	0.780
	0.808				0.743				0.811								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	2	1	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	38	112	0	0	0	127	2	0	1	0	34	0	0	0	0	0	314
4:15 PM	36	122	0	0	0	193	4	0	1	0	48	0	0	0	0	0	404
4:30 PM	46	114	0	0	0	184	5	0	2	0	48	0	0	0	0	0	399
4:45 PM	46	118	0	0	0	174	4	0	2	0	39	0	0	0	0	0	383
5:00 PM	55	141	0	0	0	150	2	0	3	0	60	0	0	0	0	0	411
5:15 PM	40	115	0	0	0	202	5	0	3	0	38	0	0	0	0	0	403
5:30 PM	32	137	0	0	0	129	1	0	2	0	53	0	0	0	0	0	354
5:45 PM	30	104	0	0	0	130	3	0	1	0	46	0	0	0	0	0	314
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	323	963	0	0	0	1289	26	0	15	0	366	0	0	0	0	0	2982
APPROACH %'s :	25.12%	74.88%	0.00%	0.00%	0.00%	98.02%	1.98%	0.00%	3.94%	0.00%	96.06%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	183	495	0	0	0	701	15	0	8	0	195	0	0	0	0	0	1597
PEAK HR FACTOR :	0.832	0.878	0.000	0.000	0.000	0.908	0.750	0.000	0.667	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.971
	0.865				0.909				0.806								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fermi Pl/Target Dwy & 2nd St
City: Davis
Control: Signalized

Project ID: 23-070222-028
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Fermi Pl/Target Dwy				Fermi Pl/Target Dwy				2nd St				2nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	4	0	2	1	0	0	2	36	0	0	6	67	3	3	125
7:15 AM	1	0	4	0	0	0	0	0	0	40	0	0	6	72	0	5	128
7:30 AM	0	0	4	0	1	0	1	0	0	37	1	0	7	77	2	2	132
7:45 AM	0	1	2	0	3	1	2	0	3	30	0	0	12	95	7	7	163
8:00 AM	2	0	1	0	8	0	5	0	6	55	1	0	3	98	10	1	190
8:15 AM	2	0	2	0	6	0	2	0	3	60	2	0	4	109	16	5	211
8:30 AM	2	0	3	0	14	0	5	0	9	43	0	0	12	99	25	5	217
8:45 AM	0	1	2	0	21	0	9	0	8	29	1	0	10	100	19	11	211
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	2	22	0	55	2	24	0	31	330	5	0	60	717	82	39	1377
APPROACH %'s :	25.00%	6.25%	68.75%	0.00%	67.90%	2.47%	29.63%	0.00%	8.47%	90.16%	1.37%	0.00%	6.68%	79.84%	9.13%	4.34%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	6	1	8	0	49	0	21	0	26	187	4	0	29	406	70	22	829
PEAK HR FACTOR :	0.750	0.250	0.667	0.000	0.583	0.000	0.583	0.000	0.722	0.779	0.500	0.000	0.604	0.931	0.700	0.500	0.955
	0.750				0.583				0.835				0.934				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	8	0	47	0	26	0	27	144	0	0	4	70	33	8	370
4:15 PM	2	0	1	0	53	0	21	0	42	125	1	0	3	53	25	7	333
4:30 PM	4	4	14	0	41	0	11	0	47	161	2	0	5	62	19	10	380
4:45 PM	4	0	4	0	49	0	24	0	25	162	9	0	3	56	35	8	379
5:00 PM	2	2	12	0	60	1	23	0	46	177	1	0	5	56	35	11	431
5:15 PM	0	2	7	0	37	1	28	0	38	156	1	0	5	74	26	6	381
5:30 PM	5	0	6	0	56	1	28	0	35	91	2	0	2	55	39	10	330
5:45 PM	1	2	2	0	51	0	16	0	57	91	1	0	2	41	26	9	299
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	11	54	0	394	3	177	0	317	1107	17	0	29	467	238	69	2903
APPROACH %'s :	23.53%	12.94%	63.53%	0.00%	68.64%	0.52%	30.84%	0.00%	22.00%	76.82%	1.18%	0.00%	3.61%	58.16%	29.64%	8.59%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	10	8	37	0	187	2	86	0	156	656	13	0	18	248	115	35	1571
PEAK HR FACTOR :	0.625	0.500	0.661	0.000	0.779	0.500	0.768	0.000	0.830	0.927	0.361	0.000	0.900	0.838	0.821	0.795	0.911
	0.625				0.818				0.921				0.937				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mace Blvd & 2nd St/County Rd 32A
City: Davis
Control: Signalized

Project ID: 23-070222-029
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Mace Blvd				Mace Blvd				2nd St/County Rd 32A				2nd St/County Rd 32A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	79	60	5	0	2	152	6	1	3	2	41	1	2	3	4	0	361
7:15 AM	77	74	5	0	3	165	5	1	1	0	47	0	2	4	3	0	387
7:30 AM	88	90	5	0	3	161	7	0	1	2	41	1	3	5	3	0	410
7:45 AM	114	126	2	0	4	157	6	1	3	2	36	0	3	4	6	0	464
8:00 AM	99	159	2	0	4	188	10	0	5	1	51	4	6	7	2	0	538
8:15 AM	112	168	2	0	4	241	21	0	6	2	62	2	2	6	5	0	633
8:30 AM	132	98	4	0	6	217	26	0	10	0	58	4	2	5	4	0	566
8:45 AM	118	109	4	0	5	132	20	0	4	4	51	2	2	6	5	0	462
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	819	884	29	0	31	1413	101	3	33	13	387	14	22	40	32	0	3821
APPROACH %'s :	47.29%	51.04%	1.67%	0.00%	2.00%	91.28%	6.52%	0.19%	7.38%	2.91%	86.58%	3.13%	23.40%	42.55%	34.04%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	457	551	10	0	18	803	63	1	24	5	207	10	13	22	17	0	2201
PEAK HR FACTOR :	0.866	0.820	0.625	0.000	0.750	0.833	0.606	0.250	0.600	0.625	0.835	0.625	0.542	0.786	0.708	0.000	0.869
	0.902				0.832				0.854				0.867				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	88	122	12	0	16	146	27	0	25	32	149	9	8	8	4	0	646
4:15 PM	77	136	6	0	19	183	18	1	19	20	147	2	12	11	5	0	656
4:30 PM	71	128	5	0	31	153	29	2	29	25	186	4	11	7	3	0	684
4:45 PM	72	127	6	0	44	168	35	0	30	44	136	5	8	2	5	0	682
5:00 PM	95	157	10	0	21	151	41	1	30	37	184	1	19	9	5	0	761
5:15 PM	92	119	2	0	15	155	31	1	31	41	96	7	34	9	7	0	640
5:30 PM	65	134	6	0	24	179	31	0	33	30	148	6	13	2	1	0	672
5:45 PM	62	108	6	0	18	142	25	1	20	19	120	6	6	4	3	0	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	622	1031	53	0	188	1277	237	6	217	248	1166	40	111	52	33	0	5281
APPROACH %'s :	36.46%	60.43%	3.11%	0.00%	11.01%	74.77%	13.88%	0.35%	12.99%	14.84%	69.78%	2.39%	56.63%	26.53%	16.84%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	315	548	27	0	115	655	123	4	108	126	653	12	50	29	18	0	2783
PEAK HR FACTOR :	0.829	0.873	0.675	0.000	0.653	0.895	0.750	0.500	0.900	0.716	0.878	0.600	0.658	0.659	0.900	0.000	0.914
	0.849				0.908				0.892				0.735				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mace Blvd & I-80 WB Ramps
City: Davis
Control: Signalized

Project ID: 23-070222-030
Date: 10/26/2023

Data - Totals

NS/EW Streets:	Mace Blvd				Mace Blvd				I-80 WB Ramps				I-80 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	29	48	0	0	0	161	24	0	0	0	0	0	65	0	99	0	426
7:15 AM	46	55	0	0	0	182	30	0	0	0	0	0	70	0	98	0	481
7:30 AM	67	59	0	0	0	191	26	0	0	0	0	0	65	1	124	0	533
7:45 AM	73	94	0	0	0	173	23	0	0	0	0	0	85	1	152	0	601
8:00 AM	94	151	0	0	0	190	39	0	0	0	0	0	69	0	125	0	668
8:15 AM	86	156	0	0	0	247	51	0	0	0	0	0	81	1	113	0	735
8:30 AM	106	98	0	0	0	252	35	0	0	0	0	0	59	0	129	0	679
8:45 AM	62	120	0	0	0	152	37	0	0	0	0	0	62	0	111	0	544
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	563	781	0	0	0	1548	265	0	0	0	0	0	556	3	951	0	4667
APPROACH %'s :	41.89%	58.11%	0.00%	0.00%	0.00%	85.38%	14.62%	0.00%					36.82%	0.20%	62.98%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	359	499	0	0	0	862	148	0	0	0	0	0	294	2	519	0	2683
PEAK HR FACTOR :	0.847	0.800	0.000	0.000	0.000	0.855	0.725	0.000	0.000	0.000	0.000	0.000	0.865	0.500	0.854	0.000	0.913
		0.876				0.847								0.856			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	37	99	0	0	0	263	43	0	0	0	0	0	75	0	127	0	644
4:15 PM	44	89	0	0	0	271	27	0	0	0	0	0	86	0	129	0	646
4:30 PM	47	94	0	0	0	330	39	0	0	0	0	0	60	0	119	0	689
4:45 PM	45	85	0	0	0	306	29	0	0	0	0	0	68	0	117	0	650
5:00 PM	52	123	0	0	0	288	43	0	0	0	0	0	127	0	137	0	770
5:15 PM	59	81	0	0	0	245	31	0	0	0	0	0	107	1	128	0	652
5:30 PM	46	103	0	0	0	339	33	0	0	0	0	0	67	0	103	0	691
5:45 PM	56	84	0	0	0	221	42	0	0	0	0	0	56	0	91	0	550
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	386	758	0	0	0	2263	287	0	0	0	0	0	646	1	951	0	5292
APPROACH %'s :	33.74%	66.26%	0.00%	0.00%	0.00%	88.75%	11.25%	0.00%					40.43%	0.06%	59.51%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	202	392	0	0	0	1178	136	0	0	0	0	0	369	1	485	0	2763
PEAK HR FACTOR :	0.856	0.797	0.000	0.000	0.000	0.869	0.791	0.000	0.000	0.000	0.000	0.000	0.726	0.250	0.885	0.000	0.897
		0.849				0.883								0.810			

National Data & Surveying Services Intersection Turning Movement Count

Location: Mace Blvd & Chiles Rd
City: Davis
Control: Signalized

Project ID: 22-070113-017
Date: 5/19/2022

Data - Total

NS/EW Streets:	Mace Blvd				Mace Blvd				Chiles Rd				Chiles Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	2	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	87	5	0	14	53	32	1	52	13	22	0	3	4	25	0	315
7:15 AM	4	78	3	0	15	50	37	2	64	30	15	0	9	11	27	0	345
7:30 AM	2	112	11	0	19	60	37	0	71	35	17	0	3	9	51	0	427
7:45 AM	8	167	6	0	32	61	62	1	73	30	24	0	2	5	80	0	551
8:00 AM	1	134	5	0	44	73	72	0	100	47	22	0	1	23	75	0	597
8:15 AM	6	159	4	0	52	77	63	1	139	46	35	0	7	17	102	0	708
8:30 AM	7	107	5	0	34	74	74	0	88	26	48	0	7	22	71	0	563
8:45 AM	6	94	5	0	15	71	49	1	94	22	32	0	4	16	40	0	449
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	938	44	0	225	519	426	6	681	249	215	0	36	107	471	0	3955
APPROACH %'s :	3.73%	91.96%	4.31%	0.00%	19.13%	44.13%	36.22%	0.51%	59.48%	21.75%	18.78%	0.00%	5.86%	17.43%	76.71%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	22	567	20	0	162	285	271	2	400	149	129	0	17	67	328	0	2419
PEAK HR FACTOR :	0.688	0.849	0.833	0.000	0.779	0.925	0.916	0.500	0.719	0.793	0.672	0.000	0.607	0.728	0.804	0.000	0.854
	0.841				0.933				0.770				0.817				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	2	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	147	36	0	43	113	49	1	75	52	21	0	9	12	44	0	609
4:15 PM	7	106	34	0	54	79	58	0	82	75	25	0	7	12	43	0	582
4:30 PM	5	117	17	0	54	85	58	0	86	85	21	0	12	9	60	0	609
4:45 PM	6	108	32	0	61	88	67	1	75	84	25	0	7	10	61	0	625
5:00 PM	6	107	23	0	62	103	61	1	83	59	29	0	10	13	43	0	600
5:15 PM	3	104	16	0	43	80	54	0	84	62	21	0	7	11	60	0	545
5:30 PM	6	90	22	0	40	103	65	0	63	52	34	0	5	8	46	0	534
5:45 PM	8	98	15	0	22	74	38	3	100	51	29	0	4	9	35	0	486
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	877	195	0	379	725	450	6	648	520	205	0	61	84	392	0	4590
APPROACH %'s :	4.29%	78.30%	17.41%	0.00%	24.29%	46.47%	28.85%	0.38%	47.20%	37.87%	14.93%	0.00%	11.36%	15.64%	73.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	25	478	119	0	212	365	232	2	318	296	92	0	35	43	208	0	2425
PEAK HR FACTOR :	0.893	0.813	0.826	0.000	0.869	0.808	0.866	0.500	0.924	0.871	0.920	0.000	0.729	0.896	0.852	0.000	0.970
	0.818				0.934				0.919				0.883				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-80 EB Ramp & Chiles Rd
City: Davis
Control: Signalized

Project ID: 23-070222-032
Date: 10/26/2023

Data - Totals

NS/EW Streets:	I-80 EB Ramp				I-80 EB Ramp				Chiles Rd				Chiles Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	32	0	8	0	0	58	0	0	0	40	0	0	138
7:15 AM	0	0	0	0	37	0	9	0	0	65	0	0	0	52	0	0	163
7:30 AM	0	0	0	0	47	0	15	0	0	69	0	0	0	40	0	0	171
7:45 AM	0	0	0	0	69	0	20	0	0	66	0	0	0	62	0	0	217
8:00 AM	0	0	0	0	82	0	14	0	0	98	0	0	0	74	0	0	268
8:15 AM	0	0	0	0	80	0	22	0	0	106	0	0	0	80	0	0	288
8:30 AM	0	0	0	0	70	0	19	0	0	92	0	0	0	93	0	0	274
8:45 AM	0	0	0	0	52	0	21	0	0	74	0	0	0	68	0	0	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	469	0	128	0	0	628	0	0	0	509	0	0	1734
APPROACH %'s :					78.56%	0.00%	21.44%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	301	0	75	0	0	362	0	0	0	309	0	0	1047
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.918	0.000	0.852	0.000	0.000	0.854	0.000	0.000	0.000	0.831	0.000	0.000	0.909
							0.922				0.854				0.831		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	27	0	7	0	0	139	0	0	0	82	0	0	255
4:15 PM	0	0	0	0	22	0	6	0	0	167	0	0	0	72	0	0	267
4:30 PM	0	0	0	0	13	0	5	0	0	162	0	0	0	68	0	0	248
4:45 PM	0	0	0	0	13	0	16	0	0	190	0	0	0	62	0	0	281
5:00 PM	0	0	0	0	23	0	11	0	0	185	0	0	0	80	0	0	299
5:15 PM	0	0	0	0	24	0	6	0	0	137	0	0	0	69	0	1	237
5:30 PM	0	0	0	0	14	0	7	0	0	164	0	0	0	68	0	0	253
5:45 PM	0	0	0	0	24	0	5	0	0	160	0	0	0	73	0	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	160	0	63	0	0	1304	0	0	0	574	0	1	2102
APPROACH %'s :					71.75%	0.00%	28.25%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.83%	0.00%	0.17%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	71	0	38	0	0	704	0	0	0	282	0	0	1095
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.772	0.000	0.594	0.000	0.000	0.926	0.000	0.000	0.000	0.881	0.000	0.000	0.916
							0.801				0.926				0.881		

National Data & Surveying Services Intersection Turning Movement Count

Location: Mace Blvd & Cowell Blvd
City: Davis
Control: Signalized

Project ID: 22-070113-019
Date: 5/19/2022

Data - Total

NS/EW Streets:	Mace Blvd				Mace Blvd				Cowell Blvd				Cowell Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	40	3	0	11	32	6	0	15	2	4	0	2	3	12	0	130
7:15 AM	0	36	1	0	11	29	10	0	16	3	2	0	2	2	15	0	127
7:30 AM	0	51	4	0	6	43	4	0	25	6	0	0	0	6	22	0	167
7:45 AM	2	101	4	0	10	45	9	0	29	9	3	0	3	8	23	0	246
8:00 AM	1	64	20	0	16	38	10	0	36	26	2	0	4	14	23	0	254
8:15 AM	1	66	24	0	32	52	13	0	30	39	3	0	23	28	35	0	346
8:30 AM	5	39	0	0	22	54	20	0	28	14	2	0	9	27	20	0	240
8:45 AM	6	43	2	0	13	54	11	0	19	5	6	0	1	18	19	0	197
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	440	58	0	121	347	83	0	198	104	22	0	44	106	169	0	1707
APPROACH %'s :	2.92%	85.77%	11.31%	0.00%	21.96%	62.98%	15.06%	0.00%	61.11%	32.10%	6.79%	0.00%	13.79%	33.23%	52.98%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	9	270	48	0	80	189	52	0	123	88	10	0	39	77	101	0	1086
PEAK HR FACTOR :	0.450	0.668	0.500	0.000	0.625	0.875	0.650	0.000	0.854	0.564	0.833	0.000	0.424	0.688	0.721	0.000	0.785
		0.764				0.827				0.767				0.631			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	121	6	0	22	50	17	0	41	23	5	0	3	11	16	0	318
4:15 PM	5	116	6	0	33	43	16	0	27	20	11	0	3	12	13	0	305
4:30 PM	4	112	2	0	28	46	14	0	38	16	4	0	2	8	20	0	294
4:45 PM	1	99	7	0	28	49	14	0	25	18	7	0	3	11	12	0	274
5:00 PM	5	80	5	0	25	44	20	0	33	17	9	0	5	11	20	0	274
5:15 PM	4	88	6	0	27	71	21	0	24	14	6	0	3	10	11	0	285
5:30 PM	2	100	4	0	30	47	13	0	29	24	6	0	4	7	17	0	283
5:45 PM	4	90	3	0	24	39	24	0	22	15	7	0	5	13	16	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	806	39	0	217	389	139	0	239	147	55	0	28	83	125	0	2295
APPROACH %'s :	3.21%	92.33%	4.47%	0.00%	29.13%	52.21%	18.66%	0.00%	54.20%	33.33%	12.47%	0.00%	11.86%	35.17%	52.97%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	13	448	21	0	111	188	61	0	131	77	27	0	11	42	61	0	1191
PEAK HR FACTOR :	0.650	0.926	0.750	0.000	0.841	0.940	0.897	0.000	0.799	0.837	0.614	0.000	0.917	0.875	0.763	0.000	0.936
		0.927				0.978				0.851				0.950			

National Data & Surveying Services Intersection Turning Movement Count

Location: Mace Blvd & N El Macero Dr
City: Davis
Control: 4-Way Stop

Project ID: 22-070113-020
Date: 5/19/2022

Data - Total

NS/EW Streets:	Mace Blvd				Mace Blvd				N El Macero Dr				N El Macero Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	23	0	0	13	24	2	0	7	2	0	0	0	1	15	0	88
7:15 AM	0	26	0	0	6	25	3	0	0	2	2	0	0	1	10	0	75
7:30 AM	0	36	1	0	13	28	2	0	4	0	0	0	0	1	19	0	104
7:45 AM	3	59	1	0	12	32	6	0	9	0	0	0	1	0	35	0	158
8:00 AM	0	68	1	0	13	31	1	0	5	2	1	0	1	1	29	0	153
8:15 AM	2	52	0	0	29	36	9	0	4	1	1	0	1	2	19	0	156
8:30 AM	1	36	1	0	21	43	5	0	1	2	1	0	1	1	8	0	121
8:45 AM	1	35	1	0	19	40	2	0	1	1	3	0	0	1	14	0	118
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	335	5	0	126	259	30	0	31	10	8	0	4	8	149	0	973
APPROACH %'s :	2.30%	96.26%	1.44%	0.00%	30.36%	62.41%	7.23%	0.00%	63.27%	20.41%	16.33%	0.00%	2.48%	4.97%	92.55%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	6	215	3	0	75	142	21	0	19	5	3	0	4	4	91	0	588
PEAK HR FACTOR :	0.500	0.790	0.750	0.000	0.647	0.826	0.583	0.000	0.528	0.625	0.750	0.000	1.000	0.500	0.650	0.000	0.930
	0.812				0.804				0.750				0.688				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	110	2	0	13	35	10	0	5	3	2	0	0	5	22	0	208
4:15 PM	2	106	0	0	30	23	4	0	2	2	1	0	0	4	17	0	191
4:30 PM	0	104	0	0	11	34	2	0	2	1	0	0	2	5	16	0	177
4:45 PM	8	88	2	0	27	35	2	0	0	1	0	0	1	10	14	0	188
5:00 PM	3	61	1	0	25	25	5	0	2	4	1	0	2	6	25	1	161
5:15 PM	1	80	3	0	23	51	2	0	3	4	3	0	2	3	19	0	194
5:30 PM	3	89	3	0	20	35	5	1	3	2	4	0	0	5	15	0	185
5:45 PM	1	73	0	0	21	27	4	0	2	3	0	0	1	2	17	0	151
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	711	11	0	170	265	34	1	19	20	11	0	8	40	145	1	1455
APPROACH %'s :	2.56%	95.95%	1.48%	0.00%	36.17%	56.38%	7.23%	0.21%	38.00%	40.00%	22.00%	0.00%	4.12%	20.62%	74.74%	0.52%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	11	408	4	0	81	127	18	0	9	7	3	0	3	24	69	0	764
PEAK HR FACTOR :	0.344	0.927	0.500	0.000	0.675	0.907	0.450	0.000	0.450	0.583	0.375	0.000	0.375	0.600	0.784	0.000	0.918
	0.936				0.883				0.475				0.889				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 113/Fazio Hwy SB Ramps & CR 29
City: Davis
Control: 1-Way Stop (SB)

Project ID: 24-070031-001
Date: 2/13/2024

Data - Total

NS/EW Streets:	SR 113/Fazio Hwy SB Ramps				SR 113/Fazio Hwy SB Ramps				CR 29				CR 29				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	1	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	20	0	19	0	0	21	4	0	4	18	0	0	86
7:15 AM	0	0	0	0	26	0	14	0	0	27	3	0	1	19	0	0	90
7:30 AM	0	0	0	0	44	0	20	0	0	36	6	0	4	24	0	0	134
7:45 AM	0	0	0	0	59	0	31	0	0	52	3	0	5	31	0	0	181
8:00 AM	0	0	0	0	74	0	22	0	0	66	10	0	11	31	0	0	214
8:15 AM	0	0	0	0	61	0	16	0	0	45	11	0	17	30	0	0	180
8:30 AM	0	0	0	0	26	0	14	0	0	45	8	0	10	37	0	0	140
8:45 AM	0	0	0	0	33	0	21	0	0	42	8	0	11	27	0	0	142
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	343	0	157	0	0	334	53	0	63	217	0	0	1167
APPROACH %'s :					68.60%	0.00%	31.40%	0.00%	0.00%	86.30%	13.70%	0.00%	22.50%	77.50%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	220	0	83	0	0	208	32	0	43	129	0	0	715
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.743	0.000	0.669	0.000	0.000	0.788	0.727	0.000	0.632	0.872	0.000	0.000	0.835
					0.789				0.789				0.915				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	1	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	41	0	12	0	0	79	8	0	8	37	0	0	185
4:15 PM	0	0	0	0	30	0	8	0	0	61	14	0	6	47	0	0	166
4:30 PM	0	0	0	0	39	0	13	0	0	60	7	0	2	33	0	0	154
4:45 PM	0	0	0	0	44	1	13	0	0	58	7	0	4	30	0	0	157
5:00 PM	0	0	0	0	41	1	11	0	0	58	10	0	0	33	0	0	154
5:15 PM	0	0	0	0	45	0	14	0	0	40	7	0	3	43	0	0	152
5:30 PM	0	0	0	0	40	1	15	0	0	46	7	0	6	44	0	0	159
5:45 PM	0	0	0	0	37	0	11	0	0	34	10	0	3	30	0	0	125
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	317	3	97	0	0	436	70	0	32	297	0	0	1252
APPROACH %'s :					76.02%	0.72%	23.26%	0.00%	0.00%	86.17%	13.83%	0.00%	9.73%	90.27%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	154	1	46	0	0	258	36	0	20	147	0	0	662
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.875	0.250	0.885	0.000	0.000	0.816	0.643	0.000	0.625	0.782	0.000	0.000	0.895
					0.866				0.845				0.788				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 113/Fazio Hwy NB Ramps & CR 29
City: Davis
Control: 1-Way Stop (SB)

Project ID: 24-070031-002
Date: 2/13/2024

Data - Total

NS/EW Streets:	SR 113/Fazio Hwy NB Ramps				SR 113/Fazio Hwy NB Ramps				CR 29				CR 29				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0.5	0.5	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	4	0	8	30	0	0	0	17	21	0	80
7:15 AM	0	0	0	0	1	0	4	0	8	47	0	0	0	16	29	0	105
7:30 AM	0	0	0	0	4	0	6	0	10	71	0	0	0	23	30	0	144
7:45 AM	0	0	0	0	2	0	7	0	11	97	0	0	0	29	47	0	193
8:00 AM	0	0	0	0	7	0	5	1	10	126	0	0	0	36	38	0	223
8:15 AM	0	0	0	0	5	0	7	0	8	105	0	0	0	42	46	0	213
8:30 AM	0	0	0	0	7	0	10	0	13	58	0	0	0	36	54	0	178
8:45 AM	0	0	0	0	9	0	6	0	11	61	0	0	0	31	26	0	144
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	35	0	49	1	79	595	0	0	0	230	291	0	1280
APPROACH %'s :					41.18%	0.00%	57.65%	1.18%	11.72%	88.28%	0.00%	0.00%	0.00%	44.15%	55.85%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	21	0	29	1	42	386	0	0	0	143	185	0	807
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.725	0.250	0.808	0.766	0.000	0.000	0.000	0.851	0.856	0.000	0.905
					0.750				0.787				0.911				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0.5	0.5	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	9	0	9	0	25	95	0	0	0	36	45	0	219
4:15 PM	0	0	0	0	11	0	11	0	22	69	0	0	0	40	40	0	193
4:30 PM	0	0	0	0	4	0	6	0	33	64	0	0	0	30	38	0	175
4:45 PM	0	0	0	0	6	0	5	0	36	68	0	0	0	28	48	0	191
5:00 PM	0	0	0	0	3	0	6	0	30	69	0	0	0	27	53	0	188
5:15 PM	0	0	0	0	8	0	9	0	15	69	0	0	0	38	44	0	183
5:30 PM	0	0	0	0	9	0	13	0	15	72	0	0	0	36	36	0	181
5:45 PM	0	0	0	0	6	0	9	0	18	52	0	1	0	24	48	0	158
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	56	0	68	0	194	558	0	1	0	259	352	0	1488
APPROACH %'s :					45.16%	0.00%	54.84%	0.00%	25.76%	74.10%	0.00%	0.13%	0.00%	42.39%	57.61%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	30	0	31	0	116	296	0	0	0	134	171	0	778
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.682	0.000	0.705	0.000	0.806	0.779	0.000	0.000	0.000	0.838	0.891	0.000	0.888
					0.693				0.858				0.941				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 100A & CR 29
City: Davis
Control: 2-Way Stop (NB/SB)

Project ID: 24-070031-003
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 100A				CR 100A				CR 29				CR 29				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0.5	0.5	0	0	0.5	0.5	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	1	0	0	0	0	0	2	24	5	0	1	35	0	0	71
7:15 AM	8	0	0	0	0	0	1	0	0	39	9	0	1	36	2	0	96
7:30 AM	5	0	0	0	0	0	0	0	1	61	12	0	1	48	0	0	128
7:45 AM	3	0	3	0	1	0	1	0	0	84	14	0	4	73	0	0	183
8:00 AM	7	0	2	0	1	0	0	0	1	104	28	1	6	67	0	0	217
8:15 AM	10	0	3	0	0	0	2	0	1	84	26	0	6	75	0	0	207
8:30 AM	14	0	4	0	0	0	1	0	1	55	9	0	4	75	1	0	164
8:45 AM	5	0	7	0	1	0	1	0	0	63	7	0	3	50	0	0	137
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	55	0	20	0	3	0	6	0	6	514	110	1	26	459	3	0	1203
APPROACH %'s :	73.33%	0.00%	26.67%	0.00%	33.33%	0.00%	66.67%	0.00%	0.95%	81.46%	17.43%	0.16%	5.33%	94.06%	0.61%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	34	0	12	0	2	0	4	0	3	327	77	1	20	290	1	0	771
PEAK HR FACTOR :	0.607	0.000	0.750	0.000	0.500	0.000	0.500	0.000	0.750	0.786	0.688	0.250	0.833	0.967	0.250	0.000	0.888
	0.639				0.750				0.761				0.960				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0.5	0.5	0	0	0.5	0.5	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	0	7	0	0	0	4	0	1	94	8	0	6	68	2	0	199
4:15 PM	11	0	1	0	0	0	0	0	1	71	9	0	4	69	0	0	166
4:30 PM	8	2	6	0	0	0	0	0	1	61	6	0	3	60	1	0	148
4:45 PM	8	0	4	0	0	1	0	0	1	66	5	0	1	68	0	0	154
5:00 PM	4	0	1	0	0	1	1	0	0	66	7	0	4	75	0	0	159
5:15 PM	8	0	4	0	0	1	1	0	2	73	3	0	1	73	2	0	168
5:30 PM	8	0	0	0	2	0	2	0	0	73	8	0	3	63	1	0	160
5:45 PM	6	0	1	0	2	0	1	0	3	48	7	0	4	64	1	0	137
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	62	2	24	0	4	3	9	0	9	552	53	0	26	540	7	0	1291
APPROACH %'s :	70.45%	2.27%	27.27%	0.00%	25.00%	18.75%	56.25%	0.00%	1.47%	89.90%	8.63%	0.00%	4.54%	94.24%	1.22%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	36	2	18	0	0	1	4	0	4	292	28	0	14	265	3	0	667
PEAK HR FACTOR :	0.818	0.250	0.643	0.000	0.000	0.250	0.250	0.000	1.000	0.777	0.778	0.000	0.583	0.960	0.375	0.000	0.838
	0.875				0.313				0.786				0.928				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 101A & CR 29
City: Davis
Control: 1-Way Stop (NB)

Project ID: 24-070031-004
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 101A				CR 101A				CR 29				CR 29				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	0	1	0	0	0	0	0	0	15	9	0	5	16	0	0	63
7:15 AM	18	0	5	0	0	0	0	0	0	23	18	0	0	22	0	0	86
7:30 AM	26	0	4	0	0	0	0	0	0	30	28	0	5	24	0	0	117
7:45 AM	37	0	4	0	0	0	0	0	0	37	53	0	17	38	0	0	186
8:00 AM	41	0	1	0	0	0	0	0	0	37	69	0	32	32	0	0	212
8:15 AM	35	0	7	0	0	0	0	0	0	38	51	0	15	48	0	0	194
8:30 AM	28	0	9	0	0	0	0	0	0	30	27	0	5	50	0	0	149
8:45 AM	21	0	2	0	0	0	0	0	0	38	35	0	7	33	0	0	136
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	223	0	33	0	0	0	0	0	0	248	290	0	86	263	0	0	1143
APPROACH %'s :	87.11%	0.00%	12.89%	0.00%					0.00%	46.10%	53.90%	0.00%	24.64%	75.36%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	141	0	21	0	0	0	0	0	0	142	200	0	69	168	0	0	741
PEAK HR FACTOR :	0.860	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.934	0.725	0.000	0.539	0.840	0.000	0.000	0.874
	0.964								0.807				0.926				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	0	8	0	0	0	0	0	0	55	43	0	13	49	0	0	197
4:15 PM	37	0	6	0	0	0	0	0	0	45	26	0	10	34	0	0	158
4:30 PM	33	0	10	0	0	0	0	0	0	36	32	0	8	33	0	0	152
4:45 PM	33	0	7	0	0	0	0	0	0	40	33	0	9	34	0	1	157
5:00 PM	42	0	7	0	0	0	0	0	0	31	33	0	11	37	0	0	161
5:15 PM	44	0	10	0	0	0	0	0	0	42	37	0	10	33	0	0	176
5:30 PM	38	0	9	0	0	0	0	0	0	36	38	0	10	30	0	0	161
5:45 PM	42	0	7	0	0	0	0	0	0	23	30	0	7	25	0	0	134
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	298	0	64	0	0	0	0	0	0	308	272	0	78	275	0	1	1296
APPROACH %'s :	82.32%	0.00%	17.68%	0.00%					0.00%	53.10%	46.90%	0.00%	22.03%	77.68%	0.00%	0.28%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	132	0	31	0	0	0	0	0	0	176	134	0	40	150	0	1	664
PEAK HR FACTOR :	0.892	0.000	0.775	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.779	0.000	0.769	0.765	0.000	0.250	0.843
	0.948								0.791				0.770				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 102 & CR 29
City: Davis
Control: 1-Way Stop (EB)

Project ID: 24-070031-005
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 102				CR 102				CR 29				CR 29				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	30	0	0	0	31	11	0	3	0	12	0	0	0	0	0	100
7:15 AM	17	35	0	0	0	42	2	0	8	0	19	0	0	0	0	0	123
7:30 AM	20	34	0	0	0	59	19	0	8	0	23	0	0	0	0	0	163
7:45 AM	29	40	0	0	0	83	30	0	9	0	25	0	0	0	0	0	216
8:00 AM	26	46	0	0	0	119	36	0	10	0	34	0	0	0	0	0	271
8:15 AM	37	69	0	0	0	110	25	0	14	0	33	0	0	0	0	0	288
8:30 AM	48	74	0	0	0	65	9	0	19	0	22	0	0	0	0	0	237
8:45 AM	18	46	0	0	0	87	17	0	16	0	23	0	0	0	0	0	207
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	208	374	0	0	0	596	149	0	87	0	191	0	0	0	0	0	1605
APPROACH %'s :	35.74%	64.26%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	31.29%	0.00%	68.71%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	140	229	0	0	0	377	100	0	52	0	114	0	0	0	0	0	1012
PEAK HR FACTOR :	0.729	0.774	0.000	0.000	0.000	0.792	0.694	0.000	0.684	0.000	0.838	0.000	0.000	0.000	0.000	0.000	0.878
	0.756				0.769				0.883								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	32	92	0	0	0	73	28	0	33	0	30	0	0	0	0	0	288
4:15 PM	24	75	0	0	0	106	18	0	32	0	19	0	0	0	0	0	274
4:30 PM	26	119	0	0	0	83	16	0	28	0	18	0	0	0	0	0	290
4:45 PM	24	105	0	0	0	84	17	0	17	0	33	0	0	0	0	0	280
5:00 PM	33	108	0	0	0	85	15	0	17	0	24	0	0	0	0	0	282
5:15 PM	26	106	0	0	0	57	15	0	20	0	28	0	0	0	0	0	252
5:30 PM	22	103	0	0	0	83	15	0	18	0	28	0	0	0	0	0	269
5:45 PM	14	88	0	0	0	81	19	0	12	0	19	0	0	0	0	0	233
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	201	796	0	0	0	652	143	0	177	0	199	0	0	0	0	0	2168
APPROACH %'s :	20.16%	79.84%	0.00%	0.00%	0.00%	82.01%	17.99%	0.00%	47.07%	0.00%	52.93%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	106	391	0	0	0	346	79	0	110	0	100	0	0	0	0	0	1132
PEAK HR FACTOR :	0.828	0.821	0.000	0.000	0.000	0.816	0.705	0.000	0.833	0.000	0.758	0.000	0.000	0.000	0.000	0.000	0.976
	0.857				0.857				0.833								

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 102 & 28H
City: Davis
Control: 1-Way Stop (WB)

Project ID: 24-070031-006
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 102				CR 102				28H				28H				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	32	3	0	13	36	0	0	0	0	0	0	6	0	9	0	99
7:15 AM	0	38	5	0	17	43	0	0	0	0	0	0	1	0	2	0	106
7:30 AM	0	35	4	0	18	71	0	0	0	0	0	0	8	0	6	0	142
7:45 AM	0	45	4	0	13	106	0	0	0	0	0	0	6	0	11	0	185
8:00 AM	0	40	7	0	21	147	0	0	0	0	0	0	3	0	5	0	223
8:15 AM	0	78	9	0	15	130	0	0	0	0	0	0	5	0	4	0	241
8:30 AM	0	84	7	0	8	78	0	0	0	0	0	0	2	0	4	0	183
8:45 AM	0	49	12	0	7	93	0	0	0	0	0	0	5	0	5	0	171
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	401	51	0	112	704	0	0	0	0	0	0	36	0	46	0	1350
APPROACH %'s :	0.00%	88.72%	11.28%	0.00%	13.73%	86.27%	0.00%	0.00%					43.90%	0.00%	56.10%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	0	247	27	0	57	461	0	0	0	0	0	0	16	0	24	0	832
PEAK HR FACTOR :	0.000	0.735	0.750	0.000	0.679	0.784	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.545	0.000	0.863
		0.753				0.771								0.588			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	103	15	0	8	90	0	0	0	0	0	0	10	0	26	0	252
4:15 PM	0	88	13	0	17	119	0	0	0	0	0	0	7	0	27	0	271
4:30 PM	0	131	11	0	14	92	0	0	0	0	0	0	8	0	20	0	276
4:45 PM	0	116	5	0	9	97	0	0	0	0	0	0	3	0	14	0	244
5:00 PM	0	117	8	0	12	96	0	0	0	0	0	0	3	0	13	0	249
5:15 PM	0	111	8	0	6	70	0	0	0	0	0	0	3	0	12	0	210
5:30 PM	0	117	8	0	4	99	0	0	0	0	0	0	2	0	10	0	240
5:45 PM	0	95	2	0	2	95	0	0	0	0	0	0	7	0	20	0	221
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	878	70	0	72	758	0	0	0	0	0	0	43	0	142	0	1963
APPROACH %'s :	0.00%	92.62%	7.38%	0.00%	8.67%	91.33%	0.00%	0.00%					23.24%	0.00%	76.76%	0.00%	
PEAK HR :	**04:00 PM - 05:00 PM**																TOTAL
PEAK HR VOL :	0	438	44	0	48	398	0	0	0	0	0	0	28	0	87	0	1043
PEAK HR FACTOR :	0.000	0.836	0.733	0.000	0.706	0.836	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.806	0.000	0.945
		0.849				0.820								0.799			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 102 & CR 27
City: Davis
Control: 4-Way Stop

Project ID: 24-070031-007
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 102				CR 102				CR 27				CR 27				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0.5	0.5	0	0	0.5	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	30	0	0	0	49	6	0	2	0	5	0	0	0	0	0	105
7:15 AM	9	30	0	0	0	47	4	0	3	0	12	0	0	0	0	0	105
7:30 AM	13	30	1	0	1	86	7	0	2	2	7	0	0	0	0	0	149
7:45 AM	15	39	0	0	1	110	7	0	4	1	17	0	2	0	0	0	196
8:00 AM	13	25	0	0	0	155	10	0	4	1	19	0	0	0	0	0	227
8:15 AM	13	66	1	0	1	118	11	0	4	1	12	0	0	1	0	0	228
8:30 AM	5	81	1	0	2	69	15	0	3	3	13	0	0	2	0	0	194
8:45 AM	7	46	0	0	2	87	9	0	4	2	8	0	0	0	0	0	165
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	88	347	3	0	7	721	69	0	26	10	93	0	2	3	0	0	1369
APPROACH %'s :	20.09%	79.22%	0.68%	0.00%	0.88%	90.46%	8.66%	0.00%	20.16%	7.75%	72.09%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	46	211	2	0	4	452	43	0	15	6	61	0	2	3	0	0	845
PEAK HR FACTOR :	0.767	0.651	0.500	0.000	0.500	0.729	0.717	0.000	0.938	0.500	0.803	0.000	0.250	0.375	0.000	0.000	0.927
	0.744				0.756				0.854				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0.5	0.5	0	0	0.5	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	116	0	0	0	87	7	0	8	1	15	0	0	2	3	0	254
4:15 PM	11	115	0	0	0	105	8	0	4	0	28	0	0	2	1	0	274
4:30 PM	14	118	1	0	1	86	3	0	16	3	25	0	1	5	2	0	275
4:45 PM	16	117	0	0	0	82	2	0	9	3	17	0	0	4	0	0	250
5:00 PM	14	124	0	0	2	94	5	0	6	3	12	0	2	2	1	0	265
5:15 PM	14	110	0	0	1	69	3	0	10	1	18	0	0	4	2	0	232
5:30 PM	13	117	0	0	1	79	1	0	9	0	13	0	0	1	0	0	234
5:45 PM	9	107	0	0	0	83	2	0	13	0	8	0	1	0	1	0	224
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	106	924	1	0	5	685	31	0	75	11	136	0	4	20	10	0	2008
APPROACH %'s :	10.28%	89.62%	0.10%	0.00%	0.69%	95.01%	4.30%	0.00%	33.78%	4.95%	61.26%	0.00%	11.76%	58.82%	29.41%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	55	474	1	0	3	367	18	0	35	9	82	0	3	13	4	0	1064
PEAK HR FACTOR :	0.859	0.956	0.250	0.000	0.375	0.874	0.563	0.000	0.547	0.750	0.732	0.000	0.375	0.650	0.500	0.000	0.967
	0.960				0.858				0.716				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 102 & Rd 25A
City: Davis
Control: 1-Way Stop (EB)

Project ID: 24-070031-008
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 102				CR 102				Rd 25A				Rd 25A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	1	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	27	0	0	0	47	3	0	5	0	11	0	0	0	0	0	94
7:15 AM	3	33	0	0	0	46	2	0	6	0	7	0	0	0	0	0	97
7:30 AM	0	31	0	0	0	81	3	0	5	0	10	0	0	0	0	0	130
7:45 AM	1	39	0	0	0	109	2	0	5	0	23	0	0	0	0	0	179
8:00 AM	2	30	0	0	0	127	5	0	4	0	47	0	0	0	0	0	215
8:15 AM	10	57	0	0	0	92	7	0	5	0	24	0	0	0	0	0	195
8:30 AM	13	73	0	0	0	77	1	1	1	0	11	0	0	0	0	0	177
8:45 AM	3	43	0	0	0	82	2	1	2	0	11	0	0	0	0	0	144
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	33	333	0	0	0	661	25	2	33	0	144	0	0	0	0	0	1231
APPROACH %'s :	9.02%	90.98%	0.00%	0.00%	0.00%	96.08%	3.63%	0.29%	18.64%	0.00%	81.36%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	26	199	0	0	0	405	15	1	15	0	105	0	0	0	0	0	766
PEAK HR FACTOR :	0.500	0.682	0.000	0.000	0.000	0.797	0.536	0.250	0.750	0.000	0.559	0.000	0.000	0.000	0.000	0.000	0.891
	0.654				0.797				0.588								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	1	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	123	0	1	0	78	3	0	2	0	10	0	0	0	0	0	228
4:15 PM	7	112	0	0	0	101	9	0	4	0	14	0	1	0	0	0	248
4:30 PM	8	122	0	0	0	80	2	0	2	0	10	0	0	0	3	0	227
4:45 PM	19	116	0	0	0	79	7	0	3	0	5	0	0	0	0	0	229
5:00 PM	21	105	0	0	0	85	10	0	1	0	9	0	0	0	0	0	231
5:15 PM	15	111	0	0	0	72	13	0	2	0	8	0	0	0	0	0	221
5:30 PM	20	103	0	0	0	76	7	0	4	0	6	0	0	0	0	0	216
5:45 PM	18	102	0	0	0	74	5	0	4	0	8	0	0	0	0	0	211
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	894	0	1	0	645	56	0	22	0	70	0	1	0	3	0	1811
APPROACH %'s :	11.74%	88.17%	0.00%	0.10%	0.00%	92.01%	7.99%	0.00%	23.91%	0.00%	76.09%	0.00%	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	55	455	0	0	0	345	28	0	10	0	38	0	1	0	3	0	935
PEAK HR FACTOR :	0.655	0.932	0.000	0.000	0.000	0.854	0.700	0.000	0.625	0.000	0.679	0.000	0.250	0.000	0.250	0.000	0.943
	0.944				0.848				0.667				0.333				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 103 & CR 28H
City: Davis
Control: 1-Way Stop (SB)

Project ID: 24-070031-009
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 103				CR 103				CR 28H				CR 28H				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	0	0	0	16	0	0	0	13	1	0	33
7:15 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	3	0	0	22
7:30 AM	0	0	0	0	2	0	0	0	0	22	0	0	0	14	0	0	38
7:45 AM	0	0	0	0	3	0	0	0	1	16	0	0	0	18	3	0	41
8:00 AM	0	0	0	0	3	0	0	0	0	27	0	0	0	6	3	0	39
8:15 AM	0	0	0	0	2	0	2	0	0	25	0	0	0	8	1	0	38
8:30 AM	0	0	0	0	5	0	0	0	1	12	0	0	0	5	2	0	25
8:45 AM	0	0	0	0	2	0	2	0	3	15	0	0	0	8	2	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	20	0	4	0	5	152	0	0	0	75	12	0	268
APPROACH %'s :					83.33%	0.00%	16.67%	0.00%	3.18%	96.82%	0.00%	0.00%	0.00%	86.21%	13.79%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	10	0	2	0	1	90	0	0	0	46	7	0	156
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.833	0.000	0.250	0.000	0.250	0.833	0.000	0.000	0.000	0.639	0.583	0.000	0.951
							0.750				0.843				0.631		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	0	24	0	0	0	38	2	0	66
4:15 PM	0	0	0	0	2	0	2	0	0	31	0	0	0	26	7	0	68
4:30 PM	0	0	0	0	2	0	0	0	0	25	0	0	0	33	10	0	70
4:45 PM	0	0	0	0	5	0	2	0	0	14	0	0	0	10	3	0	34
5:00 PM	0	0	0	0	0	0	2	0	0	19	0	0	0	16	6	0	43
5:15 PM	0	0	0	0	3	0	2	0	0	14	0	0	0	13	7	0	39
5:30 PM	0	0	0	0	2	0	1	0	1	11	0	0	0	13	4	0	32
5:45 PM	0	0	0	0	1	0	1	0	0	6	0	0	0	22	2	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	17	0	10	0	1	144	0	0	0	171	41	0	384
APPROACH %'s :					62.96%	0.00%	37.04%	0.00%	0.69%	99.31%	0.00%	0.00%	0.00%	80.66%	19.34%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	11	0	4	0	0	94	0	0	0	107	22	0	238
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.550	0.000	0.500	0.000	0.000	0.758	0.000	0.000	0.000	0.704	0.550	0.000	0.850
							0.536				0.758				0.750		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Yolo County Central Landfill Dwy & CR 28H
City: Davis
Control: 1-Way Stop (SB)

Project ID: 24-070031-010
Date: 2/13/2024

Data - Total

NS/EW Streets:	Yolo County Central Landfill Dwy				Yolo County Central Landfill Dwy				CR 28H				CR 28H				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	7	0	6	0	5	11	0	0	0	6	4	0	39
7:15 AM	0	0	0	0	2	0	5	0	3	14	0	0	0	1	5	0	30
7:30 AM	0	0	0	0	4	0	7	0	5	18	0	0	0	9	2	0	45
7:45 AM	0	0	0	0	1	0	6	0	4	11	0	0	0	12	6	0	40
8:00 AM	0	0	0	0	2	0	5	0	5	23	0	0	0	7	1	0	43
8:15 AM	0	0	0	0	6	0	4	0	7	17	0	0	0	7	5	0	46
8:30 AM	0	0	0	0	3	0	5	0	6	13	0	0	0	6	4	0	37
8:45 AM	0	0	0	0	6	0	4	0	8	7	0	0	0	5	5	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	31	0	42	0	43	114	0	0	0	53	32	0	315
APPROACH %'s :					42.47%	0.00%	57.53%	0.00%	27.39%	72.61%	0.00%	0.00%	0.00%	62.35%	37.65%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	13	0	22	0	21	69	0	0	0	35	14	0	174
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.542	0.000	0.786	0.000	0.750	0.750	0.000	0.000	0.000	0.729	0.583	0.000	0.946
							0.795				0.804				0.681		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	4	0	18	0	1	21	0	0	0	20	0	0	64
4:15 PM	0	0	0	0	5	0	8	0	0	36	0	0	0	16	0	0	65
4:30 PM	0	0	0	0	7	0	22	0	0	26	0	0	0	16	0	0	71
4:45 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	13	0	0	35
5:00 PM	0	0	0	0	1	0	7	0	0	18	0	0	0	20	1	0	47
5:15 PM	0	0	0	0	2	0	1	0	0	16	0	0	0	17	0	0	36
5:30 PM	0	0	0	0	1	0	2	0	0	16	0	0	0	16	0	0	35
5:45 PM	0	0	0	0	1	0	2	0	0	8	0	0	0	21	0	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	21	0	60	0	1	163	0	0	0	139	1	0	385
APPROACH %'s :					25.93%	0.00%	74.07%	0.00%	0.61%	99.39%	0.00%	0.00%	0.00%	99.29%	0.71%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	16	0	48	0	1	105	0	0	0	65	0	0	235
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.571	0.000	0.545	0.000	0.250	0.729	0.000	0.000	0.000	0.813	0.000	0.000	0.827
							0.552				0.736				0.813		

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 105 & CR 28H
City: Davis
Control: 1-Way Stop (NB)

Project ID: 24-070031-011
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 105				CR 105				CR 28H				CR 28H				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	0	1	0	0	0	0	0	0	0	20	0	0	0	0	0	29
7:15 AM	6	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	20
7:30 AM	11	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	35
7:45 AM	19	0	1	0	0	0	0	0	0	1	11	0	0	0	0	0	32
8:00 AM	6	0	1	0	0	0	0	0	0	1	21	0	0	1	0	0	30
8:15 AM	13	0	0	0	0	0	0	0	0	0	26	0	1	0	0	0	40
8:30 AM	9	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	25
8:45 AM	10	0	0	0	0	0	0	0	0	0	13	0	1	0	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	0	3	0	0	0	0	0	0	2	145	0	2	1	0	0	235
APPROACH %'s :	96.47%	0.00%	3.53%	0.00%					0.00%	1.36%	98.64%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	49	0	2	0	0	0	0	0	0	2	82	0	1	1	0	0	137
PEAK HR FACTOR :	0.645	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.788	0.000	0.250	0.250	0.000	0.000	0.856
	0.638								0.808				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	25	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	51
4:15 PM	14	0	0	0	0	0	0	0	0	0	40	0	1	0	0	0	55
4:30 PM	13	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	47
4:45 PM	14	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	35
5:00 PM	20	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	38
5:15 PM	17	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	37
5:30 PM	16	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	32
5:45 PM	22	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	141	0	0	0	0	0	0	0	0	0	185	0	1	0	0	0	327
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	66	0	0	0	0	0	0	0	0	0	121	0	1	0	0	0	188
PEAK HR FACTOR :	0.660	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.756	0.000	0.250	0.000	0.000	0.000	0.855
	0.660								0.756				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 105/CR 32A & CR 32A
City: Davis
Control: 2-Way Stop (SB/EB)

Project ID: 24-070031-012
Date: 2/13/2024

Data - Total

NS/EW Streets:	CR 105/CR 32A				CR 105/CR 32A				CR 32A				CR 32A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	8	0	0	0	15	2	0	1	0	3	0	0	0	0	0	39
7:15 AM	9	6	0	0	0	15	0	0	2	0	6	0	0	0	0	0	38
7:30 AM	11	12	0	0	0	21	3	0	1	0	13	0	0	0	0	0	61
7:45 AM	13	18	1	0	0	16	2	0	4	0	6	0	0	0	0	0	60
8:00 AM	13	8	0	0	0	15	1	0	1	0	7	0	0	0	0	0	45
8:15 AM	4	14	0	0	0	20	2	0	1	0	4	0	0	0	0	0	45
8:30 AM	10	5	0	0	0	19	3	0	3	0	20	0	0	0	0	0	60
8:45 AM	8	6	0	0	0	13	3	0	5	0	3	0	0	0	0	0	38
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	78	77	1	0	0	134	16	0	18	0	62	0	0	0	0	0	386
APPROACH %'s :	50.00%	49.36%	0.64%	0.00%	0.00%	89.33%	10.67%	0.00%	22.50%	0.00%	77.50%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	41	52	1	0	0	72	8	0	7	0	30	0	0	0	0	0	211
PEAK HR FACTOR :	0.788	0.722	0.250	0.000	0.000	0.857	0.667	0.000	0.438	0.000	0.577	0.000	0.000	0.000	0.000	0.000	0.865
	0.734				0.833				0.661								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	19	0	0	0	33	2	0	2	0	35	0	0	0	0	0	98
4:15 PM	12	13	0	0	0	41	1	0	1	0	43	1	0	0	0	0	112
4:30 PM	12	16	0	0	0	46	0	0	0	0	59	0	0	0	0	0	133
4:45 PM	7	10	0	0	0	17	3	0	2	0	43	0	0	0	0	0	82
5:00 PM	10	20	0	0	0	18	5	0	2	0	49	0	0	0	0	0	104
5:15 PM	14	13	0	0	0	23	3	0	1	0	42	0	0	0	0	0	96
5:30 PM	13	16	0	0	0	12	3	0	1	0	39	0	0	0	0	0	84
5:45 PM	2	22	0	0	0	8	2	0	0	0	24	0	0	0	0	0	58
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	77	129	0	0	0	198	19	0	9	0	334	1	0	0	0	0	767
APPROACH %'s :	37.38%	62.62%	0.00%	0.00%	0.00%	91.24%	8.76%	0.00%	2.62%	0.00%	97.09%	0.29%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	41	59	0	0	0	122	9	0	5	0	194	1	0	0	0	0	431
PEAK HR FACTOR :	0.854	0.738	0.000	0.000	0.000	0.663	0.450	0.000	0.625	0.000	0.822	0.250	0.000	0.000	0.000	0.000	0.810
	0.833				0.712				0.847								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Purple Heart Trl/I-80 WB Ramps & CR 32A
City: Davis
Control: 1-Way Stop (NB)

Project ID: 24-070031-013
Date: 2/13/2024

Data - Total

NS/EW Streets:	Purple Heart Trl/I-80 WB Ramps				Purple Heart Trl/I-80 WB Ramps				CR 32A				CR 32A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0.5	0.5	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	0	18	0	0	0	0	0	0	18	0	0	1	0	0	0	52
7:15 AM	17	0	17	0	0	0	0	0	0	20	0	0	0	0	0	0	54
7:30 AM	22	0	14	0	0	0	0	0	0	29	0	0	2	2	0	0	69
7:45 AM	29	0	19	0	0	0	0	0	0	28	0	0	0	1	0	0	77
8:00 AM	21	0	18	0	0	0	0	0	0	21	2	0	1	0	0	0	63
8:15 AM	17	0	7	0	0	0	0	0	0	24	0	0	0	1	0	0	49
8:30 AM	12	0	8	0	0	0	0	0	0	36	0	0	1	2	0	0	59
8:45 AM	16	0	14	0	0	0	0	0	0	18	0	0	1	0	0	0	49
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	149	0	115	0	0	0	0	0	0	194	2	0	6	6	0	0	472
APPROACH %'s :	56.44%	0.00%	43.56%	0.00%					0.00%	98.98%	1.02%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	89	0	68	0	0	0	0	0	0	98	2	0	3	3	0	0	263
PEAK HR FACTOR :	0.767	0.000	0.895	0.000	0.000	0.000	0.000	0.000	0.000	0.845	0.250	0.000	0.375	0.375	0.000	0.000	0.854
	0.818								0.862				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0.5	0.5	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	0	6	0	0	0	0	0	0	69	0	0	3	0	0	0	101
4:15 PM	27	0	10	0	0	0	0	0	0	63	2	0	1	0	0	0	103
4:30 PM	26	0	9	0	0	0	0	0	0	123	1	0	1	0	0	0	160
4:45 PM	21	0	12	0	0	0	0	0	0	60	0	0	4	0	0	0	97
5:00 PM	23	0	19	0	0	0	0	0	0	65	1	0	2	3	0	0	113
5:15 PM	27	0	11	0	0	0	0	0	0	66	0	0	1	2	0	0	107
5:30 PM	28	0	5	0	0	0	0	0	0	49	0	0	2	0	0	0	84
5:45 PM	23	0	5	0	0	0	0	0	0	34	0	0	1	0	0	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	0	77	0	0	0	0	0	0	529	4	0	15	5	0	0	828
APPROACH %'s :	72.00%	0.00%	28.00%	0.00%					0.00%	99.25%	0.75%	0.00%	75.00%	25.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	97	0	51	0	0	0	0	0	0	314	2	0	8	5	0	0	477
PEAK HR FACTOR :	0.898	0.000	0.671	0.000	0.000	0.000	0.000	0.000	0.000	0.638	0.500	0.000	0.500	0.417	0.000	0.000	0.745
	0.881								0.637				0.650				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Purple Heart Trl/I-80 EB Ramps & CR 32B/Chiles Rd
City: Davis
Control: 1-Way Stop (SB)

Project ID: 24-070031-014
Date: 2/13/2024

Data - Total

NS/EW Streets:	Purple Heart Trl/I-80 EB Ramps				Purple Heart Trl/I-80 EB Ramps				CR 32B/Chiles Rd				CR 32B/Chiles Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0.5	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	7	0	0	0	0	17	14	0	40
7:15 AM	0	0	0	0	0	0	2	0	12	0	0	0	0	14	23	0	51
7:30 AM	0	0	0	0	0	0	2	0	24	4	0	0	0	12	26	0	68
7:45 AM	0	0	0	0	0	0	1	0	22	3	0	0	0	20	30	0	76
8:00 AM	0	0	0	0	0	0	1	0	16	1	0	0	0	16	23	0	57
8:15 AM	0	0	0	0	1	0	1	0	15	1	0	0	0	8	22	0	48
8:30 AM	0	0	0	0	0	0	1	0	19	2	0	0	0	11	38	0	71
8:45 AM	0	0	0	0	1	0	2	0	12	2	0	0	0	8	21	0	46
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	12	0	127	13	0	0	0	106	197	0	457
APPROACH %'s :					14.29%	0.00%	85.71%	0.00%	90.71%	9.29%	0.00%	0.00%	0.00%	34.98%	65.02%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	4	0	72	7	0	0	0	55	113	0	252
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	1.000	0.000	0.818	0.583	0.000	0.000	0.000	0.688	0.743	0.000	0.829
							0.625				0.790				0.840		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0.5	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	3	0	76	2	0	0	0	5	71	0	158
4:15 PM	0	0	0	0	0	0	1	0	79	0	0	0	0	6	67	0	153
4:30 PM	0	0	0	0	0	0	1	0	93	4	0	0	0	7	118	0	223
4:45 PM	0	0	0	0	1	0	2	1	92	4	0	0	0	13	59	0	172
5:00 PM	0	0	0	0	0	0	0	0	83	4	0	0	0	21	75	0	183
5:15 PM	0	0	0	0	1	0	1	0	81	1	0	0	0	11	68	0	163
5:30 PM	0	0	0	0	2	0	1	0	71	1	0	0	0	7	50	0	132
5:45 PM	0	0	0	0	1	0	2	0	32	1	0	0	0	4	38	0	78
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	11	1	607	17	0	0	0	74	546	0	1262
APPROACH %'s :					33.33%	0.00%	61.11%	5.56%	97.28%	2.72%	0.00%	0.00%	0.00%	11.94%	88.06%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	4	1	349	13	0	0	0	52	320	0	741
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.250	0.938	0.813	0.000	0.000	0.000	0.619	0.678	0.000	0.831
							0.438				0.933				0.744		

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	27	24	88.5%	5.8	1.1	A
	Through	49	49	99.8%	7.6	1.3	A
	Right Turn	157	158	100.6%	2.4	1.1	A
	Subtotal	233	231	99.1%	4.0	1.0	A
SB	Left Turn	30	31	101.7%	5.3	1.9	A
	Through	53	56	105.7%	10.4	1.0	B
	Right Turn	7	9	131.4%	3.7	2.1	A
	Subtotal	90	96	106.3%	8.3	0.9	A
EB	Left Turn	15	13	86.7%	5.5	1.8	A
	Through	222	229	102.9%	12.1	0.8	B
	Right Turn	31	33	104.8%	2.9	0.6	A
	Subtotal	268	274	102.2%	10.7	0.9	B
WB	Left Turn	80	81	101.3%	11.5	0.7	B
	Through	162	161	99.3%	15.5	1.2	C
	Right Turn	17	17	100.6%	12.1	1.9	B
	Subtotal	259	259	100.0%	14.0	1.0	B
Total		850	859	101.1%	9.6	0.5	A

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	29	27	91.7%	15.4	4.4	B
	Through						
	Right Turn	146	146	99.7%	1.4	0.2	A
	Subtotal	175	172	98.3%	3.7	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	378	383	101.2%	11.7	1.6	B
	Right Turn	22	26	119.1%	8.9	1.2	A
	Subtotal	400	409	102.2%	11.5	1.5	B
WB	Left Turn	85	81	95.1%	14.2	2.2	B
	Through	296	296	99.9%	5.9	0.9	A
	Right Turn						
	Subtotal	381	377	98.8%	7.6	0.9	A
Total		956	958	100.2%	8.5	1.0	A

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	12	101.7%	20.6	6.3	C
	Through	4	5	132.5%	19.3	16.5	B
	Right Turn	235	239	101.5%	2.3	0.6	A
	Subtotal	251	256	102.0%	3.6	1.0	A
SB	Left Turn	38	41	107.6%	25.8	7.8	C
	Through	3	3	93.3%	26.3	28.1	C
	Right Turn	13	11	86.9%	4.8	2.5	A
	Subtotal	54	55	101.9%	22.3	6.7	C
EB	Left Turn	26	26	99.6%	31.3	8.9	C
	Through	481	490	101.8%	17.3	3.5	B
	Right Turn	17	16	91.2%	7.4	1.2	A
	Subtotal	524	531	101.4%	17.6	3.2	B
WB	Left Turn	153	152	99.2%	23.1	5.6	C
	Through	356	353	99.1%	10.0	2.2	B
	Right Turn	64	65	101.3%	2.8	0.7	A
	Subtotal	573	569	99.3%	12.9	2.4	B
Total		1,402	1,411	100.7%	13.3	1.8	B

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	188	184	97.9%	31.3	3.2	C
	Through						
	Right Turn	55	50	90.2%	7.6	2.3	A
	Subtotal	243	234	96.1%	26.3	2.8	C
EB	Left Turn	71	73	103.0%	55.9	12.9	E
	Through	684	694	101.4%	14.0	3.9	B
	Right Turn						
	Subtotal	755	767	101.6%	18.1	3.4	B
WB	Left Turn						
	Through	518	521	100.6%	8.9	2.1	A
	Right Turn	283	289	102.2%	4.8	1.0	A
	Subtotal	801	811	101.2%	7.4	1.7	A
Total		1,799	1,811	100.7%	14.6	2.1	B

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	265	273	103.1%	70.2	29.4	E
	Through	1	1	140.0%	21.7	29.9	C
	Right Turn	149	149	99.8%	36.4	4.1	D
	Subtotal	415	423	102.0%	58.6	19.9	E
EB	Left Turn						
	Through	546	552	101.0%	26.6	2.7	C
	Right Turn	326	328	100.7%	26.1	4.1	C
	Subtotal	872	880	100.9%	26.5	3.0	C
WB	Left Turn	356	354	99.5%	57.5	5.7	E
	Through	652	661	101.3%	10.6	1.3	B
	Right Turn						
	Subtotal	1,008	1,015	100.7%	26.8	2.8	C
Total		2,295	2,318	101.0%	32.7	3.0	C

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	235	238	101.3%	37.7	5.9	D
	Through						
	Right Turn	263	260	98.8%	12.5	2.8	B
	Subtotal	498	498	100.0%	24.7	4.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	65	63	96.6%	33.2	6.5	C
	Through	747	761	101.9%	8.4	1.4	A
	Right Turn						
	Subtotal	812	824	101.5%	10.2	1.6	B
WB	Left Turn						
	Through	773	778	100.6%	18.1	1.8	B
	Right Turn	165	174	105.5%	7.9	0.6	A
	Subtotal	938	952	101.5%	16.2	1.5	B
Total		2,248	2,274	101.2%	15.9	1.9	B

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	143	141	98.3%	43.1	5.5	D
	Through	27	25	91.1%	39.1	10.5	D
	Right Turn	38	41	106.8%	7.8	4.7	A
	Subtotal	208	206	98.9%	35.8	5.1	D
SB	Left Turn	99	100	100.5%	40.4	8.1	D
	Through	69	60	87.5%	26.7	4.0	C
	Right Turn	168	174	103.3%	4.8	1.9	A
	Subtotal	336	333	99.2%	19.6	4.0	B
EB	Left Turn	107	106	99.0%	41.7	4.5	D
	Through	626	634	101.3%	23.1	2.7	C
	Right Turn	160	165	103.3%	11.1	3.2	B
	Subtotal	893	905	101.4%	23.1	2.6	C
WB	Left Turn	34	30	86.8%	57.9	11.7	E
	Through	600	606	100.9%	26.5	7.6	C
	Right Turn	57	58	101.4%	11.9	6.3	B
	Subtotal	691	693	100.3%	26.5	7.0	C
Total		2,128	2,137	100.4%	25.0	2.8	C

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	158	158	100.3%	38.3	4.8	D
	Through	57	58	101.6%	27.7	7.1	C
	Right Turn	58	64	110.9%	3.8	3.1	A
	Subtotal	273	281	102.8%	28.8	3.2	C
SB	Left Turn	44	44	99.3%	55.6	16.7	E
	Through	161	163	101.1%	28.1	7.0	C
	Right Turn	77	81	104.9%	3.6	4.8	A
	Subtotal	282	287	101.8%	26.2	7.3	C
EB	Left Turn	30	29	97.7%	47.8	15.4	D
	Through	473	484	102.3%	33.8	6.3	C
	Right Turn	257	261	101.5%	13.4	3.8	B
	Subtotal	760	774	101.9%	27.3	5.1	C
WB	Left Turn	151	140	92.5%	46.2	7.6	D
	Through	467	468	100.2%	23.4	6.1	C
	Right Turn	41	45	109.0%	5.6	1.2	A
	Subtotal	659	652	99.0%	27.4	6.1	C
Total		1,974	1,995	101.0%	27.4	4.2	C

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	145	139	96.1%	32.9	5.8	C
	Through						
	Right Turn	171	182	106.7%	2.6	0.4	A
	Subtotal	316	322	101.8%	15.3	3.1	B
SB	Left Turn	5	4	82.0%	27.1	21.5	C
	Through	25	24	95.6%	22.1	7.5	C
	Right Turn						
	Subtotal	30	28	93.3%	23.8	6.7	C
EB	Left Turn						
	Through	419	437	104.3%	26.4	6.3	C
	Right Turn	184	184	100.2%	11.5	2.4	B
	Subtotal	603	621	103.1%	21.8	4.9	C
WB	Left Turn	188	198	105.4%	40.0	8.4	D
	Through	569	569	99.9%	18.6	2.4	B
	Right Turn						
	Subtotal	757	767	101.3%	24.1	3.5	C
Total		1,706	1,738	101.9%	21.6	3.1	C

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	4	5	122.5%	28.0	17.9	C
	Right Turn						
	Subtotal	4	5	122.5%	28.0	17.9	C
SB	Left Turn	155	159	102.4%	18.3	3.8	B
	Through						
	Right Turn	64	68	105.6%	1.3	0.2	A
	Subtotal	219	226	103.3%	13.4	3.1	B
EB	Left Turn	28	27	97.1%	33.7	8.7	C
	Through	562	596	106.0%	12.0	2.6	B
	Right Turn						
	Subtotal	590	623	105.6%	12.7	2.7	B
WB	Left Turn						
	Through	693	698	100.7%	16.8	2.3	B
	Right Turn	73	73	100.3%	7.0	0.8	A
	Subtotal	766	771	100.7%	15.9	2.2	B
Total		1,579	1,625	102.9%	14.4	2.1	B

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	56	53	94.5%	42.5	8.9	D
	Through	105	102	97.2%	37.2	6.7	D
	Right Turn	165	164	99.3%	8.2	2.4	A
	Subtotal	326	319	97.8%	24.0	2.7	C
SB	Left Turn	179	177	98.8%	56.2	32.3	E
	Through	188	185	98.3%	41.8	26.0	D
	Right Turn	85	88	103.4%	25.1	32.4	C
	Subtotal	452	450	99.4%	43.8	29.2	D
EB	Left Turn	32	33	101.9%	51.5	8.3	D
	Through	593	621	104.7%	26.1	4.4	C
	Right Turn	114	120	105.4%	6.6	1.3	A
	Subtotal	739	774	104.7%	24.1	3.5	C
WB	Left Turn	212	209	98.5%	52.7	7.9	D
	Through	656	657	100.2%	25.3	2.8	C
	Right Turn	111	105	94.7%	19.3	4.6	B
	Subtotal	979	971	99.2%	30.1	2.9	C
Total		2,496	2,513	100.7%	29.7	4.9	C

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	89	89	100.0%	32.9	3.3	C
	Through	138	134	96.7%	13.8	3.8	B
	Right Turn						
	Subtotal	227	223	98.0%	21.8	3.5	C
SB	Left Turn						
	Through	219	213	97.3%	33.1	4.9	C
	Right Turn	295	302	102.3%	18.9	3.8	B
	Subtotal	514	515	100.2%	25.0	4.0	C
EB	Left Turn	166	165	99.5%	31.2	3.9	C
	Through						
	Right Turn	83	87	105.3%	7.6	0.9	A
	Subtotal	249	253	101.4%	23.0	3.0	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		990	990	100.0%	23.7	2.3	C

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	124	122	98.3%	10.4	3.4	B
	Subtotal	124	122	98.3%	10.4	3.4	B
EB	Left Turn						
	Through	937	957	102.2%	5.6	0.7	A
	Right Turn						
	Subtotal	937	957	102.2%	5.6	0.7	A
WB	Left Turn						
	Through	855	850	99.4%	3.1	0.3	A
	Right Turn	25	25	98.8%	2.4	0.7	A
	Subtotal	880	875	99.4%	3.0	0.3	A
Total		1,941	1,954	100.6%	4.8	0.3	A

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	23	23	101.7%	2.8	0.5	A
	Through	70	69	97.9%	3.4	0.5	A
	Right Turn						
	Subtotal	93	92	98.8%	3.2	0.4	A
SB	Left Turn						
	Through	70	67	96.3%	2.2	0.2	A
	Right Turn	6	6	103.3%	1.7	0.6	A
	Subtotal	76	74	96.8%	2.1	0.2	A
EB	Left Turn	5	5	94.0%	0.8	0.9	A
	Through						
	Right Turn	51	51	100.8%	1.9	0.2	A
	Subtotal	56	56	100.2%	1.9	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		225	222	98.5%	2.5	0.3	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	150	100.1%	38.1	6.5	D
	Through	13	12	90.8%	31.4	28.9	C
	Right Turn	68	67	98.1%	13.8	3.7	B
	Subtotal	231	229	99.0%	30.8	4.6	C
SB	Left Turn	70	69	97.9%	40.4	9.2	D
	Through	29	30	103.1%	43.9	17.7	D
	Right Turn	22	21	93.6%	15.6	11.3	B
	Subtotal	121	119	98.3%	36.2	8.8	D
EB	Left Turn	61	58	95.1%	57.1	11.1	E
	Through	689	706	102.5%	34.6	6.4	C
	Right Turn	187	196	104.9%	25.1	5.9	C
	Subtotal	937	961	102.5%	34.2	6.2	C
WB	Left Turn	60	60	99.2%	57.4	13.5	E
	Through	703	700	99.5%	33.9	6.8	C
	Right Turn	24	24	101.3%	25.3	10.7	C
	Subtotal	787	784	99.6%	35.5	6.7	D
Total		2,076	2,092	100.8%	34.5	5.3	C

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	76	71	92.8%	23.3	5.4	C
	Through	4	4	107.5%	17.9	18.8	B
	Right Turn	68	69	101.3%	16.9	4.8	B
	Subtotal	148	144	97.1%	20.2	3.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	733	743	101.3%	14.4	4.7	B
	Right Turn	95	99	103.9%	27.4	4.5	C
	Subtotal	828	841	101.6%	15.9	4.4	B
WB	Left Turn	72	72	99.9%	41.1	13.3	D
	Through	711	712	100.1%	9.1	2.0	A
	Right Turn						
	Subtotal	783	784	100.1%	12.4	2.8	B
Total		1,759	1,769	100.5%	14.8	3.5	B

Intersection 18 **Pole Line Rd/Moore Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	311	313	100.5%	15.2	3.1	C
	Right Turn	60	60	100.0%	12.1	3.0	B
	Subtotal	371	373	100.5%	14.7	3.0	B
SB	Left Turn	59	58	98.1%	9.2	1.2	A
	Through	405	408	100.6%	15.6	1.6	C
	Right Turn						
	Subtotal	464	466	100.3%	14.9	1.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	100	98	98.3%	6.8	0.9	A
	Through						
	Right Turn	79	78	98.2%	5.7	0.6	A
	Subtotal	179	176	98.3%	6.3	0.5	A
Total		1,014	1,014	100.0%	13.3	1.6	B

Intersection 19 **Pole Line Rd/Donner Ave** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	353	353	100.1%	1.3	0.2	A
	Right Turn	19	22	114.2%	0.8	0.4	A
	Subtotal	372	375	100.8%	1.3	0.2	A
SB	Left Turn	8	7	86.3%	5.9	4.1	A
	Through	497	499	100.3%	4.0	0.3	A
	Right Turn						
	Subtotal	505	505	100.1%	4.1	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	72	71	98.3%	14.3	4.5	B
	Through						
	Right Turn	18	20	111.7%	5.7	1.2	A
	Subtotal	90	91	101.0%	12.4	3.8	B
Total		967	971	100.4%	3.8	0.5	A

Intersection 20 **Pole Line Rd/Picasso Ave** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	353	355	100.6%	4.7	1.2	A
	Right Turn	95	99	104.5%	3.3	1.2	A
	Subtotal	448	455	101.5%	4.4	1.1	A
SB	Left Turn	23	19	82.6%	5.3	3.8	A
	Through	546	551	100.9%	1.3	0.4	A
	Right Turn						
	Subtotal	569	570	100.2%	1.5	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	52	53	101.9%	23.0	16.1	C
	Through						
	Right Turn	19	20	104.2%	9.2	8.3	A
	Subtotal	71	73	102.5%	19.1	13.4	C
Total		1,088	1,097	100.9%	3.9	1.1	A

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	142	141	98.9%	37.6	5.9	D
	Through	167	168	100.4%	28.3	3.0	C
	Right Turn	41	44	106.3%	12.8	6.5	B
	Subtotal	350	352	100.5%	30.1	3.2	C
SB	Left Turn	142	141	99.2%	44.8	5.2	D
	Through	246	250	101.4%	39.4	6.7	D
	Right Turn	210	214	101.7%	19.2	4.5	B
	Subtotal	598	604	101.0%	33.7	5.0	C
EB	Left Turn	157	155	98.6%	36.8	7.0	D
	Through	442	443	100.3%	24.6	4.4	C
	Right Turn	134	141	105.3%	7.0	0.9	A
	Subtotal	733	739	100.8%	23.9	3.1	C
WB	Left Turn	66	66	99.4%	39.8	8.2	D
	Through	431	431	99.9%	29.7	4.3	C
	Right Turn	124	129	104.0%	5.5	1.6	A
	Subtotal	621	625	100.7%	25.7	2.6	C
Total		2,302	2,320	100.8%	28.1	2.0	C

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	65	63	96.6%	27.2	5.5	C
	Through						
	Right Turn	27	29	105.9%	27.7	8.9	C
	Subtotal	92	91	99.3%	27.5	5.0	C
SB	Left Turn						
	Through	73	72	99.2%	20.5	5.6	C
	Right Turn	4	5	112.5%	3.8	3.3	A
	Subtotal	77	77	99.9%	19.2	4.6	B
EB	Left Turn						
	Through	556	562	101.0%	24.0	5.9	C
	Right Turn	69	69	99.6%	24.5	8.1	C
	Subtotal	625	630	100.8%	24.1	6.1	C
WB	Left Turn	70	71	101.9%	37.4	7.2	D
	Through	552	557	100.9%	19.1	3.3	B
	Right Turn						
	Subtotal	622	629	101.0%	21.1	3.3	C
Total		1,416	1,427	100.8%	22.8	4.1	C

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	22	21	93.6%	14.0	5.8	B
	Through						
	Right Turn	23	24	106.1%	4.6	1.4	A
	Subtotal	45	45	100.0%	8.5	2.7	A
SB	Left Turn	4	4	97.5%	6.5	5.5	A
	Through						
	Right Turn	9	10	110.0%	0.8	0.3	A
	Subtotal	13	14	106.2%	3.1	2.1	A
EB	Left Turn	2	2	105.0%	4.5	2.2	A
	Through	575	580	100.9%	3.6	0.8	A
	Right Turn	23	21	90.9%	3.2	0.6	A
	Subtotal	600	603	100.5%	3.6	0.8	A
WB	Left Turn	25	24	95.6%	9.8	3.8	A
	Through	570	578	101.4%	3.4	0.6	A
	Right Turn	3	4	123.3%	3.4	0.8	A
	Subtotal	598	605	101.2%	3.6	0.6	A
Total		1,256	1,267	100.9%	3.8	0.3	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	47	44	94.5%	14.8	3.2	B
	Through						
	Right Turn	26	26	101.5%	6.6	2.8	A
	Subtotal	73	71	97.0%	11.3	2.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	581	586	100.8%	5.2	0.8	A
	Right Turn	21	22	105.2%	5.4	1.6	A
	Subtotal	602	608	101.0%	5.2	0.9	A
WB	Left Turn	12	11	88.3%	5.9	4.0	A
	Through	551	561	101.8%	2.5	0.4	A
	Right Turn						
	Subtotal	563	572	101.5%	2.5	0.4	A
Total		1,238	1,250	101.0%	4.4	0.5	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	132	132	100.2%	15.2	2.3	B
	Through						
	Right Turn	112	116	103.6%	1.5	0.2	A
	Subtotal	244	248	101.7%	8.8	1.6	A
EB	Left Turn	41	40	96.6%	24.1	4.9	C
	Through	566	574	101.4%	10.8	1.0	B
	Right Turn						
	Subtotal	607	614	101.1%	11.8	1.3	B
WB	Left Turn						
	Through	451	456	101.1%	9.7	1.0	A
	Right Turn	69	72	104.2%	4.9	0.7	A
	Subtotal	520	528	101.5%	9.1	0.9	A
Total		1,371	1,390	101.4%	10.2	0.6	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	27	27	98.5%	13.6	5.4	B
	Through						
	Right Turn	41	42	102.4%	3.6	1.7	A
	Subtotal	68	69	100.9%	7.1	2.4	A
SB	Left Turn						
	Through						
	Right Turn	1	1	90.0%	2.2	3.1	A
	Subtotal	1	1	90.0%	2.2	3.1	A
EB	Left Turn						
	Through	668	673	100.7%	2.4	0.4	A
	Right Turn	30	32	106.7%	2.5	0.9	A
	Subtotal	698	705	101.0%	2.4	0.4	A
WB	Left Turn	15	13	84.0%	6.2	2.8	A
	Through	492	499	101.4%	2.5	0.2	A
	Right Turn	1	2	160.0%	2.0	0.2	A
	Subtotal	508	513	101.0%	2.6	0.2	A
Total		1,275	1,288	101.0%	2.7	0.3	A

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	125	124	99.5%	12.6	2.4	B
	Through						
	Right Turn	39	40	103.1%	4.0	1.6	A
	Subtotal	164	165	100.4%	10.6	2.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	609	615	101.0%	7.9	1.1	A
	Right Turn	100	100	100.0%	3.2	0.4	A
	Subtotal	709	715	100.8%	7.2	1.0	A
WB	Left Turn	32	33	102.2%	17.6	3.8	B
	Through	383	389	101.5%	7.1	0.8	A
	Right Turn						
	Subtotal	415	421	101.5%	7.8	0.8	A
Total		1,288	1,301	101.0%	7.9	1.0	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	87	96.6%	18.3	2.5	B
	Through						
	Right Turn	3	4	130.0%	6.0	8.2	A
	Subtotal	93	91	97.6%	17.6	2.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	523	531	101.5%	12.4	2.4	B
	Right Turn	125	123	98.0%	5.7	1.1	A
	Subtotal	648	654	100.8%	11.1	2.1	B
WB	Left Turn	139	135	97.3%	26.3	3.8	C
	Through	325	335	102.9%	13.9	3.0	B
	Right Turn						
	Subtotal	464	470	101.3%	17.4	3.1	B
Total		1,205	1,214	100.8%	14.1	2.2	B

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	157	156	99.3%	23.8	3.8	C
	Through	444	450	101.3%	7.7	2.3	A
	Right Turn						
	Subtotal	601	606	100.8%	12.0	2.0	B
SB	Left Turn						
	Through	608	612	100.7%	17.0	1.9	B
	Right Turn	28	27	97.5%	9.6	1.5	A
	Subtotal	636	640	100.6%	16.7	1.9	B
EB	Left Turn	14	16	115.0%	23.0	10.1	C
	Through						
	Right Turn	278	277	99.5%	1.9	0.2	A
	Subtotal	292	293	100.2%	3.4	0.7	A
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,529	1,538	100.6%	12.1	0.8	B

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	21	21	101.0%	15.7	6.4	B
	Through	188	191	101.8%	2.6	0.6	A
	Right Turn	3	4	126.7%	0.9	1.1	A
	Subtotal	212	216	102.0%	3.9	1.0	A
SB	Left Turn	49	48	98.8%	14.6	6.2	B
	Through	401	390	97.2%	3.2	0.9	A
	Right Turn	58	60	102.8%	0.9	0.3	A
	Subtotal	508	498	98.0%	4.3	1.3	A
EB	Left Turn	14	14	100.7%	13.3	7.5	B
	Through	1	2	200.0%	8.3	10.0	A
	Right Turn	31	33	106.8%	6.2	1.4	A
	Subtotal	46	49	107.0%	9.1	2.4	A
WB	Left Turn	6	6	103.3%	10.5	7.0	B
	Through	1	1	80.0%	6.9	14.5	A
	Right Turn	8	9	106.3%	4.4	2.0	A
	Subtotal	15	16	103.3%	9.1	3.7	A
Total		781	779	99.7%	4.6	0.9	A

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	457	444	97.1%	34.9	6.6	C
	Through	559	560	100.1%	18.7	5.7	B
	Right Turn	10	10	101.0%	4.8	1.0	A
	Subtotal	1,026	1,014	98.8%	25.4	6.1	C
SB	Left Turn	19	21	109.5%	40.5	13.2	D
	Through	803	800	99.6%	51.7	19.4	D
	Right Turn	63	66	104.4%	14.0	9.5	B
	Subtotal	885	887	100.2%	48.7	18.5	D
EB	Left Turn						
	Through	668	6	0.8%	37.3	27.3	D
	Right Turn	30	210	700.7%	3.3	0.4	A
	Subtotal	698	216	30.9%	4.0	0.9	A
WB	Left Turn	15	13	86.7%	43.7	13.8	D
	Through	492	25	5.1%	33.2	14.5	C
	Right Turn	1	17	1740.0%	9.8	6.0	A
	Subtotal	508	56	10.9%	28.4	9.5	C
Total		3,117	2,171	69.7%	32.7	9.5	C

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	359	357	99.3%	27.1	3.2	C
	Through	507	505	99.7%	7.9	1.4	A
	Right Turn						
	Subtotal	866	862	99.5%	15.6	2.1	B
SB	Left Turn						
	Through	875	876	100.1%	38.1	18.9	D
	Right Turn	148	150	101.1%	15.7	5.5	B
	Subtotal	1,023	1,026	100.3%	34.8	17.0	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	294	300	102.0%	24.2	3.8	C
	Through	2	3	160.0%	4.0	8.4	A
	Right Turn	519	508	97.9%	2.9	0.2	A
	Subtotal	815	811	99.5%	10.8	1.6	B
Total		2,704	2,699	99.8%	22.0	7.3	C

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	22	21	94.5%	60.9	17.5	E
	Through	575	580	100.8%	39.8	4.2	D
	Right Turn	20	22	110.0%	18.7	6.1	B
	Subtotal	617	623	100.9%	39.6	4.2	D
SB	Left Turn	164	163	99.3%	69.7	27.8	E
	Through	285	295	103.4%	31.4	10.7	C
	Right Turn	271	275	101.4%	6.9	0.6	A
	Subtotal	720	732	101.7%	30.6	11.2	C
EB	Left Turn	400	402	100.4%	63.1	16.5	E
	Through	149	151	101.3%	42.5	5.8	D
	Right Turn	129	129	99.8%	2.1	0.2	A
	Subtotal	678	681	100.5%	46.1	10.9	D
WB	Left Turn	17	17	97.6%	49.2	18.6	D
	Through	67	63	93.3%	31.0	5.5	C
	Right Turn	328	327	99.8%	23.1	4.7	C
	Subtotal	412	406	98.6%	25.4	3.5	C
Total		2,427	2,442	100.6%	36.4	5.9	D

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	301	300	99.7%	5.4	1.0	A
	Through						
	Right Turn	75	74	98.0%	3.0	0.7	A
	Subtotal	376	374	99.4%	5.0	0.9	A
EB	Left Turn						
	Through	377	375	99.5%	15.0	3.9	B
	Right Turn						
	Subtotal	377	375	99.5%	15.0	3.9	B
WB	Left Turn						
	Through	360	357	99.2%	10.3	1.2	B
	Right Turn						
	Subtotal	360	357	99.2%	10.3	1.2	B
Total		1,113	1,106	99.3%	10.1	1.4	B

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	9	8	87.8%	33.0	13.4	C
	Through	270	268	99.1%	20.9	3.1	C
	Right Turn	48	47	97.5%	14.2	4.7	B
	Subtotal	327	322	98.6%	20.2	3.4	C
SB	Left Turn	80	80	100.0%	32.5	4.7	C
	Through	189	188	99.6%	18.8	3.1	B
	Right Turn	52	56	107.3%	9.3	2.9	A
	Subtotal	321	324	101.0%	20.6	2.9	C
EB	Left Turn	123	127	102.9%	23.6	3.5	C
	Through	88	89	100.7%	20.9	4.0	C
	Right Turn	10	10	100.0%	7.0	4.0	A
	Subtotal	221	225	101.9%	21.8	2.7	C
WB	Left Turn	39	38	97.9%	35.2	10.9	D
	Through	77	76	98.8%	25.9	4.0	C
	Right Turn	101	104	102.6%	12.9	3.1	B
	Subtotal	217	218	100.4%	20.8	3.1	C
Total		1,086	1,090	100.3%	20.8	1.8	C

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	6	5	88.3%	4.3	1.7	A
	Through	217	212	97.7%	7.1	0.2	A
	Right Turn	3	3	106.7%	1.5	1.6	A
	Subtotal	226	221	97.6%	7.0	0.2	A
SB	Left Turn	75	74	98.4%	10.3	2.2	B
	Through	142	139	98.1%	11.9	1.7	B
	Right Turn	21	22	106.7%	3.5	1.0	A
	Subtotal	238	236	98.9%	10.6	1.7	B
EB	Left Turn	19	19	100.5%	4.8	0.8	A
	Through	5	5	106.0%	5.4	4.9	A
	Right Turn	3	4	123.3%	1.9	1.3	A
	Subtotal	27	28	104.1%	5.0	1.8	A
WB	Left Turn	4	2	57.5%	2.9	2.7	A
	Through	4	4	95.0%	4.3	3.3	A
	Right Turn	91	92	100.9%	3.7	0.5	A
	Subtotal	99	98	98.9%	3.8	0.6	A
Total		590	582	98.6%	7.8	0.8	A

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						✣	
Traffic Vol, veh/h	0	209	32	43	130	0	0	0	0	220	0	83
Future Vol, veh/h	0	209	32	43	130	0	0	0	0	220	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	195	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	238	36	49	148	0	0	0	0	250	0	94

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	274	0	0	502	520	148
Stage 1	-	-	-	-	-	-	246	246	-
Stage 2	-	-	-	-	-	-	256	274	-
Critical Hdwy	-	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	0	-	-	1283	-	0	527	459	896
Stage 1	0	-	-	-	-	0	793	701	-
Stage 2	0	-	-	-	-	0	784	681	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1283	-	-	507	0	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	507	0	-
Stage 1	-	-	-	-	-	-	793	0	-
Stage 2	-	-	-	-	-	-	754	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1283	-	575
HCM Lane V/C Ratio	-	-	0.038	-	0.599
HCM Control Delay (s)	-	-	7.9	-	20.2
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	3.9

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	42	387	144	185	1	21	29
Future Vol, veh/h	42	387	144	185	1	21	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	115	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	-	0	-
Grade, %	-	0	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	48	440	164	210	1	24	33

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	374	0	-	0	0	805	269
Stage 1	-	-	-	-	0	269	-
Stage 2	-	-	-	-	0	536	-
Critical Hdwy	4.13	-	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1179	-	-	-	0	350	767
Stage 1	-	-	-	-	0	774	-
Stage 2	-	-	-	-	0	585	-
Platoon blocked, %		-	-	-	-		
Mov Cap-1 Maneuver	1179	-	-	-	0	336	767
Mov Cap-2 Maneuver	-	-	-	-	0	336	-
Stage 1	-	-	-	-	0	742	-
Stage 2	-	-	-	-	0	585	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1179	-	-	-	498
HCM Lane V/C Ratio	0.04	-	-	-	0.114
HCM Control Delay (s)	8.2	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	1	3	327	77	20	290	1	34	0	12	2	0	4
Future Vol, veh/h	1	3	327	77	20	290	1	34	0	12	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	115	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	3	372	88	23	330	1	39	0	14	2	0	5

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	-	331	0	0	460	0	0	801	801	416	806	845	331
Stage 1	-	-	-	-	-	-	-	422	424	-	377	377	-
Stage 2	-	-	-	-	-	-	-	379	377	-	429	468	-
Critical Hdwy	-	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	-	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	-	1223	-	-	1096	-	-	301	317	634	299	298	708
Stage 1	-	-	-	-	-	-	-	607	585	-	642	614	-
Stage 2	-	-	-	-	-	-	-	641	614	-	602	560	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	~ -4	~ -4	-	-	1096	-	-	294	310	634	288	292	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	294	310	-	288	292	-
Stage 1	-	-	-	-	-	-	-	607	585	-	642	601	-
Stage 2	-	-	-	-	-	-	-	624	601	-	589	560	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		0.5	17.4	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	+	-	-	1096	-	-	476
HCM Lane V/C Ratio	0.153	-	-	-	0.021	-	-	0.014
HCM Control Delay (s)	17.4	-	-	-	8.4	-	-	12.7
HCM Lane LOS	C	-	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	-	-	0

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

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	200	69	168	141	21
Future Vol, veh/h	142	200	69	168	141	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	163	230	79	193	162	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	393	0	629	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1160	-	445	758
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1160	-	411	758
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	1160	-
HCM Lane V/C Ratio	0.426	-	-	0.068	-
HCM Control Delay (s)	19.2	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	114	140	229	377	100
Future Vol, veh/h	52	114	140	229	377	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	65	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	60	131	161	263	433	115

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1076	491	548	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	241	573	1011	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	573	1011	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	3.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1011	-	203	573	-	-
HCM Lane V/C Ratio	0.159	-	0.294	0.229	-	-
HCM Control Delay (s)	9.2	-	30	13.1	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1.2	0.9	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	254	27	57	461
Future Vol, veh/h	16	24	254	27	57	461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	-	-	280	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	18	28	292	31	66	530

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	954	-	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Critical Hdwy	6.44	-	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	2.236	-
Pot Cap-1 Maneuver	285	0	-	-	1258	-
Stage 1	753	0	-	-	-	-
Stage 2	509	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	270	-	-	-	1258	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	1258	-
HCM Lane V/C Ratio	-	-	0.068	0.052	-
HCM Control Delay (s)	-	-	19.3	8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	6	61	2	3	0	46	211	2	4	452	43
Future Vol, veh/h	15	6	61	2	3	0	46	211	2	4	452	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	16	6	66	2	3	0	49	227	2	4	486	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.2	10.7	16.1
HCM LOS	A	A	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	18%	40%	1%
Vol Thru, %	81%	7%	60%	91%
Vol Right, %	1%	74%	0%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	259	82	5	499
LT Vol	46	15	2	4
Through Vol	211	6	3	452
RT Vol	2	61	0	43
Lane Flow Rate	278	88	5	537
Geometry Grp	1	1	1	1
Degree of Util (X)	0.373	0.131	0.009	0.668
Departure Headway (Hd)	4.819	5.356	6.021	4.483
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	664	588	805
Service Time	2.871	3.434	4.119	2.525
HCM Lane V/C Ratio	0.374	0.133	0.009	0.667
HCM Control Delay	10.7	9.3	9.2	16.1
HCM Lane LOS	B	A	A	C
HCM 95th-tile Q	1.7	0.4	0	5.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	15	105	26	199	1	405	15
Future Vol, veh/h	15	105	26	199	1	405	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	250	0	390	-	370	-	370
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	17	118	29	224	1	455	17

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	737	455	472	0	-	-	0
Stage 1	455	-	-	-	-	-	-
Stage 2	282	-	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-	-
Pot Cap-1 Maneuver	384	603	1085	-	-	-	-
Stage 1	637	-	-	-	-	-	-
Stage 2	763	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	374	603	1085	-	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-	-
Stage 1	620	-	-	-	-	-	-
Stage 2	763	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	1	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	1085	-	374	603	-	-	-
HCM Lane V/C Ratio	0.027	-	0.045	0.196	-	-	-
HCM Control Delay (s)	8.4	-	15.1	12.4	-	-	-
HCM Lane LOS	A	-	C	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	90	46	7	10	2
Future Vol, veh/h	1	90	46	7	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	1	95	48	7	11	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	149	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	4.3	-	-	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.38	-	-	-	3.68	3.48
Pot Cap-1 Maneuver	1442	-	-	-	803	967
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	802	967
Mov Cap-2 Maneuver	-	-	-	-	802	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	825
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	69	35	14	13	22
Future Vol, veh/h	21	69	35	14	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	265	-	-	305	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	25	25	25	25	25	25
Mvmt Flow	22	73	37	15	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	154	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.35	-	-	-	6.65	6.45
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.425	-	-	-	3.725	3.525
Pot Cap-1 Maneuver	1419	-	-	-	787	973
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	774	973
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	888
HCM Lane V/C Ratio	0.016	-	-	-	0.041
HCM Control Delay (s)	7.6	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	82	1	1	49	2
Future Vol, veh/h	2	82	1	1	49	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	2	95	1	1	57	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	53	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.3	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.38	-	3.68	3.48
Pot Cap-1 Maneuver	-	-	1391	-	912	970
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1391	-	911	970
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1391	-
HCM Lane V/C Ratio	0.065	-	-	0.001	-
HCM Control Delay (s)	9.2	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	2	3	5	89	68
Future Vol, veh/h	100	2	3	5	89	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	119	2	4	6	106	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	134	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	1418	-	841	910
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	838	910
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1418	-
HCM Lane V/C Ratio	0.215	-	-	0.003	-
HCM Control Delay (s)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	7	55	113	1	4
Future Vol, veh/h	72	7	55	113	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	86	8	65	135	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	200	0	-	0	313	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	4.2	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1326	-	-	-	663	895
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	620	895
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	822
HCM Lane V/C Ratio	0.065	-	-	-	0.007
HCM Control Delay (s)	7.9	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0

2: I-80 EB Ramps Performance by movement

Movement	EBR	NBL	NBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.4	5.8	7.2	6.6

50: I-80 WB Ramps & County Rd 32A Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.2	0.2	0.2
Total Del/Veh (s)	1.3	3.4	6.5	1.6	8.9	8.6	5.7

51: Chiles Road & I-80 EB Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0		0.0	0.0	0.1
Total Del/Veh (s)	2.4	3.3	7.5	1.5		2.4	2.8	3.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	13.1

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	32	31	95.9%	5.7	0.7	A
	Through	63	63	100.2%	8.2	1.1	A
	Right Turn	148	149	100.9%	2.0	0.3	A
	Subtotal	243	243	100.1%	4.0	0.6	A
SB	Left Turn	12	12	96.7%	3.7	1.5	A
	Through	49	51	103.9%	10.2	1.2	B
	Right Turn	17	16	96.5%	3.5	1.6	A
	Subtotal	78	79	101.2%	7.9	1.4	A
EB	Left Turn	37	35	93.5%	5.4	1.0	A
	Through	193	189	98.1%	11.8	1.0	B
	Right Turn	36	35	98.3%	2.7	0.6	A
	Subtotal	266	259	97.5%	9.7	1.1	A
WB	Left Turn	190	188	98.7%	10.4	1.2	B
	Through	196	197	100.4%	13.0	1.1	B
	Right Turn	27	27	99.3%	7.8	1.8	A
	Subtotal	413	411	99.6%	11.4	1.1	B
Total		1,000	993	99.3%	8.9	0.7	A

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	13	105.0%	16.0	7.5	B
	Through						
	Right Turn	91	93	101.9%	1.2	0.1	A
	Subtotal	103	105	102.2%	2.9	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	428	423	98.8%	11.2	1.7	B
	Right Turn	20	21	105.0%	9.0	1.2	A
	Subtotal	448	444	99.0%	11.1	1.7	B
WB	Left Turn	91	87	95.3%	12.0	1.7	B
	Through	428	425	99.3%	4.9	1.1	A
	Right Turn						
	Subtotal	519	512	98.6%	6.2	1.2	A
Total		1,070	1,061	99.1%	8.0	1.0	A

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	13	11	83.8%	17.1	10.0	B
	Through	3	3	100.0%	29.5	27.2	C
	Right Turn	204	204	100.1%	1.6	0.2	A
	Subtotal	220	218	99.2%	3.0	0.6	A
SB	Left Turn	74	73	98.0%	17.6	4.5	B
	Through	5	5	96.0%	18.9	14.4	B
	Right Turn	23	25	107.8%	4.8	2.8	A
	Subtotal	102	102	100.1%	14.7	3.5	B
EB	Left Turn	12	12	99.2%	26.0	16.5	C
	Through	492	490	99.5%	13.0	2.6	B
	Right Turn	15	14	94.7%	5.2	0.8	A
	Subtotal	519	516	99.4%	13.1	2.4	B
WB	Left Turn	181	180	99.6%	18.9	3.9	B
	Through	484	480	99.1%	7.5	1.5	A
	Right Turn	34	33	95.9%	2.3	0.8	A
	Subtotal	699	692	99.1%	10.2	1.2	B
Total		1,540	1,529	99.3%	10.5	1.1	B

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	228	220	96.3%	34.5	4.3	C
	Through						
	Right Turn	77	75	96.9%	5.9	1.0	A
	Subtotal	305	294	96.5%	27.7	3.1	C
EB	Left Turn	48	45	92.7%	52.6	7.9	D
	Through	723	723	100.0%	8.4	1.7	A
	Right Turn						
	Subtotal	771	768	99.5%	10.8	2.0	B
WB	Left Turn						
	Through	622	622	100.0%	9.1	1.9	A
	Right Turn	200	198	99.1%	3.0	0.5	A
	Subtotal	822	820	99.8%	7.5	1.4	A
Total		1,898	1,882	99.2%	12.0	1.8	B

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	150	148	98.9%	51.7	17.2	D
	Through						
	Right Turn	76	75	98.0%	35.9	6.7	D
	Subtotal	226	223	98.6%	47.1	12.2	D
EB	Left Turn						
	Through	768	752	97.9%	12.3	2.7	B
	Right Turn	183	189	103.3%	9.3	3.4	A
	Subtotal	951	941	98.9%	11.7	2.5	B
WB	Left Turn	240	244	101.5%	45.2	4.5	D
	Through	746	744	99.8%	4.4	1.1	A
	Right Turn						
	Subtotal	986	988	100.2%	15.0	2.4	B
Total		2,163	2,152	99.5%	17.0	1.7	B

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	261	258	98.8%	34.8	6.0	C
	Through						
	Right Turn	504	504	100.0%	27.5	7.8	C
	Subtotal	765	762	99.6%	30.2	5.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	113	110	97.1%	59.8	9.7	E
	Through	816	799	97.9%	7.1	1.1	A
	Right Turn						
	Subtotal	929	909	97.8%	13.0	2.9	B
WB	Left Turn						
	Through	723	726	100.5%	23.3	2.1	C
	Right Turn	176	181	102.6%	9.6	0.6	A
	Subtotal	899	907	100.9%	20.6	1.4	C
Total		2,593	2,577	99.4%	20.7	2.6	C

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	117	116	99.2%	42.4	3.8	D
	Through	66	62	94.2%	30.1	7.7	C
	Right Turn	47	45	95.5%	8.5	4.2	A
	Subtotal	230	223	97.0%	31.9	5.0	C
SB	Left Turn	139	138	99.6%	47.8	8.8	D
	Through	72	76	105.3%	36.8	8.2	D
	Right Turn	93	91	98.0%	7.7	4.9	A
	Subtotal	304	305	100.4%	33.3	7.9	C
EB	Left Turn	122	122	99.8%	49.6	8.1	D
	Through	845	827	97.9%	19.7	2.6	B
	Right Turn	110	113	102.3%	8.3	2.9	A
	Subtotal	1,077	1,062	98.6%	21.9	2.4	C
WB	Left Turn	32	30	94.1%	52.1	9.2	D
	Through	557	557	100.1%	23.4	2.2	C
	Right Turn	87	86	99.2%	9.5	2.1	A
	Subtotal	676	674	99.7%	22.9	1.9	C
Total		2,287	2,264	99.0%	24.8	2.2	C

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	197	199	101.1%	38.0	6.8	D
	Through	124	122	98.0%	28.1	8.9	C
	Right Turn	142	141	99.6%	7.1	4.4	A
	Subtotal	463	462	99.8%	25.8	5.7	C
SB	Left Turn	71	77	107.9%	47.1	6.8	D
	Through	87	92	106.2%	35.1	5.3	D
	Right Turn	49	52	105.1%	2.3	2.4	A
	Subtotal	207	221	106.5%	30.3	4.9	C
EB	Left Turn	58	56	95.7%	53.1	8.9	D
	Through	825	812	98.4%	33.5	6.5	C
	Right Turn	134	133	99.3%	16.3	4.3	B
	Subtotal	1,017	1,001	98.4%	32.2	5.8	C
WB	Left Turn	99	102	103.1%	49.2	6.2	D
	Through	390	388	99.6%	23.1	3.3	C
	Right Turn	57	57	99.1%	4.8	0.5	A
	Subtotal	546	547	100.2%	26.3	3.6	C
Total		2,233	2,230	99.9%	29.3	3.5	C

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	109	110	100.8%	27.7	8.2	C
	Through						
	Right Turn	117	125	106.5%	2.3	0.7	A
	Subtotal	226	235	103.8%	14.1	4.4	B
SB	Left Turn						
	Through	25	25	98.8%	23.6	8.1	C
	Right Turn						
	Subtotal	25	25	98.8%	23.6	8.1	C
EB	Left Turn						
	Through	980	977	99.7%	24.9	4.6	C
	Right Turn	124	123	99.0%	18.8	4.4	B
	Subtotal	1,104	1,100	99.6%	24.2	4.4	C
WB	Left Turn	88	85	96.5%	31.0	7.6	C
	Through	535	537	100.3%	11.7	4.0	B
	Right Turn						
	Subtotal	623	622	99.8%	14.3	4.7	B
Total		1,978	1,981	100.2%	19.8	4.0	B

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	4	4	107.5%	20.2	16.6	C
	Right Turn						
	Subtotal	4	4	107.5%	20.2	16.6	C
SB	Left Turn	148	149	100.6%	17.1	2.2	B
	Through						
	Right Turn	58	57	98.3%	1.2	0.2	A
	Subtotal	206	206	100.0%	13.1	1.4	B
EB	Left Turn	71	72	100.8%	32.2	7.2	C
	Through	1,026	1,029	100.3%	13.9	2.7	B
	Right Turn						
	Subtotal	1,097	1,101	100.4%	15.1	2.8	B
WB	Left Turn						
	Through	565	558	98.7%	14.0	2.9	B
	Right Turn	137	139	101.1%	6.3	0.6	A
	Subtotal	702	696	99.1%	12.6	2.5	B
Total		2,009	2,007	99.9%	14.1	2.0	B

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	128	130	101.6%	44.0	4.3	D
	Through	170	172	101.2%	37.0	4.5	D
	Right Turn	212	210	98.9%	10.5	2.4	B
	Subtotal	510	512	100.4%	27.2	3.1	C
SB	Left Turn	140	145	103.3%	46.8	8.0	D
	Through	151	152	100.7%	35.4	6.7	D
	Right Turn	60	65	108.0%	11.5	6.2	B
	Subtotal	351	362	103.0%	35.9	5.9	D
EB	Left Turn	63	65	102.4%	56.2	5.4	E
	Through	926	936	101.1%	29.8	4.3	C
	Right Turn	187	181	96.8%	11.8	2.2	B
	Subtotal	1,176	1,182	100.5%	28.5	4.1	C
WB	Left Turn	135	135	99.9%	53.6	8.8	D
	Through	547	534	97.6%	27.0	4.2	C
	Right Turn	165	160	96.8%	18.5	4.9	B
	Subtotal	847	829	97.8%	29.3	4.1	C
Total		2,884	2,884	100.0%	29.5	3.5	C

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	54	54	99.4%	29.1	5.5	C
	Through	340	342	100.6%	15.4	3.5	B
	Right Turn						
	Subtotal	394	396	100.4%	17.2	3.2	B
SB	Left Turn						
	Through	334	327	98.0%	21.9	4.3	C
	Right Turn	124	126	101.8%	9.0	1.0	A
	Subtotal	458	453	99.0%	18.3	3.5	B
EB	Left Turn	154	155	100.5%	23.8	5.8	C
	Through						
	Right Turn	75	79	105.7%	7.7	1.0	A
	Subtotal	229	234	102.2%	18.5	4.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,081	1,083	100.2%	17.9	3.2	B

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	43	41	95.8%	6.8	3.0	A
	Subtotal	43	41	95.8%	6.8	3.0	A
EB	Left Turn						
	Through	1,278	1,290	101.0%	17.3	15.7	C
	Right Turn						
	Subtotal	1,278	1,290	101.0%	17.3	15.7	C
WB	Left Turn						
	Through	804	789	98.1%	3.5	0.5	A
	Right Turn	38	37	96.1%	3.0	0.7	A
	Subtotal	842	825	98.0%	3.5	0.5	A
Total		2,163	2,157	99.7%	11.9	9.5	B

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	53	54	102.5%	2.8	0.5	A
	Through	100	98	97.8%	3.1	0.2	A
	Right Turn						
	Subtotal	153	152	99.4%	3.0	0.2	A
SB	Left Turn						
	Through	80	77	95.6%	2.4	0.2	A
	Right Turn	15	16	105.3%	1.6	0.6	A
	Subtotal	95	92	97.2%	2.3	0.2	A
EB	Left Turn	5	4	80.0%	0.9	0.8	A
	Through						
	Right Turn	24	24	100.8%	1.8	0.5	A
	Subtotal	29	28	97.2%	1.7	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		277	273	98.4%	2.6	0.2	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	89	88	98.3%	31.3	8.6	C
	Through	18	16	87.8%	34.4	20.0	C
	Right Turn	65	67	103.2%	18.5	7.2	B
	Subtotal	172	170	99.1%	27.1	6.7	C
SB	Left Turn	69	68	98.6%	39.0	9.1	D
	Through	16	17	105.0%	37.0	19.7	D
	Right Turn	19	18	92.6%	13.2	10.9	B
	Subtotal	104	102	98.5%	35.5	6.2	D
EB	Left Turn	91	88	96.8%	88.6	30.5	F
	Through	1,097	1,115	101.6%	63.9	30.8	E
	Right Turn	90	88	98.2%	58.2	29.8	E
	Subtotal	1,278	1,291	101.0%	64.9	30.3	E
WB	Left Turn	48	46	95.2%	48.6	8.4	D
	Through	715	702	98.2%	33.0	6.2	C
	Right Turn	63	67	106.3%	28.4	5.2	C
	Subtotal	826	815	98.6%	33.5	5.7	C
Total		2,380	2,379	99.9%	49.8	16.7	D

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	128	128	99.6%	22.2	4.1	C
	Through	5	6	114.0%	7.4	11.7	A
	Right Turn	105	113	108.0%	15.6	2.2	B
	Subtotal	238	247	103.6%	19.1	2.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,116	1,139	102.0%	23.0	6.2	C
	Right Turn	115	116	100.6%	13.5	2.6	B
	Subtotal	1,231	1,255	101.9%	22.1	5.8	C
WB	Left Turn	70	72	102.7%	37.4	11.3	D
	Through	698	682	97.7%	12.6	3.5	B
	Right Turn						
	Subtotal	768	754	98.2%	14.9	3.8	B
Total		2,237	2,255	100.8%	19.3	4.2	B

Intersection 18 **Pole Line Rd/Moore Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	470	479	101.8%	31.3	10.1	D
	Right Turn	153	156	102.0%	26.2	8.7	D
	Subtotal	623	635	101.9%	30.0	9.6	D
SB	Left Turn	87	83	95.5%	11.2	1.4	B
	Through	492	493	100.2%	16.8	1.9	C
	Right Turn						
	Subtotal	579	576	99.5%	15.9	1.9	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	118	118	100.0%	7.3	0.8	A
	Through						
	Right Turn	52	53	102.1%	5.2	0.7	A
	Subtotal	170	171	100.6%	6.6	0.7	A
Total		1,372	1,382	100.7%	21.2	4.7	C

Intersection 19 **Pole Line Rd/Donner Ave** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	614	626	102.0%	1.2	0.1	A
	Right Turn	59	58	98.0%	1.6	0.3	A
	Subtotal	673	684	101.6%	1.3	0.1	A
SB	Left Turn	22	22	97.7%	10.3	2.2	B
	Through	588	591	100.5%	4.0	0.2	A
	Right Turn						
	Subtotal	610	613	100.4%	4.1	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	48	48	100.4%	23.5	6.2	C
	Through						
	Right Turn	9	10	107.8%	8.6	2.2	A
	Subtotal	57	58	101.6%	20.6	4.6	C
Total		1,340	1,355	101.1%	3.5	0.4	A

Intersection 20 **Pole Line Rd/Picasso Ave** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	645	655	101.6%	5.2	0.9	A
	Right Turn	104	108	103.8%	6.0	1.7	A
	Subtotal	749	763	101.9%	5.3	0.7	A
SB	Left Turn	20	22	110.0%	15.0	5.5	B
	Through	616	619	100.5%	1.4	0.3	A
	Right Turn						
	Subtotal	636	641	100.8%	1.9	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	69	71	102.3%	33.4	8.3	D
	Through						
	Right Turn	28	29	103.9%	14.0	8.8	B
	Subtotal	97	100	102.8%	27.4	7.0	D
Total		1,482	1,504	101.5%	5.3	0.6	A

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	139	136	98.1%	63.0	18.1	E
	Through	335	345	103.1%	52.5	15.3	D
	Right Turn	43	43	99.5%	38.4	15.5	D
	Subtotal	517	525	101.5%	54.2	15.6	D
SB	Left Turn	164	162	98.5%	55.4	6.8	E
	Through	295	298	100.9%	38.6	4.9	D
	Right Turn	226	230	101.6%	16.6	3.0	B
	Subtotal	685	689	100.6%	35.4	4.5	D
EB	Left Turn	298	306	102.7%	47.1	6.7	D
	Through	691	701	101.4%	32.3	4.2	C
	Right Turn	189	192	101.3%	9.9	1.3	A
	Subtotal	1,178	1,198	101.7%	32.7	3.1	C
WB	Left Turn	84	83	98.6%	41.0	5.0	D
	Through	360	349	97.1%	36.1	4.7	D
	Right Turn	116	111	96.0%	5.2	2.4	A
	Subtotal	560	544	97.1%	29.8	3.5	C
Total		2,940	2,955	100.5%	36.7	3.8	D

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	41	40	98.5%	18.0	5.1	B
	Through						
	Right Turn	18	19	106.7%	15.8	9.5	B
	Subtotal	59	60	101.0%	16.8	3.9	B
SB	Left Turn						
	Through	9	8	91.1%	10.5	8.1	B
	Right Turn						
	Subtotal	9	8	91.1%	10.5	8.1	B
EB	Left Turn						
	Through	869	875	100.7%	10.6	2.8	B
	Right Turn	29	29	99.3%	10.5	6.4	B
	Subtotal	898	904	100.7%	10.5	2.9	B
WB	Left Turn	23	23	97.8%	22.2	9.2	C
	Through	519	500	96.3%	10.0	2.5	A
	Right Turn						
	Subtotal	542	523	96.4%	10.5	2.5	B
Total		1,508	1,494	99.1%	10.8	2.7	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	12	98.3%	19.5	7.9	C
	Through	1	1	90.0%	1.4	4.4	A
	Right Turn	15	16	104.7%	8.0	3.2	A
	Subtotal	28	28	101.4%	12.4	3.5	B
SB	Left Turn	3	2	73.3%	3.6	8.1	A
	Through	1	1	110.0%	3.2	6.3	A
	Right Turn	12	14	120.0%	1.0	0.2	A
	Subtotal	16	18	110.6%	3.0	3.9	A
EB	Left Turn	26	26	98.5%	4.8	0.8	A
	Through	846	850	100.5%	3.4	0.6	A
	Right Turn	27	28	105.2%	3.2	0.6	A
	Subtotal	899	904	100.6%	3.4	0.6	A
WB	Left Turn	11	10	90.9%	14.2	9.6	B
	Through	543	521	95.9%	3.6	0.7	A
	Right Turn	2	2	105.0%	3.0	1.4	A
	Subtotal	556	533	95.8%	3.8	0.7	A
Total		1,499	1,483	98.9%	3.8	0.3	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	28	23	80.4%	16.2	7.9	C
	Through						
	Right Turn	15	17	113.3%	8.2	4.5	A
	Subtotal	43	40	91.9%	13.2	4.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	828	827	99.8%	5.5	0.9	A
	Right Turn	36	40	110.3%	5.8	1.4	A
	Subtotal	864	866	100.3%	5.5	0.9	A
WB	Left Turn	27	22	83.0%	11.4	5.6	B
	Through	528	511	96.8%	2.6	0.5	A
	Right Turn						
	Subtotal	555	534	96.1%	3.0	0.7	A
Total		1,462	1,439	98.4%	4.8	0.7	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	109	103	94.3%	19.0	3.1	B
	Through						
	Right Turn	64	65	101.3%	1.5	0.1	A
	Subtotal	173	168	96.9%	12.9	2.7	B
EB	Left Turn	86	84	97.4%	26.8	5.7	C
	Through	758	757	99.9%	11.7	1.4	B
	Right Turn						
	Subtotal	844	841	99.7%	13.2	1.6	B
WB	Left Turn						
	Through	491	469	95.4%	11.0	1.6	B
	Right Turn	105	106	100.5%	5.4	1.0	A
	Subtotal	596	574	96.3%	10.0	1.5	B
Total		1,613	1,583	98.1%	12.1	1.3	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	22	22	100.9%	20.0	9.4	C
	Through						
	Right Turn	24	25	103.8%	5.2	2.7	A
	Subtotal	46	47	102.4%	11.2	4.4	B
SB	Left Turn						
	Through						
	Right Turn	1	1	110.0%	0.9	2.1	A
	Subtotal	1	1	110.0%	0.9	2.1	A
EB	Left Turn						
	Through	832	822	98.8%	2.5	0.6	A
	Right Turn	35	35	100.0%	2.7	0.4	A
	Subtotal	867	857	98.8%	2.5	0.5	A
WB	Left Turn	22	20	92.7%	8.0	4.8	A
	Through	573	549	95.8%	2.6	0.4	A
	Right Turn						
	Subtotal	595	570	95.7%	2.8	0.4	A
Total		1,509	1,474	97.7%	3.0	0.6	A

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	97	93	96.0%	11.2	2.1	B
	Through						
	Right Turn	4	4	87.5%	0.9	1.0	A
	Subtotal	101	97	95.6%	10.8	2.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	701	688	98.1%	6.0	1.4	A
	Right Turn	155	160	103.5%	4.0	0.2	A
	Subtotal	856	848	99.1%	5.7	1.2	A
WB	Left Turn	18	18	101.1%	15.8	7.5	B
	Through	498	473	94.9%	6.9	1.3	A
	Right Turn						
	Subtotal	516	491	95.2%	7.2	1.3	A
Total		1,473	1,436	97.5%	6.5	1.0	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1	1	70.0%	2.0	6.3	A
	Through						
	Right Turn	1	1	140.0%	1.6	2.1	A
	Subtotal	2	2	105.0%	2.5	3.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	699	685	98.1%	5.1	1.0	A
	Right Turn	6	7	121.7%	2.3	2.1	A
	Subtotal	705	693	98.3%	5.0	1.0	A
WB	Left Turn	3	4	116.7%	15.6	3.2	B
	Through	515	491	95.3%	12.5	1.7	B
	Right Turn						
	Subtotal	518	494	95.4%	12.5	1.6	B
Total		1,225	1,189	97.1%	8.1	0.6	A

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	187	178	95.2%	21.6	2.3	C
	Through	488	465	95.3%	6.2	2.0	A
	Right Turn						
	Subtotal	675	643	95.3%	10.5	2.0	B
SB	Left Turn						
	Through	710	697	98.2%	14.5	1.0	B
	Right Turn	16	19	116.9%	8.4	0.7	A
	Subtotal	726	716	98.6%	14.3	1.0	B
EB	Left Turn	10	10	103.0%	19.9	13.0	B
	Through						
	Right Turn	185	177	95.5%	1.7	0.2	A
	Subtotal	195	187	95.9%	2.4	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,596	1,546	96.9%	11.5	1.2	B

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	156	153	98.3%	25.7	3.1	C
	Through	656	661	100.7%	11.5	1.9	B
	Right Turn	13	15	117.7%	9.0	5.5	A
	Subtotal	825	829	100.5%	14.2	2.0	B
SB	Left Turn	50	46	91.0%	25.6	5.8	C
	Through	248	238	95.9%	15.1	3.0	B
	Right Turn	115	111	96.6%	4.1	0.8	A
	Subtotal	413	395	95.5%	13.3	2.4	B
EB	Left Turn	187	181	96.7%	21.7	3.1	C
	Through	2	2	120.0%	7.9	20.5	A
	Right Turn	86	83	96.4%	5.8	2.0	A
	Subtotal	275	266	96.8%	17.1	2.7	B
WB	Left Turn	10	11	109.0%	19.6	11.7	B
	Through	8	9	106.3%	33.7	22.5	C
	Right Turn	37	36	98.4%	11.4	4.4	B
	Subtotal	55	56	101.5%	17.5	5.3	B
Total		1,568	1,546	98.6%	14.6	1.2	B

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	330	308	93.3%	34.1	4.5	C
	Through	531	504	94.9%	23.1	3.5	C
	Right Turn	23	24	105.7%	5.8	1.5	A
	Subtotal	884	836	94.6%	26.7	3.1	C
SB	Left Turn	115	113	97.9%	46.8	11.8	D
	Through	637	621	97.4%	39.2	14.2	D
	Right Turn	136	131	96.3%	5.9	2.7	A
	Subtotal	888	864	97.3%	35.2	11.0	D
EB	Left Turn	137	132	96.1%	33.8	7.9	C
	Through	147	146	99.5%	30.7	3.9	C
	Right Turn	602	599	99.5%	17.1	13.4	B
	Subtotal	886	877	99.0%	22.1	8.6	C
WB	Left Turn	72	69	95.7%	49.8	23.5	D
	Through	27	27	98.9%	38.9	14.1	D
	Right Turn	20	21	103.5%	10.9	8.8	B
	Subtotal	119	116	97.7%	39.6	13.4	D
Total		2,777	2,693	97.0%	28.6	6.1	C

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	203	172	84.9%	33.3	5.0	C
	Through	383	336	87.8%	8.7	1.9	A
	Right Turn						
	Subtotal	586	509	86.8%	16.9	2.5	B
SB	Left Turn						
	Through	1,169	1,130	96.6%	106.7	62.3	F
	Right Turn	142	146	102.7%	58.6	44.2	E
	Subtotal	1,311	1,276	97.3%	101.1	60.3	F
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	362	357	98.7%	24.9	4.1	C
	Through	1	3	280.0%	3.1	5.4	A
	Right Turn	501	497	99.2%	2.8	0.3	A
	Subtotal	864	857	99.2%	11.9	1.8	B
Total		2,761	2,641	95.7%	56.6	29.7	E

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	22	24	107.3%	83.4	28.7	F
	Through	501	501	100.0%	79.6	34.6	E
	Right Turn	133	131	98.1%	57.2	35.9	E
	Subtotal	656	655	99.9%	75.2	35.0	E
SB	Left Turn	255	235	92.3%	187.8	72.0	F
	Through	397	389	98.0%	68.1	25.5	E
	Right Turn	225	219	97.5%	35.2	21.2	D
	Subtotal	877	844	96.2%	93.8	37.6	F
EB	Left Turn	387	204	52.7%	241.0	29.9	F
	Through	317	177	55.7%	64.7	10.1	E
	Right Turn	55	28	50.9%	2.4	0.4	A
	Subtotal	759	409	53.8%	153.8	19.6	F
WB	Left Turn	29	28	97.2%	36.2	12.9	D
	Through	33	33	98.8%	30.9	10.1	C
	Right Turn	198	192	97.0%	21.6	9.8	C
	Subtotal	260	253	97.3%	24.5	8.0	C
Total		2,552	2,160	84.7%	89.3	16.9	F

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	73	72	98.5%	48.9	28.0	D
	Through						
	Right Turn	38	39	102.4%	3.0	0.7	A
	Subtotal	111	111	99.8%	33.0	19.4	C
EB	Left Turn						
	Through	685	333	48.6%	561.5	87.1	F
	Right Turn						
	Subtotal	685	333	48.6%	561.5	87.1	F
WB	Left Turn	1	0	20.0%	2.6	#DIV/0!	A
	Through	279	277	99.3%	7.5	1.8	A
	Right Turn						
	Subtotal	280	277	99.0%	7.5	1.8	A
Total		1,076	721	67.0%	245.1	19.7	F

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	14	14	101.4%	38.1	29.5	D
	Through	380	380	99.9%	41.8	40.9	D
	Right Turn	20	23	114.5%	38.9	40.3	D
	Subtotal	414	417	100.6%	41.7	40.4	D
SB	Left Turn	108	102	94.2%	40.6	6.7	D
	Through	210	198	94.4%	18.3	3.5	B
	Right Turn	69	65	94.5%	9.2	2.0	A
	Subtotal	387	365	94.3%	22.5	3.3	C
EB	Left Turn	120	119	99.3%	23.1	9.7	C
	Through	65	66	101.2%	23.8	8.9	C
	Right Turn	26	26	101.5%	9.7	5.5	A
	Subtotal	211	211	100.2%	21.6	8.8	C
WB	Left Turn	13	12	93.8%	39.3	15.9	D
	Through	40	40	100.8%	25.3	11.2	C
	Right Turn	63	63	100.5%	14.4	9.1	B
	Subtotal	116	116	99.8%	21.0	8.1	C
Total		1,128	1,109	98.3%	28.6	15.1	C

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	11	92.5%	4.9	2.5	A
	Through	333	332	99.7%	7.4	0.3	A
	Right Turn	6	7	110.0%	3.2	1.9	A
	Subtotal	351	350	99.7%	7.3	0.3	A
SB	Left Turn	86	84	97.9%	11.5	3.3	B
	Through	152	144	94.6%	12.5	1.9	B
	Right Turn	11	10	90.0%	2.0	1.4	A
	Subtotal	249	238	95.5%	11.7	2.2	B
EB	Left Turn	7	7	94.3%	4.6	2.8	A
	Through	10	11	113.0%	5.5	1.3	A
	Right Turn	4	4	107.5%	1.6	1.4	A
	Subtotal	21	22	105.7%	4.9	1.0	A
WB	Left Turn	8	7	90.0%	4.5	2.3	A
	Through	24	24	98.3%	6.0	1.3	A
	Right Turn	74	77	104.2%	4.1	0.7	A
	Subtotal	106	108	101.8%	4.6	0.8	A
Total		727	718	98.7%	8.3	1.0	A

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						✣	
Traffic Vol, veh/h	0	258	36	20	147	0	0	0	0	154	1	46
Future Vol, veh/h	0	258	36	20	147	0	0	0	0	154	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	195	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	297	41	23	169	0	0	0	0	177	1	53

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	338	0	0	533	553	169
Stage 1	-	-	-	-	-	-	215	215	-
Stage 2	-	-	-	-	-	-	318	338	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1221	-	0	507	441	875
Stage 1	0	-	-	-	-	0	821	725	-
Stage 2	0	-	-	-	-	0	738	641	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1221	-	-	497	0	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	0	-
Stage 1	-	-	-	-	-	-	821	0	-
Stage 2	-	-	-	-	-	-	724	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1221	-	552
HCM Lane V/C Ratio	-	-	0.019	-	0.419
HCM Control Delay (s)	-	-	8	-	16.1
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	2.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	296	136	171	30	31
Future Vol, veh/h	116	296	136	171	30	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	340	156	197	34	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	861	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1206	-	-	-	326	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1206	-	-	-	290	784
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1206	-	-	-	427
HCM Lane V/C Ratio	0.111	-	-	-	0.164
HCM Control Delay (s)	8.4	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.6

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	294	28	14	267	3	36	2	18	0	1	4
Future Vol, veh/h	4	294	28	14	267	3	36	2	18	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	338	32	16	307	3	41	2	21	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	370	0	0	708	706	354	717	721	309
Stage 1	-	-	-	-	-	-	364	364	-	341	341	-
Stage 2	-	-	-	-	-	-	344	342	-	376	380	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1250	-	-	1189	-	-	350	361	690	345	353	731
Stage 1	-	-	-	-	-	-	655	624	-	674	639	-
Stage 2	-	-	-	-	-	-	671	638	-	645	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1250	-	-	1189	-	-	342	355	690	328	347	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	355	-	328	347	-
Stage 1	-	-	-	-	-	-	652	622	-	671	631	-
Stage 2	-	-	-	-	-	-	657	630	-	621	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	15.4	11.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	409	1250	-	-	1189	-	-	599
HCM Lane V/C Ratio	0.157	0.004	-	-	0.014	-	-	0.01
HCM Control Delay (s)	15.4	7.9	-	-	8.1	-	-	11.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	176	134	1	40	150	132	31
Future Vol, veh/h	176	134	1	40	150	132	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	210	160	1	48	179	157	37

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	-	370	0	565	290
Stage 1	-	-	-	-	-	290	-
Stage 2	-	-	-	-	-	275	-
Critical Hdwy	-	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	1189	-	486	749
Stage 1	-	-	-	-	-	759	-
Stage 2	-	-	-	-	-	771	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -42	~ -42	-	486	749
Mov Cap-2 Maneuver	-	-	-	-	-	486	-
Stage 1	-	-	-	-	-	759	-
Stage 2	-	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Control Delay, s	0		16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	521	-	-	+	-
HCM Lane V/C Ratio	0.372	-	-	-	-
HCM Control Delay (s)	16	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	1.7	-	-	-	-

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

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	100	106	391	347	79
Future Vol, veh/h	110	100	106	391	347	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	65	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	104	110	407	361	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1029	402	443	0	-	0
Stage 1	402	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	259	648	1117	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	648	1117	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1117	-	234	648	-	-
HCM Lane V/C Ratio	0.099	-	0.49	0.161	-	-
HCM Control Delay (s)	8.6	-	34.3	11.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	0.6	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	87	457	44	48	398
Future Vol, veh/h	28	87	457	44	48	398
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	-	-	280	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	91	476	46	50	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	991	-	0	0	476	0
Stage 1	476	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	273	0	-	-	1086	-
Stage 1	625	0	-	-	-	-
Stage 2	600	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	-	-	-	1086	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	260	1086	-
HCM Lane V/C Ratio	-	-	0.112	0.046	-
HCM Control Delay (s)	-	-	20.6	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	9	82	3	13	4	55	474	1	3	367	18
Future Vol, veh/h	35	9	82	3	13	4	55	474	1	3	367	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	9	85	3	13	4	57	489	1	3	378	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	9.8	21.6	14.5
HCM LOS	B	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	28%	15%	1%
Vol Thru, %	89%	7%	65%	95%
Vol Right, %	0%	65%	20%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	530	126	20	388
LT Vol	55	35	3	3
Through Vol	474	9	13	367
RT Vol	1	82	4	18
Lane Flow Rate	546	130	21	400
Geometry Grp	1	1	1	1
Degree of Util (X)	0.755	0.213	0.037	0.564
Departure Headway (Hd)	4.974	5.904	6.461	5.078
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	607	552	712
Service Time	2.974	3.951	4.521	3.109
HCM Lane V/C Ratio	0.746	0.214	0.038	0.562
HCM Control Delay	21.6	10.6	9.8	14.5
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	7	0.8	0.1	3.6

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	38	55	455	0	345	28
Future Vol, veh/h	10	38	55	455	0	345	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	250	0	390	-	370	-	370
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	40	59	484	0	367	30

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	969	367	397	0	-	-	0
Stage 1	367	-	-	-	-	-	-
Stage 2	602	-	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	-
Pot Cap-1 Maneuver	281	678	1162	-	-	-	-
Stage 1	701	-	-	-	-	-	-
Stage 2	547	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	267	678	1162	-	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-	-
Stage 1	665	-	-	-	-	-	-
Stage 2	547	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	1162	-	267	678	-	-	-
HCM Lane V/C Ratio	0.05	-	0.04	0.06	-	-	-
HCM Control Delay (s)	8.3	-	19	10.6	0	-	-
HCM Lane LOS	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	94	107	22	11	4
Future Vol, veh/h	0	94	107	22	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	0	111	126	26	13	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	152	0	-	0	250	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.22	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.308	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	1370	-	-	-	717	883
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1370	-	-	-	717	883
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	755
HCM Lane V/C Ratio	-	-	-	-	0.023
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	105	65	0	16	48
Future Vol, veh/h	1	105	65	0	16	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	265	-	-	305	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	1	127	78	0	19	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	207	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	4.19	-	-	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.281	-	-	-	3.581	3.381
Pot Cap-1 Maneuver	1477	-	-	-	766	964
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1477	-	-	-	765	964
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	905
HCM Lane V/C Ratio	0.001	-	-	-	0.085
HCM Control Delay (s)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	121	1	0	66	0
Future Vol, veh/h	0	121	1	0	66	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	142	1	0	78	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	73	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1411	-	919	978
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1411	-	918	978
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	918	-	-	1411	-
HCM Lane V/C Ratio	0.085	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	321	2	8	7	97	51
Future Vol, veh/h	321	2	8	7	97	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	401	3	10	9	121	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	404	0	432	403
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1149	-	579	645
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1149	-	574	645
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	1149	-
HCM Lane V/C Ratio	0.31	-	-	0.009	-
HCM Control Delay (s)	13.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-

2: I-80 EB Ramps Performance by movement

Movement	EBR	NBL	NBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.0	25.2	24.0	24.4

50: I-80 WB Ramps & County Rd 32A Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.2	0.2	0.2
Total Del/Veh (s)	3.2	3.3	5.7	5.3	6.1	4.4	3.9

51: Chiles Road & I-80 EB Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	392.2	387.4	157.7	161.5	4.4	2.4	275.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	261.7

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	175	12	325	26	350	16	0%	0%
EB	Through/Right	1	350	250	19	400	22	375	17	0%	0%
WB	U/Left Turn	1	175	200	7	275	8	225	0	37%	5%
WB	Through	1	525	250	37	550	37	525	6	0%	0%
WB	Through	2	525	125	21	300	46	475	63	0%	0%
SB	Left/Through	1	1,375	250	54	400	118	475	129	0%	0%
SB	Right Turn	1	875	125	7	175	17	225	47	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	150	75	4	125	11	150	26	0%	0%
EB	Through	1	525	75	8	150	25	225	68	1%	1%
EB	Through	2	525	100	5	175	15	225	29	0%	0%
WB	Through	1	475	175	17	300	35	350	43	0%	0%
WB	Through	2	475	125	14	225	26	275	42	2%	1%
WB	Right Turn	1	175	50	9	125	33	200	77	0%	0%
NB	Left/Through	1	1,275	150	20	250	30	300	45	0%	0%
NB	Right Turn	1	575	75	7	125	19	175	38	0%	0%

Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	75	5	125	13	150	19	0%	0%
WB	Left/Through	1	1,225	100	9	175	21	200	29	0%	0%
NB	Left Turn	1	300	100	8	150	14	175	30	0%	0%
NB	Left Turn	2	300	125	6	175	16	200	47	0%	0%
NB	Through	1	500	75	9	150	21	200	54	0%	0%
NB	Through	2	500	25	7	75	23	125	48	0%	0%
SB	Through	1	1,100	175	43	400	101	500	103	0%	0%
SB	Through	2	1,100	275	38	475	90	550	139	8%	0%
SB	Right Turn	1	350	75	34	225	137	300	174	0%	0%

Intersection 35 **Chiles Rd & I-80 EB Off-Ramp, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	3,300	100	9	200	29	275	68	0%	0%
WB	Through	1	400	50	4	100	11	125	17	0%	0%
WB	Through	2	400	75	5	100	10	125	12	0%	0%
SB	Left Turn	1	1,100	25	4	75	7	75	14	0%	0%
SB	Left Turn	2	1,100	50	7	100	15	125	26	0%	0%
SB	Right Turn	1	825	25	3	75	5	75	12	0%	0%

Intersection: 2: I-80 EB Ramps

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	45	72	82
Average Queue (ft)	4	39	44
95th Queue (ft)	24	70	77
Link Distance (ft)	143	68	68
Upstream Blk Time (%)		1	1
Queuing Penalty (veh)		1	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: I-80 WB Ramps & County Rd 32A

Movement	NB
Directions Served	LR
Maximum Queue (ft)	90
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	446
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 51: Chiles Road & I-80 EB Ramps

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	64	67	29
Average Queue (ft)	8	5	4
95th Queue (ft)	37	34	20
Link Distance (ft)	5890	2911	68
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	125	9	225	20	275	31	0%	0%
EB	Through/Right	1	350	125	10	250	24	300	31	0%	0%
WB	U/Left Turn	1	175	175	8	250	11	225	1	14%	3%
WB	Through	1	525	100	15	275	48	400	60	0%	0%
WB	Through	2	525	50	14	150	60	250	133	0%	0%
SB	Left/Through	1	1,375	125	19	200	31	250	54	0%	0%
SB	Right Turn	1	875	75	6	125	11	150	27	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	U/Left Turn	1	150	100	8	175	17	175	24	4%	3%
EB	Through	1	525	75	7	150	16	200	36	0%	0%
EB	Through	2	525	75	6	125	16	150	30	0%	0%
WB	Through	1	475	200	17	300	30	325	41	0%	0%
WB	Through	2	475	150	14	225	24	275	30	4%	1%
WB	Right Turn	1	175	75	10	125	39	200	77	0%	0%
NB	Left/Through	1	1,275	175	10	250	20	325	48	0%	0%
NB	Right Turn	1	575	200	25	325	55	375	59	0%	0%

Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	100	6	150	13	175	25	0%	0%
WB	Left/Through	1	1,225	100	6	150	11	175	27	0%	0%
WB	Right Turn	1	1,225	25	0	25	3	25	8	0%	0%
NB	Left Turn	1	300	50	6	100	8	125	19	0%	0%
NB	Left Turn	2	300	75	5	125	8	125	20	0%	0%
NB	Through	1	500	75	9	125	22	175	37	0%	0%
NB	Through	2	500	25	5	50	18	100	42	0%	0%
SB	Through	1	1,100	550	192	1,000	314	1,000	239	0%	0%
SB	Through	2	1,100	650	206	1,125	339	1,100	225	49%	0%
SB	Right Turn	1	350	250	109	525	92	425	0	0%	0%

Intersection 35 **Chiles Rd & I-80 EB Off-Ramp, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	3,300	2,550	378	4,300	158	3,350	15	0%	0%
WB	U/Through	1	400	25	6	75	10	100	16	0%	0%
WB	Through	1	400	50	7	100	9	100	12	0%	0%
SB	Left Turn	1	1,100	25	2	50	5	50	13	0%	0%
SB	Left Turn	2	1,100	50	10	125	25	175	30	0%	0%
SB	Right Turn	1	825	25	4	50	5	75	13	0%	0%

Intersection: 2: I-80 EB Ramps

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	28	86	86
Average Queue (ft)	4	83	82
95th Queue (ft)	20	86	91
Link Distance (ft)	143	68	68
Upstream Blk Time (%)		69	62
Queuing Penalty (veh)		229	209
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: I-80 WB Ramps & County Rd 32A

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	21	84
Average Queue (ft)	1	41
95th Queue (ft)	10	68
Link Distance (ft)	2911	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 51: Chiles Road & I-80 EB Ramps

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	1797	936	27
Average Queue (ft)	1128	500	5
95th Queue (ft)	2000	1112	21
Link Distance (ft)	5890	2911	68
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 438

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 SB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

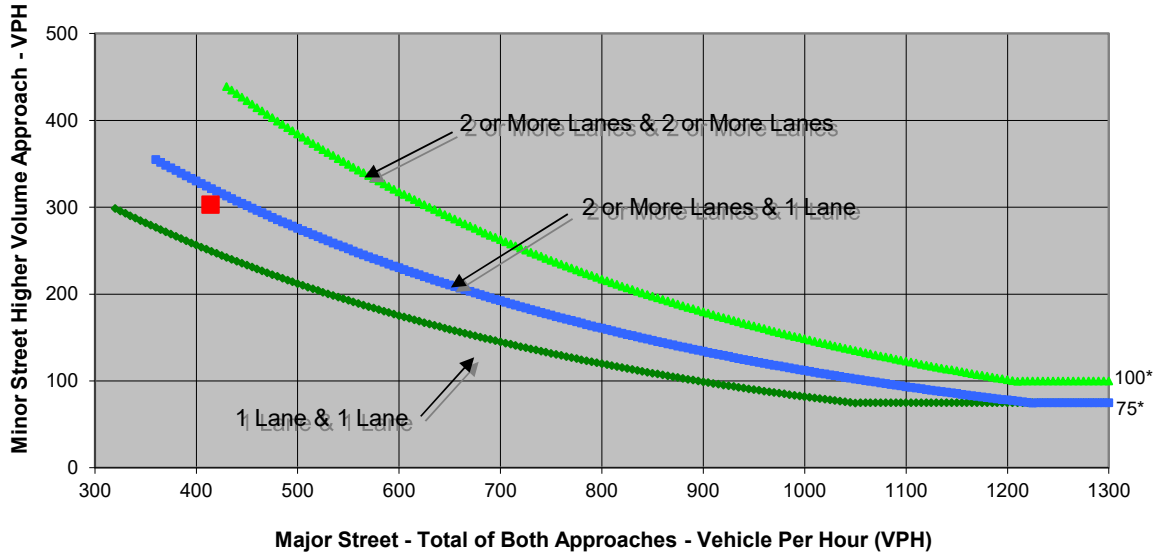
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	220	0	43
Through	0	0	209	130
Right	0	83	32	0
Total	0	303	241	173

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 SB Ramps	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**414**	**303**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 SB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	220	0	43
Through	0	0	209	130
Right	0	83	32	0
Total	0	303	241	173

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.2
Approach with Worst Case Delay	SB
Total Vehicles on Approach	303

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**1.7**	**303**	**717**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 NB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

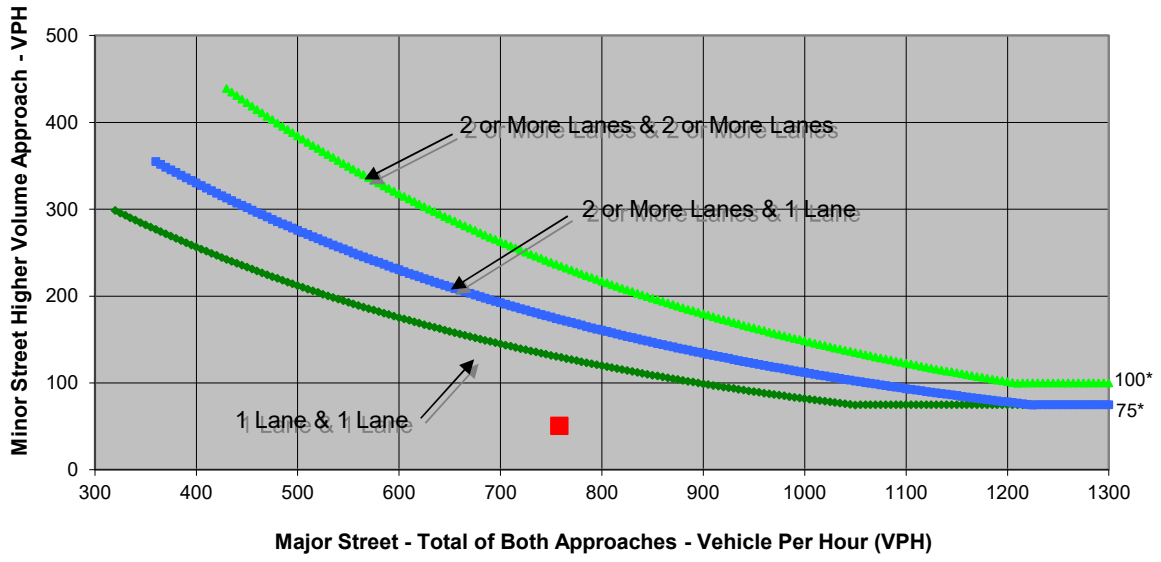
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	42	0
Through	0	21	387	144
Right	0	29	0	185
Total	0	51	429	329

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 NB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**758**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29
Minor Street	SR 113 NB Ramps

Project	Palomino Place LTA
Scenario	Existing Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	42	0
Through	0	21	387	144
Right	0	29	0	185
Total	0	51	429	329

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.2
Approach with Worst Case Delay	SB
Total Vehicles on Approach	51

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**51**	**809**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 100A	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

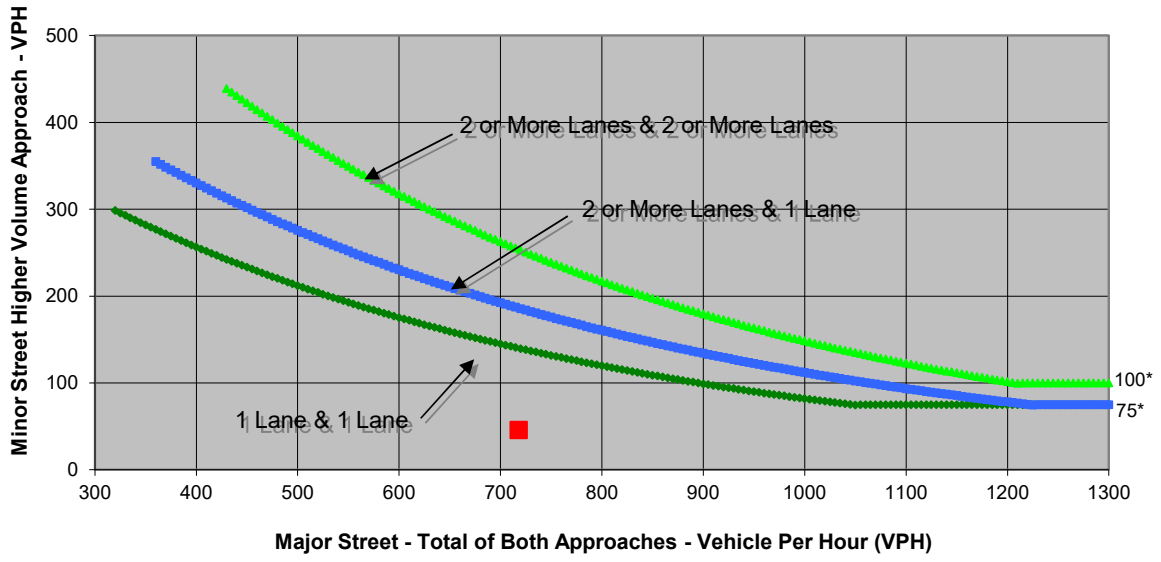
Turn Movement Volumes

	NB	SB	EB	WB
Left	34	2	3	20
Through	0	0	327	290
Right	12	4	77	1
Total	46	6	407	311

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 100A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**718**	**46**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 100A	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	34	2	3	20
Through	0	0	327	290
Right	12	4	77	1
Total	46	6	407	311

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	46

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**46**	**770**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
	NO		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 101A	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

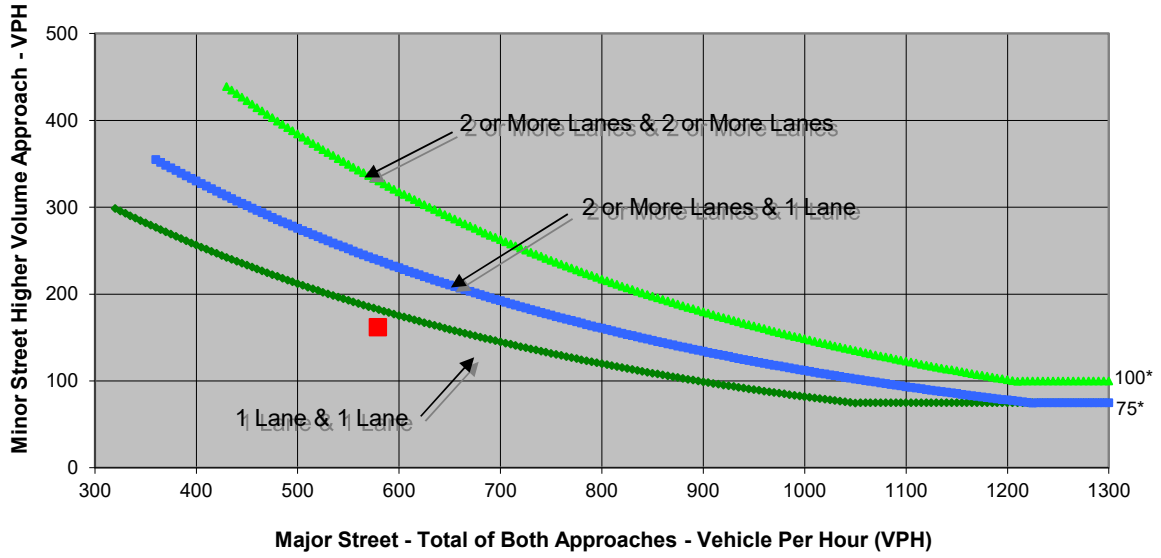
Turn Movement Volumes

	NB	SB	EB	WB
Left	141	0	0	69
Through	0	0	142	168
Right	21	0	200	0
Total	162	0	342	237

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 101A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**579**	**162**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 101A	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	141	0	0	69
Through	0	0	142	168
Right	21	0	200	0
Total	162	0	342	237

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	19.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	162

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.9**	**162**	**741**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 29	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

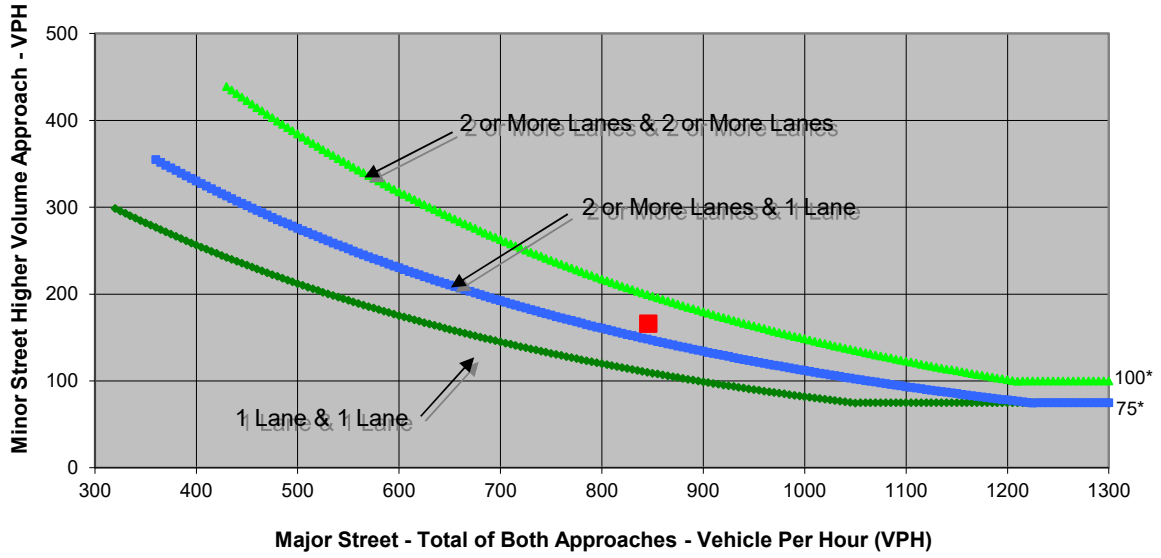
Turn Movement Volumes

	NB	SB	EB	WB
Left	140	0	52	0
Through	229	377	0	0
Right	0	100	114	0
Total	369	477	166	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 29	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**846**	**166**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 29	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	140	0	52	0
Through	229	377	0	0
Right	0	100	114	0
Total	369	477	166	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	18.4
Approach with Worst Case Delay	EB
Total Vehicles on Approach	166

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.8**	**166**	**1,012**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 28H	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

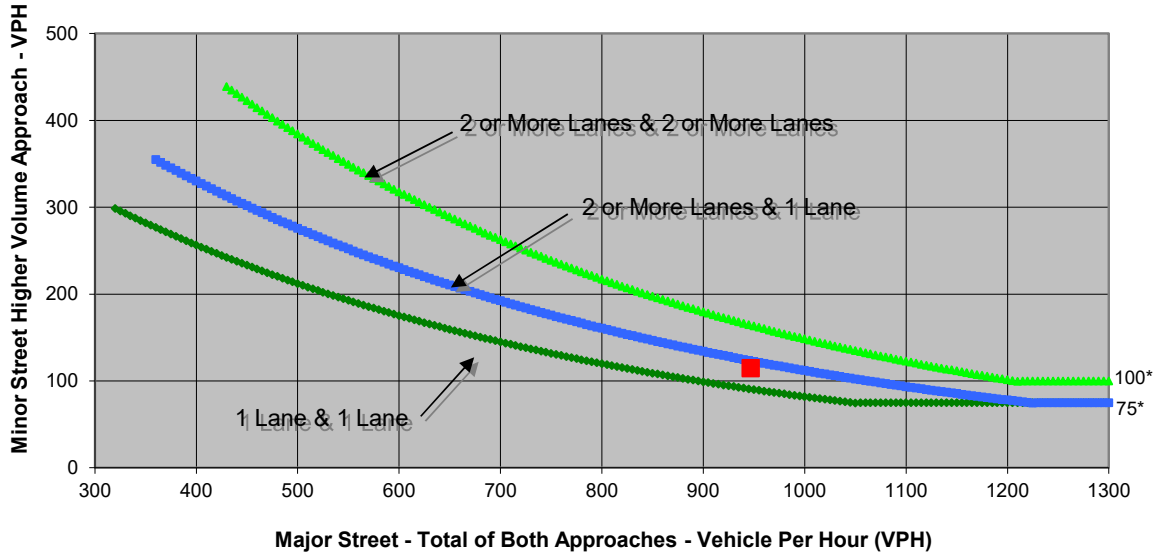
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	28
Through	457	398	0	0
Right	44	0	0	87
Total	501	446	0	115

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 28H	
Number of Approach Lanes	**1**	**2**	**NO**
Traffic Volume (VPH) *	**947**	**115**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 28H	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	28
Through	457	398	0	0
Right	44	0	0	87
Total	501	446	0	115

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	115

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.7**	**115**	**1,062**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 27	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

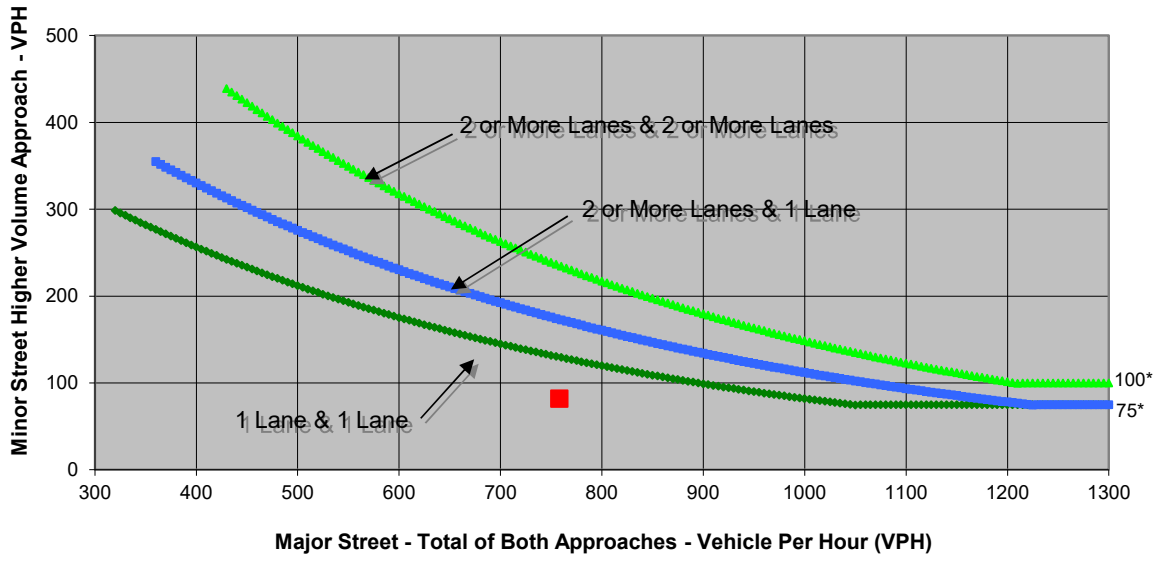
Turn Movement Volumes

	NB	SB	EB	WB
Left	46	4	15	2
Through	211	452	6	3
Right	2	43	61	0
Total	259	499	82	5

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR
ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 27	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**758**	**82**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 27	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	46	4	15	2
Through	211	452	6	3
Right	2	43	61	0
Total	259	499	82	5

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	16.1
Approach with Worst Case Delay	EB
Total Vehicles on Approach	82

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.4**	**82**	**845**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR & PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 25A	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

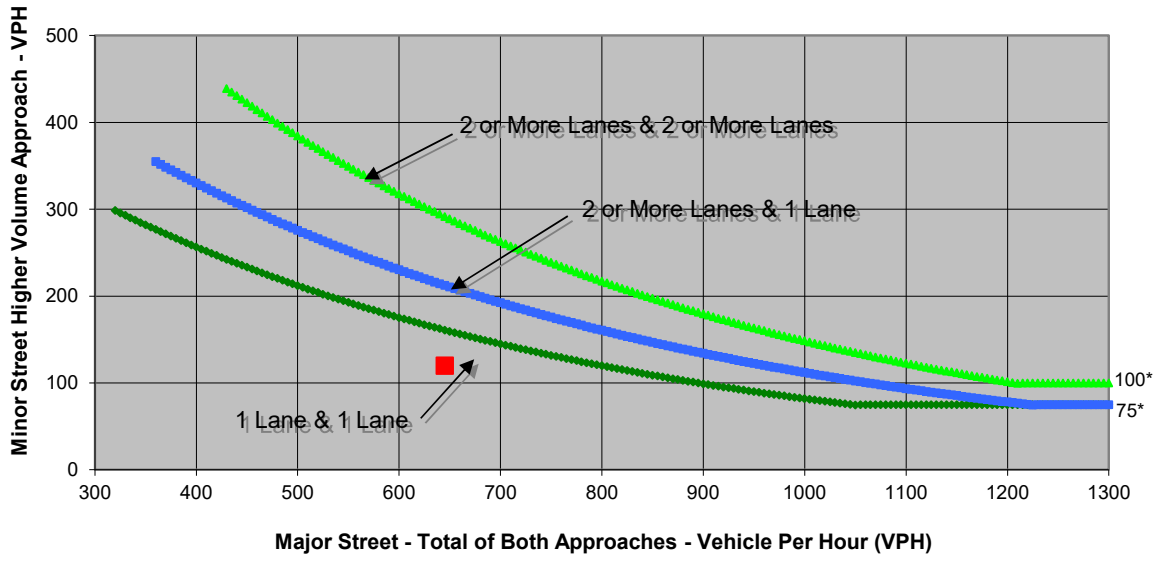
Turn Movement Volumes

	NB	SB	EB	WB
Left	26	0	15	0
Through	199	405	0	0
Right	0	15	105	0
Total	225	420	120	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 25A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**645**	**120**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 25A	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	26	0	15	0
Through	199	405	0	0
Right	0	15	105	0
Total	225	420	120	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	12.7
Approach with Worst Case Delay	EB
Total Vehicles on Approach	120

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.4**	**120**	**765**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	CR 103	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

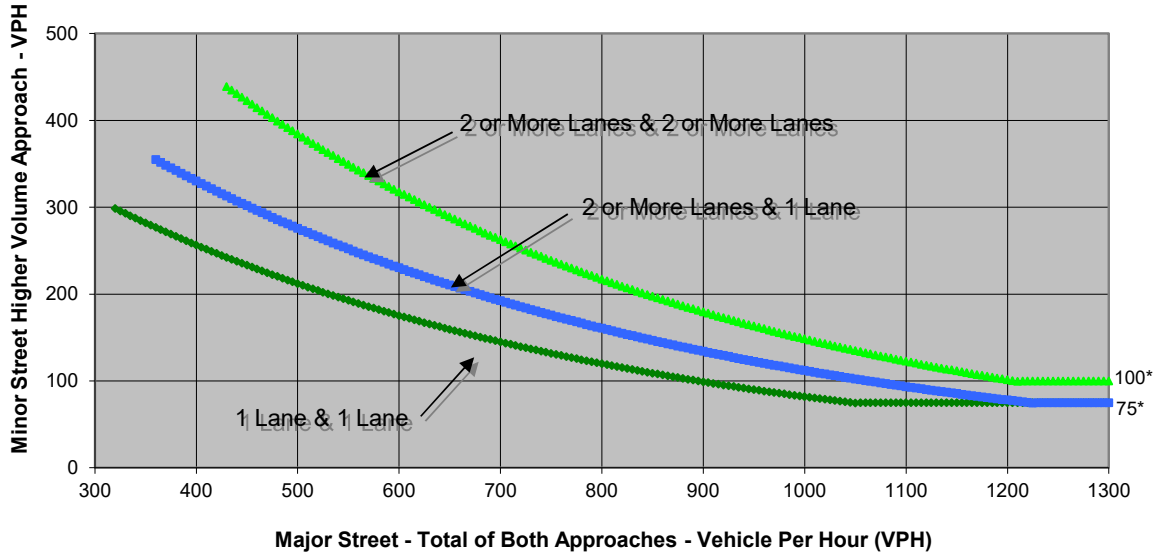
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	1	0
Through	0	0	90	46
Right	0	2	0	7
Total	0	12	91	53

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 103	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**144**	**12**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	CR 103	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	1	0
Through	0	0	90	46
Right	0	2	0	7
Total	0	12	91	53

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.4
Approach with Worst Case Delay	SB
Total Vehicles on Approach	12

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0**	**12**	**156**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	Yolo County Landfill Dwy	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

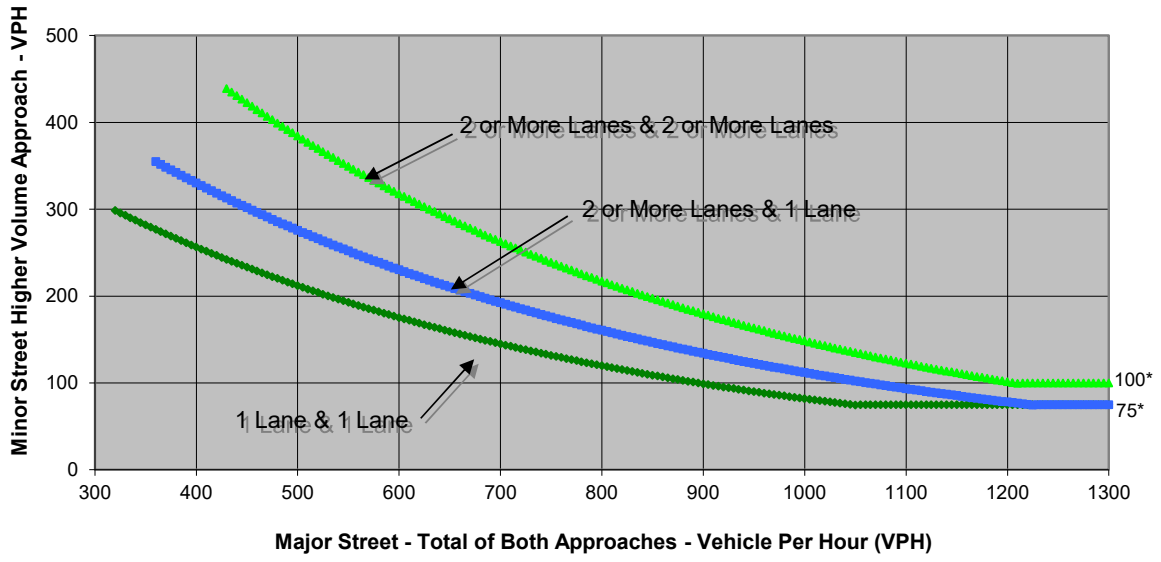
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	13	21	0
Through	0	0	69	35
Right	0	22	0	14
Total	0	35	90	49

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	Yolo County Landfill Dwy	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**139**	**35**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Palomino Place LTA
Scenario	Existing Conditions
Peak Hour	AM Peak Hour

Major Street	CR 28H
Minor Street	Yolo County Landfill Dwy

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	13	21	0
Through	0	0	69	35
Right	0	22	0	14
Total	0	35	90	49

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.2
Approach with Worst Case Delay	SB
Total Vehicles on Approach	35

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.1**	**35**	**174**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 105

Project	Palomino Place LTA
Scenario	Existing Conditions
Peak Hour	AM Peak Hour

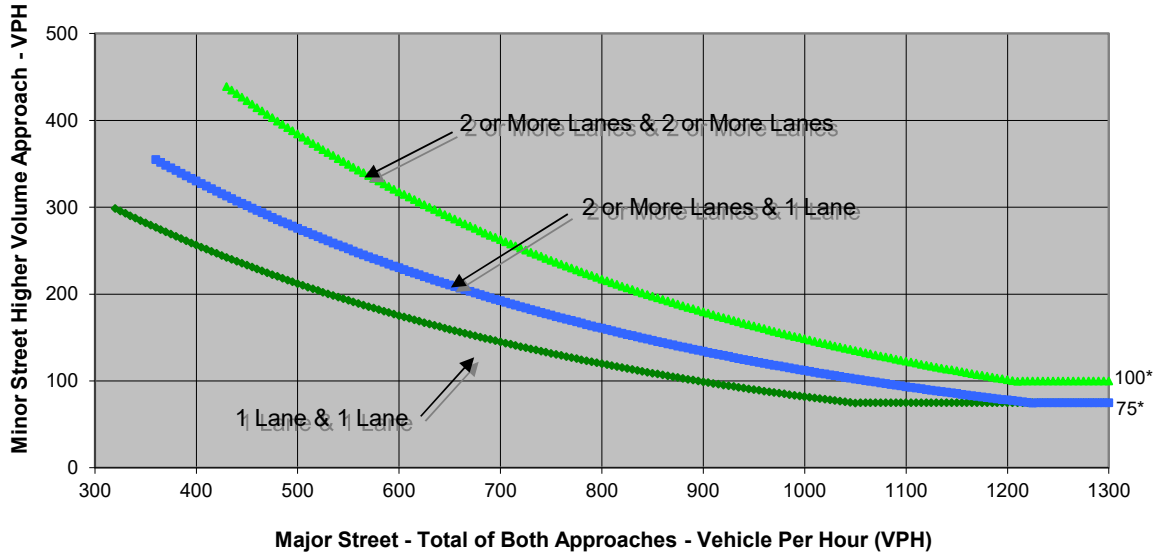
Turn Movement Volumes

	NB	SB	EB	WB
Left	49	0	0	1
Through	0	0	2	1
Right	2	0	82	0
Total	51	0	84	2

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**86**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Palomino Place LTA
Major Street	CR 28H
Scenario	Existing Conditions
Minor Street	CR 105
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	49	0	0	1
Through	0	0	2	1
Right	2	0	82	0
Total	51	0	84	2

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	51

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.1**	**51**	**137**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	CR 105	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

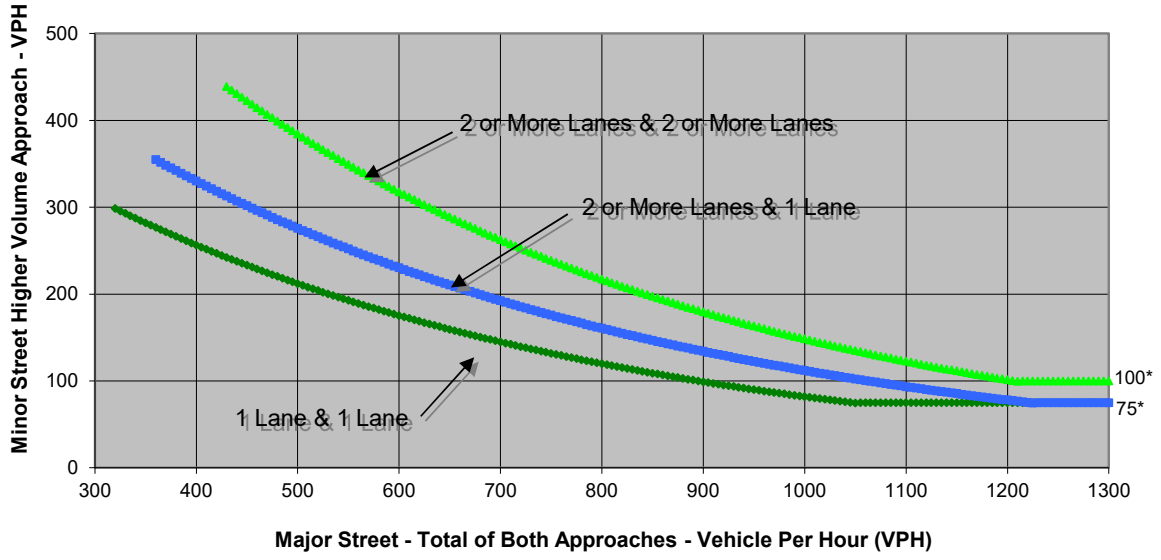
	NB	SB	EB	WB
Left	41	0	0	72
Through	0	0	7	8
Right	52	0	30	0
Total	93	0	37	80

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**93**	**80**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Palomino Place LTA
Scenario	Existing Conditions
Peak Hour	AM Peak Hour

Major Street	CR 32A
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	41	0	0	72
Through	0	0	7	8
Right	52	0	30	0
Total	93	0	37	80

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	80

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**80**	**210**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	I-80 WB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

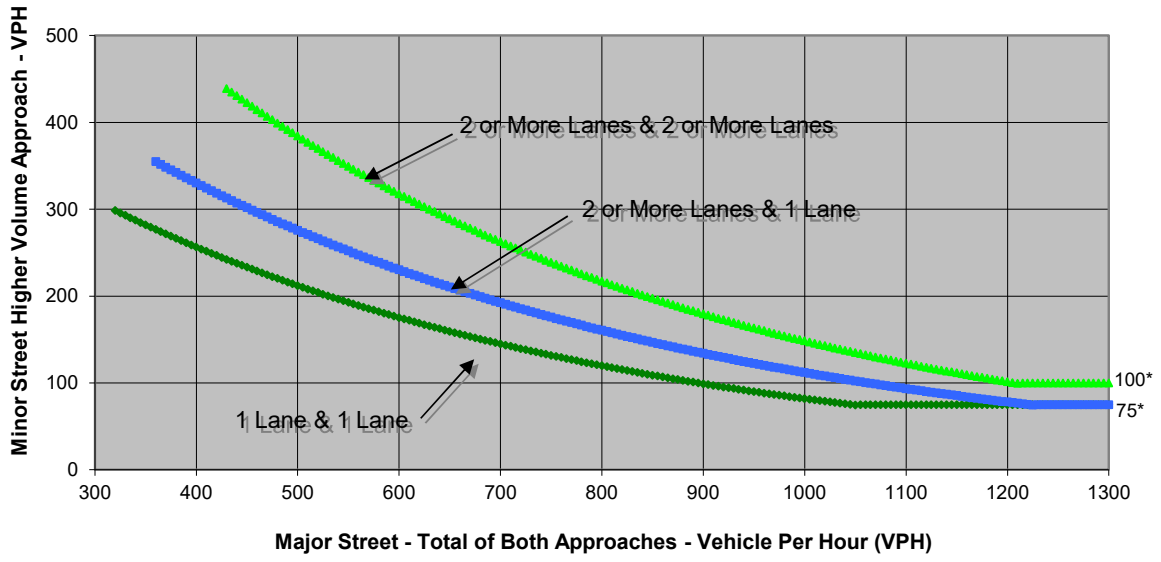
Turn Movement Volumes

	NB	SB	EB	WB
Left	89	0	0	3
Through	0	0	100	5
Right	68	0	2	0
Total	157	0	102	8

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	I-80 WB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**110**	**157**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	I-80 WB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	89	0	0	3
Through	0	0	100	5
Right	68	0	2	0
Total	157	0	102	8

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	8.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	157

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.4**	**157**	**267**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Chiles Road	Project	Palomino Place LTA
Minor Street	I-80 EB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

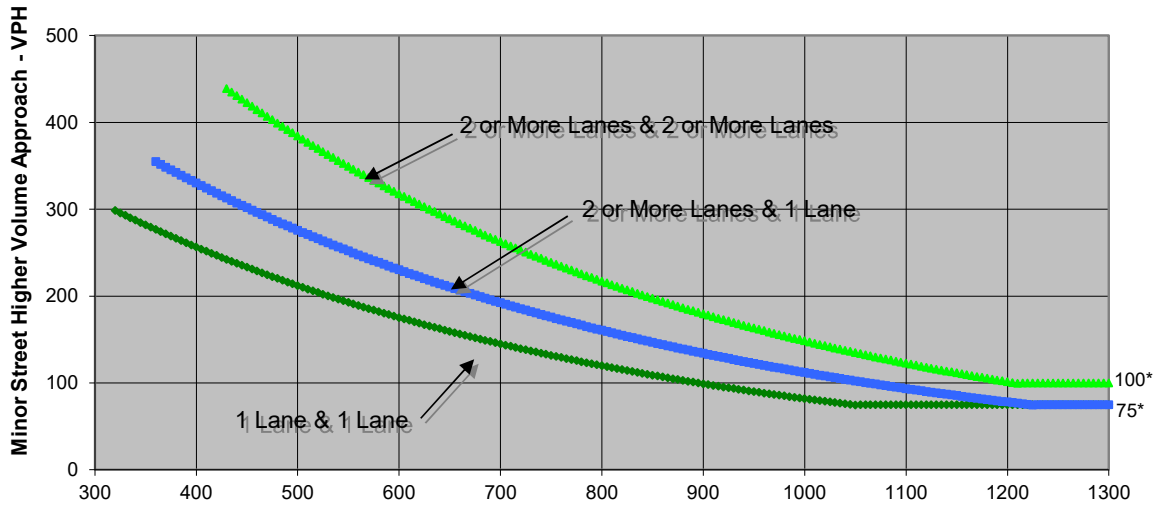
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	72	0
Through	0	0	7	55
Right	0	4	0	113
Total	0	5	79	168

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Chiles Road	I-80 EB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**247**	**5**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Chiles Road	Project	Palomino Place LTA
Minor Street	I-80 EB Ramps	Scenario	Existing Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	72	0
Through	0	0	7	55
Right	0	4	0	113
Total	0	5	79	168

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	7.5
Approach with Worst Case Delay	WB
Total Vehicles on Approach	168

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.4**	**5**	**252**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 SB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

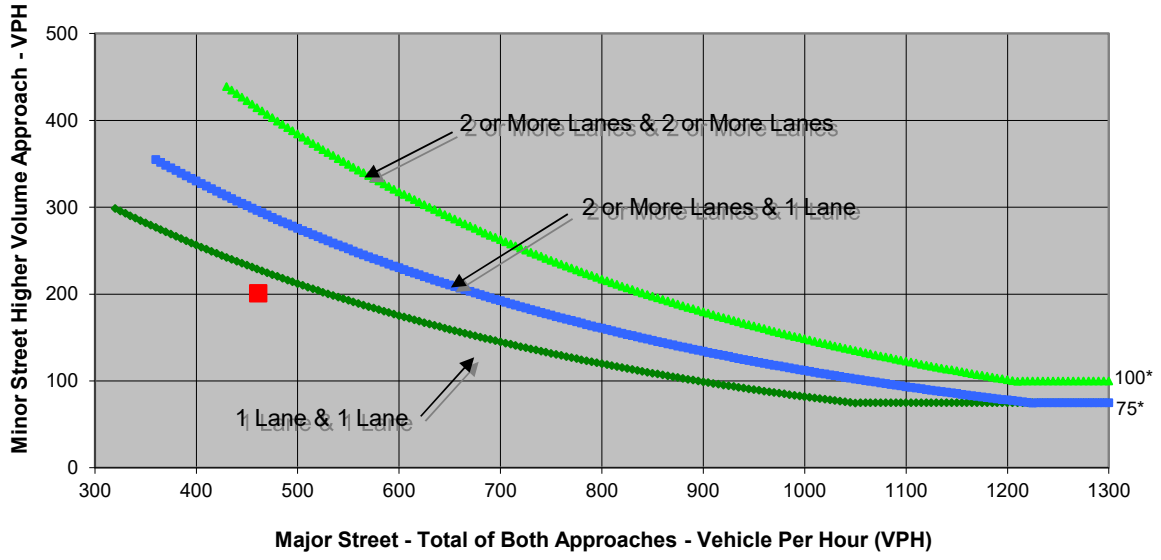
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	154	0	20
Through	0	1	258	147
Right	0	46	36	0
Total	0	201	294	167

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 SB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**461**	**201**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 SB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	154	0	20
Through	0	1	258	147
Right	0	46	36	0
Total	0	201	294	167

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	16.1
Approach with Worst Case Delay	SB
Total Vehicles on Approach	201

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.9**	**201**	**662**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 NB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

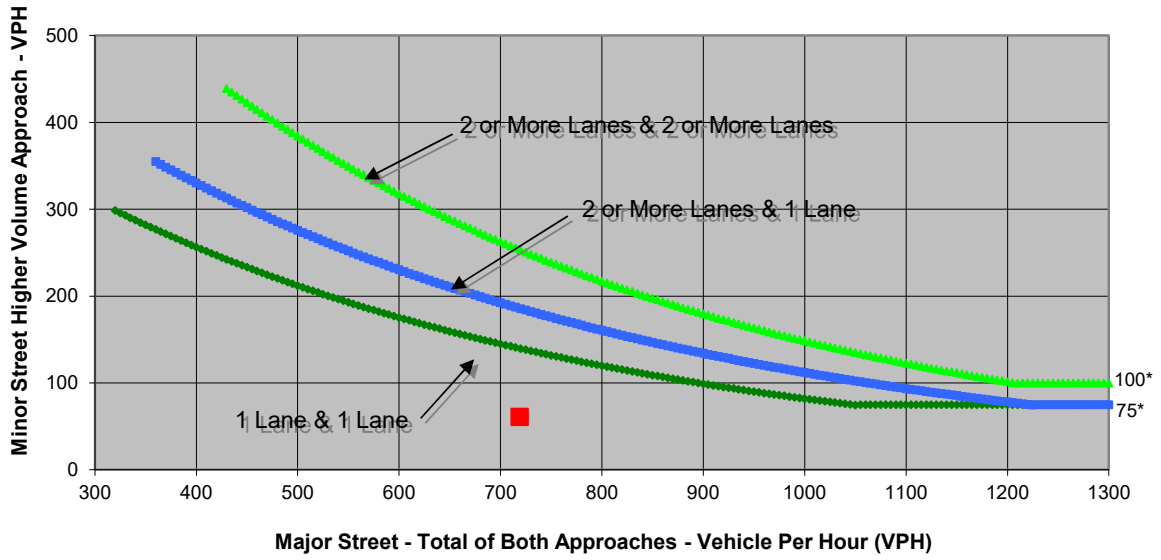
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	116	0
Through	0	0	296	136
Right	0	31	0	171
Total	0	61	412	307

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 NB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**719**	**61**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	SR 113 NB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	116	0
Through	0	0	296	136
Right	0	31	0	171
Total	0	61	412	307

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	15.1
Approach with Worst Case Delay	SB
Total Vehicles on Approach	61

	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Conditions	**0.3**	**61**	**780**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 100A	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

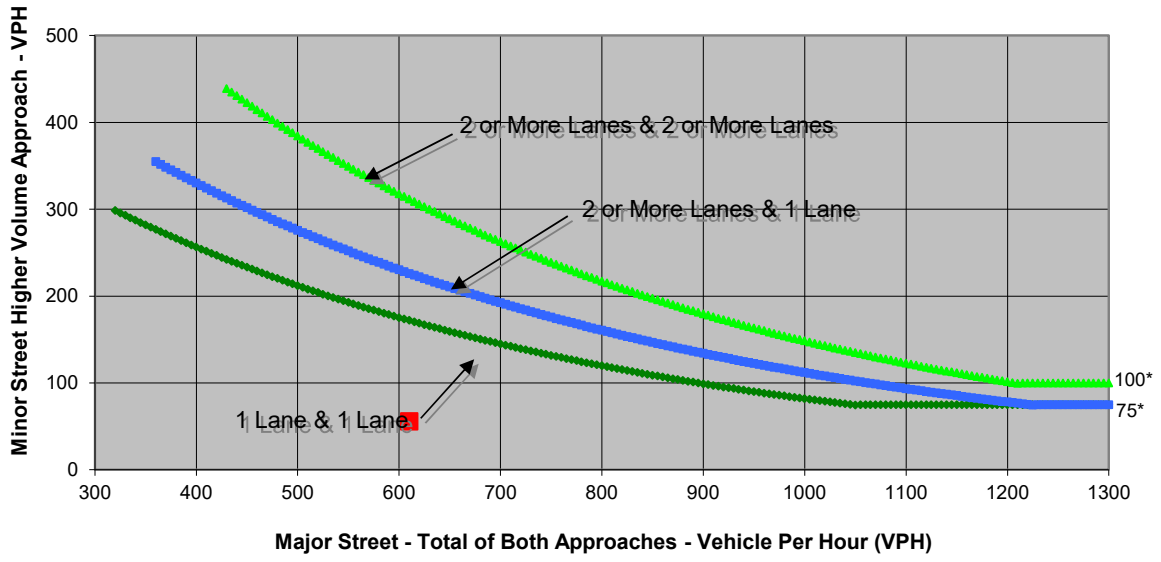
Turn Movement Volumes

	NB	SB	EB	WB
Left	36	0	4	14
Through	2	1	294	267
Right	18	4	28	3
Total	56	5	326	284

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR
ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 100A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**610**	**56**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 100A	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	36	0	4	14
Through	2	1	294	267
Right	18	4	28	3
Total	56	5	326	284

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	15.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	56

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**56**	**671**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 101A	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

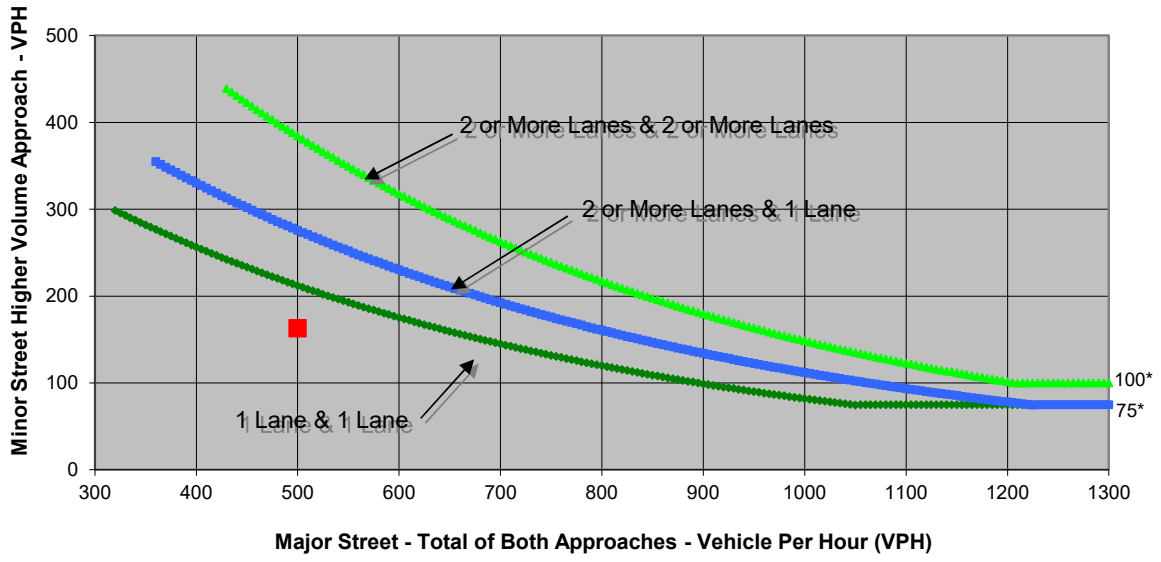
	NB	SB	EB	WB
Left	132	0	0	40
Through	0	0	176	150
Right	31	0	134	0
Total	163	0	310	190

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 101A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**500**	**163**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Palomino Place LTA
Minor Street	CR 101A	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	132	0	0	40
Through	0	0	176	150
Right	31	0	134	0
Total	163	0	310	190

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	16
Approach with Worst Case Delay	NB
Total Vehicles on Approach	163

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.7**	**163**	**663**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 29	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

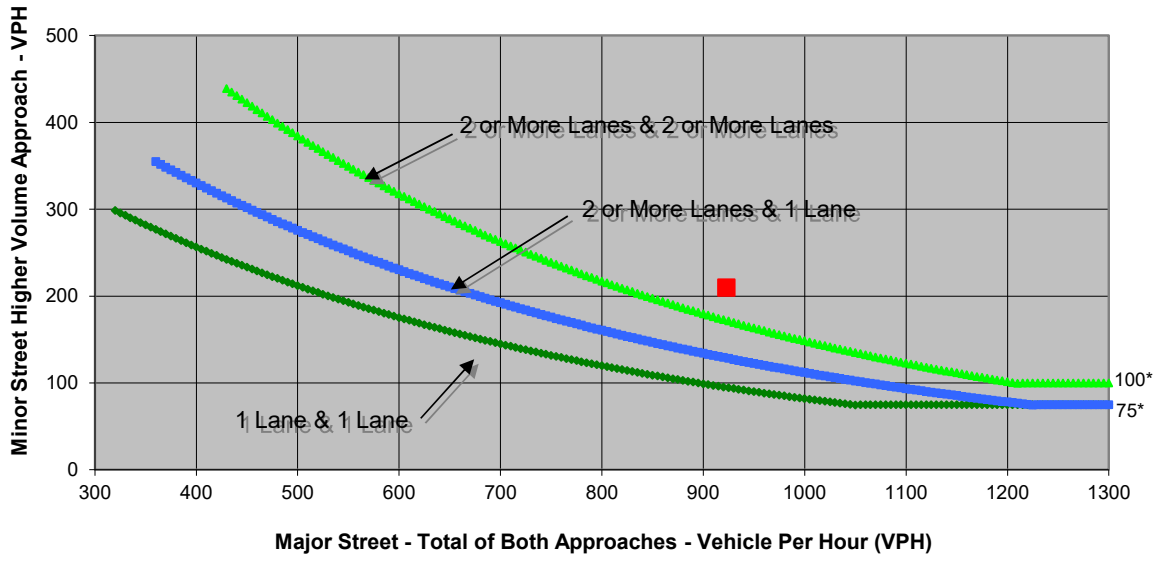
Turn Movement Volumes

	NB	SB	EB	WB
Left	106	0	110	0
Through	391	347	0	0
Right	0	79	100	0
Total	497	426	210	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 29	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**923**	**210**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 29	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	106	0	110	0
Through	391	347	0	0
Right	0	79	100	0
Total	497	426	210	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23.5
Approach with Worst Case Delay	EB
Total Vehicles on Approach	210

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**1.4**	**210**	**1,133**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 28H	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

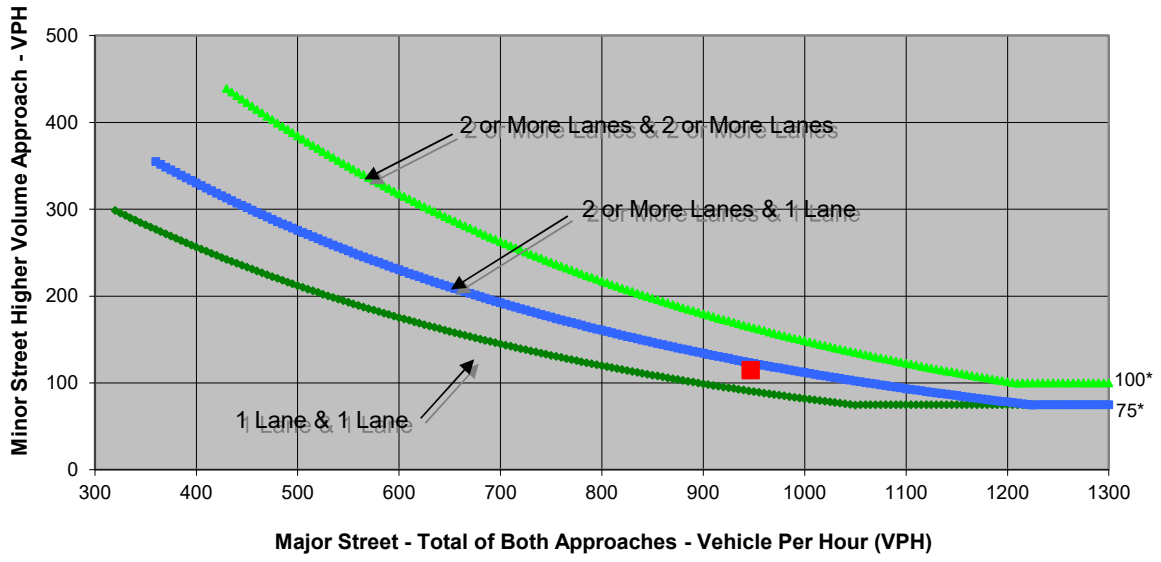
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	28
Through	457	398	0	0
Right	44	0	0	87
Total	501	446	0	115

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR
ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 28H	
Number of Approach Lanes	**1**	**2**	**NO**
Traffic Volume (VPH) *	**947**	**115**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 28H	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	28
Through	457	398	0	0
Right	44	0	0	87
Total	501	446	0	115

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	115

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.7**	**115**	**1,062**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 27	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

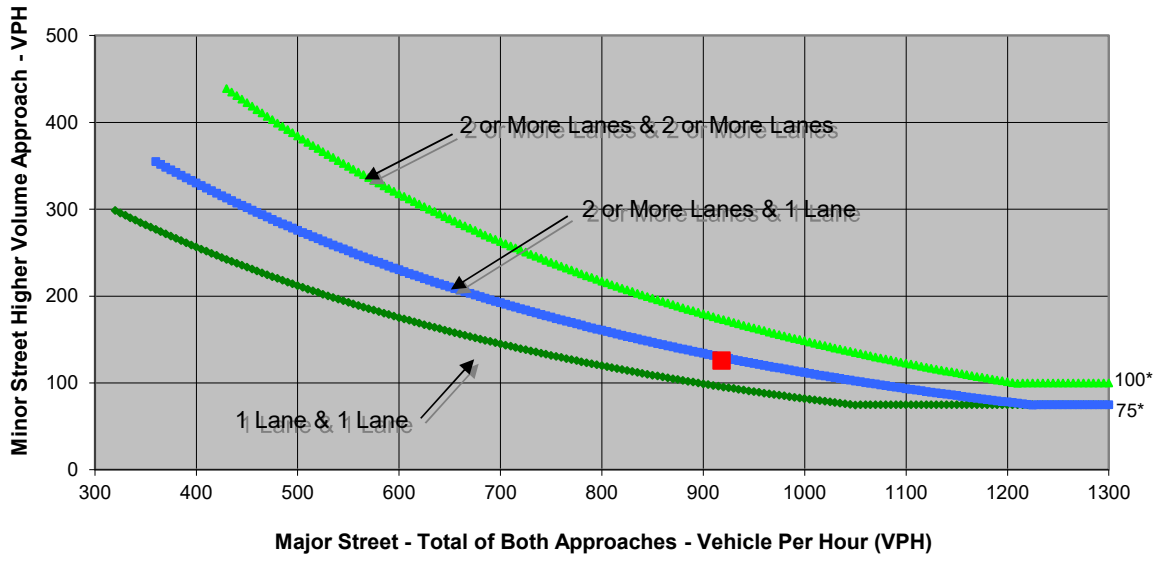
Turn Movement Volumes

	NB	SB	EB	WB
Left	55	3	35	3
Through	474	367	9	13
Right	1	18	82	4
Total	530	388	126	20

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR
ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 27	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**918**	**126**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 27	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	55	3	35	3
Through	474	367	9	13
Right	1	18	82	4
Total	530	388	126	20

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	21.6
Approach with Worst Case Delay	NB
Total Vehicles on Approach	530

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**3.2**	**126**	**1,064**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 25A

Project	Palomino Place LTA
Scenario	Existing Conditions
Peak Hour	PM Peak Hour

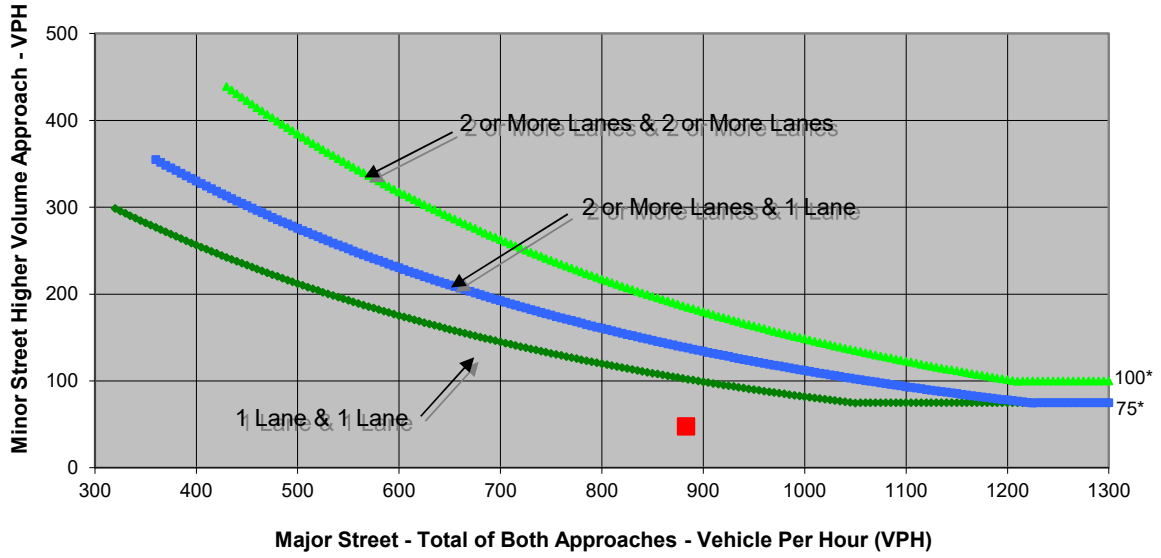
Turn Movement Volumes

	NB	SB	EB	WB
Left	55	0	10	0
Through	455	345	0	0
Right	0	28	38	0
Total	510	373	48	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 25A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**883**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102	Project	Palomino Place LTA
Minor Street	CR 25A	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	55	0	10	0
Through	455	345	0	0
Right	0	28	38	0
Total	510	373	48	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	12.4
Approach with Worst Case Delay	EB
Total Vehicles on Approach	48

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**48**	**931**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	CR 103	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

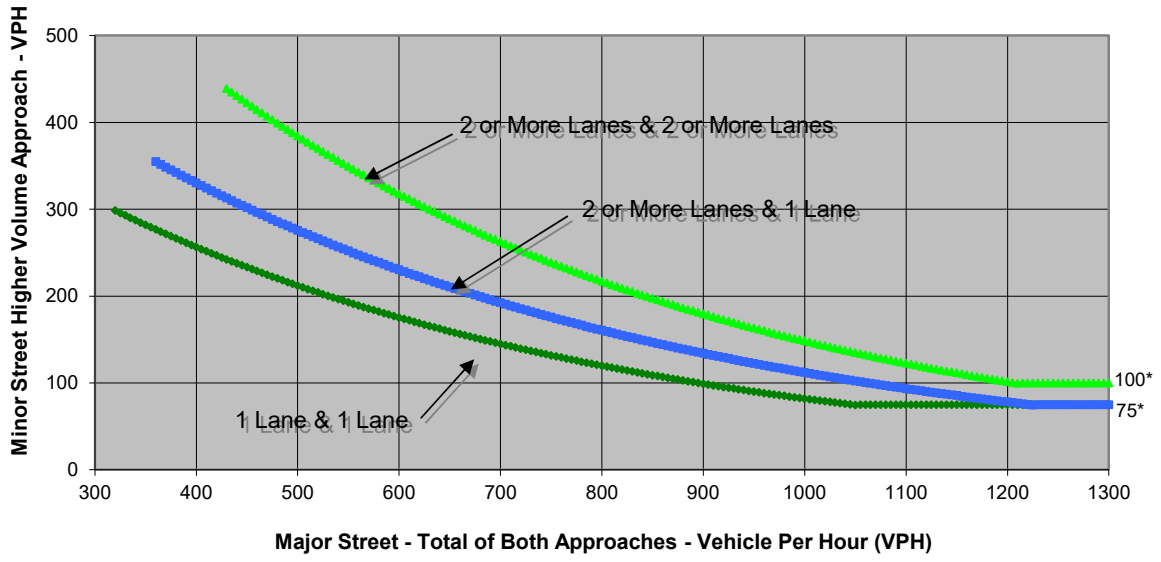
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	11	0	0
Through	0	0	94	107
Right	0	4	0	22
Total	0	15	94	129

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 103	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**223**	**15**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	CR 103	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	11	0	0
Through	0	0	94	107
Right	0	4	0	22
Total	0	15	94	129

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.9
Approach with Worst Case Delay	SB
Total Vehicles on Approach	15

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0**	**15**	**238**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	Yolo County Landfill Dwy	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

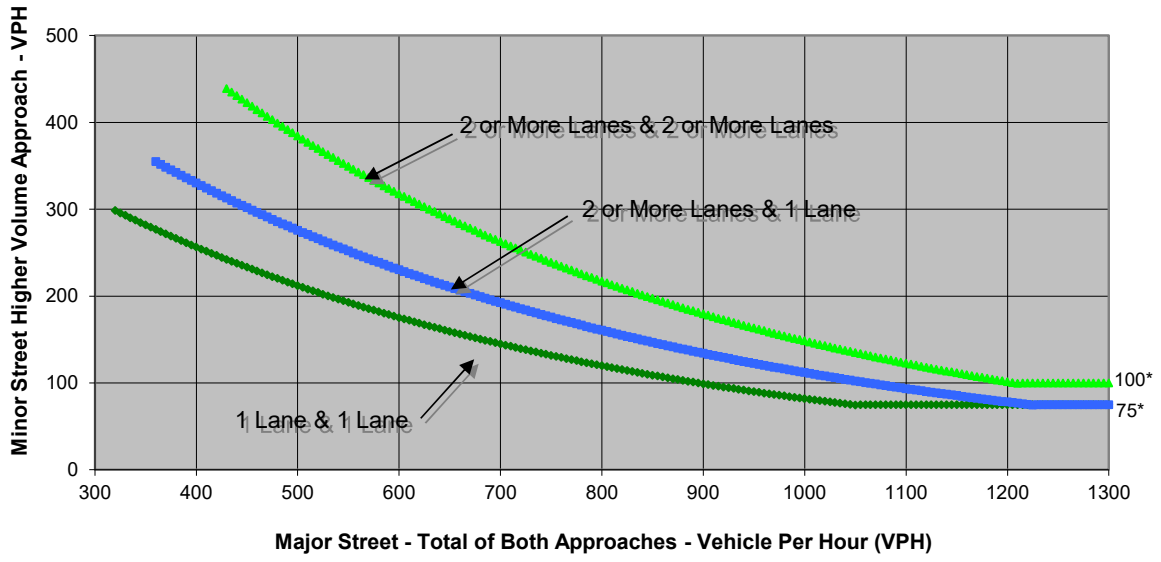
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	16	1	0
Through	0	0	105	65
Right	0	48	0	0
Total	0	64	106	65

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	Yolo County Landfill Dwy	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**171**	**64**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	Yolo County Landfill Dwy	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	16	1	0
Through	0	0	105	65
Right	0	48	0	0
Total	0	64	106	65

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.3
Approach with Worst Case Delay	SB
Total Vehicles on Approach	64

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**64**	**235**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Palomino Place LTA
Minor Street	CR 105	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

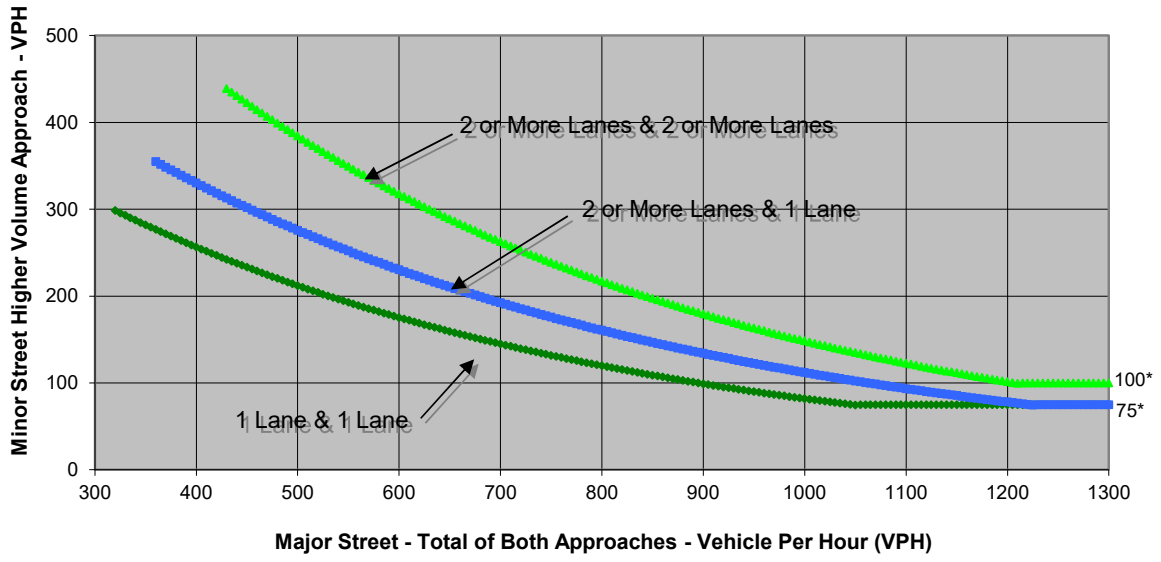
Turn Movement Volumes

	NB	SB	EB	WB
Left	66	0	0	1
Through	0	0	0	0
Right	0	0	121	0
Total	66	0	121	1

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**122**	**66**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Palomino Place LTA
Major Street	CR 28H
Scenario	Existing Conditions
Minor Street	CR 105
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	66	0	0	1
Through	0	0	0	0
Right	0	0	121	0
Total	66	0	121	1

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	66

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.2**	**66**	**188**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	CR 105	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

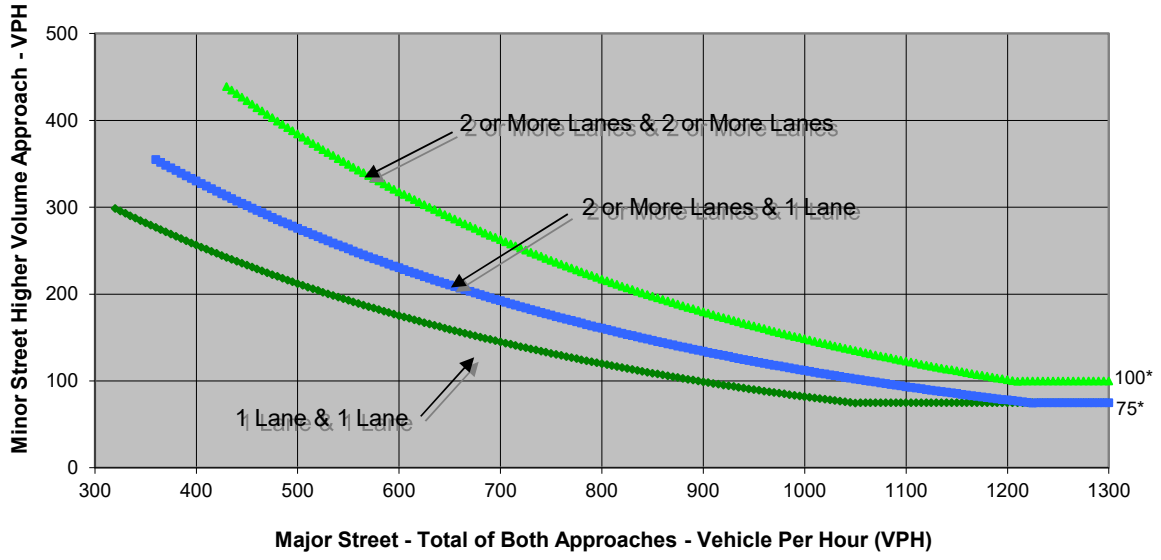
	NB	SB	EB	WB
Left	41	0	0	122
Through	0	0	5	9
Right	59	0	194	0
Total	100	0	199	131

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**100**	**199**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	CR 105	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	41	0	0	122
Through	0	0	5	9
Right	59	0	194	0
Total	100	0	199	131

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	14.8
Approach with Worst Case Delay	WB
Total Vehicles on Approach	131

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.5**	**199**	**430**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	I-80 WB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

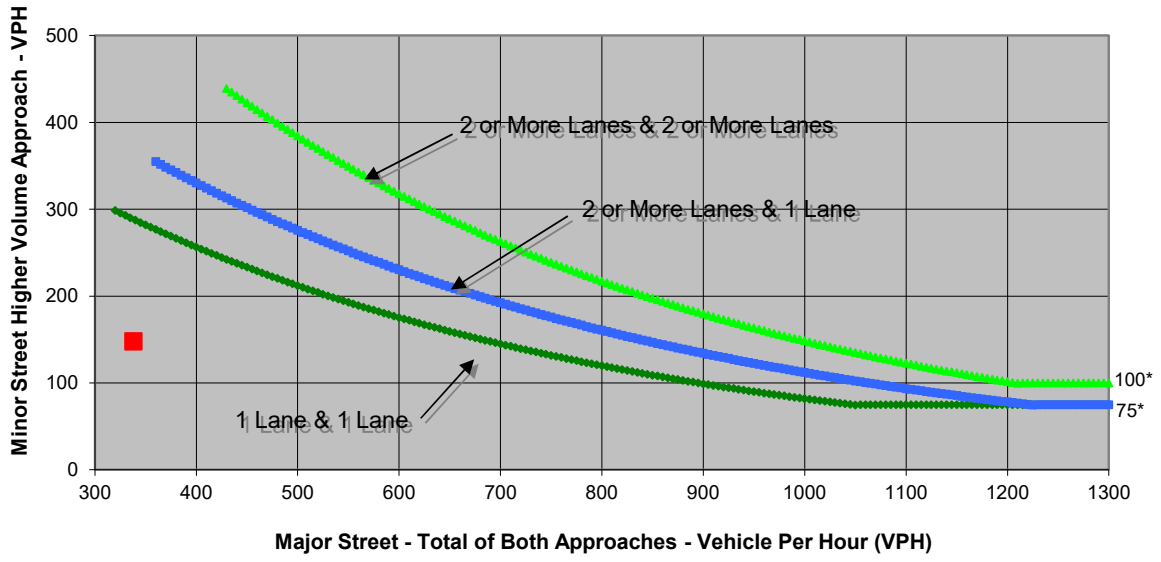
Turn Movement Volumes

	NB	SB	EB	WB
Left	97	0	0	8
Through	0	0	321	7
Right	51	0	2	0
Total	148	0	323	15

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	I-80 WB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**338**	**148**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 32A	Project	Palomino Place LTA
Minor Street	I-80 WB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	97	0	0	8
Through	0	0	321	7
Right	51	0	2	0
Total	148	0	323	15

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	6.1
Approach with Worst Case Delay	NB
Total Vehicles on Approach	148

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**0.3**	**148**	**486**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Chiles Road	Project	Palomino Place LTA
Minor Street	I-80 EB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

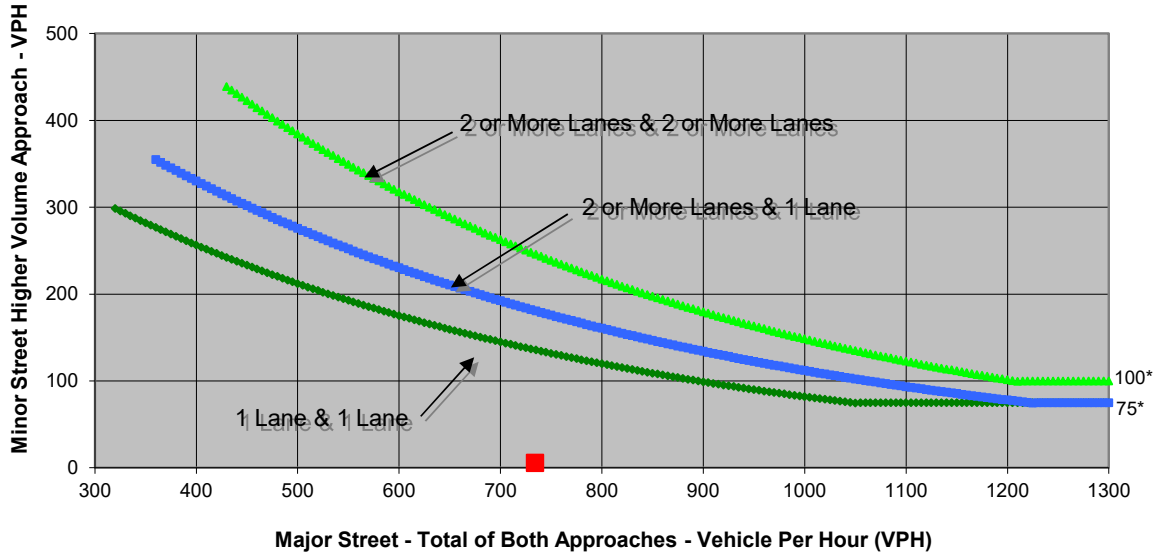
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	2	349	0
Through	0	0	13	52
Right	0	4	0	320
Total	0	6	362	372

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Chiles Road	I-80 EB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**734**	**6**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Chiles Road	Project	Palomino Place LTA
Minor Street	I-80 EB Ramps	Scenario	Existing Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	2	349	0
Through	0	0	13	52
Right	0	4	0	320
Total	0	6	362	372

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	392.2
Approach with Worst Case Delay	EB
Total Vehicles on Approach	362

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**39.4**	**6**	**740**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

APPENDIX B - EXISTING PLUS PROJECT CONDITIONS TECHNICAL CALCULATIONS

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	101.0%	6.3	0.5	A
	Through	50	48	96.8%	7.9	1.0	A
	Right Turn	160	163	101.9%	2.2	0.4	A
	Subtotal	240	242	100.8%	4.1	0.5	A
SB	Left Turn	30	27	89.0%	4.9	1.1	A
	Through	55	56	101.1%	10.8	1.2	B
	Right Turn	10	8	80.0%	4.1	1.8	A
	Subtotal	95	90	95.1%	8.5	1.4	A
EB	Left Turn	15	14	91.3%	5.4	2.1	A
	Through	230	236	102.6%	12.5	0.5	B
	Right Turn	35	36	103.1%	2.9	0.6	A
	Subtotal	280	286	102.0%	10.9	0.5	B
WB	Left Turn	90	94	104.7%	12.6	2.7	B
	Through	180	192	106.7%	16.3	2.6	C
	Right Turn	20	21	104.0%	12.5	2.5	B
	Subtotal	290	307	105.9%	14.9	2.5	B
Total		905	925	102.2%	10.1	1.0	B

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	27	88.3%	14.4	3.4	B
	Through						
	Right Turn	150	147	98.1%	1.5	0.2	A
	Subtotal	180	174	96.5%	3.4	0.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	390	395	101.2%	12.6	1.5	B
	Right Turn	25	28	112.4%	9.6	1.2	A
	Subtotal	415	423	101.8%	12.4	1.4	B
WB	Left Turn	85	89	104.7%	13.7	1.8	B
	Through	320	335	104.7%	5.3	1.0	A
	Right Turn						
	Subtotal	405	424	104.7%	7.0	1.0	A
Total		1,000	1,020	102.0%	8.5	0.9	A

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	16	103.3%	30.7	8.8	C
	Through	5	5	100.0%	26.1	18.1	C
	Right Turn	240	242	100.8%	1.8	0.4	A
	Subtotal	260	263	101.0%	4.1	1.2	A
SB	Left Turn	40	39	96.3%	28.7	9.1	C
	Through	5	5	94.0%	13.6	15.4	B
	Right Turn	15	15	98.7%	4.1	1.1	A
	Subtotal	60	58	96.7%	21.6	6.0	C
EB	Left Turn	30	28	94.0%	31.2	8.8	C
	Through	490	493	100.6%	17.0	5.3	B
	Right Turn	20	19	93.5%	6.3	1.7	A
	Subtotal	540	540	100.0%	17.3	5.1	B
WB	Left Turn	170	166	97.8%	23.2	6.7	C
	Through	375	395	105.2%	9.8	2.4	A
	Right Turn	65	63	96.2%	2.3	0.7	A
	Subtotal	610	623	102.2%	12.9	3.6	B
Total		1,470	1,484	100.9%	13.2	3.4	B

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	190	185	97.4%	34.7	4.0	C
	Through						
	Right Turn	55	64	115.6%	6.0	1.0	A
	Subtotal	245	249	101.5%	27.6	3.6	C
EB	Left Turn	70	69	98.1%	53.2	10.8	D
	Through	700	705	100.7%	12.9	3.1	B
	Right Turn						
	Subtotal	770	774	100.5%	16.7	3.4	B
WB	Left Turn						
	Through	555	563	101.4%	7.7	1.3	A
	Right Turn	290	288	99.3%	4.4	0.5	A
	Subtotal	845	851	100.7%	6.6	0.9	A
Total		1,860	1,873	100.7%	13.7	1.9	B

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	290	284	98.1%	76.2	23.9	E
	Through	5	5	100.0%	39.4	45.4	D
	Right Turn	150	145	96.9%	34.5	5.4	C
	Subtotal	445	435	97.7%	62.0	15.4	E
EB	Left Turn						
	Through	560	558	99.6%	28.8	4.8	C
	Right Turn	330	335	101.4%	29.2	7.1	C
	Subtotal	890	893	100.3%	28.9	5.6	C
WB	Left Turn	430	433	100.6%	68.2	8.9	E
	Through	695	703	101.2%	12.5	2.1	B
	Right Turn						
	Subtotal	1,125	1,136	101.0%	33.0	5.4	C
Total		2,460	2,463	100.1%	37.2	3.7	D

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	235	231	98.3%	47.3	32.1	D
	Through						
	Right Turn	300	301	100.4%	15.5	3.7	B
	Subtotal	535	532	99.5%	29.3	14.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	70	68	97.4%	31.8	7.1	C
	Through	780	773	99.1%	11.1	2.0	B
	Right Turn						
	Subtotal	850	841	99.0%	12.7	2.0	B
WB	Left Turn						
	Through	890	900	101.1%	25.1	7.6	C
	Right Turn	210	207	98.7%	10.6	2.7	B
	Subtotal	1,100	1,107	100.6%	22.3	6.7	C
Total		2,485	2,480	99.8%	20.6	5.4	C

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	145	139	95.9%	46.0	7.3	D
	Through	30	34	112.0%	37.5	16.5	D
	Right Turn	40	40	98.8%	10.2	4.6	B
	Subtotal	215	212	98.7%	38.1	7.1	D
SB	Left Turn	100	102	102.1%	37.3	4.0	D
	Through	70	70	100.1%	31.0	5.5	C
	Right Turn	170	176	103.4%	6.0	2.5	A
	Subtotal	340	348	102.4%	20.5	2.9	C
EB	Left Turn	110	108	97.7%	44.2	4.1	D
	Through	690	694	100.6%	28.1	4.5	C
	Right Turn	160	154	96.4%	15.9	6.7	B
	Subtotal	960	956	99.5%	27.9	4.2	C
WB	Left Turn	40	38	94.5%	54.8	11.8	D
	Through	740	751	101.5%	31.8	4.2	C
	Right Turn	70	70	99.4%	16.7	5.5	B
	Subtotal	850	859	101.0%	31.5	4.0	C
Total		2,365	2,374	100.4%	29.1	2.7	C

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	163	101.6%	40.0	4.8	D
	Through	60	57	95.0%	30.2	7.7	C
	Right Turn	60	61	100.8%	4.1	3.3	A
	Subtotal	280	280	100.0%	30.6	3.4	C
SB	Left Turn	50	48	96.4%	53.1	17.8	D
	Through	160	162	101.1%	33.6	4.7	C
	Right Turn	80	84	104.4%	3.2	2.3	A
	Subtotal	290	293	101.2%	28.6	6.0	C
EB	Left Turn	35	35	100.3%	55.7	19.0	E
	Through	540	536	99.3%	33.7	6.8	C
	Right Turn	260	271	104.4%	16.3	4.0	B
	Subtotal	835	843	100.9%	29.2	5.8	C
WB	Left Turn	165	164	99.4%	48.5	8.5	D
	Through	610	612	100.3%	27.2	4.4	C
	Right Turn	50	53	106.6%	7.1	2.4	A
	Subtotal	825	829	100.5%	30.5	4.2	C
Total		2,230	2,245	100.7%	29.8	3.2	C

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	145	143	98.6%	29.6	5.1	C
	Through						
	Right Turn	175	178	101.9%	3.0	0.8	A
	Subtotal	320	321	100.4%	15.0	3.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	490	484	98.7%	23.8	3.6	C
	Right Turn	185	188	101.7%	13.3	3.0	B
	Subtotal	675	672	99.5%	20.7	3.0	C
WB	Left Turn	200	209	104.5%	46.0	14.5	D
	Through	735	743	101.1%	17.6	6.0	B
	Right Turn						
	Subtotal	935	952	101.8%	24.3	8.0	C
Total		1,930	1,945	100.8%	21.3	4.5	C

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	160	168	104.8%	17.7	2.9	B
	Through						
	Right Turn	65	69	106.8%	1.5	0.3	A
	Subtotal	225	237	105.3%	12.9	2.2	B
EB	Left Turn	30	28	91.7%	30.2	6.5	C
	Through	635	631	99.4%	11.2	2.9	B
	Right Turn						
	Subtotal	665	658	99.0%	12.2	2.8	B
WB	Left Turn						
	Through	870	877	100.7%	17.0	2.1	B
	Right Turn	75	77	103.2%	8.4	1.6	A
	Subtotal	945	954	100.9%	16.3	2.0	B
Total		1,835	1,849	100.8%	14.4	1.8	B

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	72	102.9%	46.4	8.7	D
	Through	105	110	104.3%	40.2	4.3	D
	Right Turn	190	192	101.2%	8.1	2.4	A
	Subtotal	365	374	102.4%	24.5	3.8	C
SB	Left Turn	180	178	98.7%	68.6	20.7	E
	Through	190	186	98.1%	50.6	17.1	D
	Right Turn	90	95	105.6%	33.3	23.9	C
	Subtotal	460	459	99.8%	54.1	19.1	D
EB	Left Turn	35	36	103.7%	52.0	11.3	D
	Through	650	650	100.0%	29.8	5.1	C
	Right Turn	115	118	102.3%	8.3	1.9	A
	Subtotal	800	804	100.5%	27.9	4.2	C
WB	Left Turn	275	275	100.1%	71.7	11.3	E
	Through	810	820	101.2%	31.9	6.8	C
	Right Turn	115	117	101.6%	23.3	7.0	C
	Subtotal	1,200	1,212	101.0%	40.0	7.2	D
Total		2,825	2,849	100.8%	36.7	4.2	D

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	89	99.0%	36.0	5.0	D
	Through	150	153	101.9%	16.3	3.7	B
	Right Turn						
	Subtotal	240	242	100.8%	24.0	3.3	C
SB	Left Turn						
	Through	230	230	99.9%	30.6	6.7	C
	Right Turn	340	338	99.3%	14.1	2.7	B
	Subtotal	570	567	99.5%	21.0	4.4	C
EB	Left Turn	170	171	100.7%	29.8	3.2	C
	Through						
	Right Turn	90	97	107.3%	7.5	1.9	A
	Subtotal	260	268	103.0%	22.4	2.7	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,070	1,077	100.7%	22.1	2.9	C

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	250	252	100.8%	15.7	3.4	C
	Subtotal	250	252	100.8%	15.7	3.4	C
EB	Left Turn						
	Through	1,020	1,018	99.8%	6.8	1.2	A
	Right Turn						
	Subtotal	1,020	1,018	99.8%	6.8	1.2	A
WB	Left Turn						
	Through	950	961	101.2%	3.4	0.3	A
	Right Turn	25	27	106.8%	3.4	0.9	A
	Subtotal	975	988	101.3%	3.4	0.3	A
Total		2,245	2,258	100.6%	6.4	0.8	A

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	25	22	89.6%	3.5	1.0	A
	Through	70	71	101.4%	3.8	0.4	A
	Right Turn	95	96	101.1%	3.4	0.4	A
	Subtotal	190	189	99.7%	3.6	0.3	A
SB	Left Turn	20	21	102.5%	3.8	1.3	A
	Through	50	51	102.0%	3.2	0.4	A
	Right Turn	10	12	115.0%	3.4	2.1	A
	Subtotal	80	83	103.8%	3.4	0.7	A
EB	Left Turn	5	4	72.0%	2.3	1.6	A
	Through	5	5	94.0%	2.0	1.1	A
	Right Turn	50	46	92.6%	2.7	0.4	A
	Subtotal	60	55	91.0%	2.7	0.4	A
WB	Left Turn	140	139	99.0%	2.4	0.4	A
	Through	130	131	101.1%	3.4	0.5	A
	Right Turn	5	6	118.0%	1.6	1.0	A
	Subtotal	275	276	100.3%	2.9	0.4	A
Total		605	603	99.7%	3.2	0.2	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	149	99.5%	63.2	15.3	E
	Through	60	58	96.2%	41.5	13.2	D
	Right Turn	80	79	99.1%	27.3	10.9	C
	Subtotal	290	286	98.7%	48.6	12.2	D
SB	Left Turn	70	69	98.6%	42.2	8.9	D
	Through	100	98	98.1%	36.4	6.8	D
	Right Turn	70	69	98.3%	20.6	3.8	C
	Subtotal	240	236	98.3%	33.9	3.9	C
EB	Left Turn	105	101	96.5%	71.6	13.7	E
	Through	725	732	101.0%	45.1	8.4	D
	Right Turn	190	196	103.4%	36.0	11.0	D
	Subtotal	1,020	1,030	101.0%	46.2	9.3	D
WB	Left Turn	80	85	105.6%	71.4	16.3	E
	Through	750	765	102.0%	52.2	16.2	D
	Right Turn	30	35	115.0%	55.0	27.9	E
	Subtotal	860	884	102.8%	54.3	15.7	D
Total		2,410	2,436	101.1%	48.5	6.9	D

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	93	103.0%	34.0	6.6	C
	Through	25	22	89.6%	40.5	11.6	D
	Right Turn	70	70	99.7%	38.3	7.3	D
	Subtotal	185	185	99.9%	36.7	6.0	D
SB	Left Turn	60	56	94.0%	37.1	10.2	D
	Through	90	89	99.0%	36.2	6.9	D
	Right Turn	40	40	100.3%	45.3	7.1	D
	Subtotal	190	186	97.7%	38.8	5.7	D
EB	Left Turn	30	28	93.0%	53.2	15.8	D
	Through	750	755	100.6%	32.6	10.8	C
	Right Turn	95	98	103.5%	51.0	6.1	D
	Subtotal	875	881	100.7%	35.2	9.3	D
WB	Left Turn	80	81	101.4%	57.9	8.5	E
	Through	730	747	102.3%	28.9	6.7	C
	Right Turn	50	52	104.0%	38.8	7.5	D
	Subtotal	860	880	102.3%	31.9	6.6	C
Total		2,110	2,131	101.0%	34.2	5.6	C

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	36	89.5%	8.2	1.5	A
	Through	425	431	101.5%	1.4	0.2	A
	Right Turn						
	Subtotal	465	467	100.5%	1.9	0.3	A
SB	Left Turn						
	Through	475	476	100.2%	1.1	0.2	A
	Right Turn	15	17	110.0%	2.1	0.5	A
	Subtotal	490	493	100.5%	1.1	0.2	A
EB	Left Turn	15	15	98.7%	10.6	4.5	B
	Through						
	Right Turn	75	74	99.2%	7.8	1.2	A
	Subtotal	90	89	99.1%	8.3	1.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,045	1,049	100.4%	2.1	0.2	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	36	90.3%	6.3	1.3	A
	Through	360	366	101.6%	8.1	1.0	A
	Right Turn	60	63	104.7%	5.9	1.5	A
	Subtotal	460	465	101.0%	7.7	1.1	A
SB	Left Turn	80	80	99.9%	12.4	6.3	B
	Through	455	455	99.9%	15.0	5.2	B
	Right Turn	15	17	112.7%	13.0	7.7	B
	Subtotal	550	551	100.2%	14.5	5.4	B
EB	Left Turn	25	24	96.8%	6.1	1.9	A
	Through	30	31	104.0%	7.7	2.7	A
	Right Turn	75	71	94.5%	6.2	2.0	A
	Subtotal	130	126	97.2%	6.6	2.0	A
WB	Left Turn	100	96	95.8%	4.8	1.0	A
	Through	5	4	86.0%	3.1	4.4	A
	Right Turn	80	79	98.5%	5.3	1.4	A
	Subtotal	185	179	96.7%	5.0	1.0	A
Total		1,325	1,321	99.7%	10.1	2.6	B

Intersection 19 **Pole Line Rd/Donner Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	54	108.0%	4.6	1.1	A
	Through	420	424	100.8%	7.0	0.6	A
	Right Turn	20	23	112.5%	5.5	2.2	A
	Subtotal	490	500	102.0%	6.6	0.7	A
SB	Left Turn	10	10	99.0%	14.8	7.5	B
	Through	605	600	99.1%	18.1	9.6	C
	Right Turn	15	14	92.7%	19.9	18.8	C
	Subtotal	630	624	99.0%	18.0	9.5	C
EB	Left Turn	20	19	93.5%	10.9	16.0	B
	Through						
	Right Turn	75	80	106.0%	12.2	18.8	B
	Subtotal	95	98	103.4%	12.0	18.2	B
WB	Left Turn	80	80	99.9%	4.8	1.7	A
	Through						
	Right Turn	20	21	105.0%	4.6	1.1	A
	Subtotal	100	101	100.9%	4.8	1.5	A
Total		1,315	1,323	100.6%	12.1	4.7	B

Intersection 20 **Pole Line Rd/Picasso Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	17	84.5%	7.3	2.3	A
	Through	440	451	102.4%	11.5	1.5	B
	Right Turn	95	99	103.7%	9.4	3.0	A
	Subtotal	555	566	102.0%	11.0	1.7	B
SB	Left Turn	40	37	92.0%	33.5	21.2	D
	Through	705	705	100.0%	33.2	20.8	D
	Right Turn	15	17	110.0%	23.4	24.7	C
	Subtotal	760	758	99.8%	33.1	20.7	D
EB	Left Turn	20	20	102.0%	5.3	2.9	A
	Through	10	11	107.0%	4.3	3.8	A
	Right Turn	60	61	100.8%	5.0	1.6	A
	Subtotal	90	92	101.8%	5.4	1.4	A
WB	Left Turn	55	55	100.5%	4.0	1.2	A
	Through	5	4	86.0%	2.9	2.4	A
	Right Turn	30	31	103.7%	4.0	3.0	A
	Subtotal	90	91	100.8%	3.9	1.4	A
Total		1,495	1,507	100.8%	21.6	10.8	C

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	150	100.2%	53.5	14.5	D
	Through	185	190	102.8%	42.7	15.5	D
	Right Turn	50	53	105.6%	28.7	19.0	C
	Subtotal	385	393	102.2%	44.4	15.2	D
SB	Left Turn	255	258	101.1%	99.1	21.1	F
	Through	295	295	100.1%	82.5	19.2	F
	Right Turn	270	269	99.8%	63.3	20.3	E
	Subtotal	820	822	100.3%	81.6	19.6	F
EB	Left Turn	180	182	101.2%	53.4	14.0	D
	Through	480	483	100.6%	40.6	6.5	D
	Right Turn	140	138	98.5%	8.8	1.5	A
	Subtotal	800	803	100.4%	37.9	5.1	D
WB	Left Turn	70	68	97.3%	69.2	14.8	E
	Through	440	455	103.4%	49.1	12.4	D
	Right Turn	190	194	102.3%	9.0	6.0	A
	Subtotal	700	717	102.5%	39.4	10.9	D
Total		2,705	2,736	101.1%	52.6	6.3	D

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	72	103.3%	24.4	6.9	C
	Through						
	Right Turn	30	29	97.7%	27.8	7.5	C
	Subtotal	100	102	101.6%	25.5	5.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	705	715	101.5%	18.7	5.0	B
	Right Turn	80	82	102.0%	19.6	7.4	B
	Subtotal	785	797	101.5%	18.8	5.2	B
WB	Left Turn	80	76	95.5%	30.3	6.6	C
	Through	630	646	102.5%	16.4	3.4	B
	Right Turn						
	Subtotal	710	722	101.7%	17.8	3.4	B
Total		1,595	1,621	101.6%	18.8	3.5	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	25	27	106.0%	16.2	6.1	C
	Through						
	Right Turn	25	27	107.2%	6.9	2.8	A
	Subtotal	50	53	106.6%	11.9	4.0	B
SB	Left Turn	5	5	104.0%	15.2	22.7	C
	Through						
	Right Turn	10	11	107.0%	0.9	0.4	A
	Subtotal	15	16	106.0%	8.1	9.2	A
EB	Left Turn	5	5	94.0%	5.4	2.3	A
	Through	725	732	100.9%	3.8	0.7	A
	Right Turn	25	24	96.8%	3.4	0.5	A
	Subtotal	755	761	100.7%	3.8	0.6	A
WB	Left Turn	30	31	102.7%	10.2	4.3	B
	Through	650	657	101.1%	4.0	0.4	A
	Right Turn	5	5	108.0%	4.1	0.9	A
	Subtotal	685	693	101.2%	4.3	0.4	A
Total		1,505	1,523	101.2%	4.4	0.5	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	45	90.6%	20.5	5.1	C
	Through						
	Right Turn	30	32	107.7%	7.0	2.1	A
	Subtotal	80	78	97.0%	15.0	4.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	730	737	100.9%	5.6	0.7	A
	Right Turn	25	26	104.0%	5.9	1.0	A
	Subtotal	755	763	101.0%	5.6	0.7	A
WB	Left Turn	15	15	96.7%	8.4	4.4	A
	Through	635	646	101.8%	3.0	0.3	A
	Right Turn						
	Subtotal	650	661	101.7%	3.2	0.4	A
Total		1,485	1,501	101.1%	5.0	0.5	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	185	187	101.2%	16.9	3.0	B
	Through						
	Right Turn	115	114	98.8%	1.4	0.3	A
	Subtotal	300	301	100.3%	10.2	1.7	B
EB	Left Turn	50	54	108.8%	29.9	4.7	C
	Through	710	715	100.7%	12.6	1.5	B
	Right Turn						
	Subtotal	760	769	101.2%	13.7	1.4	B
WB	Left Turn						
	Through	535	547	102.2%	11.2	1.8	B
	Right Turn	70	70	100.6%	5.8	1.0	A
	Subtotal	605	617	102.0%	10.7	1.6	B
Total		1,665	1,687	101.3%	11.9	1.0	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	98.3%	18.3	9.7	C
	Through						
	Right Turn	40	41	103.3%	11.2	6.8	B
	Subtotal	70	71	101.1%	14.6	7.2	B
SB	Left Turn						
	Through						
	Right Turn	5	6	110.0%	3.4	2.3	A
	Subtotal	5	6	110.0%	3.4	2.3	A
EB	Left Turn						
	Through	865	870	100.5%	2.5	0.4	A
	Right Turn	30	33	111.0%	2.3	0.9	A
	Subtotal	895	903	100.9%	2.5	0.4	A
WB	Left Turn	15	15	99.3%	7.6	5.3	A
	Through	570	584	102.4%	2.6	0.4	A
	Right Turn	5	5	104.0%	2.2	0.4	A
	Subtotal	590	604	102.4%	2.8	0.5	A
Total		1,560	1,583	101.5%	3.3	0.6	A

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	130	126	97.2%	14.3	3.2	B
	Through						
	Right Turn	40	40	100.8%	5.8	3.4	A
	Subtotal	170	167	98.1%	12.4	3.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	795	796	100.1%	9.6	2.3	A
	Right Turn	110	116	105.7%	4.0	0.7	A
	Subtotal	905	912	100.8%	8.9	2.1	A
WB	Left Turn	40	37	91.8%	20.5	3.1	C
	Through	460	477	103.7%	7.8	2.0	A
	Right Turn						
	Subtotal	500	514	102.7%	8.7	1.9	A
Total		1,575	1,592	101.1%	9.3	2.0	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	100	98	97.9%	22.4	3.6	C
	Through						
	Right Turn	5	6	112.0%	12.3	9.7	B
	Subtotal	105	104	98.6%	21.9	3.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	700	703	100.5%	15.8	2.3	B
	Right Turn	135	135	100.2%	7.6	1.2	A
	Subtotal	835	839	100.4%	14.4	2.0	B
WB	Left Turn	140	141	100.4%	19.8	2.5	B
	Through	400	413	103.2%	5.0	0.8	A
	Right Turn						
	Subtotal	540	553	102.5%	8.9	1.1	A
Total		1,480	1,496	101.0%	12.9	1.5	B

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	170	106.1%	26.2	2.8	C
	Through	520	531	102.1%	11.3	2.8	B
	Right Turn						
	Subtotal	680	701	103.1%	14.8	2.4	B
SB	Left Turn						
	Through	760	763	100.4%	16.8	2.7	B
	Right Turn	40	43	107.8%	10.4	1.4	B
	Subtotal	800	807	100.8%	16.4	2.6	B
EB	Left Turn	20	23	112.5%	27.1	7.2	C
	Through						
	Right Turn	290	284	98.0%	2.1	0.4	A
	Subtotal	310	307	99.0%	3.6	0.7	A
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,790	1,814	101.3%	13.4	1.4	B

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	25	22	87.6%	15.1	5.7	B
	Through	190	194	102.2%	3.3	1.2	A
	Right Turn	5	6	128.0%	2.1	3.2	A
	Subtotal	220	222	101.1%	4.4	1.3	A
SB	Left Turn	55	53	95.6%	18.0	3.2	B
	Through	425	421	99.2%	4.4	1.1	A
	Right Turn	70	70	99.4%	1.6	0.7	A
	Subtotal	550	544	98.8%	5.3	0.9	A
EB	Left Turn	50	20	40.8%	16.6	4.7	B
	Through	710	5	0.6%	18.2	14.6	B
	Right Turn						
	Subtotal	760	25	3.3%	17.8	4.3	B
WB	Left Turn						
	Through	535	6	1.1%	21.6	17.0	C
	Right Turn	70	11	15.1%	4.2	2.9	A
	Subtotal	605	17	2.7%	11.1	6.5	B
Total		2,135	808	37.8%	5.3	1.0	A

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	480	475	98.9%	29.7	8.1	C
	Through	630	653	103.6%	8.8	1.3	A
	Right Turn	10	10	100.0%	5.5	2.2	A
	Subtotal	1,120	1,137	101.5%	17.7	3.9	B
SB	Left Turn	20	20	98.0%	56.4	15.2	E
	Through	950	940	98.9%	56.7	22.3	E
	Right Turn	80	83	104.0%	20.5	12.8	C
	Subtotal	1,050	1,042	99.3%	54.2	21.4	D
EB	Left Turn	40	39	97.8%	36.5	6.6	D
	Through	5	5	98.0%	27.9	27.6	C
	Right Turn	210	215	102.4%	3.0	0.6	A
	Subtotal	255	259	101.6%	9.0	2.3	A
WB	Left Turn	20	17	83.5%	32.8	15.7	C
	Through	30	31	102.3%	34.0	5.5	C
	Right Turn	20	20	98.5%	10.9	9.2	B
	Subtotal	70	67	95.9%	28.8	5.0	C
Total		2,495	2,506	100.4%	33.6	10.5	C

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	360	359	99.8%	29.8	2.6	C
	Through	530	536	101.1%	7.4	1.0	A
	Right Turn						
	Subtotal	890	895	100.6%	16.4	1.4	B
SB	Left Turn						
	Through	1,030	1,033	100.3%	22.8	3.8	C
	Right Turn	150	148	98.6%	10.6	1.2	B
	Subtotal	1,180	1,181	100.1%	21.2	3.3	C
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	295	290	98.3%	23.9	3.2	C
	Through	5	6	110.0%	25.9	19.2	C
	Right Turn	590	595	100.8%	4.2	0.7	A
	Subtotal	890	891	100.1%	10.9	1.1	B
Total		2,960	2,966	100.2%	16.4	1.5	B

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	29	97.7%	59.7	9.3	E
	Through	580	584	100.7%	42.8	2.2	D
	Right Turn	30	30	101.0%	24.7	6.6	C
	Subtotal	640	644	100.6%	42.5	2.1	D
SB	Left Turn	175	176	100.3%	66.6	12.6	E
	Through	300	296	98.6%	35.6	6.4	D
	Right Turn	280	278	99.3%	12.1	1.1	B
	Subtotal	755	750	99.3%	33.9	5.7	C
EB	Left Turn	420	416	98.9%	68.7	19.4	E
	Through	160	155	97.1%	44.2	4.6	D
	Right Turn	140	148	105.4%	2.2	0.3	A
	Subtotal	720	718	99.8%	49.4	11.3	D
WB	Left Turn	20	21	104.0%	46.1	12.7	D
	Through	70	70	99.9%	33.9	8.3	C
	Right Turn	340	349	102.5%	22.9	6.8	C
	Subtotal	430	439	102.1%	25.7	6.1	C
Total		2,545	2,551	100.2%	38.9	3.1	D

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	310	309	99.7%	6.3	3.0	A
	Through						
	Right Turn	75	74	98.8%	3.2	0.7	A
	Subtotal	385	383	99.6%	5.8	2.6	A
EB	Left Turn						
	Through	410	409	99.8%	28.9	44.4	C
	Right Turn						
	Subtotal	410	409	99.8%	28.9	44.4	C
WB	Left Turn						
	Through	380	378	99.4%	10.0	1.0	B
	Right Turn						
	Subtotal	380	378	99.4%	10.0	1.0	B
Total		1,175	1,170	99.6%	15.9	18.3	B

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	100.0%	40.0	13.5	D
	Through	280	279	99.8%	21.3	2.4	C
	Right Turn	50	50	100.6%	12.3	4.0	B
	Subtotal	340	340	99.9%	20.5	2.0	C
SB	Left Turn	80	82	102.4%	33.8	9.7	C
	Through	200	200	100.2%	18.2	2.8	B
	Right Turn	55	58	104.9%	7.1	1.6	A
	Subtotal	335	340	101.5%	20.0	2.9	B
EB	Left Turn	130	131	100.4%	21.8	2.9	C
	Through	90	89	99.1%	22.6	4.5	C
	Right Turn	10	10	95.0%	7.0	5.8	A
	Subtotal	230	229	99.7%	22.0	2.8	C
WB	Left Turn	40	41	101.5%	30.9	8.0	C
	Through	80	80	100.5%	22.5	6.0	C
	Right Turn	105	106	101.0%	10.9	2.8	B
	Subtotal	225	227	100.9%	18.5	4.0	B
Total		1,130	1,136	100.5%	20.3	1.7	C

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	102.0%	3.3	2.4	A
	Through	225	220	98.0%	7.1	0.2	A
	Right Turn	5	5	98.0%	2.4	1.2	A
	Subtotal	235	230	98.0%	7.0	0.2	A
SB	Left Turn	75	75	99.3%	9.6	1.5	A
	Through	150	149	99.4%	11.2	0.8	B
	Right Turn	25	26	102.8%	3.5	1.1	A
	Subtotal	250	249	99.7%	10.0	1.0	B
EB	Left Turn	20	18	90.5%	4.5	0.4	A
	Through	5	5	94.0%	2.3	2.5	A
	Right Turn	5	5	98.0%	2.9	0.5	A
	Subtotal	30	28	92.3%	4.2	0.4	A
WB	Left Turn	5	7	130.0%	5.4	2.8	A
	Through	5	6	116.0%	6.3	2.7	A
	Right Turn	95	102	107.8%	3.9	0.6	A
	Subtotal	105	115	109.2%	4.1	0.6	A
Total		620	622	100.3%	7.4	0.4	A

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						✣	
Traffic Vol, veh/h	0	209	32	43	130	0	0	0	0	225	0	83
Future Vol, veh/h	0	209	32	43	130	0	0	0	0	225	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	195	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	238	36	49	148	0	0	0	0	256	0	94

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	274	0	0	502	520	148
Stage 1	-	-	-	-	-	-	246	246	-
Stage 2	-	-	-	-	-	-	256	274	-
Critical Hdwy	-	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	0	-	-	1283	-	0	527	459	896
Stage 1	0	-	-	-	-	0	793	701	-
Stage 2	0	-	-	-	-	0	784	681	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1283	-	-	507	0	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	507	0	-
Stage 1	-	-	-	-	-	-	793	0	-
Stage 2	-	-	-	-	-	-	754	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1283	-	574
HCM Lane V/C Ratio	-	-	0.038	-	0.61
HCM Control Delay (s)	-	-	7.9	-	20.6
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	4.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	42	392	144	195	1	21	29
Future Vol, veh/h	42	392	144	195	1	21	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	115	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	-	0	-
Grade, %	-	0	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	48	445	164	222	1	24	33

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	386	0	-	0	0	816	275
Stage 1	-	-	-	-	0	275	-
Stage 2	-	-	-	-	0	541	-
Critical Hdwy	4.13	-	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1167	-	-	-	0	345	761
Stage 1	-	-	-	-	0	769	-
Stage 2	-	-	-	-	0	581	-
Platoon blocked, %		-	-	-	-		
Mov Cap-1 Maneuver	1167	-	-	-	0	331	761
Mov Cap-2 Maneuver	-	-	-	-	0	331	-
Stage 1	-	-	-	-	0	737	-
Stage 2	-	-	-	-	0	581	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	492
HCM Lane V/C Ratio	0.041	-	-	-	0.115
HCM Control Delay (s)	8.2	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	1	3	332	77	20	300	1	34	0	12	2	0	4
Future Vol, veh/h	1	3	332	77	20	300	1	34	0	12	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	115	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	3	377	88	23	341	1	39	0	14	2	0	5

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	-	342	0	0	465	0	0	817	817	421	822	861	342
Stage 1	-	-	-	-	-	-	-	427	429	-	388	388	-
Stage 2	-	-	-	-	-	-	-	390	388	-	434	473	-
Critical Hdwy	-	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	-	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	-	1211	-	-	1091	-	-	294	310	630	292	292	698
Stage 1	-	-	-	-	-	-	-	604	582	-	634	607	-
Stage 2	-	-	-	-	-	-	-	632	607	-	598	557	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	~ -4	~ -4	-	-	1091	-	-	288	303	630	281	286	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	288	303	-	281	286	-
Stage 1	-	-	-	-	-	-	-	604	582	-	634	594	-
Stage 2	-	-	-	-	-	-	-	615	594	-	585	557	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		0.5	17.7	12.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	336	+	-	-	1091	-	-	467
HCM Lane V/C Ratio	0.156	-	-	-	0.021	-	-	0.015
HCM Control Delay (s)	17.7	-	-	-	8.4	-	-	12.8
HCM Lane LOS	C	-	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	-	-	0

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

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	200	69	178	141	21
Future Vol, veh/h	147	200	69	178	141	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	169	230	79	205	162	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	399	0	647	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1154	-	434	753
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1154	-	401	753
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	427	-	-	1154	-
HCM Lane V/C Ratio	0.436	-	-	0.069	-
HCM Control Delay (s)	19.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	119	150	269	398	100
Future Vol, veh/h	52	119	150	269	398	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	65	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	60	137	172	309	457	115

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1168	515	572	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	212	556	991	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	556	991	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	3.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	991	-	175	556	-	-
HCM Lane V/C Ratio	0.174	-	0.342	0.246	-	-
HCM Control Delay (s)	9.4	-	35.9	13.6	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1.4	1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	284	37	57	482
Future Vol, veh/h	16	24	284	37	57	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	-	-	280	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	18	28	326	43	66	554

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1012	-	0	0	326	0
Stage 1	326	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.44	-	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	2.236	-
Pot Cap-1 Maneuver	263	0	-	-	1222	-
Stage 1	727	0	-	-	-	-
Stage 2	496	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	-	-	-	1222	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	249	1222	-
HCM Lane V/C Ratio	-	-	0.074	0.054	-
HCM Control Delay (s)	-	-	20.6	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	6	61	2	3	0	46	241	2	4	473	43
Future Vol, veh/h	15	6	61	2	3	0	46	241	2	4	473	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	16	6	66	2	3	0	49	259	2	4	509	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.3	11.4	17.6
HCM LOS	A	A	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	18%	40%	1%
Vol Thru, %	83%	7%	60%	91%
Vol Right, %	1%	74%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	289	82	5	520
LT Vol	46	15	2	4
Through Vol	241	6	3	473
RT Vol	2	61	0	43
Lane Flow Rate	311	88	5	559
Geometry Grp	1	1	1	1
Degree of Util (X)	0.418	0.134	0.009	0.703
Departure Headway (Hd)	4.848	5.472	6.26	4.527
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	649	575	794
Service Time	2.906	3.561	4.26	2.574
HCM Lane V/C Ratio	0.42	0.136	0.009	0.704
HCM Control Delay	11.4	9.4	9.3	17.6
HCM Lane LOS	B	A	A	C
HCM 95th-tile Q	2.1	0.5	0	5.9

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	15	105	26	229	1	426	15
Future Vol, veh/h	15	105	26	229	1	426	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	250	0	390	-	370	-	370
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	17	118	29	257	1	479	17

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	794	479	496	0	-	-	0
Stage 1	479	-	-	-	-	-	-
Stage 2	315	-	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-	-
Pot Cap-1 Maneuver	356	585	1063	-	-	-	-
Stage 1	621	-	-	-	-	-	-
Stage 2	738	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	346	585	1063	-	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-	-
Stage 1	604	-	-	-	-	-	-
Stage 2	738	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.9	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	1063	-	346	585	-	-	-
HCM Lane V/C Ratio	0.027	-	0.049	0.202	-	-	-
HCM Control Delay (s)	8.5	-	15.9	12.7	-	-	-
HCM Lane LOS	A	-	C	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	100	46	7	10	2
Future Vol, veh/h	1	100	46	7	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	1	105	48	7	11	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	159	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	4.3	-	-	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.38	-	-	-	3.68	3.48
Pot Cap-1 Maneuver	1442	-	-	-	792	967
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	791	967
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	816
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	79	35	14	13	22
Future Vol, veh/h	21	79	35	14	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	265	-	-	305	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	25	25	25	25	25	25
Mvmt Flow	22	83	37	15	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	164	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.35	-	-	-	6.65	6.45
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.425	-	-	-	3.725	3.525
Pot Cap-1 Maneuver	1419	-	-	-	776	973
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	764	973
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	883
HCM Lane V/C Ratio	0.016	-	-	-	0.042
HCM Control Delay (s)	7.6	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	92	1	1	49	2
Future Vol, veh/h	2	92	1	1	49	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	2	107	1	1	57	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	59	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.3	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.38	-	3.68	3.48
Pot Cap-1 Maneuver	-	-	1376	-	905	962
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	904	962
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1376	-
HCM Lane V/C Ratio	0.065	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	32	82	8	0	51	0	52	0	0	0
Future Vol, veh/h	0	7	32	82	8	0	51	0	52	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	83	83	83	83	84	83	84	83	84	84	84
Heavy Vehicles, %	10	9	9	9	9	10	9	10	9	10	10	10
Mvmt Flow	0	8	39	99	10	0	61	0	63	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	186	1	179	155	-	1	0	0	63	0	0
Stage 1	-	1	-	154	154	-	-	-	-	-	-	-
Stage 2	-	185	-	25	1	-	-	-	-	-	-	-
Critical Hdwy	-	6.59	6.29	7.19	6.59	-	4.19	-	-	4.2	-	-
Critical Hdwy Stg 1	-	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.081	3.381	3.581	4.081	-	2.281	-	-	2.29	-	-
Pot Cap-1 Maneuver	0	696	1063	768	724	0	1577	-	-	1490	-	-
Stage 1	0	881	-	832	757	0	-	-	-	-	-	-
Stage 2	0	734	-	975	881	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	668	1063	710	695	-	1577	-	-	1490	-	-
Mov Cap-2 Maneuver	-	668	-	710	695	-	-	-	-	-	-	-
Stage 1	-	881	-	799	727	-	-	-	-	-	-	-
Stage 2	-	705	-	931	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	11	3.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1577	-	-	961	709	1490	-	-
HCM Lane V/C Ratio	0.039	-	-	0.049	0.153	-	-	-
HCM Control Delay (s)	7.4	0	-	8.9	11	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	0	-	-

2: I-80 EB Ramps Performance by movement

Movement	EBR	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.2	0.4
Total Del/Veh (s)	4.4	6.1	7.2	6.7
Stop Delay (hr)	0.0	0.1	0.2	0.3
Stop Del/Veh (s)	2.0	4.6	6.5	5.6
Total Stops	4	74	97	175
Stop/Veh	0.80	0.95	0.90	0.92
Travel Dist (mi)	0.1	1.8	2.1	4.1
Travel Time (hr)	0.0	0.2	0.3	0.6
Avg Speed (mph)	12	8	6	7
Fuel Used (gal)	0.0	0.1	0.1	0.2
Fuel Eff. (mpg)	36.2	22.9	17.8	20.2
HC Emissions (g)	0	2	3	6
CO Emissions (g)	3	36	62	101
NOx Emissions (g)	0	5	9	14
Vehicles Entered	5	77	108	190
Vehicles Exited	5	78	108	191
Hourly Exit Rate	5	78	108	191
Input Volume	5	80	125	210
% of Volume	95	98	86	91
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				646
Occupancy (veh)	0	0	0	1

50: I-80 WB Ramps & County Rd 32A Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.1	0.0	0.0	0.0	0.2	0.2	0.5
Total Del/Veh (s)	2.5	3.3	6.7	2.0	9.2	9.1	6.3
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Stop Del/Veh (s)	0.0	0.0	0.1	0.0	3.1	2.9	1.7
Total Stops	0	0	0	0	93	72	165
Stop/Veh	0.00	0.00	0.00	0.00	1.00	1.00	0.57
Travel Dist (mi)	201.8	6.3	1.8	3.4	7.9	6.1	227.2
Travel Time (hr)	3.8	0.1	0.0	0.1	0.4	0.3	4.8
Avg Speed (mph)	53	53	46	50	18	18	47
Fuel Used (gal)	5.6	0.2	0.0	0.1	0.2	0.2	6.2
Fuel Eff. (mpg)	36.3	39.8	39.0	30.6	41.1	40.3	36.5
HC Emissions (g)	343	1	0	16	9	5	374
CO Emissions (g)	7239	42	34	344	199	137	7996
NOx Emissions (g)	1044	8	3	40	21	13	1130
Vehicles Entered	112	3	3	6	93	72	289
Vehicles Exited	111	3	3	6	93	72	288
Hourly Exit Rate	111	3	3	6	93	72	288
Input Volume	112	2	3	5	99	68	290
% of Volume	99	150	92	114	94	105	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							2712
Occupancy (veh)	4	0	0	0	0	0	5

51: Chiles Road & I-80 EB Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0		0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	3.8	5.5	7.6	1.9		3.8	2.4	4.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.4	0.3	0.4	0.3		1.7	2.7	0.4
Total Stops	8	0	1	4	0	0	4	17
Stop/Veh	0.10	0.00	0.01	0.04		0.00	1.00	0.06
Travel Dist (mi)	151.6	16.5	41.5	60.7	0.0	0.0	0.1	270.4
Travel Time (hr)	3.6	0.4	0.9	1.3	0.0	0.0	0.0	6.2
Avg Speed (mph)	43	43	44	47	8	9	9	44
Fuel Used (gal)	3.6	0.4	1.5	1.5	0.0	0.0	0.0	7.1
Fuel Eff. (mpg)	41.8	41.7	26.8	40.5	32.0	7.1	22.5	38.2
HC Emissions (g)	195	34	91	91	0	0	0	411
CO Emissions (g)	3571	595	2554	1909	0	8	1	8637
NOx Emissions (g)	622	102	252	272	0	1	0	1249
Vehicles Entered	76	8	75	108	0	1	4	272
Vehicles Exited	77	9	75	108	0	1	4	274
Hourly Exit Rate	77	9	75	108	0	1	4	274
Input Volume	80	7	56	125	1	1	4	274
% of Volume	96	124	135	86	0	133	94	100
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								2177
Occupancy (veh)	4	0	1	1	0	0	0	6

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.6
Total Del/Veh (s)	14.9
Stop Delay (hr)	0.5
Stop Del/Veh (s)	4.7
Total Stops	357
Stop/Veh	0.92
Travel Dist (mi)	846.4
Travel Time (hr)	19.2
Avg Speed (mph)	44
Fuel Used (gal)	23.4
Fuel Eff. (mpg)	36.1
HC Emissions (g)	1437
CO Emissions (g)	30454
NOx Emissions (g)	4313
Vehicles Entered	370
Vehicles Exited	371
Hourly Exit Rate	371
Input Volume	1148
% of Volume	32
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	1401
Occupancy (veh)	19

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	34	96.3%	6.0	0.7	A
	Through	65	65	99.8%	8.4	0.7	A
	Right Turn	160	159	99.2%	2.0	0.3	A
	Subtotal	260	257	99.0%	4.2	0.5	A
SB	Left Turn	15	15	102.0%	5.3	1.6	A
	Through	50	50	99.6%	10.4	0.7	B
	Right Turn	20	20	100.5%	4.1	2.7	A
	Subtotal	85	85	100.2%	8.1	0.8	A
EB	Left Turn	40	41	102.0%	5.7	1.0	A
	Through	210	210	100.1%	12.6	1.0	B
	Right Turn	40	43	107.5%	2.8	0.3	A
	Subtotal	290	294	101.4%	10.3	1.0	B
WB	Left Turn	200	209	104.3%	11.3	1.4	B
	Through	210	213	101.4%	13.6	2.3	B
	Right Turn	30	33	109.7%	8.4	2.5	A
	Subtotal	440	454	103.3%	12.2	1.8	B
Total		1,075	1,091	101.5%	9.5	0.9	A

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	16	106.0%	17.7	10.6	B
	Through						
	Right Turn	95	99	104.5%	1.2	0.1	A
	Subtotal	110	115	104.7%	3.7	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	450	451	100.1%	11.9	1.6	B
	Right Turn	20	21	106.0%	8.9	1.5	A
	Subtotal	470	472	100.4%	11.8	1.6	B
WB	Left Turn	95	96	100.5%	13.4	1.8	B
	Through	440	454	103.1%	4.8	1.0	A
	Right Turn						
	Subtotal	535	549	102.6%	6.4	1.0	A
Total		1,115	1,136	101.9%	8.3	1.2	A

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	16	106.0%	25.3	10.9	C
	Through	5	6	110.0%	17.6	22.9	B
	Right Turn	210	215	102.2%	1.7	0.2	A
	Subtotal	230	236	102.6%	3.7	1.0	A
SB	Left Turn	80	81	100.6%	19.1	3.2	B
	Through	5	4	88.0%	11.2	15.4	B
	Right Turn	25	26	104.4%	4.9	1.2	A
	Subtotal	110	111	100.9%	15.4	2.5	B
EB	Left Turn	15	13	87.3%	19.5	9.8	B
	Through	515	522	101.3%	13.6	1.6	B
	Right Turn	15	16	104.7%	5.7	1.2	A
	Subtotal	545	551	101.0%	13.6	1.6	B
WB	Left Turn	190	189	99.3%	21.7	5.5	C
	Through	495	508	102.6%	7.6	2.9	A
	Right Turn	35	34	97.1%	2.2	0.9	A
	Subtotal	720	730	101.4%	11.1	3.1	B
Total		1,605	1,628	101.4%	11.0	1.8	B

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	235	230	98.0%	36.1	4.9	D
	Through						
	Right Turn	80	84	105.4%	7.3	2.4	A
	Subtotal	315	315	99.9%	28.3	4.1	C
EB	Left Turn	50	48	95.8%	53.5	11.9	D
	Through	755	767	101.5%	9.3	1.2	A
	Right Turn						
	Subtotal	805	815	101.2%	11.9	1.6	B
WB	Left Turn						
	Through	640	644	100.6%	10.2	1.5	B
	Right Turn	210	205	97.7%	3.0	0.6	A
	Subtotal	850	849	99.9%	8.4	1.2	A
Total		1,970	1,978	100.4%	13.1	1.1	B

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	200	198	98.8%	51.1	10.2	D
	Through						
	Right Turn	80	83	103.9%	40.2	8.1	D
	Subtotal	280	281	100.3%	47.9	8.2	D
EB	Left Turn						
	Through	805	809	100.4%	14.2	1.9	B
	Right Turn	185	187	101.0%	11.9	3.3	B
	Subtotal	990	995	100.5%	13.8	2.1	B
WB	Left Turn	285	281	98.6%	45.2	7.2	D
	Through	770	766	99.5%	4.7	1.1	A
	Right Turn						
	Subtotal	1,055	1,047	99.3%	15.6	3.3	B
Total		2,325	2,324	99.9%	18.9	2.5	B

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	265	261	98.6%	36.1	9.4	D
	Through						
	Right Turn	565	565	100.1%	58.9	39.9	E
	Subtotal	830	827	99.6%	52.5	29.6	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	115	115	100.0%	61.2	6.0	E
	Through	905	911	100.6%	8.3	1.0	A
	Right Turn						
	Subtotal	1,020	1,026	100.5%	14.2	1.3	B
WB	Left Turn						
	Through	790	788	99.7%	26.0	2.4	C
	Right Turn	200	199	99.4%	10.6	0.9	B
	Subtotal	990	986	99.6%	23.0	2.2	C
Total		2,840	2,839	100.0%	28.7	9.1	C

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	120	120	100.2%	42.8	6.3	D
	Through	70	71	101.1%	34.2	6.1	C
	Right Turn	50	54	108.6%	8.3	4.2	A
	Subtotal	240	245	102.2%	32.2	3.6	C
SB	Left Turn	150	147	98.2%	48.1	9.8	D
	Through	75	68	90.7%	38.7	9.4	D
	Right Turn	95	95	100.2%	7.3	8.3	A
	Subtotal	320	311	97.0%	32.9	9.4	C
EB	Left Turn	125	129	102.9%	45.9	5.6	D
	Through	975	977	100.2%	23.3	1.7	C
	Right Turn	110	111	100.9%	11.4	2.8	B
	Subtotal	1,210	1,217	100.6%	24.5	1.8	C
WB	Left Turn	40	38	95.8%	50.5	9.1	D
	Through	655	645	98.5%	29.2	4.6	C
	Right Turn	100	103	103.0%	14.3	4.6	B
	Subtotal	795	786	98.9%	28.3	4.2	C
Total		2,565	2,559	99.8%	27.5	1.8	C

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	200	198	99.2%	43.4	5.5	D
	Through	125	119	95.0%	36.1	7.5	D
	Right Turn	160	159	99.1%	10.1	4.9	B
	Subtotal	485	476	98.1%	30.0	2.6	C
SB	Left Turn	70	68	97.6%	60.7	11.2	E
	Through	90	91	101.3%	33.3	4.9	C
	Right Turn	50	53	105.2%	2.2	1.7	A
	Subtotal	210	212	101.0%	34.3	5.7	C
EB	Left Turn	65	69	106.3%	78.4	25.3	E
	Through	970	949	97.8%	57.0	25.5	E
	Right Turn	135	131	96.7%	36.3	23.7	D
	Subtotal	1,170	1,149	98.2%	56.1	25.3	E
WB	Left Turn	110	108	98.3%	51.9	11.2	D
	Through	510	500	98.0%	28.3	3.8	C
	Right Turn	60	60	100.7%	5.9	0.5	A
	Subtotal	680	669	98.3%	29.8	3.0	C
Total		2,545	2,505	98.4%	41.7	11.7	D

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	110	108	98.2%	32.7	7.3	C
	Through						
	Right Turn	120	123	102.8%	5.2	4.1	A
	Subtotal	230	231	100.6%	19.0	6.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,135	1,038	91.4%	200.7	86.3	F
	Right Turn	125	124	98.8%	189.7	94.7	F
	Subtotal	1,260	1,161	92.2%	199.3	86.9	F
WB	Left Turn	90	87	96.9%	40.1	13.1	D
	Through	670	661	98.7%	13.3	3.7	B
	Right Turn						
	Subtotal	760	749	98.5%	16.2	4.5	B
Total		2,250	2,141	95.2%	106.5	38.0	F

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	150	147	98.3%	35.4	14.7	D
	Through						
	Right Turn	60	62	102.8%	2.1	2.2	A
	Subtotal	210	209	99.6%	26.5	13.0	C
EB	Left Turn	75	69	91.5%	87.6	16.3	F
	Through	1,180	1,073	90.9%	91.5	22.9	F
	Right Turn						
	Subtotal	1,255	1,142	91.0%	91.3	22.4	F
WB	Left Turn						
	Through	700	686	98.1%	18.4	3.0	B
	Right Turn	140	141	101.0%	8.2	0.9	A
	Subtotal	840	828	98.5%	16.7	2.7	B
Total		2,305	2,178	94.5%	53.4	9.7	D

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	130	125	96.5%	69.2	28.9	E
	Through	170	164	96.2%	80.0	49.6	E
	Right Turn	240	230	95.7%	36.2	37.2	D
	Subtotal	540	519	96.0%	57.8	37.3	E
SB	Left Turn	140	132	94.0%	118.1	57.8	F
	Through	150	152	101.1%	76.6	45.6	E
	Right Turn	60	61	101.2%	56.4	47.9	E
	Subtotal	350	344	98.3%	89.3	51.6	F
EB	Left Turn	65	59	91.2%	282.6	35.6	F
	Through	1,125	971	86.3%	269.9	46.0	F
	Right Turn	190	167	88.1%	223.0	32.0	F
	Subtotal	1,380	1,198	86.8%	264.4	43.9	F
WB	Left Turn	150	145	96.7%	82.7	18.9	F
	Through	700	688	98.3%	37.6	6.0	D
	Right Turn	170	170	100.0%	29.1	4.1	C
	Subtotal	1,020	1,003	98.3%	42.4	5.0	D
Total		3,290	3,063	93.1%	133.8	19.1	F

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	60	100.5%	24.0	5.5	C
	Through	360	347	96.4%	12.4	4.2	B
	Right Turn						
	Subtotal	420	407	97.0%	14.2	3.7	B
SB	Left Turn						
	Through	330	311	94.3%	22.6	9.6	C
	Right Turn	130	126	96.5%	8.9	3.9	A
	Subtotal	460	437	95.0%	18.7	7.8	B
EB	Left Turn	160	159	99.4%	21.0	3.2	C
	Through						
	Right Turn	80	78	97.0%	7.1	1.6	A
	Subtotal	240	237	98.6%	16.6	2.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,120	1,081	96.5%	16.5	4.5	B

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	140	142	101.1%	9.1	1.7	A
	Subtotal	140	142	101.1%	9.1	1.7	A
EB	Left Turn						
	Through	1,505	1,308	86.9%	169.3	17.8	F
	Right Turn						
	Subtotal	1,505	1,308	86.9%	169.3	17.8	F
WB	Left Turn						
	Through	880	866	98.4%	3.9	0.4	A
	Right Turn	40	42	105.8%	3.9	1.2	A
	Subtotal	920	909	98.8%	3.9	0.3	A
Total		2,565	2,358	91.9%	95.8	8.1	F

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	50	91.3%	3.8	0.7	A
	Through	65	65	100.2%	4.2	0.6	A
	Right Turn	240	221	92.3%	4.1	0.3	A
	Subtotal	360	337	93.5%	4.1	0.2	A
SB	Left Turn	20	21	107.0%	2.4	0.5	A
	Through	80	81	100.8%	2.8	0.3	A
	Right Turn	15	15	101.3%	2.3	0.7	A
	Subtotal	115	117	101.9%	2.7	0.3	A
EB	Left Turn	5	4	84.0%	1.6	1.0	A
	Through	10	10	96.0%	3.0	0.9	A
	Right Turn	25	26	103.2%	2.2	0.3	A
	Subtotal	40	40	99.0%	2.4	0.4	A
WB	Left Turn	85	86	100.7%	2.2	0.3	A
	Through	90	94	104.8%	2.4	0.3	A
	Right Turn	50	51	101.0%	2.2	0.5	A
	Subtotal	225	230	102.4%	2.3	0.3	A
Total		740	724	97.8%	3.2	0.2	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	88	98.0%	66.5	13.2	E
	Through	150	146	97.4%	48.3	8.5	D
	Right Turn	100	101	100.6%	37.7	9.5	D
	Subtotal	340	335	98.5%	49.6	8.0	D
SB	Left Turn	80	77	96.4%	48.6	7.0	D
	Through	50	53	106.6%	38.0	10.1	D
	Right Turn	60	63	105.0%	20.8	9.5	C
	Subtotal	190	193	101.8%	37.2	4.9	D
EB	Left Turn	200	178	89.0%	220.9	12.2	F
	Through	1,215	1,050	86.4%	189.5	16.5	F
	Right Turn	90	80	89.0%	176.8	19.2	F
	Subtotal	1,505	1,308	86.9%	193.3	15.1	F
WB	Left Turn	60	59	98.2%	62.1	11.8	E
	Through	750	742	98.9%	51.0	11.7	D
	Right Turn	30	28	93.3%	47.1	19.0	D
	Subtotal	840	828	98.6%	51.9	11.1	D
Total		2,875	2,665	92.7%	119.1	6.3	F

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	140	142	101.6%	80.6	30.2	F
	Through	110	108	97.9%	83.6	35.4	F
	Right Turn	130	128	98.2%	72.0	31.5	E
	Subtotal	380	378	99.4%	79.0	31.6	E
SB	Left Turn	60	59	98.2%	48.1	20.2	D
	Through	20	21	104.5%	42.0	21.0	D
	Right Turn	50	51	101.4%	47.1	11.9	D
	Subtotal	130	131	100.4%	46.6	12.8	D
EB	Left Turn	140	121	86.4%	93.7	46.3	F
	Through	1,140	999	87.6%	61.1	47.0	E
	Right Turn	115	99	86.4%	71.8	33.1	E
	Subtotal	1,395	1,219	87.4%	65.3	45.8	E
WB	Left Turn	80	78	97.3%	59.4	8.8	E
	Through	650	634	97.5%	31.8	3.8	C
	Right Turn	125	116	92.8%	49.8	8.6	D
	Subtotal	855	827	96.8%	37.0	3.9	D
Total		2,760	2,555	92.6%	56.1	23.2	E

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	69	92.1%	5.4	1.2	A
	Through	550	511	92.9%	1.5	0.3	A
	Right Turn						
	Subtotal	625	580	92.8%	2.0	0.4	A
SB	Left Turn						
	Through	590	599	101.5%	1.6	0.4	A
	Right Turn	30	29	95.7%	0.7	0.3	A
	Subtotal	620	627	101.2%	1.5	0.4	A
EB	Left Turn	20	22	109.0%	13.6	5.3	B
	Through						
	Right Turn	40	38	95.3%	6.5	2.2	A
	Subtotal	60	60	99.8%	9.0	2.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,305	1,268	97.1%	2.1	0.4	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	71	89.0%	11.1	6.2	B
	Through	550	507	92.1%	12.1	4.1	B
	Right Turn	150	133	88.6%	9.8	4.0	A
	Subtotal	780	711	91.1%	11.6	4.3	B
SB	Left Turn	90	89	99.0%	14.6	5.1	B
	Through	525	532	101.4%	17.6	5.8	C
	Right Turn	15	16	106.7%	10.9	5.7	B
	Subtotal	630	637	101.2%	17.0	5.6	C
EB	Left Turn	20	20	100.5%	4.2	0.6	A
	Through	5	5	102.0%	3.4	3.3	A
	Right Turn	90	92	101.7%	4.6	0.8	A
	Subtotal	115	117	101.5%	4.6	0.6	A
WB	Left Turn	120	115	96.0%	4.8	1.2	A
	Through	40	40	100.8%	4.8	1.2	A
	Right Turn	55	56	101.8%	4.2	1.1	A
	Subtotal	215	212	98.4%	4.6	1.0	A
Total		1,740	1,676	96.3%	12.4	3.1	B

Intersection 19 **Pole Line Rd/Donner Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	61	87.0%	12.4	17.8	B
	Through	765	697	91.1%	14.0	14.7	B
	Right Turn	60	56	92.8%	12.2	14.3	B
	Subtotal	895	814	90.9%	13.8	14.9	B
SB	Left Turn	25	25	101.2%	87.4	72.6	F
	Through	695	697	100.2%	78.8	59.9	F
	Right Turn	15	15	99.3%	84.6	67.3	F
	Subtotal	735	737	100.2%	79.1	60.4	F
EB	Left Turn	5	3	58.0%	302.3	320.6	F
	Through	5	4	76.0%	435.2	346.8	F
	Right Turn	110	82	74.6%	382.8	165.7	F
	Subtotal	120	89	74.0%	383.4	168.2	F
WB	Left Turn	50	48	96.0%	4.7	1.9	A
	Through						
	Right Turn	10	10	102.0%	5.0	2.9	A
	Subtotal	60	58	97.0%	4.9	1.8	A
Total		1,810	1,697	93.8%	59.9	29.3	F

Intersection 20 **Pole Line Rd/Picasso Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	53	87.5%	32.8	15.0	D
	Through	845	761	90.1%	31.7	12.6	D
	Right Turn	105	97	92.3%	29.3	14.7	D
	Subtotal	1,010	911	90.2%	31.5	12.9	D
SB	Left Turn	20	18	92.0%	74.2	11.4	F
	Through	820	790	96.3%	78.1	6.6	F
	Right Turn	15	16	103.3%	82.4	9.8	F
	Subtotal	855	824	96.3%	78.1	6.7	F
EB	Left Turn	20	20	98.5%	4.5	2.2	A
	Through	5	4	86.0%	3.5	3.2	A
	Right Turn	100	96	95.6%	4.9	1.4	A
	Subtotal	125	120	95.7%	4.9	1.1	A
WB	Left Turn	70	71	100.7%	6.4	2.5	A
	Through	5	6	110.0%	5.6	7.5	A
	Right Turn	30	30	101.3%	7.5	4.7	A
	Subtotal	105	106	101.3%	6.8	3.0	A
Total		2,095	1,960	93.6%	48.4	6.5	E

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	131	87.6%	133.1	12.4	F
	Through	455	398	87.4%	109.7	10.9	F
	Right Turn	50	39	78.4%	98.9	11.3	F
	Subtotal	655	568	86.7%	114.4	9.1	F
SB	Left Turn	320	303	94.7%	225.3	63.7	F
	Through	400	393	98.3%	196.9	61.2	F
	Right Turn	270	256	94.7%	174.1	62.2	F
	Subtotal	990	952	96.1%	200.4	61.6	F
EB	Left Turn	340	298	87.6%	162.9	85.3	F
	Through	720	642	89.2%	66.3	21.3	E
	Right Turn	220	197	89.7%	26.7	18.0	C
	Subtotal	1,280	1,138	88.9%	83.1	34.5	F
WB	Left Turn	85	75	88.2%	70.0	11.1	E
	Through	380	382	100.4%	54.3	6.1	D
	Right Turn	215	214	99.3%	8.1	3.0	A
	Subtotal	680	670	98.5%	40.5	3.1	D
Total		3,605	3,328	92.3%	113.7	17.7	F

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	52	103.6%	27.4	8.7	C
	Through						
	Right Turn	20	22	108.5%	24.5	7.1	C
	Subtotal	70	74	105.0%	26.2	6.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,060	955	90.1%	19.0	5.9	B
	Right Turn	30	29	95.7%	17.7	8.5	B
	Subtotal	1,090	984	90.2%	18.9	5.9	B
WB	Left Turn	35	36	103.1%	33.5	7.4	C
	Through	630	616	97.8%	15.3	3.6	B
	Right Turn						
	Subtotal	665	653	98.1%	16.3	3.6	B
Total		1,825	1,710	93.7%	18.3	4.3	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	16	106.0%	13.9	5.7	B
	Through	5	7	136.0%	14.8	7.9	B
	Right Turn	15	17	111.3%	6.6	3.5	A
	Subtotal	35	39	112.6%	11.5	3.5	B
SB	Left Turn	5	5	98.0%	15.8	19.1	C
	Through	5	5	98.0%	21.4	23.6	C
	Right Turn	15	16	106.7%	1.0	0.3	A
	Subtotal	25	26	103.2%	8.4	8.2	A
EB	Left Turn	35	30	86.6%	7.4	1.3	A
	Through	1,030	932	90.5%	4.3	0.8	A
	Right Turn	30	28	92.7%	3.8	0.8	A
	Subtotal	1,095	990	90.4%	4.4	0.8	A
WB	Left Turn	15	16	104.0%	11.7	8.0	B
	Through	645	633	98.1%	3.5	0.3	A
	Right Turn	5	5	92.0%	3.7	1.5	A
	Subtotal	665	653	98.2%	3.7	0.3	A
Total		1,820	1,709	93.9%	4.4	0.5	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	99.3%	16.2	7.4	C
	Through						
	Right Turn	15	14	91.3%	7.9	5.0	A
	Subtotal	45	44	96.7%	13.9	6.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,010	920	91.1%	6.5	0.9	A
	Right Turn	40	33	82.8%	6.8	1.3	A
	Subtotal	1,050	953	90.7%	6.5	0.9	A
WB	Left Turn	30	25	84.3%	10.1	4.1	B
	Through	635	623	98.1%	2.4	0.3	A
	Right Turn						
	Subtotal	665	649	97.5%	2.8	0.4	A
Total		1,760	1,645	93.5%	5.3	0.6	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	110	105	95.3%	17.1	2.1	B
	Through						
	Right Turn	70	73	104.0%	1.1	0.2	A
	Subtotal	180	178	98.7%	10.6	1.5	B
EB	Left Turn	90	80	88.4%	29.1	5.4	C
	Through	935	857	91.7%	12.8	2.3	B
	Right Turn						
	Subtotal	1,025	937	91.4%	14.1	2.4	B
WB	Left Turn						
	Through	595	576	96.8%	10.7	0.9	B
	Right Turn	145	137	94.7%	6.3	0.7	A
	Subtotal	740	713	96.4%	9.8	0.7	A
Total		1,945	1,827	93.9%	12.1	1.6	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	25	25	98.0%	17.1	6.1	C
	Through						
	Right Turn	25	26	105.2%	9.5	3.4	A
	Subtotal	50	51	101.6%	13.1	3.8	B
SB	Left Turn						
	Through						
	Right Turn	5	5	108.0%	2.6	1.7	A
	Subtotal	5	5	108.0%	2.6	1.7	A
EB	Left Turn						
	Through	1,005	927	92.2%	2.5	0.4	A
	Right Turn	40	36	89.8%	2.4	0.9	A
	Subtotal	1,045	963	92.1%	2.5	0.4	A
WB	Left Turn	25	22	87.2%	7.7	3.1	A
	Through	710	681	96.0%	3.0	0.2	A
	Right Turn						
	Subtotal	735	703	95.7%	3.2	0.3	A
Total		1,835	1,722	93.8%	3.1	0.3	A

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	120	127	105.6%	13.4	3.4	B
	Through						
	Right Turn	5	6	120.0%	1.2	1.7	A
	Subtotal	125	133	106.2%	13.1	3.5	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	855	793	92.7%	8.2	1.5	A
	Right Turn	175	158	90.2%	4.4	0.5	A
	Subtotal	1,030	951	92.3%	7.6	1.3	A
WB	Left Turn	20	17	82.5%	17.3	6.8	B
	Through	615	576	93.6%	8.1	1.0	A
	Right Turn						
	Subtotal	635	592	93.3%	8.4	1.1	A
Total		1,790	1,676	93.6%	8.4	1.2	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	108.0%	6.5	3.1	A
	Through						
	Right Turn	5	5	102.0%	3.5	1.3	A
	Subtotal	10	11	105.0%	5.4	2.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	850	789	92.8%	6.9	0.9	A
	Right Turn	10	10	98.0%	3.1	2.2	A
	Subtotal	860	799	92.9%	6.9	0.9	A
WB	Left Turn	5	4	74.0%	4.7	2.9	A
	Through	630	588	93.3%	3.0	0.3	A
	Right Turn						
	Subtotal	635	592	93.2%	3.0	0.3	A
Total		1,505	1,401	93.1%	5.3	0.4	A

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	200	186	93.1%	28.2	2.6	C
	Through	625	583	93.3%	12.5	1.9	B
	Right Turn						
	Subtotal	825	770	93.3%	16.7	1.8	B
SB	Left Turn						
	Through	850	794	93.4%	13.5	1.8	B
	Right Turn	20	20	97.5%	6.7	1.2	A
	Subtotal	870	813	93.5%	13.4	1.8	B
EB	Left Turn	10	9	90.0%	31.1	8.7	C
	Through						
	Right Turn	200	205	102.7%	1.8	0.3	A
	Subtotal	210	214	102.1%	3.3	0.7	A
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,905	1,797	94.3%	13.6	1.4	B

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	163	101.9%	26.3	2.6	C
	Through	660	654	99.1%	11.9	1.6	B
	Right Turn	15	17	110.7%	10.1	6.1	B
	Subtotal	835	834	99.8%	14.6	1.5	B
SB	Left Turn	50	47	94.8%	30.1	6.1	C
	Through	280	264	94.3%	14.5	2.0	B
	Right Turn	135	131	97.0%	4.2	0.9	A
	Subtotal	465	442	95.1%	13.0	1.2	B
EB	Left Turn	90	197	218.9%	23.9	4.1	C
	Through	935	6	0.6%	24.8	21.4	C
	Right Turn						
	Subtotal	1,025	203	19.8%	24.2	3.9	C
WB	Left Turn						
	Through	595	9	1.6%	43.2	26.6	D
	Right Turn	145	39	26.7%	12.0	6.1	B
	Subtotal	740	48	6.5%	17.6	7.6	B
Total		3,065	1,527	49.8%	15.5	1.3	B

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	345	326	94.5%	35.1	5.7	D
	Through	650	604	93.0%	20.3	2.1	C
	Right Turn	25	27	106.4%	16.6	7.1	B
	Subtotal	1,020	957	93.8%	25.2	3.4	C
SB	Left Turn	140	130	93.0%	81.3	30.2	F
	Through	685	628	91.6%	93.6	65.5	F
	Right Turn	210	206	98.0%	29.3	34.8	C
	Subtotal	1,035	964	93.1%	79.2	53.8	E
EB	Left Turn	160	146	91.4%	49.0	20.6	D
	Through	150	151	100.7%	43.3	15.5	D
	Right Turn	615	598	97.2%	67.9	61.6	E
	Subtotal	925	895	96.7%	60.3	45.4	E
WB	Left Turn	80	78	97.8%	51.6	27.7	D
	Through	30	31	104.0%	36.9	6.5	D
	Right Turn	30	31	104.7%	14.4	4.7	B
	Subtotal	140	141	100.6%	38.3	12.7	D
Total		3,120	2,956	94.8%	52.2	24.8	D

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	205	174	85.1%	36.6	5.5	D
	Through	400	341	85.2%	10.4	1.2	B
	Right Turn						
	Subtotal	605	515	85.2%	19.5	3.1	B
SB	Left Turn						
	Through	1,235	1,110	89.9%	177.7	67.6	F
	Right Turn	145	141	97.4%	110.6	49.2	F
	Subtotal	1,380	1,252	90.7%	170.7	65.6	F
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	380	382	100.5%	30.8	8.1	C
	Through	5	8	164.0%	20.6	16.3	C
	Right Turn	620	619	99.8%	3.6	0.4	A
	Subtotal	1,005	1,009	100.4%	13.9	3.4	B
Total		2,990	2,776	92.8%	85.2	29.1	F

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	25	23	90.8%	69.2	25.5	E
	Through	505	499	98.9%	60.7	29.8	E
	Right Turn	135	137	101.6%	38.7	28.4	D
	Subtotal	665	659	99.1%	55.9	29.7	E
SB	Left Turn	270	242	89.4%	212.0	45.0	F
	Through	420	403	95.9%	95.8	19.4	F
	Right Turn	230	216	94.0%	60.0	16.2	E
	Subtotal	920	860	93.5%	122.2	27.6	F
EB	Left Turn	400	198	49.4%	234.7	101.3	F
	Through	320	151	47.2%	60.7	11.3	E
	Right Turn	55	28	50.4%	3.0	0.9	A
	Subtotal	775	376	48.6%	156.2	61.4	F
WB	Left Turn	30	28	94.3%	35.6	12.4	D
	Through	35	35	99.4%	31.8	8.3	C
	Right Turn	200	201	100.5%	19.8	7.7	B
	Subtotal	265	264	99.7%	23.2	5.9	C
Total		2,625	2,160	82.3%	93.2	17.6	F

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	75	69	91.5%	53.3	55.6	D
	Through						
	Right Turn	40	36	90.0%	3.0	1.1	A
	Subtotal	115	105	91.0%	37.7	39.6	D
EB	Left Turn						
	Through	700	310	44.3%	606.0	120.3	F
	Right Turn						
	Subtotal	700	310	44.3%	606.0	120.3	F
WB	Left Turn						
	Through	290	274	94.6%	7.2	2.9	A
	Right Turn						
	Subtotal	290	274	94.6%	7.2	2.9	A
Total		1,105	689	62.3%	240.1	37.7	F

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	98.0%	27.8	7.6	C
	Through	385	386	100.3%	20.1	5.2	C
	Right Turn	20	21	105.0%	13.5	6.3	B
	Subtotal	420	422	100.4%	20.1	5.0	C
SB	Left Turn	110	97	88.5%	33.1	4.7	C
	Through	215	198	92.3%	15.2	1.9	B
	Right Turn	75	70	93.6%	7.5	1.6	A
	Subtotal	400	366	91.5%	18.7	2.0	B
EB	Left Turn	120	115	95.8%	21.3	6.3	C
	Through	65	71	109.2%	19.6	5.7	B
	Right Turn	30	31	104.3%	7.0	3.9	A
	Subtotal	215	217	101.1%	18.9	3.9	B
WB	Left Turn	20	19	94.5%	36.9	13.9	D
	Through	40	40	101.0%	25.3	10.9	C
	Right Turn	65	67	103.5%	14.4	9.4	B
	Subtotal	125	127	101.3%	21.1	8.5	C
Total		1,160	1,132	97.6%	19.5	3.5	B

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	14	90.0%	5.0	1.1	A
	Through	335	332	99.1%	7.5	0.4	A
	Right Turn	5	7	142.0%	3.1	3.1	A
	Subtotal	355	353	99.3%	7.3	0.4	A
SB	Left Turn	90	83	91.7%	10.1	1.6	B
	Through	160	151	94.5%	10.9	1.0	B
	Right Turn	15	15	101.3%	2.5	1.7	A
	Subtotal	265	249	93.9%	10.1	1.1	B
EB	Left Turn	10	9	93.0%	5.0	1.4	A
	Through	10	9	88.0%	5.3	1.5	A
	Right Turn	5	5	104.0%	1.6	1.7	A
	Subtotal	25	23	93.2%	5.0	0.9	A
WB	Left Turn	10	9	88.0%	4.8	2.4	A
	Through	25	25	101.2%	5.9	1.2	A
	Right Turn	75	81	107.6%	3.9	0.4	A
	Subtotal	110	115	104.4%	4.4	0.6	A
Total		755	740	97.9%	7.8	0.7	A

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						✣	
Traffic Vol, veh/h	0	258	36	20	147	0	0	0	0	164	1	46
Future Vol, veh/h	0	258	36	20	147	0	0	0	0	164	1	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	195	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	297	41	23	169	0	0	0	0	189	1	53

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	338	0	0	533	553	169
Stage 1	-	-	-	-	-	-	215	215	-
Stage 2	-	-	-	-	-	-	318	338	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1221	-	0	507	441	875
Stage 1	0	-	-	-	-	0	821	725	-
Stage 2	0	-	-	-	-	0	738	641	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1221	-	-	497	0	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	0	-
Stage 1	-	-	-	-	-	-	821	0	-
Stage 2	-	-	-	-	-	-	724	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1221	-	549
HCM Lane V/C Ratio	-	-	0.019	-	0.442
HCM Control Delay (s)	-	-	8	-	16.6
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	2.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	306	136	181	30	31
Future Vol, veh/h	116	306	136	181	30	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	352	156	208	34	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	364	0	-	0	878	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	618	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1195	-	-	-	318	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1195	-	-	-	283	779
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1195	-	-	-	418
HCM Lane V/C Ratio	0.112	-	-	-	0.168
HCM Control Delay (s)	8.4	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.6

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	304	28	14	277	3	36	2	18	0	1	4
Future Vol, veh/h	4	304	28	14	277	3	36	2	18	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	349	32	16	318	3	41	2	21	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	381	0	0	730	728	365	739	743	320
Stage 1	-	-	-	-	-	-	375	375	-	352	352	-
Stage 2	-	-	-	-	-	-	355	353	-	387	391	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1239	-	-	1177	-	-	338	350	680	333	343	721
Stage 1	-	-	-	-	-	-	646	617	-	665	632	-
Stage 2	-	-	-	-	-	-	662	631	-	637	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1239	-	-	1177	-	-	331	344	680	317	337	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	344	-	317	337	-
Stage 1	-	-	-	-	-	-	643	615	-	662	623	-
Stage 2	-	-	-	-	-	-	648	622	-	613	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	15.8	11.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	397	1239	-	-	1177	-	-	587
HCM Lane V/C Ratio	0.162	0.004	-	-	0.014	-	-	0.01
HCM Control Delay (s)	15.8	7.9	-	-	8.1	-	-	11.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	186	134	1	40	160	132	31
Future Vol, veh/h	186	134	1	40	160	132	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	221	160	1	48	190	157	37

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	-	381	0	587	301
Stage 1	-	-	-	-	-	301	-
Stage 2	-	-	-	-	-	286	-
Critical Hdwy	-	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	1177	-	472	739
Stage 1	-	-	-	-	-	751	-
Stage 2	-	-	-	-	-	763	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -42	~ -42	-	472	739
Mov Cap-2 Maneuver	-	-	-	-	-	472	-
Stage 1	-	-	-	-	-	751	-
Stage 2	-	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0		16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	507	-	-	+	-
HCM Lane V/C Ratio	0.383	-	-	-	-
HCM Control Delay (s)	16.4	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	1.8	-	-	-	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	110	116	429	378	79
Future Vol, veh/h	110	110	116	429	378	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	65	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	115	121	447	394	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1124	435	476	0	-	0
Stage 1	435	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	227	621	1086	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	621	1086	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	1.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1086	-	202	621	-	-
HCM Lane V/C Ratio	0.111	-	0.567	0.185	-	-
HCM Control Delay (s)	8.7	-	43.9	12.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.1	0.7	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	87	490	49	48	423
Future Vol, veh/h	34	87	490	49	48	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	-	-	280	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	91	510	51	50	441

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1051	-	0	0	510	0
Stage 1	510	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	251	0	-	-	1055	-
Stage 1	603	0	-	-	-	-
Stage 2	583	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	-	-	-	1055	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	239	1055	-
HCM Lane V/C Ratio	-	-	0.148	0.047	-
HCM Control Delay (s)	-	-	22.7	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	9	82	3	13	4	55	507	1	3	392	18
Future Vol, veh/h	35	9	82	3	13	4	55	507	1	3	392	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	9	85	3	13	4	57	523	1	3	404	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	10	25.4	15.9
HCM LOS	B	A	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	28%	15%	1%
Vol Thru, %	90%	7%	65%	95%
Vol Right, %	0%	65%	20%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	563	126	20	413
LT Vol	55	35	3	3
Through Vol	507	9	13	392
RT Vol	1	82	4	18
Lane Flow Rate	580	130	21	426
Geometry Grp	1	1	1	1
Degree of Util (X)	0.806	0.218	0.038	0.608
Departure Headway (Hd)	4.999	6.049	6.629	5.141
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	592	538	703
Service Time	3.028	4.098	4.694	3.173
HCM Lane V/C Ratio	0.799	0.22	0.039	0.606
HCM Control Delay	25.4	10.8	10	15.9
HCM Lane LOS	D	B	A	C
HCM 95th-tile Q	8.4	0.8	0.1	4.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	38	55	488	0	370	28
Future Vol, veh/h	10	38	55	488	0	370	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	250	0	390	-	370	-	370
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	40	59	519	0	394	30

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1031	394	424	0	-	-	0
Stage 1	394	-	-	-	-	-	-
Stage 2	637	-	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	-
Pot Cap-1 Maneuver	258	655	1135	-	-	-	-
Stage 1	681	-	-	-	-	-	-
Stage 2	527	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	245	655	1135	-	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-	-
Stage 1	646	-	-	-	-	-	-
Stage 2	527	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	1135	-	245	655	-	-	-
HCM Lane V/C Ratio	0.052	-	0.043	0.062	-	-	-
HCM Control Delay (s)	8.3	-	20.4	10.9	0	-	-
HCM Lane LOS	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	113	22	11	4
Future Vol, veh/h	0	99	113	22	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	0	116	133	26	13	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	159	0	-	0	262	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	4.22	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.308	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	1362	-	-	-	706	875
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1362	-	-	-	706	875
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1362	-	-	-	744
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s)	0	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	110	71	0	16	48
Future Vol, veh/h	1	110	71	0	16	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	265	-	-	305	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	1	133	86	0	19	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	221	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	4.19	-	-	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.281	-	-	-	3.581	3.381
Pot Cap-1 Maneuver	1467	-	-	-	752	954
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1467	-	-	-	751	954
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1467	-	-	-	894
HCM Lane V/C Ratio	0.001	-	-	-	0.086
HCM Control Delay (s)	7.5	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	126	1	0	72	0
Future Vol, veh/h	0	126	1	0	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	148	1	0	85	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	76	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1403	-	915	974
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	914	974
Mov Cap-2 Maneuver	-	-	-	-	914	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	914	-	-	1403	-
HCM Lane V/C Ratio	0.093	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	224	127	9	0	56	0	65	0	0	0
Future Vol, veh/h	0	5	224	127	9	0	56	0	65	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	81	81	81	81	87	81	87	81	87	87	87
Heavy Vehicles, %	2	3	3	3	3	2	3	2	3	2	2	2
Mvmt Flow	0	6	277	157	11	0	69	0	80	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	219	1	321	179	-	1	0	0	80	0	0
Stage 1	-	1	-	178	178	-	-	-	-	-	-	-
Stage 2	-	218	-	143	1	-	-	-	-	-	-	-
Critical Hdwy	-	6.53	6.23	7.13	6.53	-	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.027	3.327	3.527	4.027	-	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	678	1081	630	713	0	1615	-	-	1518	-	-
Stage 1	0	893	-	821	750	0	-	-	-	-	-	-
Stage 2	0	721	-	857	893	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	647	1081	449	681	-	1615	-	-	1518	-	-
Mov Cap-2 Maneuver	-	647	-	449	681	-	-	-	-	-	-	-
Stage 1	-	893	-	784	716	-	-	-	-	-	-	-
Stage 2	-	689	-	633	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	17.3	3.4	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1615	-	-	1065	459	1518	-	-
HCM Lane V/C Ratio	0.043	-	-	0.265	0.366	-	-	-
HCM Control Delay (s)	7.3	0	-	9.6	17.3	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	1.7	0	-	-

2: I-80 EB Ramps Performance by movement

Movement	EBR	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	2.1	2.1	4.2
Total Del/Veh (s)	3.2	25.0	24.6	24.6
Stop Delay (hr)	0.0	2.1	2.1	4.1
Stop Del/Veh (s)	3.2	24.3	24.4	24.1
Total Stops	6	306	178	490
Stop/Veh	1.00	0.99	0.59	0.79
Travel Dist (mi)	0.2	7.2	6.0	13.4
Travel Time (hr)	0.0	2.6	2.5	5.1
Avg Speed (mph)	11	3	2	3
Fuel Used (gal)	0.0	0.8	0.8	1.6
Fuel Eff. (mpg)	42.5	8.7	7.7	8.3
HC Emissions (g)	0	6	5	11
CO Emissions (g)	0	138	127	266
NOx Emissions (g)	0	20	17	36
Vehicles Entered	6	306	302	614
Vehicles Exited	6	305	302	613
Hourly Exit Rate	6	305	302	613
Input Volume	6	364	355	726
% of Volume	92	84	85	84
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				75
Occupancy (veh)	0	3	2	5

50: I-80 WB Ramps & County Rd 32A Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.2	0.2	0.3
Total Delay (hr)	0.7	0.0	0.0	0.0	0.2	0.1	1.0
Total Del/Veh (s)	6.7	8.5	6.6	5.1	6.7	4.9	6.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Stop Del/Veh (s)	0.0	0.0	1.2	0.1	4.2	3.9	1.3
Total Stops	0	0	2	0	116	52	170
Stop/Veh	0.00	0.00	0.33	0.00	1.00	1.00	0.31
Travel Dist (mi)	649.1	4.2	3.5	3.5	9.8	4.4	674.5
Travel Time (hr)	12.6	0.1	0.1	0.1	0.6	0.2	13.7
Avg Speed (mph)	52	51	43	47	18	18	49
Fuel Used (gal)	16.4	0.1	0.1	0.1	0.3	0.1	17.1
Fuel Eff. (mpg)	39.7	42.3	27.9	25.7	36.8	35.8	39.4
HC Emissions (g)	369	1	1	2	4	3	379
CO Emissions (g)	9063	23	106	116	168	97	9574
NOx Emissions (g)	1542	5	6	7	12	8	1581
Vehicles Entered	359	2	6	6	116	52	541
Vehicles Exited	357	2	6	7	116	52	540
Hourly Exit Rate	357	2	6	7	116	52	540
Input Volume	356	2	8	8	118	51	542
% of Volume	100	89	77	93	98	101	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							952
Occupancy (veh)	13	0	0	0	1	0	14

51: Chiles Road & I-80 EB Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	39.3	1.5	5.9	34.5	0.0	0.0	81.2
Total Del/Veh (s)	370.6	379.5	342.2	343.8	5.3	2.8	354.2
Stop Delay (hr)	39.2	1.5	5.9	34.8	0.0	0.0	81.3
Stop Del/Veh (s)	369.3	374.6	342.1	347.0	5.0	3.5	354.9
Total Stops	358	14	56	337	1	5	771
Stop/Veh	0.94	1.00	0.90	0.93	1.00	1.00	0.93
Travel Dist (mi)	693.2	25.9	32.2	186.4	0.0	0.1	937.9
Travel Time (hr)	55.3	2.1	6.6	38.5	0.0	0.0	102.4
Avg Speed (mph)	13	13	5	5	7	8	9
Fuel Used (gal)	23.2	0.9	2.2	10.9	0.0	0.0	37.2
Fuel Eff. (mpg)	29.8	30.1	14.7	17.1	18.2	18.2	25.2
HC Emissions (g)	279	2	33	89	0	0	404
CO Emissions (g)	5894	91	1166	2334	0	1	9487
NOx Emissions (g)	1097	21	86	258	0	0	1462
Vehicles Entered	356	14	60	349	1	5	785
Vehicles Exited	306	12	52	302	1	5	678
Hourly Exit Rate	306	12	52	302	1	5	678
Input Volume	364	13	52	355	2	4	791
% of Volume	84	92	100	85	44	118	86
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							131
Occupancy (veh)	55	2	7	38	0	0	102

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	86.9
Total Del/Veh (s)	322.0
Stop Delay (hr)	85.8
Stop Del/Veh (s)	317.9
Total Stops	1431
Stop/Veh	1.47
Travel Dist (mi)	1993.1
Travel Time (hr)	129.7
Avg Speed (mph)	15
Fuel Used (gal)	67.2
Fuel Eff. (mpg)	29.7
HC Emissions (g)	991
CO Emissions (g)	26283
NOx Emissions (g)	3908
Vehicles Entered	905
Vehicles Exited	797
Hourly Exit Rate	797
Input Volume	2969
% of Volume	27
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	207
Occupancy (veh)	130

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	200	13	325	18	350	20	0%	0%
EB	Through/Right	1	350	275	9	400	21	375	11	0%	0%
WB	U/Left Turn	1	175	225	2	250	8	225	0	49%	4%
WB	Through	1	525	375	26	650	26	550	9	0%	0%
WB	Through	2	525	175	13	425	24	525	29	0%	0%
SB	Left/Through	1	1,025	275	38	450	96	500	114	0%	0%
SB	Right Turn	1	875	100	8	175	19	200	26	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	150	75	4	125	17	175	39	0%	0%
EB	Through	1	525	100	10	175	24	225	31	2%	1%
EB	Through	2	525	100	12	200	27	250	30	0%	0%
WB	Through	1	475	250	25	425	47	450	57	0%	0%
WB	Through	2	475	150	19	275	54	375	89	4%	1%
WB	Right Turn	1	175	75	12	175	41	225	43	0%	0%
NB	Left/Through	1	1,275	175	23	275	77	350	102	0%	0%
NB	Right Turn	1	575	100	7	175	19	225	40	0%	0%

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Plus Project Conditions**
Queue Length By Lane **AM Peak Hour**
Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	75	5	125	8	125	19	0%	0%
WB	Left/Through	1	1,150	100	8	175	21	200	33	0%	0%
WB	Right Turn	1	1,150	25	0	25	4	25	13	0%	0%
NB	Left Turn	1	300	100	9	150	16	175	25	0%	0%
NB	Left Turn	2	300	125	7	175	14	200	26	0%	0%
NB	Through	1	500	50	8	125	14	150	25	0%	0%
NB	Through	2	500	50	7	100	15	125	27	0%	0%
SB	Through	1	450	150	18	300	23	325	40	0%	0%
SB	Through	2	450	200	19	350	17	350	25	1%	1%
SB	Right Turn	1	350	50	5	75	14	125	34	0%	0%

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	3,375	150	90	300	272	375	322	0%	0%
WB	Through	1	400	50	5	100	12	125	22	0%	0%
WB	Through	2	400	75	6	125	9	150	19	0%	0%
SB	Left Turn	1	1,100	50	11	100	31	150	49	0%	0%
SB	Left Turn	2	1,100	50	6	75	9	100	22	0%	0%
SB	Right Turn	1	825	25	4	75	5	75	15	0%	0%

Intersection: 2: I-80 EB Ramps

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	51	78	82
Average Queue (ft)	5	43	48
95th Queue (ft)	27	76	80
Link Distance (ft)	143	68	68
Upstream Blk Time (%)		1	2
Queuing Penalty (veh)		1	2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: I-80 WB Ramps & County Rd 32A

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	3	103
Average Queue (ft)	0	51
95th Queue (ft)	3	87
Link Distance (ft)	2911	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 51: Chiles Road & I-80 EB Ramps

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	71	80	33
Average Queue (ft)	9	5	4
95th Queue (ft)	44	39	20
Link Distance (ft)	10402	2911	68
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 3

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	150	15	275	33	300	37	0%	0%
EB	Through/Right	1	350	150	10	275	29	325	40	0%	0%
WB	U/Left Turn	1	175	200	8	250	4	225	1	22%	3%
WB	Through	1	525	150	23	375	40	450	39	0%	0%
WB	Through	2	525	50	12	150	49	300	137	0%	0%
SB	Left/Through	1	1,025	175	12	275	22	325	33	0%	0%
SB	Right Turn	1	875	75	5	125	14	150	21	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	150	100	5	175	13	175	21	5%	3%
EB	Through	1	525	100	8	175	21	200	39	2%	1%
EB	Through	2	525	100	8	175	25	200	50	0%	0%
WB	Through	1	475	225	16	350	30	400	25	0%	0%
WB	Through	2	475	175	15	300	17	350	36	6%	1%
WB	Right Turn	1	175	75	11	175	34	250	0	0%	0%
NB	Left/Through	1	1,275	200	71	400	259	550	345	0%	0%
NB	Right Turn	1	575	325	90	575	153	625	135	6%	8%

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Plus Project Conditions**
Queue Length By Lane **PM Peak Hour**
Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	125	10	175	19	225	44	0%	0%
WB	Left/Through	1	1,150	125	8	175	14	200	38	0%	0%
WB	Right Turn	1	1,150	25	0	25	5	25	21	0%	0%
NB	Left Turn	1	300	50	4	100	12	125	32	0%	0%
NB	Left Turn	2	300	75	5	125	8	150	20	0%	0%
NB	Through	1	500	50	4	100	9	125	19	0%	0%
NB	Through	2	500	50	5	100	9	125	18	0%	0%
SB	Through	1	450	400	98	625	132	525	81	0%	0%
SB	Through	2	450	400	86	625	109	550	59	47%	20%
SB	Right Turn	1	350	250	97	525	164	400	112	0%	0%

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	3,375	2,950	331	4,225	379	3,425	0	0%	0%
WB	Through	1	400	25	5	75	10	100	25	0%	0%
WB	Through	2	400	50	6	100	10	100	24	0%	0%
SB	Left Turn	1	1,100	50	24	100	54	125	58	0%	0%
SB	Left Turn	2	1,100	25	4	50	7	75	10	0%	0%
SB	Right Turn	1	825	25	2	50	5	75	15	0%	0%

Intersection: 2: I-80 EB Ramps

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	28	86	86
Average Queue (ft)	5	83	83
95th Queue (ft)	21	86	87
Link Distance (ft)	143	68	68
Upstream Blk Time (%)		68	67
Queuing Penalty (veh)		245	242
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: I-80 WB Ramps & County Rd 32A

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	22	95
Average Queue (ft)	2	45
95th Queue (ft)	14	76
Link Distance (ft)	2911	446
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 51: Chiles Road & I-80 EB Ramps

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	1745	1836	27
Average Queue (ft)	1074	1088	5
95th Queue (ft)	1940	2181	22
Link Distance (ft)	10402	2911	68
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 486

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 SB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

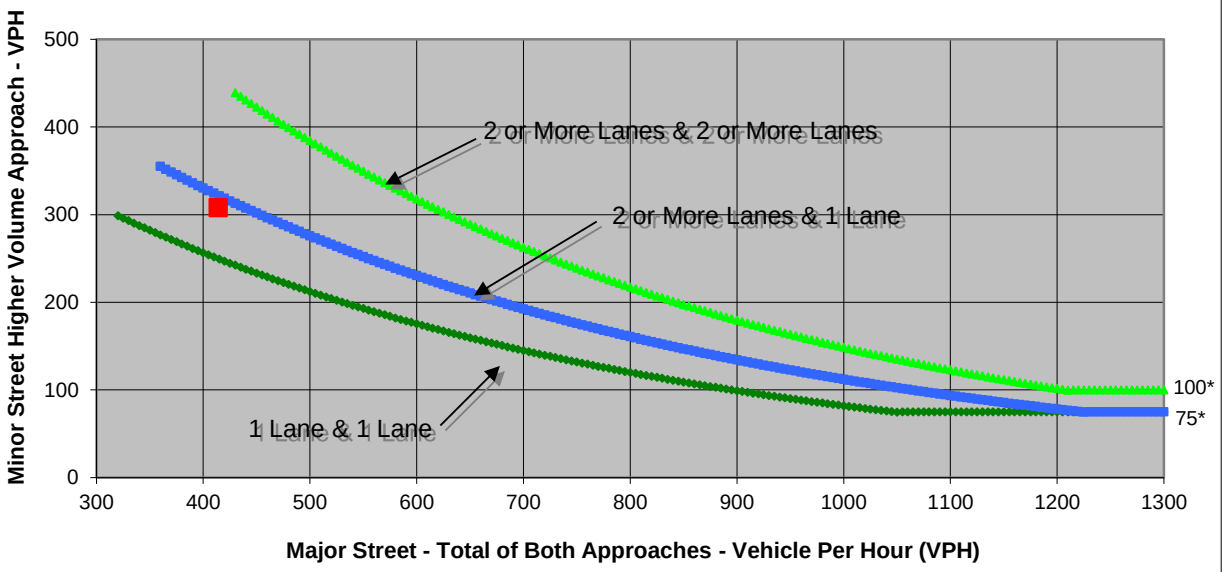
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	225	0	43
Through	0	0	209	130
Right	0	83	32	0
Total	0	308	241	173

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 SB Ramps	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**414**	**308**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 29
Scenario	Existing Plus Project Conditions
Minor Street	SR 113 SB Ramps
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	225	0	43
Through	0	0	209	130
Right	0	83	32	0
Total	0	308	241	173

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.6
Approach with Worst Case Delay	SB
Total Vehicles on Approach	308

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**1.8**	**308**	**722**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 NB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

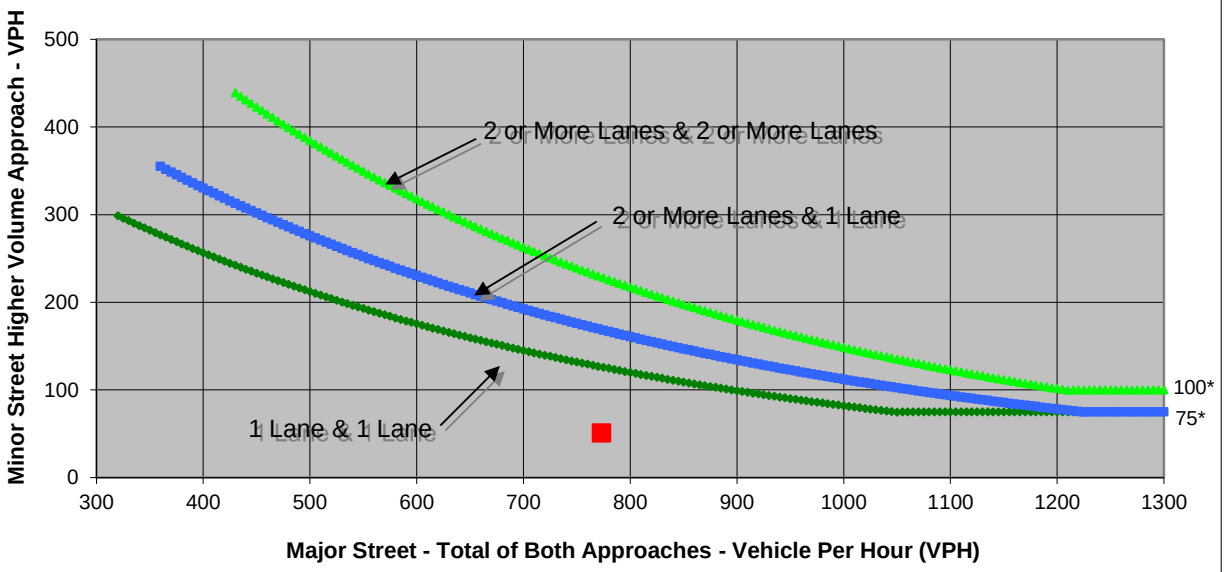
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	22	42	0
Through	0	0	392	144
Right	0	29	0	195
Total	0	51	434	339

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 NB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**773**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 NB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	22	42	0
Through	0	0	392	144
Right	0	29	0	195
Total	0	51	434	339

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.3
Approach with Worst Case Delay	SB
Total Vehicles on Approach	51

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**51**	**824**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 100A	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

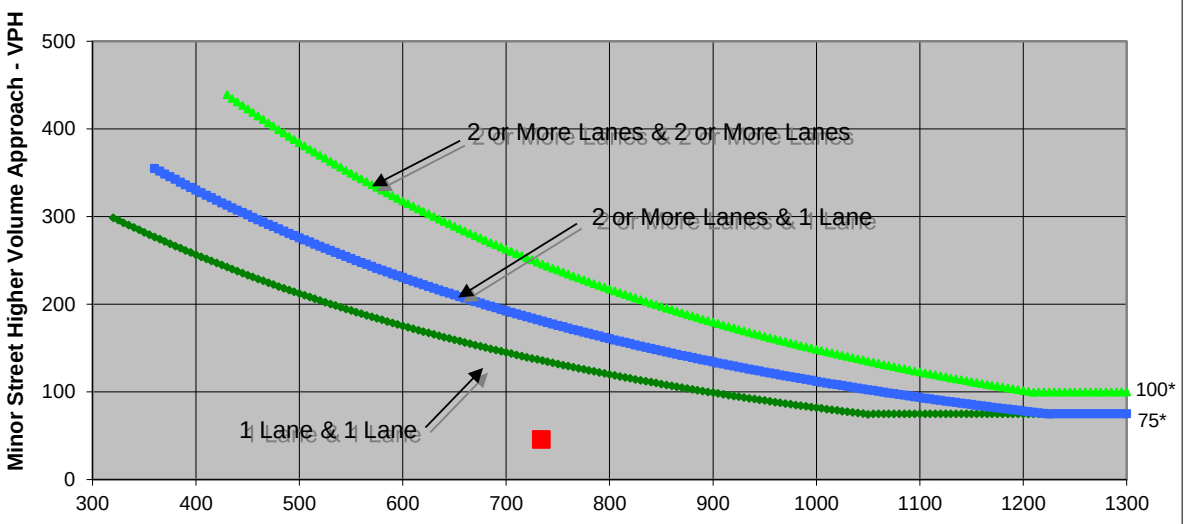
Turn Movement Volumes

	NB	SB	EB	WB
Left	34	2	4	20
Through	0	0	332	300
Right	12	4	77	1
Total	46	6	413	321

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 100A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**734**	**46**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour
Major Street	CR 29
Minor Street	CR 100A

Turn Movement Volumes

	NB	SB	EB	WB
Left	34	2	4	20
Through	0	0	332	300
Right	12	4	77	1
Total	46	6	413	321

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	46

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**46**	**786**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 101A	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

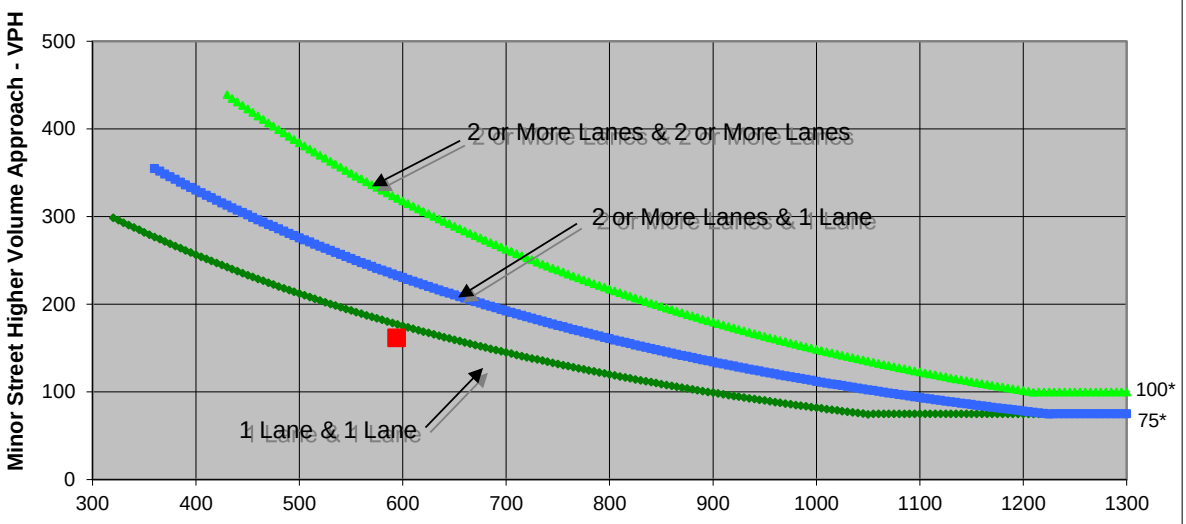
Turn Movement Volumes

	NB	SB	EB	WB
Left	141	0	0	69
Through	0	0	147	178
Right	21	0	200	0
Total	162	0	347	247

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 101A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**594**	**162**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29
Minor Street	CR 101A

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	141	0	0	69
Through	0	0	147	178
Right	21	0	200	0
Total	162	0	347	247

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	19.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	162

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.9**	**162**	**756**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 29	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

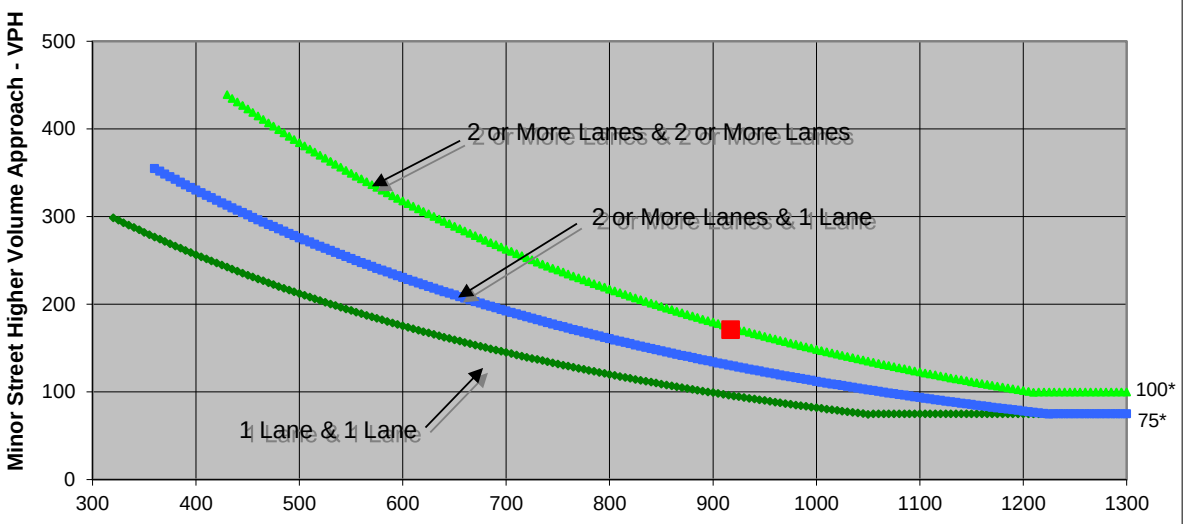
Turn Movement Volumes

	NB	SB	EB	WB
Left	150	0	52	0
Through	269	398	0	0
Right	0	100	119	0
Total	419	498	171	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 29	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**917**	**171**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 102
Minor Street	CR 29

Turn Movement Volumes

	NB	SB	EB	WB
Left	150	0	52	0
Through	269	398	0	0
Right	0	100	119	0
Total	419	498	171	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	35.9
Approach with Worst Case Delay	EB
Total Vehicles on Approach	171

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**1.7**	**171**	**1,088**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 28H

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

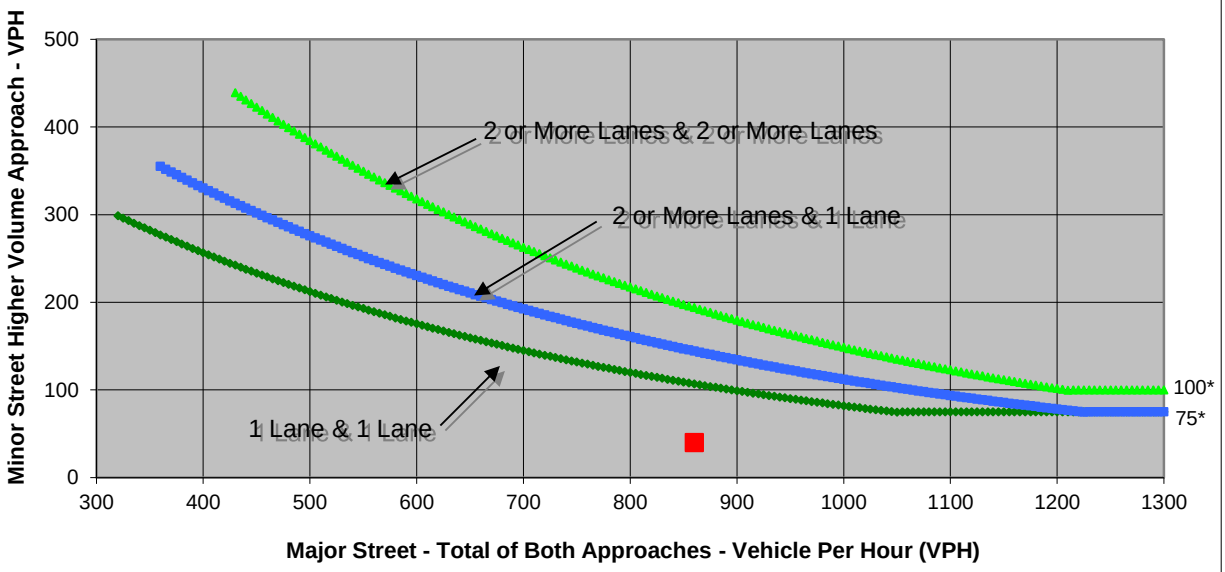
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	57	0	16
Through	284	482	0	0
Right	37	0	0	24
Total	321	539	0	40

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 28H	
Number of Approach Lanes	**1**	**2**	**NO**
Traffic Volume (VPH) *	**860**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Minor Street	CR 28H
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	57	0	16
Through	284	482	0	0
Right	37	0	0	24
Total	321	539	0	40

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	40

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**40**	**900**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 27	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

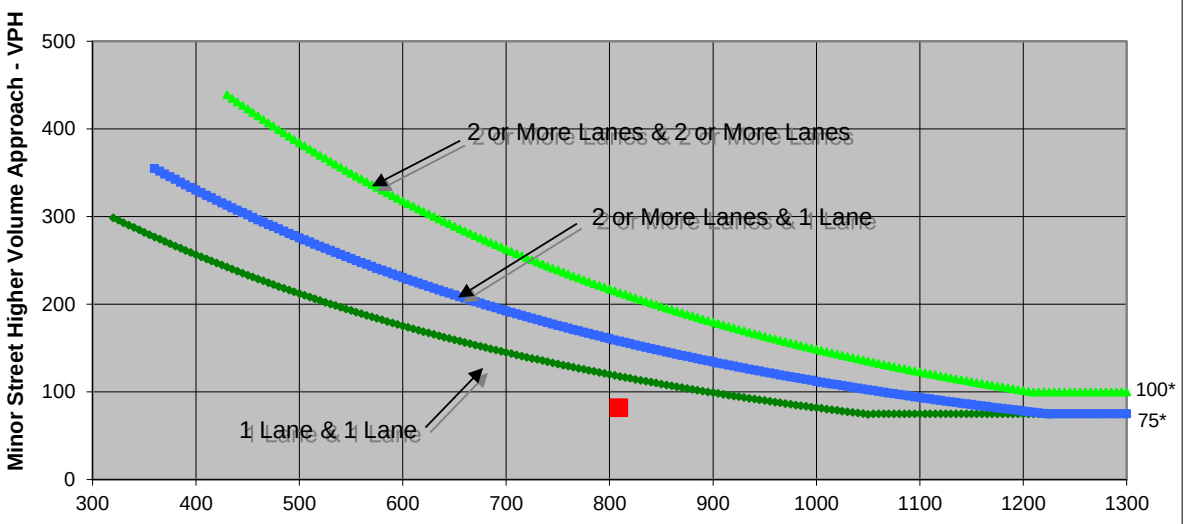
Turn Movement Volumes

	NB	SB	EB	WB
Left	46	4	15	2
Through	241	473	6	3
Right	2	43	61	0
Total	289	520	82	5

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 27	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**809**	**82**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 102
Minor Street	CR 27

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	46	4	15	2
Through	241	473	6	3
Right	2	43	61	0
Total	289	520	82	5

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.6
Approach with Worst Case Delay	SB
Total Vehicles on Approach	520

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**2.5**	**82**	**896**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 25A	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

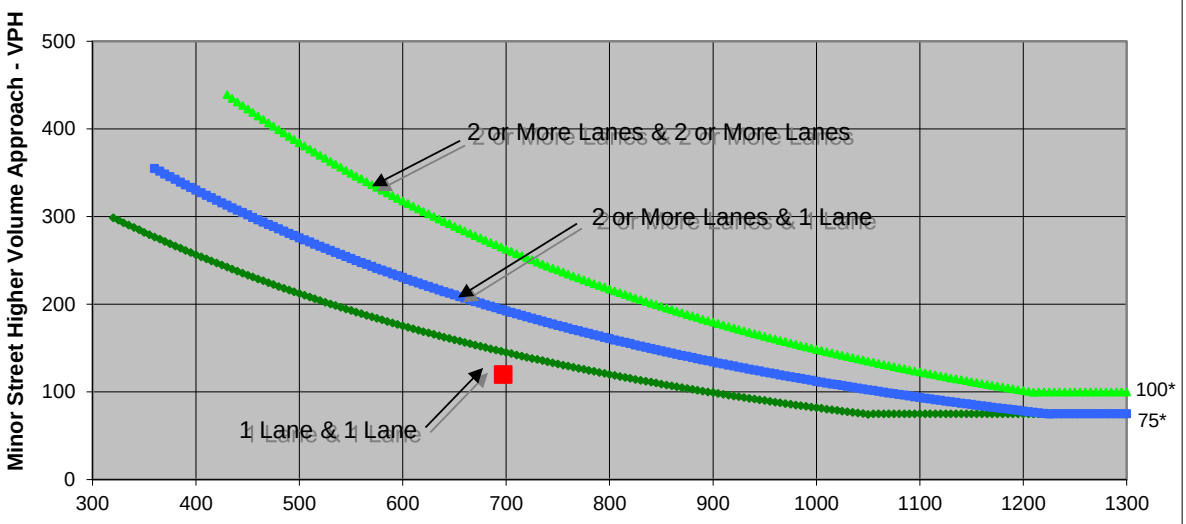
	NB	SB	EB	WB
Left	26	1	15	0
Through	229	426	0	0
Right	0	15	105	0
Total	255	442	120	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 25A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**697**	**120**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour
Major Street	CR 102
Minor Street	CR 25A

Turn Movement Volumes

	NB	SB	EB	WB
Left	26	1	15	0
Through	229	426	0	0
Right	0	15	105	0
Total	255	442	120	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	15.9
Approach with Worst Case Delay	EB
Total Vehicles on Approach	120

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.5**	**120**	**817**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Davis Village Farms EIR
Minor Street	CR 103	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

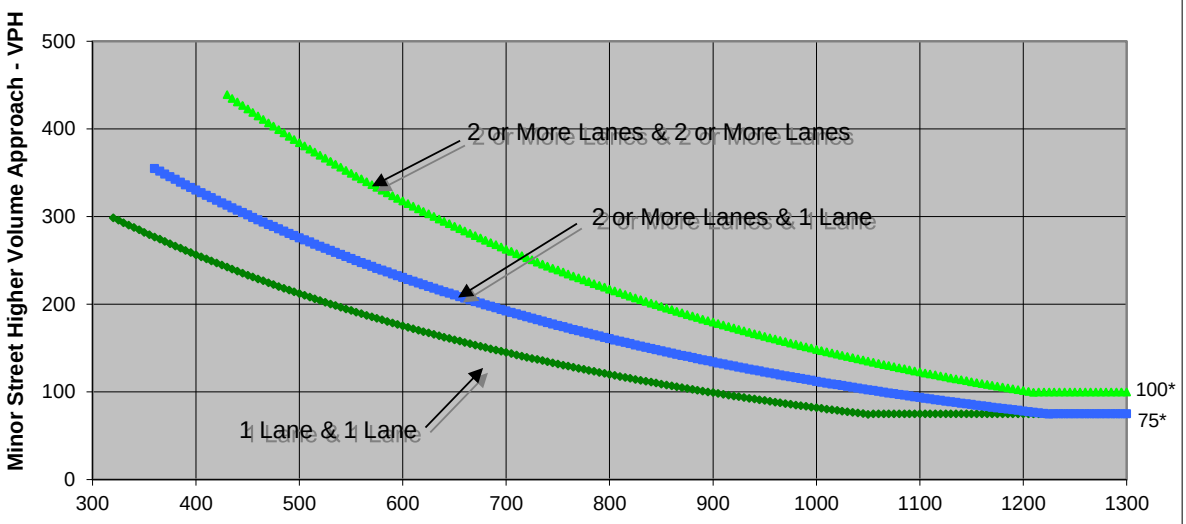
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	1	0
Through	0	0	100	46
Right	0	2	0	7
Total	0	12	101	53

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 103	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**154**	**12**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 103

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	1	0
Through	0	0	100	46
Right	0	2	0	7
Total	0	12	101	53

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.5
Approach with Worst Case Delay	SB
Total Vehicles on Approach	12

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0**	**12**	**166**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	Yolo County Landfill Dwy

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

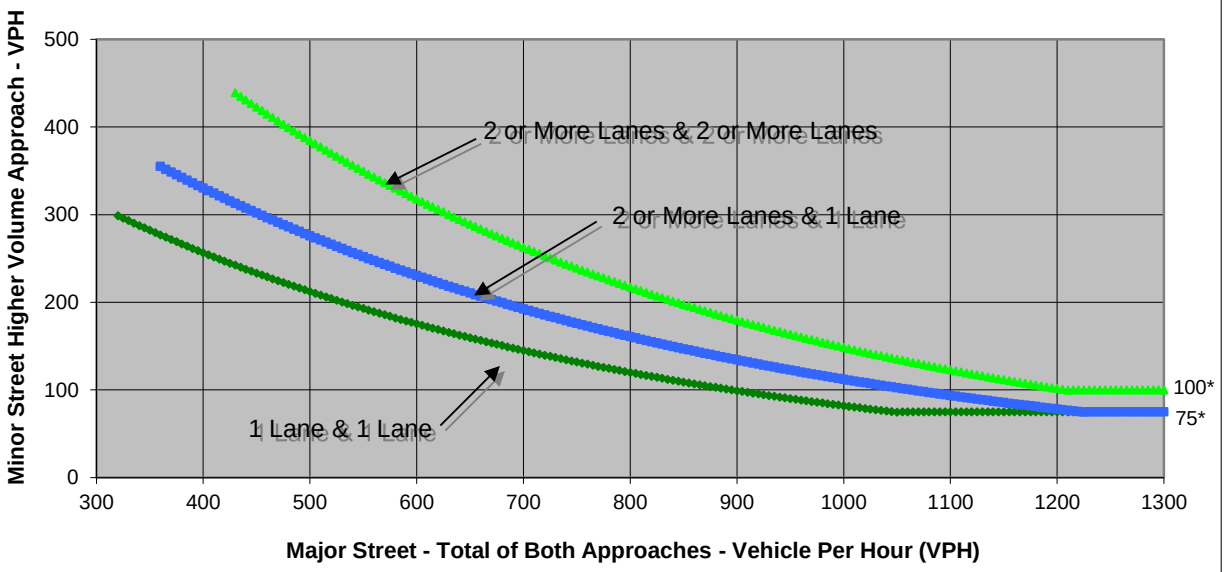
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	13	21	0
Through	0	0	79	35
Right	0	22	0	14
Total	0	35	100	49

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	Yolo County Landfill Dwy	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**149**	**35**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H	Project	Davis Village Farms EIR
Minor Street	Yolo County Landfill Dwy	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	13	21	0
Through	0	0	79	35
Right	0	22	0	14
Total	0	35	100	49

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.3
Approach with Worst Case Delay	SB
Total Vehicles on Approach	35

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.1**	**35**	**184**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

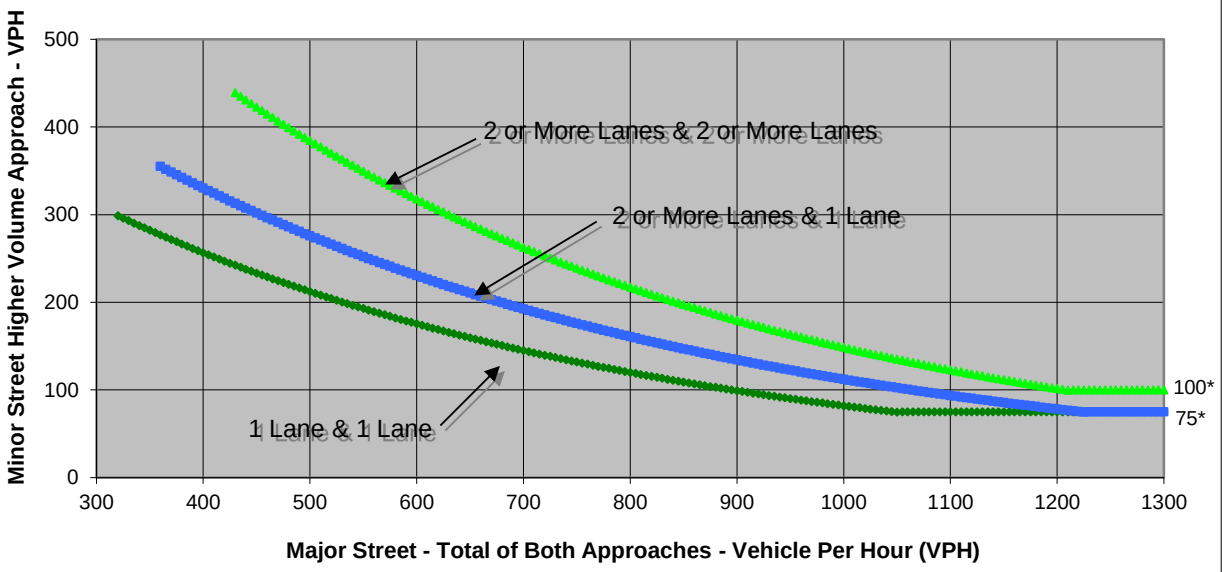
Turn Movement Volumes

	NB	SB	EB	WB
Left	49	0	0	1
Through	0	0	2	1
Right	2	0	92	0
Total	51	0	94	2

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**96**	**51**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 28H
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	49	0	0	1
Through	0	0	2	1
Right	2	0	92	0
Total	51	0	94	2

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	51

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.1**	**51**	**147**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

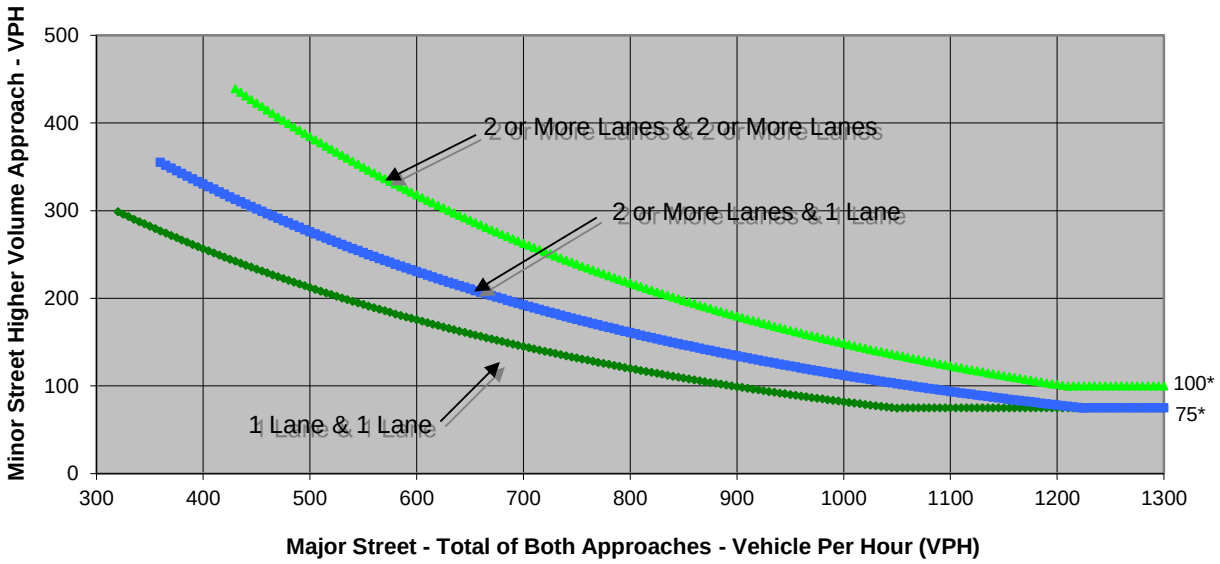
Turn Movement Volumes

	NB	SB	EB	WB
Left	51	0	0	82
Through	0	0	7	8
Right	52	0	32	0
Total	103	0	39	90

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**103**	**90**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	CR 105	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	51	0	0	82
Through	0	0	7	8
Right	52	0	32	0
Total	103	0	39	90

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11
Approach with Worst Case Delay	WB
Total Vehicles on Approach	90

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.3**	**90**	**232**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	I-80 WB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

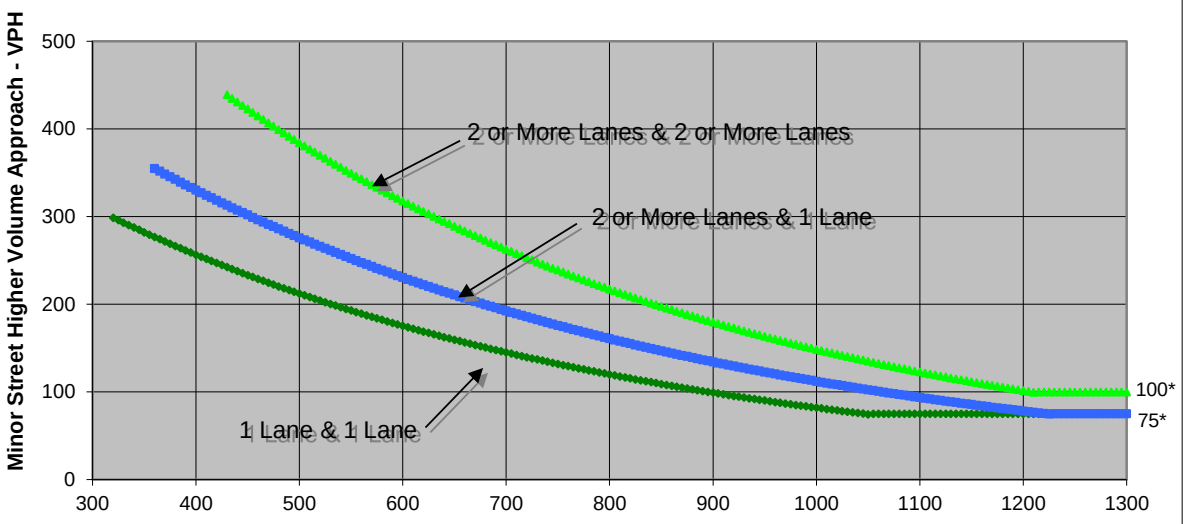
Turn Movement Volumes

	NB	SB	EB	WB
Left	99	0	0	3
Through	0	0	112	5
Right	68	0	2	0
Total	167	0	114	8

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	I-80 WB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**122**	**167**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 32A
Minor Street	I-80 WB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	99	0	0	3
Through	0	0	112	5
Right	68	0	2	0
Total	167	0	114	8

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	2.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	167

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.1**	**167**	**289**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Chiles Road	Project	Davis Village Farms EIR
Minor Street	I-80 EB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	AM Peak Hour

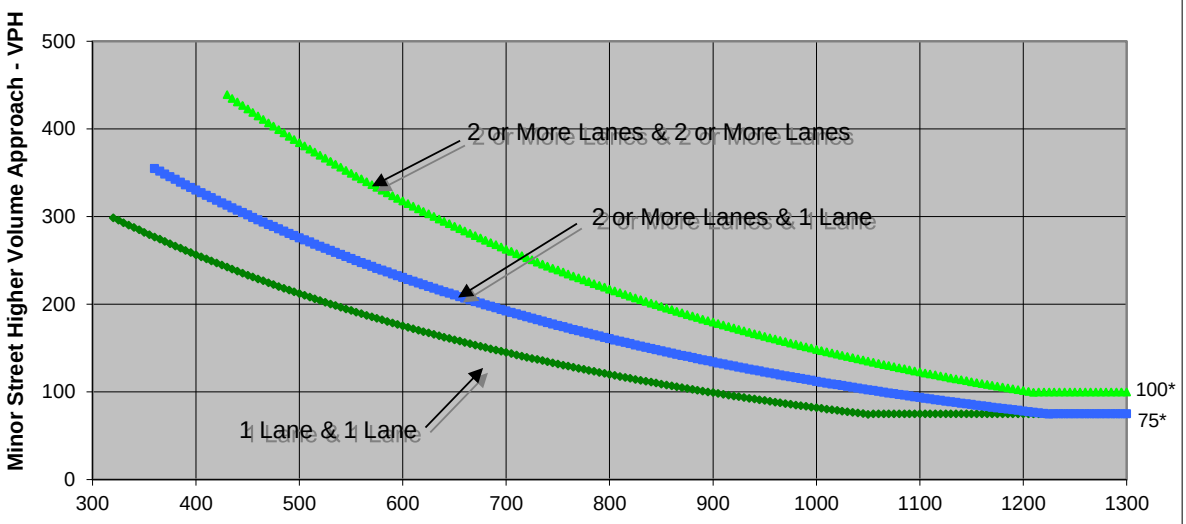
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	92	0
Through	0	0	7	55
Right	0	4	0	125
Total	0	5	99	180

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Chiles Road	I-80 EB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**279**	**5**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	Chiles Road
Minor Street	I-80 EB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	92	0
Through	0	0	7	55
Right	0	4	0	125
Total	0	5	99	180

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	2.7
Approach with Worst Case Delay	SB
Total Vehicles on Approach	5

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0**	**5**	**284**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 SB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

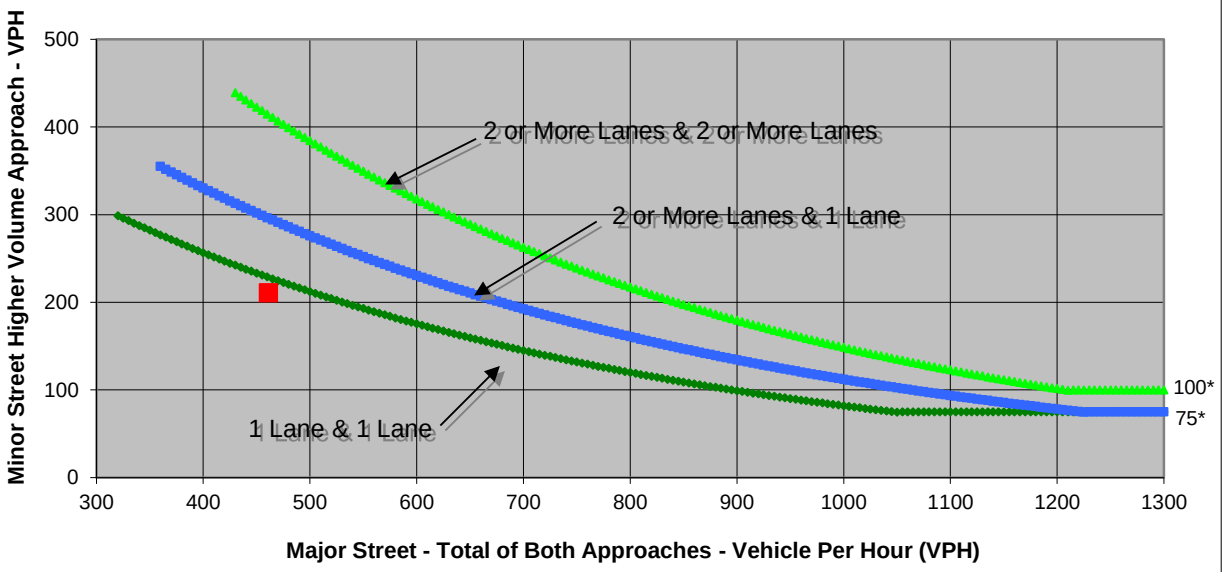
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	164	0	20
Through	0	1	258	147
Right	0	46	36	0
Total	0	211	294	167

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 SB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**461**	**211**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 29
Minor Street	SR 113 SB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	164	0	20
Through	0	1	258	147
Right	0	46	36	0
Total	0	211	294	167

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	16.6
Approach with Worst Case Delay	SB
Total Vehicles on Approach	211

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**1**	**211**	**672**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 NB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

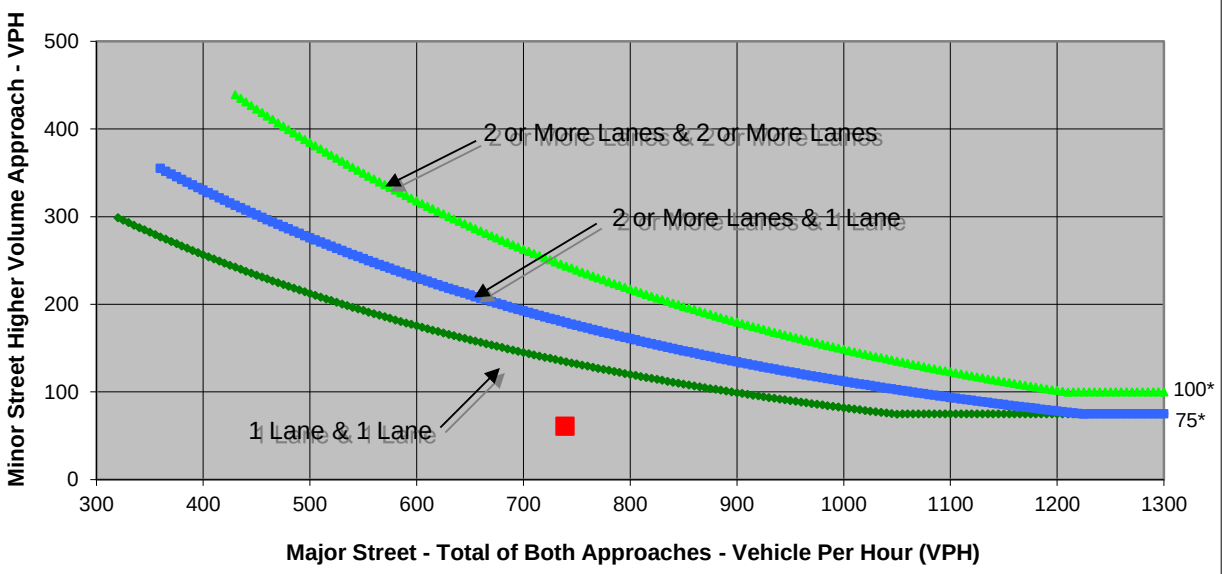
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	116	0
Through	0	0	306	136
Right	0	31	0	181
Total	0	61	422	317

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 NB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**739**	**61**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 NB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	116	0
Through	0	0	306	136
Right	0	31	0	181
Total	0	61	422	317

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	15.3
Approach with Worst Case Delay	SB
Total Vehicles on Approach	61

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.3**	**61**	**800**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 100A	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

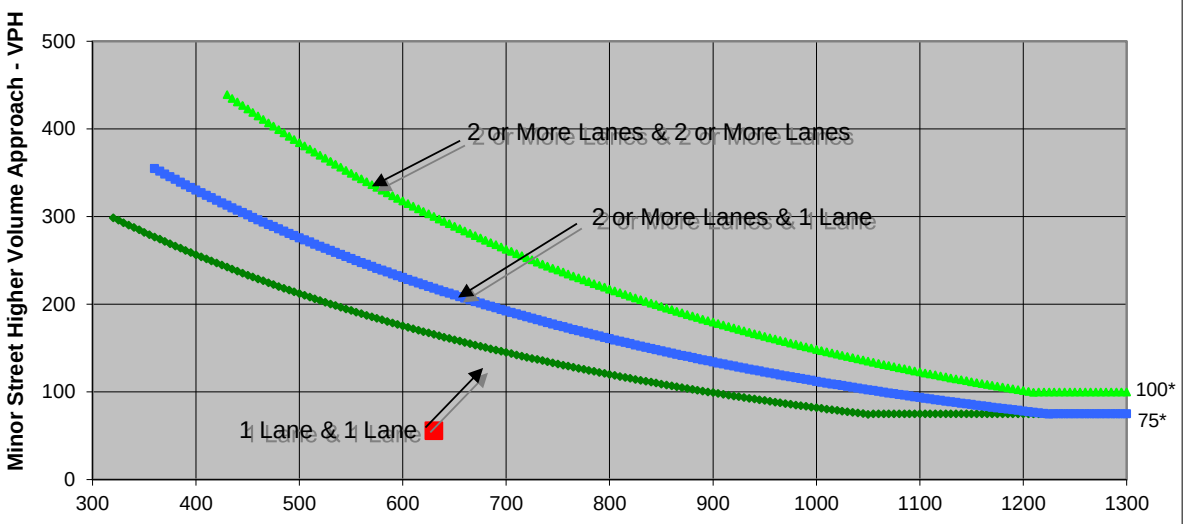
Turn Movement Volumes

	NB	SB	EB	WB
Left	36	0	4	14
Through	2	1	304	277
Right	18	4	28	3
Total	56	5	336	294

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 100A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**630**	**56**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 29
Minor Street	CR 100A

Turn Movement Volumes

	NB	SB	EB	WB
Left	36	0	4	14
Through	2	1	304	277
Right	18	4	28	3
Total	56	5	336	294

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	15.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	56

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**56**	**691**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29
Minor Street	CR 101A

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

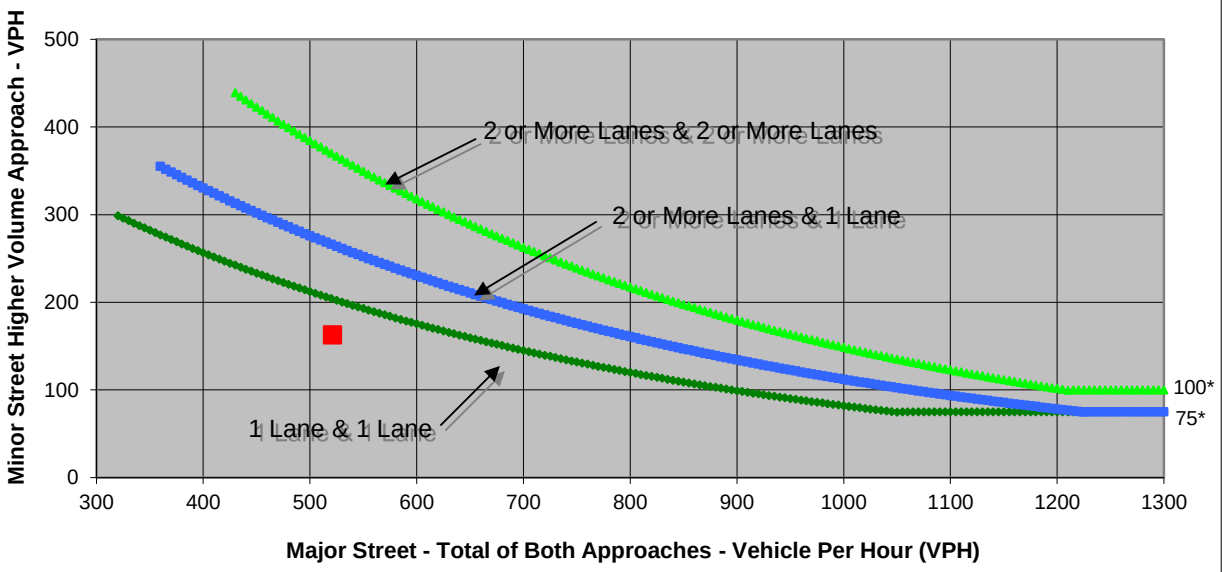
Turn Movement Volumes

	NB	SB	EB	WB
Left	132	0	0	41
Through	0	0	186	160
Right	31	0	134	0
Total	163	0	320	201

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 101A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**521**	**163**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 29
Minor Street	CR 101A

Turn Movement Volumes

	NB	SB	EB	WB
Left	132	0	0	41
Through	0	0	186	160
Right	31	0	134	0
Total	163	0	320	201

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	16.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	163

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.7**	**163**	**684**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 29	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

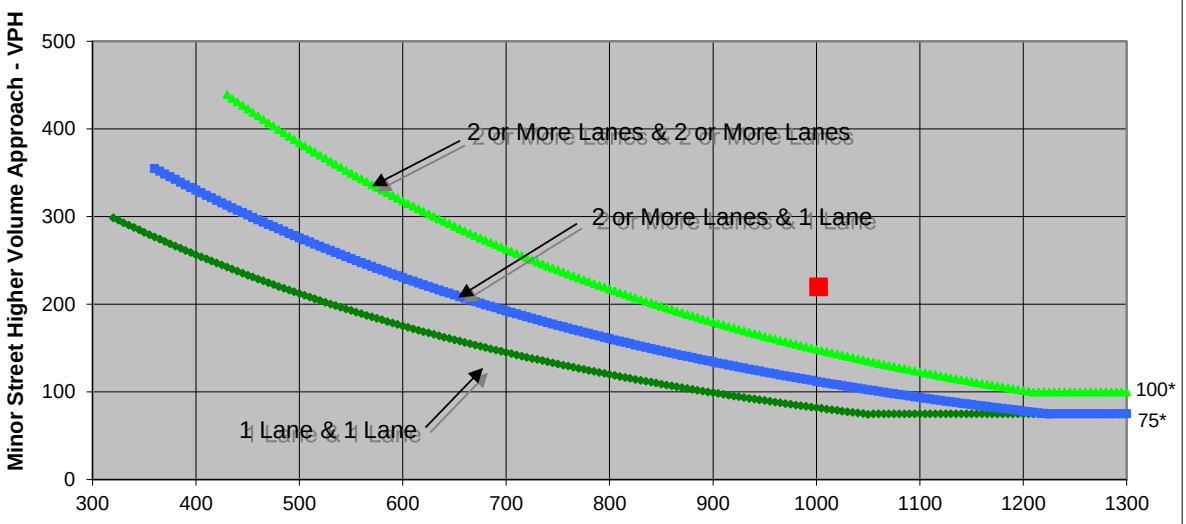
Turn Movement Volumes

	NB	SB	EB	WB
Left	116	0	110	0
Through	429	378	0	0
Right	0	79	110	0
Total	545	457	220	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 29	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,002**	**220**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 102
Minor Street	CR 29

Turn Movement Volumes

	NB	SB	EB	WB
Left	116	0	110	0
Through	429	378	0	0
Right	0	79	110	0
Total	545	457	220	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	43.9
Approach with Worst Case Delay	EB
Total Vehicles on Approach	220

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**2.7**	**220**	**1,222**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 28H	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

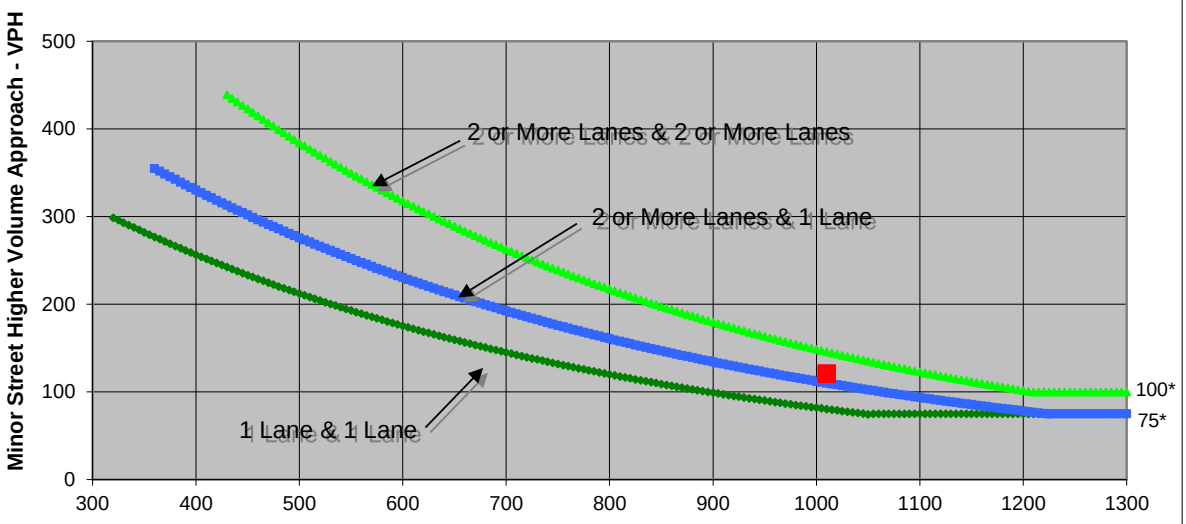
	NB	SB	EB	WB
Left	0	48	0	34
Through	490	423	0	0
Right	49	0	0	87
Total	539	471	0	121

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 28H	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,010**	**121**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 102
Minor Street	CR 28H

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	34
Through	490	423	0	0
Right	49	0	0	87
Total	539	471	0	121

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	22.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	121

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.8**	**121**	**1,131**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 27

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

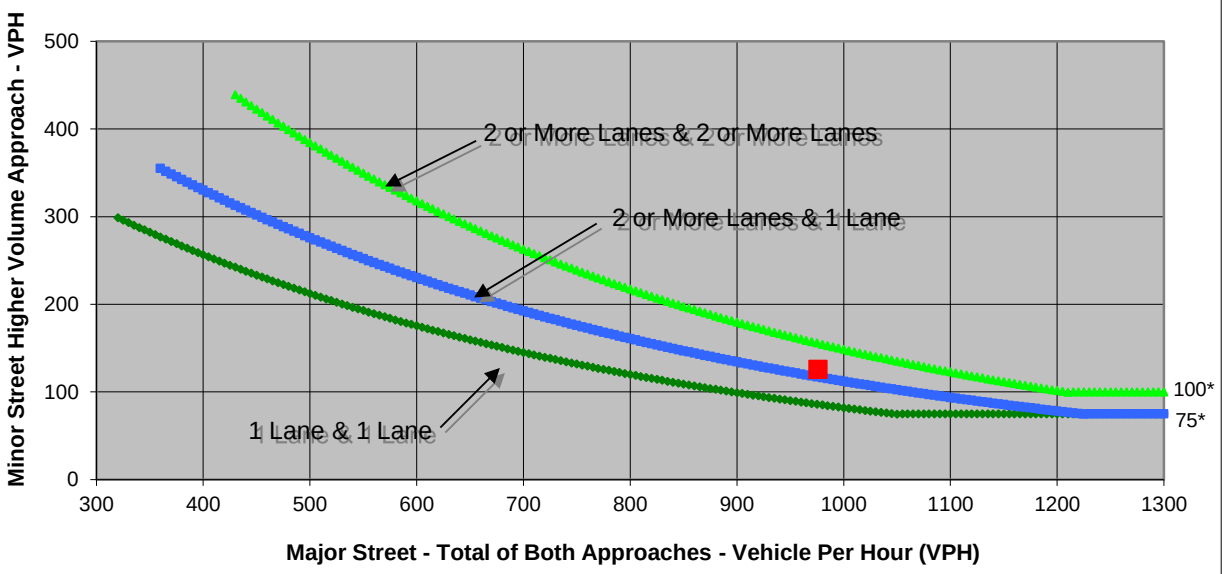
Turn Movement Volumes

	NB	SB	EB	WB
Left	55	3	35	3
Through	507	392	9	13
Right	1	18	82	4
Total	563	413	126	20

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 27	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**976**	**126**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Minor Street	CR 27
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	55	3	35	3
Through	507	392	9	13
Right	1	18	82	4
Total	563	413	126	20

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	25.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	563

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**4**	**126**	**1,122**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 25A

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

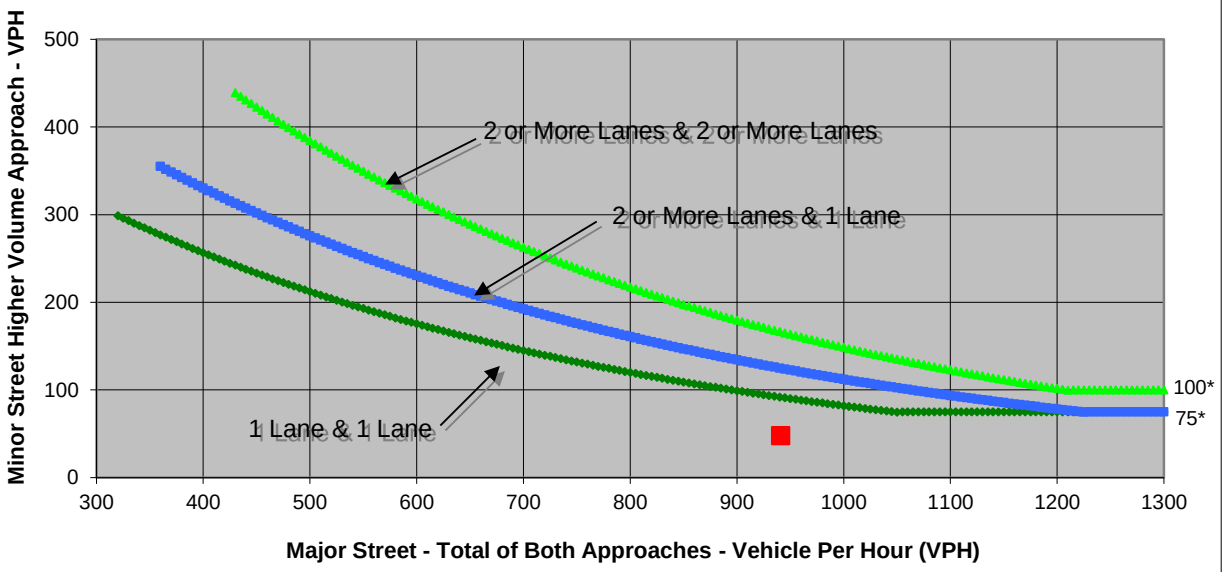
Turn Movement Volumes

	NB	SB	EB	WB
Left	55	0	10	0
Through	488	370	0	0
Right	0	28	38	0
Total	543	398	48	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 25A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**941**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Minor Street	CR 25A
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	55	0	10	0
Through	488	370	0	0
Right	0	28	38	0
Total	543	398	48	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.4
Approach with Worst Case Delay	EB
Total Vehicles on Approach	48

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.3**	**48**	**989**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 103

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

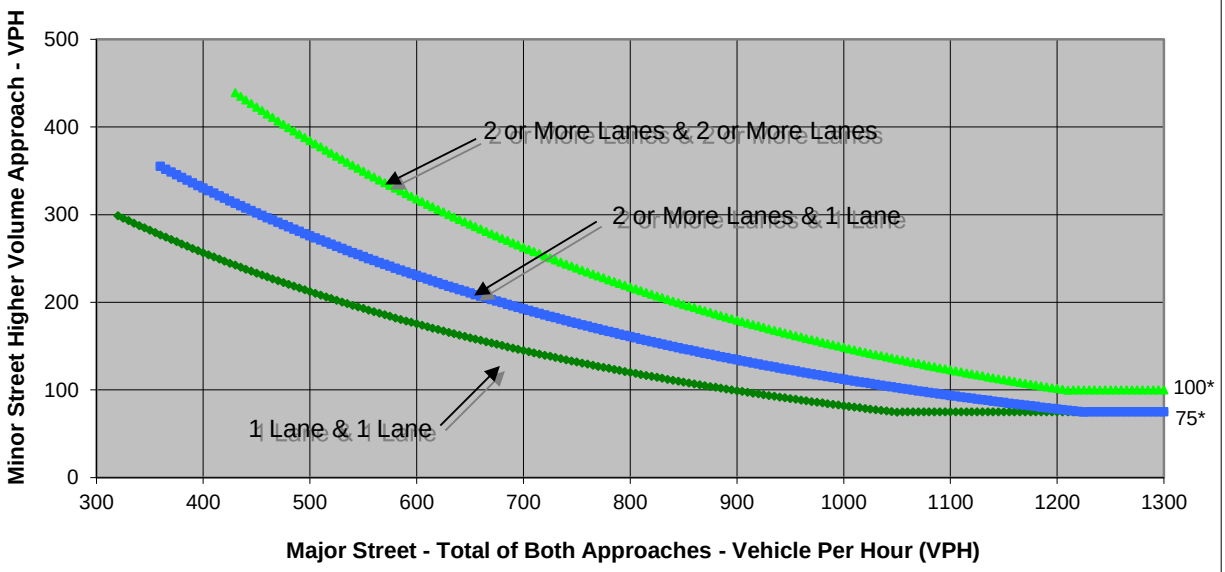
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	11	0	0
Through	0	0	99	113
Right	0	4	0	22
Total	0	15	99	135

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 103	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**234**	**15**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H	Project	Davis Village Farms EIR
Minor Street	CR 103	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	11	0	0
Through	0	0	99	113
Right	0	4	0	22
Total	0	15	99	135

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10
Approach with Worst Case Delay	SB
Total Vehicles on Approach	15

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0**	**15**	**249**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	Yolo County Landfill Dwy

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

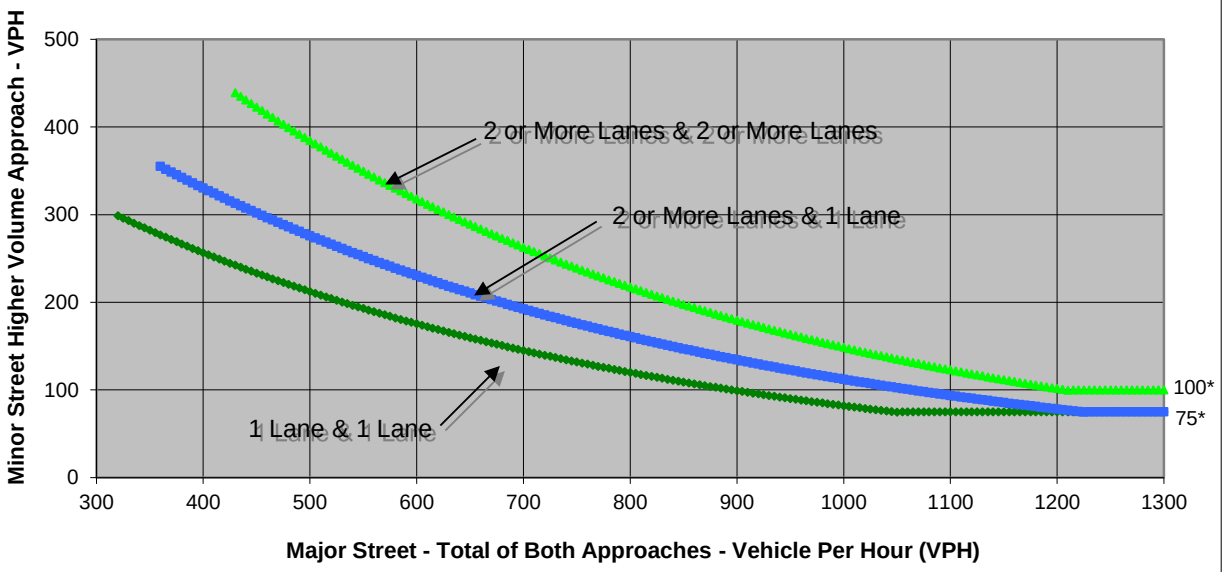
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	16	1	0
Through	0	0	110	71
Right	0	48	0	0
Total	0	64	111	71

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	Yolo County Landfill Dwy	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**182**	**64**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 28H
Scenario	Existing Plus Project Conditions
Minor Street	Yolo County Landfill Dwy
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	16	1	0
Through	0	0	110	71
Right	0	48	0	0
Total	0	64	111	71

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.4
Approach with Worst Case Delay	SB
Total Vehicles on Approach	64

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**64**	**246**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

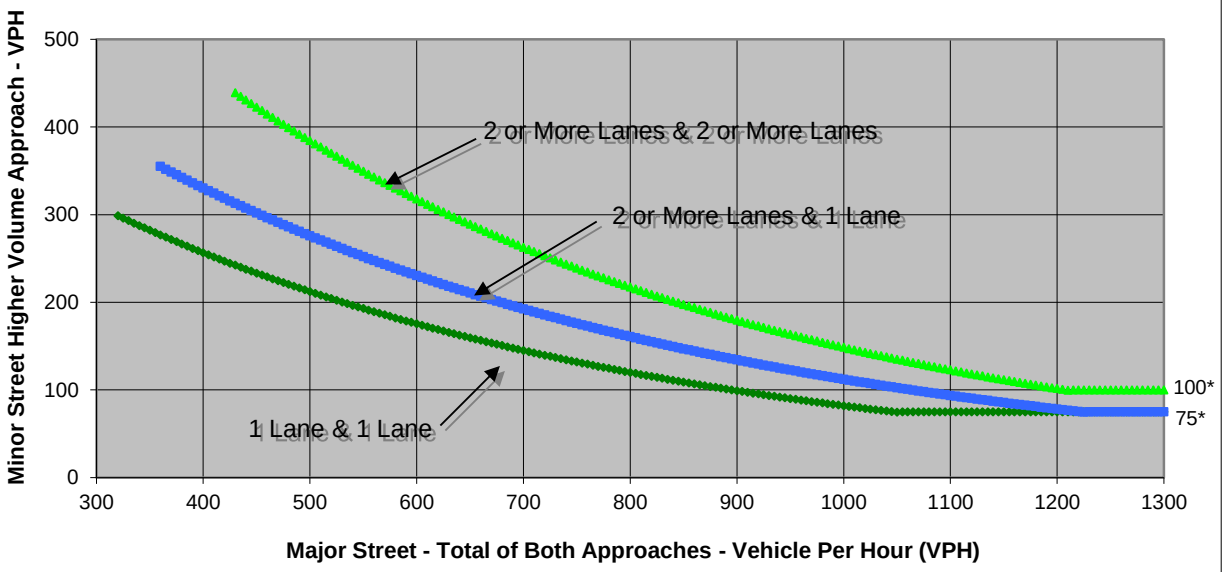
Turn Movement Volumes

	NB	SB	EB	WB
Left	72	0	0	1
Through	0	0	0	0
Right	0	0	126	0
Total	72	0	126	1

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**127**	**72**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 28H
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	72	0	0	1
Through	0	0	0	0
Right	0	0	126	0
Total	72	0	126	1

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.3
Approach with Worst Case Delay	NB
Total Vehicles on Approach	72

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**72**	**199**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	CR 105	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

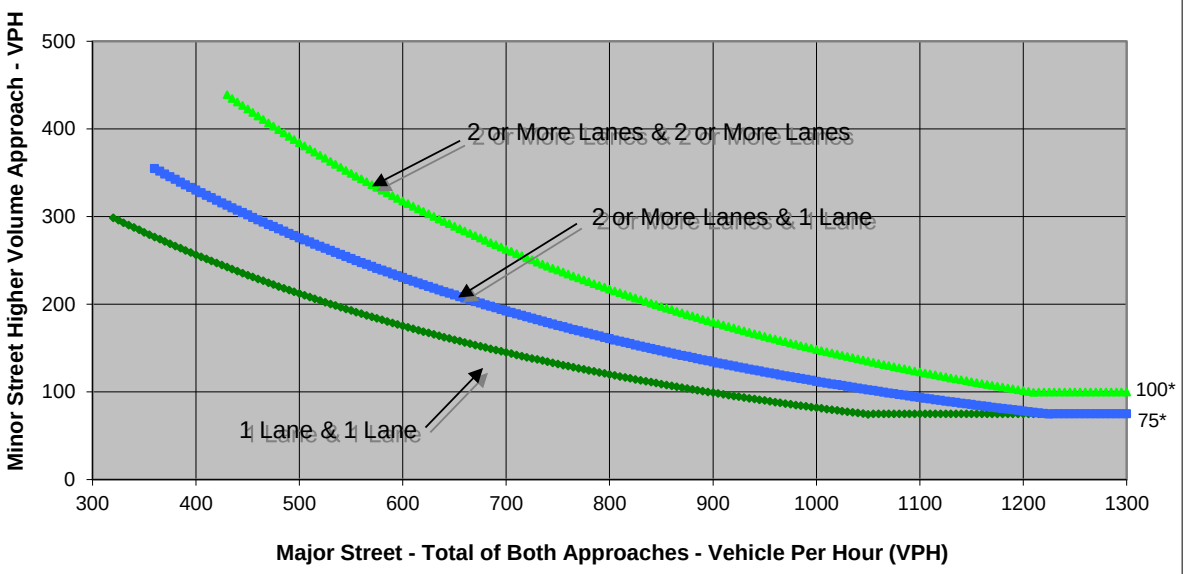
Turn Movement Volumes

	NB	SB	EB	WB
Left	56	0	0	127
Through	0	0	5	9
Right	65	0	224	0
Total	121	0	229	136

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**121**	**229**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 32A
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	56	0	0	127
Through	0	0	5	9
Right	65	0	224	0
Total	121	0	229	136

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	136

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.7**	**229**	**486**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	I-80 WB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

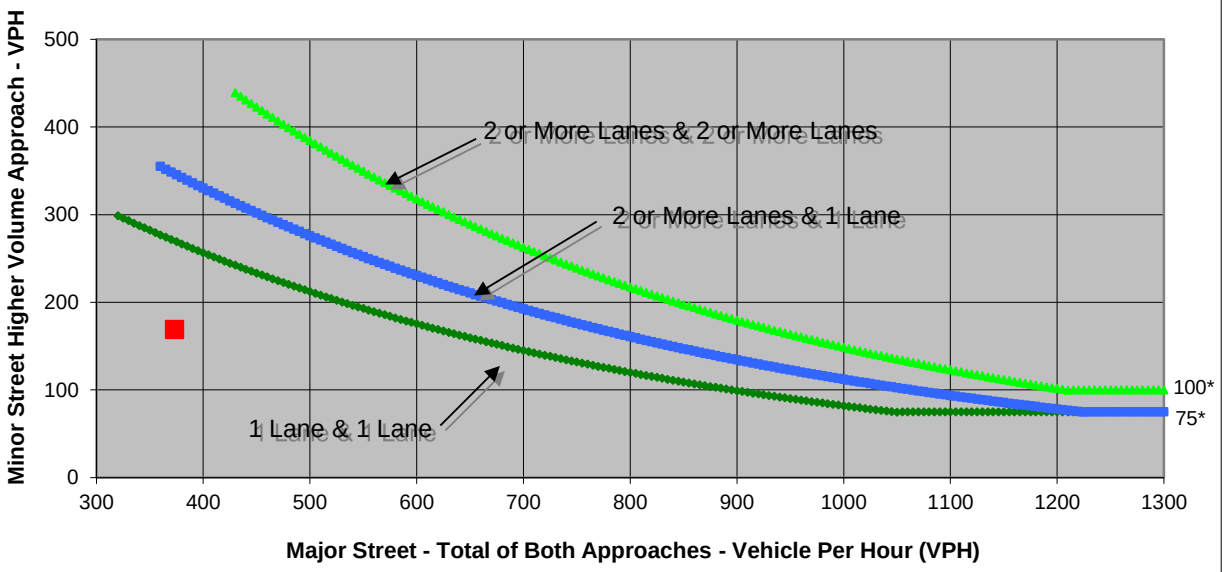
Turn Movement Volumes

	NB	SB	EB	WB
Left	118	0	0	8
Through	0	0	356	7
Right	51	0	2	0
Total	169	0	358	15

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	I-80 WB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**373**	**169**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 32A
Minor Street	I-80 WB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	118	0	0	8
Through	0	0	356	7
Right	51	0	2	0
Total	169	0	358	15

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	4.2
Approach with Worst Case Delay	NB
Total Vehicles on Approach	169

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.2**	**169**	**542**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Chiles Road	Project	Davis Village Farms EIR
Minor Street	I-80 EB Ramps	Scenario	Existing Plus Project Conditions
		Peak Hour	PM Peak Hour

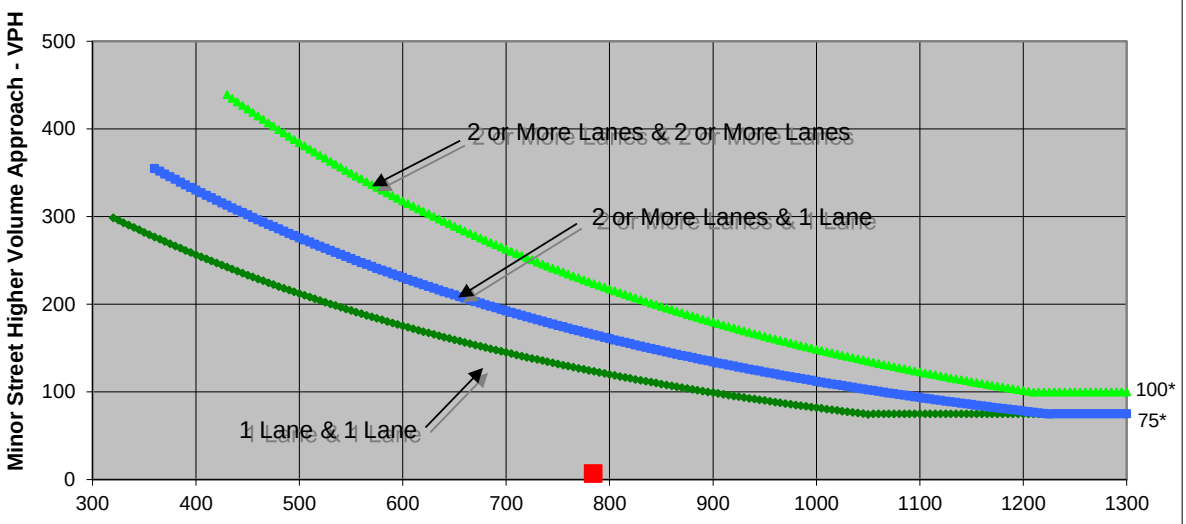
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	3	364	0
Through	0	0	13	52
Right	0	4	0	355
Total	0	7	377	407

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Chiles Road	I-80 EB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**784**	**7**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Chiles Road
Minor Street	I-80 EB Ramps

Project	Davis Village Farms EIR
Scenario	Existing Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	3	364	0
Through	0	0	13	52
Right	0	4	0	355
Total	0	7	377	407

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	374.6
Approach with Worst Case Delay	SB
Total Vehicles on Approach	7

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Plus Project Conditions	**0.7**	**7**	**791**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	71	102.0%	54.5	17.2	D
	Through	105	108	103.1%	45.5	8.4	D
	Right Turn	190	191	100.4%	11.2	5.1	B
	Subtotal	365	370	101.5%	29.7	9.2	C
SB	Left Turn	180	182	101.3%	93.3	35.8	F
	Through	190	186	97.8%	72.5	36.7	E
	Right Turn	90	88	98.0%	62.1	38.5	E
	Subtotal	460	456	99.2%	78.9	36.5	E
EB	Left Turn	35	33	94.9%	50.1	8.1	D
	Through	650	634	97.5%	27.9	3.9	C
	Right Turn	115	114	99.0%	5.6	0.8	A
	Subtotal	800	781	97.6%	25.2	3.0	C
WB	Left Turn	275	273	99.3%	76.0	10.9	E
	Through	810	813	100.4%	25.9	5.8	C
	Right Turn	115	115	100.0%	20.4	6.1	C
	Subtotal	1,200	1,201	100.1%	36.2	7.9	D
Total		2,825	2,808	99.4%	39.1	5.5	D

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	86	95.4%	36.4	6.9	D
	Through	150	158	105.3%	14.5	4.5	B
	Right Turn						
	Subtotal	240	244	101.6%	22.4	4.8	C
SB	Left Turn						
	Through	230	226	98.1%	31.0	6.9	C
	Right Turn	340	335	98.6%	16.1	2.7	B
	Subtotal	570	561	98.4%	22.2	4.1	C
EB	Left Turn	170	167	98.1%	29.9	3.9	C
	Through						
	Right Turn	90	94	104.8%	8.6	1.4	A
	Subtotal	260	261	100.4%	22.4	3.2	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,070	1,066	99.6%	22.3	3.1	C

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	250	244	97.5%	16.0	1.5	C
	Subtotal	250	244	97.5%	16.0	1.5	C
EB	Left Turn						
	Through	1,020	1,009	98.9%	7.4	1.3	A
	Right Turn						
	Subtotal	1,020	1,009	98.9%	7.4	1.3	A
WB	Left Turn						
	Through	950	962	101.3%	3.4	0.3	A
	Right Turn	25	25	98.0%	3.1	0.9	A
	Subtotal	975	987	101.2%	3.4	0.3	A
Total		2,245	2,240	99.8%	6.7	0.7	A

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	25	24	96.0%	3.4	0.9	A
	Through	70	70	99.3%	4.1	0.6	A
	Right Turn	95	101	106.2%	3.8	0.5	A
	Subtotal	190	194	102.3%	3.9	0.4	A
SB	Left Turn	20	21	103.5%	2.3	0.4	A
	Through	50	48	96.6%	3.2	0.5	A
	Right Turn	10	11	113.0%	2.4	1.7	A
	Subtotal	80	80	100.4%	2.9	0.3	A
EB	Left Turn	5	5	108.0%	1.3	1.9	A
	Through	5	5	96.0%	1.8	1.8	A
	Right Turn	50	52	103.6%	2.4	0.4	A
	Subtotal	60	62	103.3%	2.5	0.3	A
WB	Left Turn	140	140	100.1%	2.4	0.6	A
	Through	130	130	99.9%	3.3	0.4	A
	Right Turn	5	7	130.0%	2.6	2.5	A
	Subtotal	275	277	100.6%	2.8	0.4	A
Total		605	613	101.4%	3.1	0.2	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	144	96.2%	66.6	27.0	E
	Through	60	60	99.3%	44.8	16.8	D
	Right Turn	80	76	94.4%	30.3	18.9	C
	Subtotal	290	279	96.3%	52.5	21.7	D
SB	Left Turn	70	72	102.1%	44.4	8.2	D
	Through	100	98	97.8%	32.9	6.3	C
	Right Turn	70	70	99.7%	23.2	8.8	C
	Subtotal	240	239	99.6%	33.5	5.6	C
EB	Left Turn	105	109	104.2%	76.7	16.9	E
	Through	725	719	99.2%	47.4	14.0	D
	Right Turn	190	192	101.1%	36.6	13.9	D
	Subtotal	1,020	1,020	100.0%	48.5	13.7	D
WB	Left Turn	80	82	102.4%	70.3	17.4	E
	Through	750	768	102.4%	62.5	19.2	E
	Right Turn	30	30	100.3%	57.2	20.0	E
	Subtotal	860	880	102.4%	63.1	18.6	E
Total		2,410	2,419	100.4%	53.1	12.6	D

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	95	105.3%	39.4	7.9	D
	Through	25	26	103.6%	38.0	9.6	D
	Right Turn	70	72	103.1%	51.3	8.0	D
	Subtotal	185	193	104.3%	43.8	5.4	D
SB	Left Turn	60	59	97.5%	34.2	10.3	C
	Through	90	90	100.2%	36.9	4.9	D
	Right Turn	40	40	99.0%	51.2	10.9	D
	Subtotal	190	188	99.1%	39.1	4.8	D
EB	Left Turn	30	29	97.3%	64.0	17.7	E
	Through	750	733	97.7%	25.9	7.1	C
	Right Turn	95	96	101.3%	55.7	5.9	E
	Subtotal	875	859	98.1%	30.8	6.3	C
WB	Left Turn	80	84	105.3%	63.9	11.4	E
	Through	730	731	100.2%	29.1	5.0	C
	Right Turn	50	53	105.6%	46.3	8.6	D
	Subtotal	860	868	101.0%	33.4	4.5	C
Total		2,110	2,108	99.9%	33.9	3.6	C

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	42	104.3%	9.3	0.9	A
	Through	425	415	97.6%	3.3	0.3	A
	Right Turn						
	Subtotal	465	456	98.1%	3.9	0.3	A
SB	Left Turn						
	Through	475	479	100.7%	1.1	0.1	A
	Right Turn	15	15	100.7%	1.8	0.5	A
	Subtotal	490	494	100.7%	1.1	0.1	A
EB	Left Turn	15	12	80.7%	17.1	5.5	C
	Through						
	Right Turn	75	79	105.6%	7.0	0.8	A
	Subtotal	90	91	101.4%	8.4	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,045	1,041	99.6%	3.0	0.3	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	38	95.3%	39.5	7.2	D
	Through	360	353	97.9%	22.5	4.4	C
	Right Turn	60	58	96.5%	15.2	4.3	B
	Subtotal	460	449	97.5%	22.9	4.1	C
SB	Left Turn	80	81	101.8%	38.3	7.1	D
	Through	455	462	101.6%	19.7	3.9	B
	Right Turn	15	16	107.3%	14.3	6.5	B
	Subtotal	550	560	101.8%	22.1	3.9	C
EB	Left Turn	25	23	92.0%	32.0	12.4	C
	Through	30	32	105.0%	33.5	12.2	C
	Right Turn	75	79	105.9%	13.6	3.2	B
	Subtotal	130	134	103.0%	20.4	3.6	C
WB	Left Turn	100	99	98.5%	33.5	10.7	C
	Through	5	6	110.0%	17.9	13.1	B
	Right Turn	80	81	100.9%	8.5	1.4	A
	Subtotal	185	185	99.8%	21.4	5.4	C
Total		1,325	1,327	100.1%	22.1	2.7	C

Intersection 19 **Pole Line Rd/Donner Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	44	88.8%	38.2	8.2	D
	Through	420	413	98.2%	13.0	3.0	B
	Right Turn	20	22	110.0%	8.8	2.9	A
	Subtotal	490	479	97.7%	15.4	3.1	B
SB	Left Turn	10	9	93.0%	44.6	27.2	D
	Through	605	619	102.3%	22.1	13.0	C
	Right Turn	15	15	98.0%	19.9	18.9	B
	Subtotal	630	643	102.1%	22.5	13.5	C
EB	Left Turn	20	19	94.5%	35.1	12.5	D
	Through						
	Right Turn	75	75	100.5%	15.7	4.6	B
	Subtotal	95	94	99.3%	19.4	4.6	B
WB	Left Turn	80	80	100.5%	27.8	5.3	C
	Through						
	Right Turn	20	19	93.0%	6.5	2.9	A
	Subtotal	100	99	99.0%	23.0	4.2	C
Total		1,315	1,315	100.0%	19.6	7.7	B

Intersection 20 **Pole Line Rd/Picasso Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	18	91.5%	43.7	23.1	D
	Through	440	428	97.4%	12.5	2.6	B
	Right Turn	95	103	108.6%	9.4	1.8	A
	Subtotal	555	550	99.1%	12.9	2.3	B
SB	Left Turn	40	40	99.3%	48.1	7.9	D
	Through	705	720	102.2%	19.8	4.2	B
	Right Turn	15	14	95.3%	15.6	8.7	B
	Subtotal	760	774	101.9%	21.1	4.2	C
EB	Left Turn	20	18	89.5%	37.0	8.6	D
	Through	10	10	104.0%	32.4	16.5	C
	Right Turn	60	62	103.0%	20.8	6.3	C
	Subtotal	90	90	100.1%	26.1	5.6	C
WB	Left Turn	55	56	101.3%	39.5	5.4	D
	Through	5	5	92.0%	26.1	25.6	C
	Right Turn	30	32	105.7%	8.8	3.6	A
	Subtotal	90	92	102.2%	28.5	3.9	C
Total		1,495	1,506	100.8%	19.0	2.6	B

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	152	101.2%	42.1	2.5	D
	Through	185	181	97.9%	36.5	5.8	D
	Right Turn	50	53	105.0%	19.0	6.5	B
	Subtotal	385	386	100.1%	36.4	3.9	D
SB	Left Turn	255	267	104.6%	83.2	14.3	F
	Through	295	298	100.9%	73.5	18.8	E
	Right Turn	270	267	99.0%	63.9	17.9	E
	Subtotal	820	832	101.4%	73.8	16.5	E
EB	Left Turn	180	181	100.7%	47.1	8.5	D
	Through	480	475	99.0%	24.8	5.5	C
	Right Turn	140	137	97.9%	9.2	1.0	A
	Subtotal	800	794	99.2%	27.5	2.9	C
WB	Left Turn	70	72	102.6%	52.2	7.7	D
	Through	440	446	101.4%	37.4	3.5	D
	Right Turn	190	185	97.1%	5.9	0.9	A
	Subtotal	700	702	100.3%	30.5	2.4	C
Total		2,705	2,713	100.3%	43.8	6.0	D

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	69	98.7%	48.4	13.8	D
	Through						
	Right Turn	30	31	102.3%	50.8	12.0	D
	Subtotal	100	100	99.8%	49.0	11.5	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	705	710	100.7%	11.5	3.4	B
	Right Turn	80	78	96.9%	11.0	3.2	B
	Subtotal	785	787	100.3%	11.5	3.2	B
WB	Left Turn	80	81	100.9%	56.3	11.1	E
	Through	630	626	99.3%	13.5	3.5	B
	Right Turn						
	Subtotal	710	707	99.5%	18.1	3.5	B
Total		1,595	1,594	99.9%	17.2	3.3	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	25	27	106.8%	18.4	7.3	C
	Through						
	Right Turn	25	27	106.8%	7.8	4.1	A
	Subtotal	50	53	106.8%	12.8	4.8	B
SB	Left Turn	5	6	120.0%	8.8	6.5	A
	Through						
	Right Turn	10	10	100.0%	1.3	0.6	A
	Subtotal	15	16	106.7%	5.0	3.3	A
EB	Left Turn	5	5	94.0%	4.4	3.8	A
	Through	725	727	100.2%	2.8	0.7	A
	Right Turn	25	24	96.0%	2.4	0.7	A
	Subtotal	755	755	100.0%	2.8	0.7	A
WB	Left Turn	30	26	88.0%	9.7	2.3	A
	Through	650	644	99.1%	3.8	0.4	A
	Right Turn	5	6	122.0%	3.7	1.2	A
	Subtotal	685	677	98.8%	4.0	0.4	A
Total		1,505	1,501	99.8%	3.8	0.4	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	48	95.6%	18.1	6.2	C
	Through						
	Right Turn	30	31	102.7%	6.9	1.7	A
	Subtotal	80	79	98.3%	13.4	3.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	730	737	101.0%	4.5	0.8	A
	Right Turn	25	25	101.2%	4.5	1.2	A
	Subtotal	755	762	101.0%	4.5	0.9	A
WB	Left Turn	15	13	89.3%	8.5	5.5	A
	Through	635	628	98.9%	2.8	0.3	A
	Right Turn						
	Subtotal	650	641	98.7%	3.0	0.3	A
Total		1,485	1,482	99.8%	4.3	0.5	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	185	184	99.2%	19.1	2.9	B
	Through						
	Right Turn	115	115	99.6%	1.3	0.2	A
	Subtotal	300	298	99.3%	11.9	1.9	B
EB	Left Turn	50	52	103.2%	31.5	5.7	C
	Through	710	720	101.4%	11.3	0.8	B
	Right Turn						
	Subtotal	760	772	101.5%	12.5	0.9	B
WB	Left Turn						
	Through	535	527	98.5%	9.1	1.9	A
	Right Turn	70	75	107.7%	3.1	0.6	A
	Subtotal	605	602	99.5%	8.3	1.6	A
Total		1,665	1,672	100.4%	10.8	1.0	B

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	130	133	102.1%	68.7	11.5	E
	Through	170	165	96.9%	54.7	9.6	D
	Right Turn	240	239	99.5%	18.2	9.4	B
	Subtotal	540	536	99.3%	42.0	9.5	D
SB	Left Turn	140	137	97.5%	132.0	41.3	F
	Through	150	153	101.7%	94.7	46.4	F
	Right Turn	60	58	96.5%	64.0	48.0	E
	Subtotal	350	347	99.1%	106.4	43.2	F
EB	Left Turn	65	66	102.0%	77.9	18.0	E
	Through	1,125	1,113	98.9%	33.7	17.7	C
	Right Turn	190	194	102.2%	14.5	14.1	B
	Subtotal	1,380	1,373	99.5%	33.0	17.5	C
WB	Left Turn	150	147	98.1%	84.9	14.3	F
	Through	700	695	99.3%	18.6	5.2	B
	Right Turn	170	175	102.8%	14.0	5.2	B
	Subtotal	1,020	1,017	99.7%	27.4	5.4	C
Total		3,290	3,274	99.5%	40.1	7.9	D

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	59	97.7%	28.2	4.5	C
	Through	360	361	100.1%	12.4	1.9	B
	Right Turn						
	Subtotal	420	419	99.8%	14.7	2.1	B
SB	Left Turn						
	Through	330	333	100.8%	22.1	8.2	C
	Right Turn	130	130	100.0%	8.3	2.1	A
	Subtotal	460	463	100.6%	18.3	6.7	B
EB	Left Turn	160	153	95.3%	22.7	2.7	C
	Through						
	Right Turn	80	82	103.0%	7.7	1.6	A
	Subtotal	240	235	97.9%	17.4	1.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,120	1,117	99.7%	16.8	3.1	B

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	140	143	101.9%	11.1	3.3	B
	Subtotal	140	143	101.9%	11.1	3.3	B
EB	Left Turn						
	Through	1,505	1,490	99.0%	27.4	23.5	D
	Right Turn						
	Subtotal	1,505	1,490	99.0%	27.4	23.5	D
WB	Left Turn						
	Through	880	874	99.3%	3.0	0.6	A
	Right Turn	40	40	100.3%	2.7	0.6	A
	Subtotal	920	914	99.3%	3.0	0.6	A
Total		2,565	2,547	99.3%	17.4	13.4	C

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	57	103.6%	4.0	0.7	A
	Through	65	73	112.5%	4.7	0.6	A
	Right Turn	240	235	97.7%	4.3	0.5	A
	Subtotal	360	365	101.3%	4.3	0.5	A
SB	Left Turn	20	19	96.5%	2.5	1.0	A
	Through	80	83	103.6%	2.9	0.4	A
	Right Turn	15	15	97.3%	2.0	0.9	A
	Subtotal	115	117	101.6%	2.8	0.4	A
EB	Left Turn	5	3	58.0%	0.8	1.4	A
	Through	10	10	102.0%	2.6	0.9	A
	Right Turn	25	26	103.6%	2.2	0.3	A
	Subtotal	40	39	97.5%	2.3	0.4	A
WB	Left Turn	85	82	96.7%	2.2	0.3	A
	Through	90	95	105.9%	2.5	0.3	A
	Right Turn	50	50	99.0%	2.1	0.5	A
	Subtotal	225	227	100.9%	2.3	0.2	A
Total		740	747	101.0%	3.4	0.3	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	90	89	99.3%	111.7	58.9	F
	Through	150	156	103.9%	90.6	58.2	F
	Right Turn	100	101	101.1%	77.7	53.6	E
	Subtotal	340	346	101.9%	92.4	56.8	F
SB	Left Turn	80	75	93.6%	54.8	8.1	D
	Through	50	51	102.6%	36.1	9.4	D
	Right Turn	60	66	109.7%	21.0	7.1	C
	Subtotal	190	192	101.1%	38.7	6.6	D
EB	Left Turn	200	199	99.5%	131.5	19.7	F
	Through	1,215	1,212	99.7%	74.9	18.2	E
	Right Turn	90	90	99.9%	62.3	17.2	E
	Subtotal	1,505	1,501	99.7%	81.9	17.9	F
WB	Left Turn	60	57	95.3%	73.3	7.0	E
	Through	750	741	98.8%	33.1	7.6	C
	Right Turn	30	30	99.7%	42.5	14.5	D
	Subtotal	840	828	98.6%	36.2	7.1	D
Total		2,875	2,867	99.7%	67.7	13.0	E

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	140	143	101.9%	157.4	47.1	F
	Through	110	109	99.3%	162.9	52.7	F
	Right Turn	130	130	99.9%	151.1	45.1	F
	Subtotal	380	382	100.5%	156.9	48.0	F
SB	Left Turn	60	59	98.0%	48.3	9.1	D
	Through	20	20	97.5%	43.6	20.8	D
	Right Turn	50	50	100.8%	48.3	9.7	D
	Subtotal	130	129	99.0%	47.4	8.3	D
EB	Left Turn	140	142	101.1%	100.7	13.6	F
	Through	1,140	1,129	99.0%	46.8	14.2	D
	Right Turn	115	114	98.9%	66.6	14.7	E
	Subtotal	1,395	1,384	99.2%	54.2	13.8	D
WB	Left Turn	80	73	90.8%	70.8	14.6	E
	Through	650	648	99.6%	33.1	2.8	C
	Right Turn	125	123	98.2%	58.7	4.7	E
	Subtotal	855	843	98.6%	40.2	3.8	D
Total		2,760	2,738	99.2%	64.8	7.4	E

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	76	101.7%	8.3	1.1	A
	Through	550	550	99.9%	3.9	0.3	A
	Right Turn						
	Subtotal	625	626	100.1%	4.5	0.3	A
SB	Left Turn						
	Through	590	605	102.5%	1.7	0.3	A
	Right Turn	30	29	95.7%	0.7	0.5	A
	Subtotal	620	633	102.1%	1.6	0.3	A
EB	Left Turn	20	19	93.0%	17.7	7.1	C
	Through						
	Right Turn	40	38	96.0%	7.3	2.9	A
	Subtotal	60	57	95.0%	10.8	3.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,305	1,316	100.9%	3.4	0.3	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	76	95.4%	54.1	7.2	D
	Through	550	552	100.3%	34.8	7.2	C
	Right Turn	150	148	98.8%	28.0	8.3	C
	Subtotal	780	776	99.5%	35.5	7.5	D
SB	Left Turn	90	92	102.1%	44.8	6.1	D
	Through	525	539	102.6%	22.6	6.8	C
	Right Turn	15	17	111.3%	17.5	9.7	B
	Subtotal	630	647	102.7%	25.7	6.7	C
EB	Left Turn	20	20	101.5%	30.9	12.5	C
	Through	5	6	124.0%	35.1	19.6	D
	Right Turn	90	90	100.0%	12.6	3.0	B
	Subtotal	115	117	101.3%	17.8	4.4	B
WB	Left Turn	120	121	100.5%	32.9	5.9	C
	Through	40	37	92.3%	29.2	8.6	C
	Right Turn	55	55	99.3%	10.1	4.1	B
	Subtotal	215	212	98.7%	26.4	4.6	C
Total		1,740	1,752	100.7%	29.6	5.3	C

Intersection 19 **Pole Line Rd/Donner Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	67	95.6%	49.1	5.3	D
	Through	765	767	100.2%	22.3	4.2	C
	Right Turn	60	60	99.7%	18.4	5.4	B
	Subtotal	895	893	99.8%	24.1	4.0	C
SB	Left Turn	25	25	98.4%	44.7	19.9	D
	Through	695	708	101.8%	27.9	17.4	C
	Right Turn	15	16	109.3%	17.9	16.5	B
	Subtotal	735	749	101.9%	28.3	17.4	C
EB	Left Turn	5	3	66.0%	30.3	30.2	C
	Through	5	6	110.0%	19.3	18.6	B
	Right Turn	110	113	103.0%	16.8	3.6	B
	Subtotal	120	122	101.8%	18.1	4.3	B
WB	Left Turn	50	49	97.6%	37.0	10.8	D
	Through						
	Right Turn	10	10	98.0%	13.4	12.8	B
	Subtotal	60	59	97.7%	33.4	9.8	C
Total		1,810	1,823	100.7%	25.9	8.7	C

Intersection 20 **Pole Line Rd/Picasso Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	60	100.0%	54.4	13.5	D
	Through	845	835	98.8%	19.6	2.8	B
	Right Turn	105	101	95.8%	15.5	3.8	B
	Subtotal	1,010	996	98.6%	21.2	3.1	C
SB	Left Turn	20	18	87.5%	69.2	21.0	E
	Through	820	840	102.4%	33.4	11.2	C
	Right Turn	15	16	107.3%	29.4	29.9	C
	Subtotal	855	874	102.2%	34.0	11.5	C
EB	Left Turn	20	23	114.0%	52.4	18.8	D
	Through	5	6	110.0%	51.0	68.9	D
	Right Turn	100	106	106.1%	27.1	13.1	C
	Subtotal	125	134	107.5%	32.5	15.1	C
WB	Left Turn	70	68	96.7%	48.7	20.9	D
	Through	5	4	80.0%	38.9	26.6	D
	Right Turn	30	31	104.0%	16.4	8.4	B
	Subtotal	105	103	98.0%	38.3	10.2	D
Total		2,095	2,107	100.6%	28.2	7.4	C

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	147	98.3%	147.4	24.2	F
	Through	455	437	96.0%	145.9	32.9	F
	Right Turn	50	45	90.2%	139.9	44.1	F
	Subtotal	655	629	96.1%	145.8	30.7	F
SB	Left Turn	320	326	101.8%	124.2	60.7	F
	Through	400	422	105.5%	92.6	47.4	F
	Right Turn	270	268	99.4%	77.7	45.8	E
	Subtotal	990	1,016	102.7%	99.4	52.5	F
EB	Left Turn	340	335	98.6%	70.2	24.6	E
	Through	720	704	97.8%	26.6	4.2	C
	Right Turn	220	222	100.9%	10.3	1.1	B
	Subtotal	1,280	1,261	98.5%	35.8	7.8	D
WB	Left Turn	85	82	96.8%	82.8	12.0	F
	Through	380	371	97.7%	61.2	10.3	E
	Right Turn	215	219	101.8%	9.4	7.5	A
	Subtotal	680	672	98.9%	47.6	8.1	D
Total		3,605	3,579	99.3%	76.6	18.1	E

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	49	97.8%	47.3	5.3	D
	Through						
	Right Turn	20	20	102.0%	50.5	18.0	D
	Subtotal	70	69	99.0%	47.7	6.2	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,060	1,058	99.8%	12.0	3.6	B
	Right Turn	30	29	97.7%	9.3	5.6	A
	Subtotal	1,090	1,087	99.7%	11.9	3.6	B
WB	Left Turn	35	36	102.3%	51.5	12.5	D
	Through	630	627	99.5%	12.6	2.6	B
	Right Turn						
	Subtotal	665	663	99.7%	14.6	3.0	B
Total		1,825	1,819	99.7%	14.5	3.0	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	14	90.7%	28.4	10.9	D
	Through	5	5	100.0%	29.5	21.0	D
	Right Turn	15	16	105.3%	9.7	8.0	A
	Subtotal	35	34	98.3%	20.8	6.1	C
SB	Left Turn	5	5	92.0%	29.5	25.7	D
	Through	5	5	102.0%	27.1	16.9	D
	Right Turn	15	17	114.0%	1.4	0.7	A
	Subtotal	25	27	107.2%	13.4	4.3	B
EB	Left Turn	35	31	89.7%	8.1	3.2	A
	Through	1,030	1,026	99.6%	4.2	0.7	A
	Right Turn	30	30	101.0%	3.7	0.6	A
	Subtotal	1,095	1,088	99.4%	4.3	0.8	A
WB	Left Turn	15	16	106.0%	14.9	8.8	B
	Through	645	641	99.3%	3.4	0.4	A
	Right Turn	5	6	112.0%	3.8	0.9	A
	Subtotal	665	662	99.6%	3.7	0.3	A
Total		1,820	1,811	99.5%	4.6	0.4	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	32	105.3%	23.2	6.4	C
	Through						
	Right Turn	15	14	96.0%	5.9	3.0	A
	Subtotal	45	46	102.2%	18.5	6.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,010	1,000	99.0%	6.2	0.8	A
	Right Turn	40	40	100.5%	6.5	0.6	A
	Subtotal	1,050	1,041	99.1%	6.2	0.8	A
WB	Left Turn	30	26	88.0%	17.0	5.3	C
	Through	635	630	99.3%	2.4	0.3	A
	Right Turn						
	Subtotal	665	657	98.8%	2.9	0.4	A
Total		1,760	1,743	99.1%	5.2	0.6	A

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Existing Plus Project- Pole Line Signals**
Volume and Delay by Movement **PM Peak Hour**

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	110	106	96.6%	18.8	2.3	B
	Through						
	Right Turn	70	71	100.7%	1.2	0.3	A
	Subtotal	180	177	98.2%	11.8	2.5	B
EB	Left Turn	90	89	98.4%	30.1	3.5	C
	Through	935	921	98.5%	12.9	1.8	B
	Right Turn						
	Subtotal	1,025	1,009	98.5%	14.4	1.8	B
WB	Left Turn						
	Through	595	586	98.5%	7.6	1.1	A
	Right Turn	145	143	98.8%	3.0	0.5	A
	Subtotal	740	729	98.5%	6.7	0.9	A
Total		1,945	1,915	98.5%	11.2	1.1	B

APPENDIX C - CUMULATIVE CONDITIONS TECHNICAL CALCULATIONS

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	98.3%	6.3	1.0	A
	Through	50	48	95.8%	8.9	1.6	A
	Right Turn	180	185	102.7%	3.5	1.0	A
	Subtotal	260	262	100.9%	4.8	0.8	A
SB	Left Turn	30	29	95.3%	6.0	1.1	A
	Through	60	60	99.7%	11.5	0.9	B
	Right Turn	10	10	95.0%	4.6	2.3	A
	Subtotal	100	98	97.9%	9.3	0.7	A
EB	Left Turn	20	20	100.0%	6.8	1.1	A
	Through	280	288	102.8%	14.2	1.0	B
	Right Turn	40	41	103.5%	3.5	0.6	A
	Subtotal	340	349	102.7%	12.5	1.1	B
WB	Left Turn	100	96	95.9%	16.4	4.3	C
	Through	210	202	96.3%	20.9	4.7	C
	Right Turn	20	20	101.0%	16.9	5.8	C
	Subtotal	330	318	96.5%	19.4	4.4	C
Total		1,030	1,028	99.8%	12.2	1.5	B

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	26	88.0%	14.9	3.6	B
	Through						
	Right Turn	160	163	101.6%	1.4	0.1	A
	Subtotal	190	189	99.5%	3.3	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	450	458	101.9%	14.3	2.5	B
	Right Turn	30	30	100.7%	11.6	1.9	B
	Subtotal	480	489	101.8%	14.1	2.4	B
WB	Left Turn	90	92	102.2%	16.5	4.0	B
	Through	360	345	95.8%	7.4	2.6	A
	Right Turn						
	Subtotal	450	437	97.1%	9.2	2.6	A
Total		1,120	1,114	99.5%	10.4	1.4	B

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	101.3%	72.0	36.3	E
	Through	5	5	104.0%	61.0	33.6	E
	Right Turn	240	247	102.9%	26.6	13.3	C
	Subtotal	275	283	102.8%	30.9	12.9	C
SB	Left Turn	160	160	99.9%	61.8	11.8	E
	Through	10	11	109.0%	52.4	22.1	D
	Right Turn	35	35	100.0%	19.0	13.0	B
	Subtotal	205	206	100.4%	54.0	10.6	D
EB	Left Turn	40	40	99.8%	65.5	13.3	E
	Through	550	566	102.9%	26.5	6.1	C
	Right Turn	20	21	103.5%	24.3	8.9	C
	Subtotal	610	626	102.7%	28.9	5.6	C
WB	Left Turn	170	159	93.6%	56.2	13.0	E
	Through	400	393	98.1%	19.5	7.4	B
	Right Turn	120	115	95.5%	5.6	1.4	A
	Subtotal	690	666	96.6%	27.3	8.1	C
Total		1,780	1,781	100.1%	31.9	5.1	C

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	250	253	101.1%	62.9	32.1	E
	Through						
	Right Turn	70	72	102.1%	20.8	38.4	C
	Subtotal	320	324	101.3%	52.9	33.7	D
EB	Left Turn	90	98	109.2%	68.8	17.4	E
	Through	860	877	102.0%	35.9	16.6	D
	Right Turn						
	Subtotal	950	976	102.7%	39.3	15.5	D
WB	Left Turn						
	Through	620	593	95.7%	12.4	5.6	B
	Right Turn	390	376	96.3%	6.7	1.3	A
	Subtotal	1,010	969	95.9%	10.2	3.9	B
Total		2,280	2,269	99.5%	29.4	9.5	C

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	320	286	89.4%	324.5	60.8	F
	Through	5	5	90.0%	179.1	240.6	F
	Right Turn	180	161	89.7%	165.8	50.2	F
	Subtotal	505	452	89.5%	268.7	59.7	F
EB	Left Turn						
	Through	640	656	102.5%	27.6	4.9	C
	Right Turn	470	476	101.3%	27.0	5.2	C
	Subtotal	1,110	1,132	102.0%	27.4	4.6	C
WB	Left Turn	485	437	90.2%	88.9	9.5	F
	Through	830	808	97.3%	12.1	3.1	B
	Right Turn						
	Subtotal	1,315	1,245	94.7%	39.4	5.4	D
Total		2,930	2,829	96.6%	71.6	7.8	E

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	340	338	99.4%	150.3	107.8	F
	Through						
	Right Turn	335	323	96.3%	55.4	53.7	E
	Subtotal	675	661	97.9%	103.6	80.0	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	100	101	100.6%	73.2	17.0	E
	Through	860	836	97.3%	16.7	3.8	B
	Right Turn						
	Subtotal	960	937	97.6%	22.8	3.2	C
WB	Left Turn						
	Through	975	918	94.2%	124.1	16.9	F
	Right Turn	250	222	88.9%	73.8	11.1	E
	Subtotal	1,225	1,140	93.1%	114.5	15.5	F
Total		2,860	2,738	95.7%	79.0	16.6	E

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	154	96.0%	152.2	83.7	F
	Through	30	30	99.0%	109.2	66.6	F
	Right Turn	40	40	99.5%	96.7	103.5	F
	Subtotal	230	223	97.0%	135.4	81.6	F
SB	Left Turn	120	122	101.6%	62.4	10.3	E
	Through	70	73	104.0%	49.4	11.2	D
	Right Turn	180	184	102.1%	17.0	8.5	B
	Subtotal	370	379	102.3%	37.9	8.6	D
EB	Left Turn	120	119	98.8%	67.3	6.0	E
	Through	785	752	95.8%	20.2	4.3	C
	Right Turn	170	163	95.9%	9.7	3.8	A
	Subtotal	1,075	1,034	96.2%	24.4	4.2	C
WB	Left Turn	40	39	98.0%	188.8	96.8	F
	Through	840	785	93.4%	167.2	112.2	F
	Right Turn	90	87	96.7%	151.4	111.2	F
	Subtotal	970	911	93.9%	166.5	111.2	F
Total		2,645	2,547	96.3%	84.9	41.4	F

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	200	190	94.9%	116.3	127.4	F
	Through	60	63	104.7%	37.2	11.6	D
	Right Turn	70	70	99.7%	10.1	14.9	B
	Subtotal	330	322	97.7%	79.3	84.7	E
SB	Left Turn	60	57	94.3%	64.0	11.4	E
	Through	170	172	101.2%	49.4	7.1	D
	Right Turn	100	101	101.2%	5.0	5.8	A
	Subtotal	330	330	99.9%	38.7	6.3	D
EB	Left Turn	45	43	95.6%	89.4	37.0	F
	Through	620	609	98.2%	26.1	5.8	C
	Right Turn	280	277	98.9%	13.3	3.3	B
	Subtotal	945	929	98.3%	24.5	5.0	C
WB	Left Turn	175	172	98.0%	82.8	29.9	F
	Through	670	675	100.7%	32.3	17.0	C
	Right Turn	50	49	98.4%	8.7	5.5	A
	Subtotal	895	896	100.1%	40.1	18.3	D
Total		2,500	2,477	99.1%	38.8	16.8	D

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	155	160	103.2%	70.7	17.4	E
	Through						
	Right Turn	180	186	103.3%	8.5	6.9	A
	Subtotal	335	346	103.3%	39.2	13.9	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	575	560	97.3%	18.1	3.0	B
	Right Turn	200	196	97.9%	9.6	1.7	A
	Subtotal	775	756	97.5%	16.1	2.4	B
WB	Left Turn	220	219	99.4%	70.8	13.5	E
	Through	795	801	100.7%	22.9	3.8	C
	Right Turn						
	Subtotal	1,015	1,019	100.4%	33.2	4.0	C
Total		2,125	2,121	99.8%	28.5	3.5	C

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	170	173	101.8%	53.6	8.2	D
	Through						
	Right Turn	70	73	104.6%	3.8	3.1	A
	Subtotal	240	246	102.6%	39.1	5.5	D
EB	Left Turn	30	33	109.7%	70.6	19.9	E
	Through	725	710	97.9%	12.4	5.1	B
	Right Turn						
	Subtotal	755	743	98.4%	14.9	5.2	B
WB	Left Turn						
	Through	945	937	99.2%	12.1	4.8	B
	Right Turn	80	84	104.9%	6.4	1.6	A
	Subtotal	1,025	1,021	99.6%	11.7	4.6	B
Total		2,020	2,010	99.5%	16.6	3.8	B

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	79	98.3%	61.6	17.0	E
	Through	120	125	104.4%	56.2	7.8	E
	Right Turn	205	208	101.4%	14.8	7.4	B
	Subtotal	405	412	101.7%	37.7	8.7	D
SB	Left Turn	180	183	101.9%	73.1	19.6	E
	Through	220	219	99.4%	51.3	22.1	D
	Right Turn	90	94	104.0%	26.3	19.6	C
	Subtotal	490	496	101.2%	55.1	20.3	E
EB	Left Turn	40	36	89.5%	83.5	11.1	F
	Through	710	704	99.2%	30.0	8.5	C
	Right Turn	150	148	98.3%	8.0	2.3	A
	Subtotal	900	888	98.6%	28.1	7.7	C
WB	Left Turn	300	298	99.4%	174.8	69.0	F
	Through	890	894	100.5%	77.1	50.8	E
	Right Turn	130	128	98.1%	61.0	45.6	E
	Subtotal	1,320	1,320	100.0%	97.5	55.0	F
Total		3,115	3,115	100.0%	63.1	24.2	E

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	110	107	97.6%	35.9	5.4	D
	Through	170	176	103.2%	14.0	3.2	B
	Right Turn						
	Subtotal	280	283	101.0%	22.1	4.0	C
SB	Left Turn						
	Through	290	283	97.7%	33.5	6.5	C
	Right Turn	390	387	99.3%	19.1	3.7	B
	Subtotal	680	671	98.6%	25.2	4.5	C
EB	Left Turn	190	191	100.7%	41.3	17.1	D
	Through						
	Right Turn	90	94	104.9%	12.4	5.2	B
	Subtotal	280	286	102.1%	32.0	13.8	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,240	1,239	99.9%	26.1	6.0	C

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	280	279	99.6%	31.5	28.0	D
	Subtotal	280	279	99.6%	31.5	28.0	D
EB	Left Turn						
	Through	1,095	1,092	99.8%	15.2	19.1	C
	Right Turn						
	Subtotal	1,095	1,092	99.8%	15.2	19.1	C
WB	Left Turn						
	Through	1,040	1,051	101.1%	6.2	5.0	A
	Right Turn	75	74	98.3%	5.0	3.6	A
	Subtotal	1,115	1,125	100.9%	6.1	4.9	A
Total		2,490	2,496	100.2%	12.9	8.5	B

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	49	108.2%	4.0	0.8	A
	Through	80	80	100.4%	4.1	0.6	A
	Right Turn	95	94	99.2%	4.0	0.5	A
	Subtotal	220	223	101.5%	4.0	0.5	A
SB	Left Turn	20	19	95.0%	4.8	4.1	A
	Through	80	84	104.8%	5.5	7.5	A
	Right Turn	20	22	112.0%	5.4	8.0	A
	Subtotal	120	125	104.3%	5.3	6.8	A
EB	Left Turn	5	5	100.0%	8.3	18.4	A
	Through	5	6	118.0%	6.5	11.7	A
	Right Turn	80	81	100.8%	7.0	13.9	A
	Subtotal	90	92	101.7%	7.1	14.0	A
WB	Left Turn	140	138	98.6%	2.7	0.9	A
	Through	130	133	102.1%	3.4	1.6	A
	Right Turn	5	6	126.0%	1.7	1.7	A
	Subtotal	275	277	100.8%	3.0	1.2	A
Total		705	717	101.7%	4.3	3.5	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	155	96.7%	158.7	86.3	F
	Through	60	59	97.7%	141.4	100.9	F
	Right Turn	90	88	97.4%	123.5	109.0	F
	Subtotal	310	301	97.1%	145.8	95.6	F
SB	Left Turn	80	82	102.3%	78.1	26.7	E
	Through	140	136	96.9%	87.1	30.8	F
	Right Turn	80	83	103.5%	68.4	33.1	E
	Subtotal	300	300	100.1%	80.0	29.3	E
EB	Left Turn	135	135	100.2%	113.0	46.5	F
	Through	770	779	101.1%	56.8	32.8	E
	Right Turn	190	197	103.5%	43.9	32.0	D
	Subtotal	1,095	1,111	101.4%	62.1	34.5	E
WB	Left Turn	110	107	96.9%	76.0	7.2	E
	Through	870	882	101.4%	29.4	6.9	C
	Right Turn	30	32	107.0%	24.5	5.8	C
	Subtotal	1,010	1,021	101.1%	34.6	6.1	C
Total		2,715	2,733	100.7%	61.7	22.0	E

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	110	104	94.3%	61.2	12.2	E
	Through	25	28	110.0%	53.8	15.3	D
	Right Turn	80	82	102.5%	64.5	12.4	E
	Subtotal	215	213	99.2%	61.5	11.5	E
SB	Left Turn	60	59	98.8%	50.5	10.7	D
	Through	90	89	99.1%	51.6	10.8	D
	Right Turn	40	42	106.0%	61.5	18.5	E
	Subtotal	190	191	100.5%	53.2	7.0	D
EB	Left Turn	30	31	103.7%	78.1	12.8	E
	Through	800	809	101.1%	25.4	7.2	C
	Right Turn	110	106	96.0%	54.2	6.9	D
	Subtotal	940	945	100.6%	31.0	6.3	C
WB	Left Turn	90	83	92.7%	81.6	9.7	F
	Through	860	870	101.2%	30.7	5.5	C
	Right Turn	50	50	100.2%	55.9	10.9	E
	Subtotal	1,000	1,003	100.3%	35.9	4.8	D
Total		2,345	2,353	100.3%	38.4	3.7	D

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	38	95.5%	9.0	3.5	A
	Through	465	459	98.7%	1.4	0.3	A
	Right Turn						
	Subtotal	505	497	98.4%	2.0	0.3	A
SB	Left Turn						
	Through	590	594	100.7%	4.6	8.6	A
	Right Turn	15	17	113.3%	3.0	2.8	A
	Subtotal	605	611	101.0%	4.6	8.5	A
EB	Left Turn	15	17	114.7%	21.3	23.0	C
	Through						
	Right Turn	75	73	96.8%	28.1	51.0	D
	Subtotal	90	90	99.8%	25.8	42.5	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,200	1,198	99.8%	5.1	7.4	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	38	96.0%	8.4	5.5	A
	Through	380	380	100.0%	10.8	4.7	B
	Right Turn	80	81	101.0%	9.8	6.8	A
	Subtotal	500	499	99.8%	10.5	5.1	B
SB	Left Turn	100	100	100.2%	54.9	51.7	F
	Through	550	550	100.0%	59.4	55.7	F
	Right Turn	15	18	116.7%	50.4	49.8	F
	Subtotal	665	668	100.4%	58.5	54.8	F
EB	Left Turn	25	23	90.0%	90.3	163.3	F
	Through	30	30	99.0%	65.8	126.1	F
	Right Turn	75	77	103.1%	66.1	121.9	F
	Subtotal	130	130	99.6%	68.3	126.3	F
WB	Left Turn	110	109	99.5%	3.7	0.7	A
	Through	5	5	102.0%	3.5	3.1	A
	Right Turn	100	94	93.7%	4.1	1.1	A
	Subtotal	215	208	96.8%	3.9	0.6	A
Total		1,510	1,504	99.6%	35.5	34.3	E

Intersection 19 **Pole Line Rd/Donner Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	51	102.2%	12.3	15.8	B
	Through	460	464	100.8%	14.2	15.1	B
	Right Turn	20	22	112.0%	15.5	27.0	C
	Subtotal	530	537	101.4%	14.1	15.5	B
SB	Left Turn	10	9	90.0%	128.4	74.2	F
	Through	710	691	97.3%	129.3	55.8	F
	Right Turn	15	17	113.3%	125.5	54.9	F
	Subtotal	735	717	97.6%	129.3	55.8	F
EB	Left Turn	20	18	88.0%	226.9	147.9	F
	Through						
	Right Turn	75	72	95.9%	243.6	168.5	F
	Subtotal	95	90	94.2%	241.4	163.5	F
WB	Left Turn	80	81	100.6%	4.4	1.1	A
	Through						
	Right Turn	20	19	94.5%	6.9	5.9	A
	Subtotal	100	99	99.4%	4.9	1.3	A
Total		1,460	1,443	98.8%	82.7	34.1	F

Intersection 20 **Pole Line Rd/Picasso Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	17	84.0%	12.1	7.6	B
	Through	480	490	102.1%	14.4	7.5	B
	Right Turn	100	94	93.7%	13.7	8.2	B
	Subtotal	600	601	100.1%	14.2	7.5	B
SB	Left Turn	40	37	93.5%	63.5	16.1	F
	Through	810	786	97.0%	66.1	16.1	F
	Right Turn	15	15	98.0%	68.2	18.8	F
	Subtotal	865	838	96.8%	66.1	16.0	F
EB	Left Turn	20	19	94.5%	5.0	2.1	A
	Through	10	10	98.0%	7.9	10.4	A
	Right Turn	60	66	110.0%	8.6	3.5	A
	Subtotal	90	95	105.2%	8.2	3.3	A
WB	Left Turn	55	51	91.8%	4.2	1.0	A
	Through	5	5	98.0%	4.6	4.2	A
	Right Turn	30	31	102.3%	5.2	2.4	A
	Subtotal	90	86	95.7%	4.6	1.2	A
Total		1,645	1,619	98.4%	40.5	8.7	E

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	149	99.3%	91.2	49.2	F
	Through	200	208	103.9%	76.2	35.5	E
	Right Turn	60	59	98.3%	58.4	42.9	E
	Subtotal	410	416	101.4%	80.3	41.1	F
SB	Left Turn	320	305	95.4%	245.2	59.8	F
	Through	325	318	97.8%	233.1	61.3	F
	Right Turn	280	279	99.7%	212.4	62.3	F
	Subtotal	925	902	97.5%	230.9	61.0	F
EB	Left Turn	200	201	100.5%	85.5	15.3	F
	Through	525	524	99.8%	30.2	8.5	C
	Right Turn	140	146	104.0%	8.4	1.9	A
	Subtotal	865	871	100.6%	39.8	6.5	D
WB	Left Turn	110	115	104.4%	78.1	14.3	E
	Through	570	565	99.2%	59.4	12.1	E
	Right Turn	200	190	95.1%	12.0	7.3	B
	Subtotal	880	870	98.9%	51.1	10.7	D
Total		3,080	3,059	99.3%	108.8	19.8	F

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	83	103.3%	54.4	10.1	D
	Through						
	Right Turn	30	34	114.0%	48.5	9.5	D
	Subtotal	110	117	106.2%	53.0	8.0	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	825	806	97.7%	14.5	5.0	B
	Right Turn	80	75	93.6%	11.2	4.2	B
	Subtotal	905	881	97.3%	14.2	4.9	B
WB	Left Turn	80	81	101.0%	69.4	7.8	E
	Through	800	784	98.0%	17.0	3.1	B
	Right Turn						
	Subtotal	880	865	98.2%	21.7	2.8	C
Total		1,895	1,862	98.3%	20.4	2.7	C

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	29	95.7%	23.5	11.7	C
	Through						
	Right Turn	35	36	104.0%	7.3	4.1	A
	Subtotal	65	65	100.2%	14.3	7.9	B
SB	Left Turn	5	5	104.0%	13.9	19.9	B
	Through						
	Right Turn	10	10	102.0%	1.1	0.4	A
	Subtotal	15	15	102.7%	6.2	6.9	A
EB	Left Turn	5	5	106.0%	5.8	3.6	A
	Through	840	831	99.0%	3.4	1.0	A
	Right Turn	30	30	99.7%	3.1	1.0	A
	Subtotal	875	866	99.0%	3.4	1.0	A
WB	Left Turn	55	53	96.0%	11.2	2.8	B
	Through	830	814	98.0%	4.5	0.5	A
	Right Turn	5	6	126.0%	4.3	1.0	A
	Subtotal	890	873	98.1%	5.0	0.5	A
Total		1,845	1,820	98.6%	4.7	0.5	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	58	96.7%	26.5	9.8	D
	Through						
	Right Turn	30	28	94.7%	10.2	5.0	B
	Subtotal	90	86	96.0%	21.9	8.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	830	821	98.9%	5.4	1.0	A
	Right Turn	50	57	114.2%	5.1	1.4	A
	Subtotal	880	878	99.7%	5.4	1.1	A
WB	Left Turn	20	19	97.0%	10.6	6.5	B
	Through	830	813	98.0%	3.3	0.3	A
	Right Turn						
	Subtotal	850	833	97.9%	3.5	0.5	A
Total		1,820	1,797	98.7%	5.4	0.8	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	190	184	96.7%	19.6	2.1	B
	Through						
	Right Turn	120	121	100.8%	1.4	0.2	A
	Subtotal	310	305	98.3%	12.4	1.6	B
EB	Left Turn	50	50	99.2%	38.5	7.6	D
	Through	810	800	98.8%	13.4	1.8	B
	Right Turn						
	Subtotal	860	850	98.8%	14.8	1.8	B
WB	Left Turn						
	Through	730	712	97.6%	13.5	1.9	B
	Right Turn	85	86	100.8%	8.0	1.5	A
	Subtotal	815	798	97.9%	12.9	1.8	B
Total		1,985	1,952	98.3%	13.7	1.2	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	31	102.0%	38.9	19.5	E
	Through	5	5	108.0%	31.7	32.6	D
	Right Turn	50	49	98.6%	22.7	13.6	C
	Subtotal	85	85	100.4%	30.1	15.0	D
SB	Left Turn	40	41	102.5%	35.9	19.0	E
	Through	5	6	114.0%	33.5	26.9	D
	Right Turn	70	70	99.9%	18.6	10.1	C
	Subtotal	115	117	101.4%	25.3	11.4	D
EB	Left Turn	40	37	92.5%	5.4	1.3	A
	Through	920	901	97.9%	3.2	0.3	A
	Right Turn	40	44	111.0%	2.6	0.6	A
	Subtotal	1,000	982	98.2%	3.2	0.4	A
WB	Left Turn	20	19	96.5%	9.8	2.4	A
	Through	715	697	97.5%	3.9	0.3	A
	Right Turn	20	20	102.0%	3.4	0.4	A
	Subtotal	755	737	97.6%	4.0	0.3	A
Total		1,955	1,921	98.2%	6.3	1.2	A

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	130	132	101.2%	37.8	6.6	D
	Through	10	11	108.0%	58.0	30.9	E
	Right Turn	40	42	104.0%	6.0	5.1	A
	Subtotal	180	184	102.2%	30.8	5.9	C
SB	Left Turn	230	225	98.0%	34.6	7.2	C
	Through	50	50	99.4%	38.0	10.9	D
	Right Turn	100	102	101.5%	26.8	10.5	C
	Subtotal	380	377	99.1%	33.0	8.3	C
EB	Left Turn	40	36	91.0%	49.6	9.7	D
	Through	840	819	97.5%	22.2	2.1	C
	Right Turn	130	136	104.6%	5.0	0.6	A
	Subtotal	1,010	991	98.1%	20.9	1.9	C
WB	Left Turn	80	72	89.6%	49.6	13.2	D
	Through	525	502	95.7%	23.9	4.2	C
	Right Turn	60	54	90.3%	19.2	4.6	B
	Subtotal	665	628	94.5%	26.7	4.5	C
Total		2,235	2,180	97.5%	25.7	2.6	C

Intersection 28 **Shriners Road East/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	100	101	101.2%	8.1	1.1	A
	Subtotal	100	101	101.2%	8.1	1.1	A
EB	Left Turn						
	Through	1,110	1,090	98.2%	8.8	1.6	A
	Right Turn						
	Subtotal	1,110	1,090	98.2%	8.8	1.6	A
WB	Left Turn						
	Through	565	527	93.3%	3.5	0.4	A
	Right Turn	80	72	90.4%	3.8	0.5	A
	Subtotal	645	600	93.0%	3.6	0.4	A
Total		1,855	1,790	96.5%	7.1	1.0	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	120	119	99.3%	24.2	4.3	C
	Through						
	Right Turn	5	6	116.0%	16.5	10.6	B
	Subtotal	125	125	100.0%	23.8	4.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	950	922	97.1%	13.7	2.9	B
	Right Turn	160	163	101.9%	3.3	0.8	A
	Subtotal	1,110	1,085	97.8%	12.2	2.7	B
WB	Left Turn	160	147	91.8%	22.4	4.3	C
	Through	525	482	91.7%	5.5	0.9	A
	Right Turn						
	Subtotal	685	628	91.7%	9.3	1.6	A
Total		1,920	1,839	95.8%	12.1	1.9	B

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	280	253	90.3%	57.0	6.7	E
	Through	640	584	91.2%	28.6	6.0	C
	Right Turn	160	148	92.6%	25.5	7.2	C
	Subtotal	1,080	985	91.2%	35.4	5.6	D
SB	Left Turn	180	174	96.4%	74.0	11.5	E
	Through	920	886	96.3%	68.0	28.2	E
	Right Turn	5	6	116.0%	30.2	28.3	C
	Subtotal	1,105	1,066	96.4%	68.7	24.6	E
EB	Left Turn	50	19	37.2%	47.8	17.1	D
	Through	810	41	5.1%	57.2	8.5	E
	Right Turn						
	Subtotal	860	60	7.0%	53.3	7.3	D
WB	Left Turn						
	Through	730	23	3.1%	41.1	11.1	D
	Right Turn	85	26	30.7%	8.4	3.7	A
	Subtotal	815	49	6.0%	24.9	7.1	C
Total		3,860	2,159	55.9%	52.7	13.1	D

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	40	100.3%	21.1	4.9	C
	Through	255	259	101.6%	6.5	1.5	A
	Right Turn	10	11	109.0%	4.2	6.0	A
	Subtotal	305	310	101.6%	8.3	1.9	A
SB	Left Turn	100	90	89.8%	25.0	4.1	C
	Through	510	472	92.5%	9.9	3.1	A
	Right Turn	150	134	89.3%	2.0	0.6	A
	Subtotal	760	696	91.5%	10.3	2.2	B
EB	Left Turn	60	60	99.3%	19.7	5.2	B
	Through	5	5	104.0%	16.3	15.9	B
	Right Turn	40	40	98.8%	8.5	2.2	A
	Subtotal	105	104	99.3%	15.1	3.4	B
WB	Left Turn	5	6	126.0%	24.8	21.0	C
	Through	5	6	122.0%	30.3	23.0	C
	Right Turn	30	31	103.3%	6.5	2.3	A
	Subtotal	40	43	108.5%	14.1	4.0	B
Total		1,210	1,153	95.3%	10.3	1.8	B

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	570	513	90.1%	191.3	14.7	F
	Through	960	865	90.1%	94.8	6.1	F
	Right Turn	325	284	87.3%	87.8	5.0	F
	Subtotal	1,855	1,662	89.6%	123.8	9.1	F
SB	Left Turn	30	28	92.7%	129.1	16.0	F
	Through	1,170	1,134	96.9%	124.0	23.2	F
	Right Turn	140	134	95.9%	84.2	19.3	F
	Subtotal	1,340	1,296	96.7%	120.1	22.8	F
EB	Left Turn	80	79	98.4%	65.3	18.3	E
	Through	40	41	102.3%	72.1	14.1	E
	Right Turn	260	263	101.0%	10.6	4.8	B
	Subtotal	380	382	100.6%	28.1	6.9	C
WB	Left Turn	105	107	101.5%	70.3	11.9	E
	Through	80	78	98.0%	61.3	12.9	E
	Right Turn	50	48	96.0%	38.0	15.3	D
	Subtotal	235	233	99.1%	62.2	8.3	E
Total		3,810	3,573	93.8%	107.4	8.0	F

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	330	315	95.4%	68.9	18.8	E
	Through	945	931	98.5%	54.2	19.6	D
	Right Turn						
	Subtotal	1,275	1,246	97.7%	57.8	18.2	E
SB	Left Turn						
	Through	1,235	1,201	97.3%	67.0	38.6	E
	Right Turn	300	290	96.6%	31.2	23.2	C
	Subtotal	1,535	1,491	97.1%	59.7	35.5	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	450	355	78.9%	231.8	38.0	F
	Through	5	6	124.0%	250.1	109.4	F
	Right Turn	910	739	81.2%	236.6	39.3	F
	Subtotal	1,365	1,101	80.6%	234.9	37.5	F
Total		4,175	3,837	91.9%	104.4	17.4	F

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	20	100.5%	121.7	24.4	F
	Through	620	629	101.4%	86.8	12.9	F
	Right Turn	30	32	106.0%	56.3	15.8	E
	Subtotal	670	681	101.6%	86.3	13.1	F
SB	Left Turn	260	234	89.8%	147.3	58.5	F
	Through	330	296	89.8%	72.5	19.9	E
	Right Turn	390	351	89.9%	26.3	10.6	C
	Subtotal	980	881	89.9%	74.2	26.7	E
EB	Left Turn	835	783	93.8%	61.9	4.3	E
	Through	210	199	94.6%	40.1	4.5	D
	Right Turn	120	113	94.1%	2.2	0.3	A
	Subtotal	1,165	1,095	94.0%	51.4	3.2	D
WB	Left Turn	20	19	93.0%	84.3	31.2	F
	Through	90	93	103.6%	76.9	26.6	E
	Right Turn	410	415	101.3%	69.2	20.5	E
	Subtotal	520	527	101.4%	71.2	21.0	E
Total		3,335	3,183	95.4%	68.7	9.5	E

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	630	613	97.2%	18.4	2.9	B
	Through						
	Right Turn	120	122	101.9%	4.6	1.0	A
	Subtotal	750	735	98.0%	16.0	2.3	B
EB	Left Turn						
	Through	535	476	89.0%	386.1	81.9	F
	Right Turn						
	Subtotal	535	476	89.0%	386.1	81.9	F
WB	Left Turn						
	Through	500	466	93.2%	14.1	1.5	B
	Right Turn						
	Subtotal	500	466	93.2%	14.1	1.5	B
Total		1,785	1,677	94.0%	128.7	23.3	F

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	100.0%	37.9	15.9	D
	Through	280	285	101.7%	26.4	5.1	C
	Right Turn	60	56	92.8%	18.0	8.0	B
	Subtotal	355	356	100.1%	25.5	5.4	C
SB	Left Turn	80	72	90.5%	41.8	8.4	D
	Through	200	181	90.4%	19.2	4.3	B
	Right Turn	80	75	93.3%	9.3	1.6	A
	Subtotal	360	328	91.0%	22.1	4.7	C
EB	Left Turn	170	171	100.8%	28.8	5.2	C
	Through	100	102	101.5%	25.3	4.3	C
	Right Turn	15	16	106.7%	15.7	8.2	B
	Subtotal	285	289	101.4%	26.9	4.3	C
WB	Left Turn	40	35	88.5%	33.9	11.1	C
	Through	90	90	100.3%	26.5	5.0	C
	Right Turn	105	108	102.9%	19.5	6.4	B
	Subtotal	235	234	99.4%	24.0	5.0	C
Total		1,235	1,206	97.6%	24.7	4.1	C

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	94.0%	4.7	2.7	A
	Through	240	235	98.1%	7.4	0.4	A
	Right Turn	5	5	98.0%	2.6	1.9	A
	Subtotal	250	245	98.0%	7.3	0.4	A
SB	Left Turn	80	72	89.5%	11.2	1.9	B
	Through	150	136	90.5%	13.6	2.1	B
	Right Turn	25	23	91.6%	3.5	1.0	A
	Subtotal	255	230	90.3%	11.8	1.6	B
EB	Left Turn	20	21	106.0%	5.3	1.4	A
	Through	10	10	104.0%	5.0	2.0	A
	Right Turn	5	5	96.0%	2.1	1.7	A
	Subtotal	35	36	104.0%	5.2	1.3	A
WB	Left Turn	5	4	76.0%	4.1	2.6	A
	Through	20	19	96.5%	6.9	1.1	A
	Right Turn	95	98	103.2%	4.4	0.5	A
	Subtotal	120	121	100.9%	4.9	0.5	A
Total		660	633	95.9%	8.2	0.7	A

Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						✣	
Traffic Vol, veh/h	0	220	35	50	150	0	0	0	0	255	0	100
Future Vol, veh/h	0	220	35	50	150	0	0	0	0	255	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	195	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	250	40	57	170	0	0	0	0	290	0	114

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	290	0	0	554	574	170
Stage 1	-	-	-	-	-	-	284	284	-
Stage 2	-	-	-	-	-	-	270	290	-
Critical Hdwy	-	-	-	4.13	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	0	-	-	1266	-	0	492	428	871
Stage 1	0	-	-	-	-	0	762	675	-
Stage 2	0	-	-	-	-	0	773	670	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1266	-	-	470	0	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	470	0	-
Stage 1	-	-	-	-	-	-	762	0	-
Stage 2	-	-	-	-	-	-	738	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	28.8
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1266	-	540
HCM Lane V/C Ratio	-	-	0.045	-	0.747
HCM Control Delay (s)	-	-	8	-	28.8
HCM Lane LOS	-	-	A	-	D
HCM 95th %tile Q(veh)	-	-	0.1	-	6.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	430	170	225	25	30
Future Vol, veh/h	45	430	170	225	25	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	51	489	193	256	28	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	449	0	-	0	912	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	591	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1106	-	-	-	303	718
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1106	-	-	-	289	718
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1106	-	-	-	429
HCM Lane V/C Ratio	0.046	-	-	-	0.146
HCM Control Delay (s)	8.4	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	360	90	25	335	1	55	0	15	5	0	5
Future Vol, veh/h	5	360	90	25	335	1	55	0	15	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	409	102	28	381	1	63	0	17	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	382	0	0	511	0	0	913	910	460	919	961	382
Stage 1	-	-	-	-	-	-	472	472	-	438	438	-
Stage 2	-	-	-	-	-	-	441	438	-	481	523	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1171	-	-	1049	-	-	253	273	599	251	255	663
Stage 1	-	-	-	-	-	-	571	557	-	595	577	-
Stage 2	-	-	-	-	-	-	593	577	-	564	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1171	-	-	1049	-	-	245	264	599	238	247	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	264	-	238	247	-
Stage 1	-	-	-	-	-	-	568	554	-	592	561	-
Stage 2	-	-	-	-	-	-	572	561	-	545	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	22.8	15.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1171	-	-	1049	-	-	350
HCM Lane V/C Ratio	0.283	0.005	-	-	0.027	-	-	0.032
HCM Control Delay (s)	22.8	8.1	-	-	8.5	-	-	15.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	220	90	200	160	25
Future Vol, veh/h	160	220	90	200	160	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	184	253	103	230	184	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	437	0	747	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1117	-	379	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	339	727
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	27.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	1117	-
HCM Lane V/C Ratio	0.583	-	-	0.093	-
HCM Control Delay (s)	27.7	-	-	8.6	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	125	160	320	510	130
Future Vol, veh/h	70	125	160	320	510	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	65	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	80	144	184	368	586	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1397	661	735	0	-	0
Stage 1	661	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	154	459	861	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	459	861	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	3.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	861	-	121	459	-	-
HCM Lane V/C Ratio	0.214	-	0.665	0.313	-	-
HCM Control Delay (s)	10.3	-	80.1	16.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	3.5	1.3	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	75	350	40	100	620
Future Vol, veh/h	20	75	350	40	100	620
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	-	-	280	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	23	86	402	46	115	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1345	-	0	0	402	0
Stage 1	402	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Critical Hdwy	6.44	-	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	-	-	-	2.236	-
Pot Cap-1 Maneuver	165	0	-	-	1146	-
Stage 1	671	0	-	-	-	-
Stage 2	376	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	-	-	-	1146	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.5	0	1.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	149	1146	-
HCM Lane V/C Ratio	-	-	0.154	0.1	-
HCM Control Delay (s)	-	-	33.5	8.5	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Intersection	
Intersection Delay, s/veh	47.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	10	70	5	5	5	50	360	5	5	645	50
Future Vol, veh/h	40	10	70	5	5	5	50	360	5	5	645	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	43	11	75	5	5	5	54	387	5	5	694	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	10.5	18.5	71.6
HCM LOS	B	B	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	33%	33%	1%
Vol Thru, %	87%	8%	33%	92%
Vol Right, %	1%	58%	33%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	415	120	15	700
LT Vol	50	40	5	5
Through Vol	360	10	5	645
RT Vol	5	70	5	50
Lane Flow Rate	446	129	16	753
Geometry Grp	1	1	1	1
Degree of Util (X)	0.659	0.228	0.031	1.057
Departure Headway (Hd)	5.496	6.631	7.228	5.057
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	660	545	498	723
Service Time	3.496	4.631	5.228	3.057
HCM Lane V/C Ratio	0.676	0.237	0.032	1.041
HCM Control Delay	18.5	11.6	10.5	71.6
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	4.9	0.9	0.1	19.5



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	230	120	290	490	50
Future Volume (veh/h)	80	230	120	290	490	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	258	135	326	551	56
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	382	340	173	1064	688	571
Arrive On Green	0.22	0.22	0.10	0.57	0.37	0.37
Sat Flow, veh/h	1767	1572	1767	1856	1856	1539
Grp Volume(v), veh/h	90	258	135	326	551	56
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	1856	1539
Q Serve(g_s), s	1.8	6.6	3.2	3.9	11.4	1.0
Cycle Q Clear(g_c), s	1.8	6.6	3.2	3.9	11.4	1.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	382	340	173	1064	688	571
V/C Ratio(X)	0.24	0.76	0.78	0.31	0.80	0.10
Avail Cap(c_a), veh/h	743	661	268	1431	954	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	15.7	18.9	4.7	12.1	8.8
Incr Delay (d2), s/veh	0.3	3.5	7.6	0.2	3.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.8	1.5	0.9	4.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	19.2	26.5	4.9	15.5	8.9
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	348			461	607	
Approach Delay, s/veh	17.9			11.2	14.9	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.0		13.7	8.7	20.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0		18.0	6.5	22.0
Max Q Clear Time (g_c+I1), s		5.9		8.6	5.2	13.4
Green Ext Time (p_c), s		2.0		0.8	0.0	2.5

Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	140	90	10	10	5
Future Vol, veh/h	1	140	90	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	1	147	95	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	250	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.3	-	-	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.38	-	-	-	3.68	3.48
Pot Cap-1 Maneuver	1380	-	-	-	701	907
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1380	-	-	-	700	907
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1380	-	-	-	758
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	120	75	15	15	25
Future Vol, veh/h	25	120	75	15	15	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	265	-	-	305	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	25	25	25	25	25	25
Mvmt Flow	26	126	79	16	16	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	257	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	4.35	-	-	-	6.65	6.45
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.425	-	-	-	3.725	3.525
Pot Cap-1 Maneuver	1366	-	-	-	685	921
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1366	-	-	-	672	921
Mov Cap-2 Maneuver	-	-	-	-	672	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1366	-	-	-	809
HCM Lane V/C Ratio	0.019	-	-	-	0.052
HCM Control Delay (s)	7.7	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	130	1	1	90	2
Future Vol, veh/h	2	130	1	1	90	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	20	20	20	20	20	20
Mvmt Flow	2	151	1	1	105	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	81	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.3	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.38	-	3.68	3.48
Pot Cap-1 Maneuver	-	-	1325	-	879	935
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1325	-	878	935
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	879	-	-	1325	-
HCM Lane V/C Ratio	0.122	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	100	120	10	0	190	0	95	0	0	0
Future Vol, veh/h	0	10	100	120	10	0	190	0	95	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	83	83	83	83	84	83	84	83	84	84	84
Heavy Vehicles, %	10	9	9	9	9	10	9	10	9	10	10	10
Mvmt Flow	0	12	120	145	12	0	229	0	114	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	573	1	582	516	-	1	0	0	114	0	0
Stage 1	-	1	-	515	515	-	-	-	-	-	-	-
Stage 2	-	572	-	67	1	-	-	-	-	-	-	-
Critical Hdwy	-	6.59	6.29	7.19	6.59	-	4.19	-	-	4.2	-	-
Critical Hdwy Stg 1	-	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.081	3.381	3.581	4.081	-	2.281	-	-	2.29	-	-
Pot Cap-1 Maneuver	0	420	1063	414	453	0	1577	-	-	1427	-	-
Stage 1	0	881	-	530	523	0	-	-	-	-	-	-
Stage 2	0	493	-	926	881	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	354	1063	315	382	-	1577	-	-	1427	-	-
Mov Cap-2 Maneuver	-	354	-	315	382	-	-	-	-	-	-	-
Stage 1	-	881	-	447	441	-	-	-	-	-	-	-
Stage 2	-	416	-	810	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	26.7	5.1	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1577	-	-	899	319	1427	-	-
HCM Lane V/C Ratio	0.145	-	-	0.147	0.491	-	-	-
HCM Control Delay (s)	7.7	0	-	9.7	26.7	0	-	-
HCM Lane LOS	A	A	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.5	2.6	0	-	-

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	40	99.3%	6.7	1.5	A
	Through	70	66	93.9%	8.8	2.2	A
	Right Turn	180	179	99.2%	2.3	0.7	A
	Subtotal	290	284	97.9%	4.4	1.1	A
SB	Left Turn	10	10	96.0%	5.5	4.2	A
	Through	50	51	102.0%	11.8	1.2	B
	Right Turn	20	22	109.0%	3.4	1.8	A
	Subtotal	80	82	103.0%	9.2	1.1	A
EB	Left Turn	40	41	103.5%	7.2	1.6	A
	Through	250	257	102.8%	14.6	3.7	B
	Right Turn	40	41	103.0%	3.2	1.0	A
	Subtotal	330	340	102.9%	12.4	3.4	B
WB	Left Turn	220	207	93.9%	11.6	2.4	B
	Through	260	244	94.0%	14.5	3.0	B
	Right Turn	30	28	93.7%	8.8	3.3	A
	Subtotal	510	479	93.9%	12.9	2.5	B
Total		1,210	1,185	97.9%	10.5	2.1	B

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	97.0%	17.5	8.5	B
	Through						
	Right Turn	85	85	100.2%	1.1	0.1	A
	Subtotal	95	95	99.9%	2.5	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	520	525	100.9%	11.3	2.3	B
	Right Turn	20	22	108.5%	9.8	1.7	A
	Subtotal	540	546	101.2%	11.2	2.3	B
WB	Left Turn	70	63	89.7%	13.7	3.2	B
	Through	510	478	93.6%	5.9	1.2	A
	Right Turn						
	Subtotal	580	540	93.2%	6.9	1.4	A
Total		1,215	1,182	97.3%	8.6	1.4	A

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	98.7%	66.2	11.0	E
	Through	10	11	105.0%	73.6	22.6	E
	Right Turn	220	220	100.1%	22.9	7.1	C
	Subtotal	260	260	100.2%	29.5	7.4	C
SB	Left Turn	190	186	97.6%	57.8	3.4	E
	Through	20	21	104.0%	52.2	19.4	D
	Right Turn	90	91	100.8%	20.6	8.1	C
	Subtotal	300	297	99.0%	46.2	6.7	D
EB	Left Turn	30	30	99.0%	79.7	23.4	E
	Through	560	560	99.9%	23.2	6.9	C
	Right Turn	15	18	121.3%	21.7	12.7	C
	Subtotal	605	608	100.4%	25.9	6.0	C
WB	Left Turn	200	181	90.3%	47.0	11.5	D
	Through	530	487	91.9%	10.5	2.9	B
	Right Turn	180	162	89.9%	4.8	0.9	A
	Subtotal	910	829	91.1%	17.2	2.5	B
Total		2,075	1,994	96.1%	26.0	3.2	C

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	370	370	100.1%	163.8	162.3	F
	Through						
	Right Turn	90	85	94.4%	132.0	174.8	F
	Subtotal	460	455	99.0%	157.9	163.7	F
EB	Left Turn	60	56	93.7%	91.1	23.5	F
	Through	910	915	100.6%	35.8	25.3	D
	Right Turn						
	Subtotal	970	971	100.1%	39.2	24.5	D
WB	Left Turn						
	Through	820	745	90.8%	27.1	5.5	C
	Right Turn	300	286	95.2%	12.1	3.3	B
	Subtotal	1,120	1,030	92.0%	23.1	5.1	C
Total		2,550	2,457	96.4%	46.8	20.5	D

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	280	258	92.0%	222.9	87.2	F
	Through						
	Right Turn	120	118	98.0%	86.4	52.1	F
	Subtotal	400	375	93.8%	179.7	71.7	F
EB	Left Turn						
	Through	950	959	101.0%	37.8	14.4	D
	Right Turn	330	330	99.9%	32.7	9.1	C
	Subtotal	1,280	1,289	100.7%	36.7	13.2	D
WB	Left Turn	400	343	85.9%	64.4	22.4	E
	Through	1,000	913	91.3%	13.6	3.6	B
	Right Turn						
	Subtotal	1,400	1,257	89.8%	27.5	6.4	C
Total		3,080	2,921	94.8%	53.2	14.4	D

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	400	384	96.0%	77.3	29.2	E
	Through						
	Right Turn	720	687	95.4%	108.6	29.2	F
	Subtotal	1,120	1,071	95.6%	98.0	26.8	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	160	153	95.6%	111.9	23.2	F
	Through	1,085	1,071	98.7%	38.0	8.8	D
	Right Turn						
	Subtotal	1,245	1,224	98.3%	47.5	9.7	D
WB	Left Turn						
	Through	1,000	876	87.6%	108.0	38.4	F
	Right Turn	300	260	86.7%	66.5	31.3	E
	Subtotal	1,300	1,136	87.4%	99.0	37.7	F
Total		3,665	3,431	93.6%	79.3	15.5	E

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	220	208	94.6%	178.4	99.2	F
	Through	100	100	99.5%	146.0	88.9	F
	Right Turn	50	51	101.2%	114.9	81.3	F
	Subtotal	370	358	96.8%	159.3	94.1	F
SB	Left Turn	190	178	93.8%	205.3	56.2	F
	Through	80	70	86.9%	186.3	67.1	F
	Right Turn	200	187	93.4%	167.3	70.6	F
	Subtotal	470	435	92.4%	186.3	63.4	F
EB	Left Turn	190	177	93.2%	88.8	16.3	F
	Through	1,155	1,126	97.5%	31.8	17.3	C
	Right Turn	130	126	96.9%	21.3	16.5	C
	Subtotal	1,475	1,429	96.9%	38.0	16.6	D
WB	Left Turn	50	42	84.8%	92.0	48.3	F
	Through	730	664	91.0%	66.6	40.1	E
	Right Turn	130	123	94.8%	53.0	44.0	D
	Subtotal	910	830	91.2%	66.1	40.9	E
Total		3,225	3,052	94.6%	79.8	23.0	E

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	200	193	96.6%	75.6	31.6	E
	Through	130	127	97.9%	88.3	55.9	F
	Right Turn	170	174	102.4%	50.0	45.8	D
	Subtotal	500	495	98.9%	70.6	27.9	E
SB	Left Turn	80	80	100.1%	136.6	119.0	F
	Through	90	93	103.4%	62.4	24.0	E
	Right Turn	50	54	107.4%	9.5	16.8	A
	Subtotal	220	227	103.1%	76.2	56.1	E
EB	Left Turn	70	65	92.9%	116.2	54.3	F
	Through	1,120	1,075	95.9%	60.4	69.8	E
	Right Turn	200	194	97.0%	46.6	67.6	D
	Subtotal	1,390	1,334	95.9%	61.0	68.7	E
WB	Left Turn	120	107	89.4%	85.5	20.9	F
	Through	620	551	88.9%	17.8	6.2	B
	Right Turn	60	53	89.0%	5.0	0.8	A
	Subtotal	800	712	89.0%	26.1	4.5	C
Total		2,910	2,767	95.1%	54.7	41.0	D

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	120	109	91.2%	84.5	27.5	F
	Through						
	Right Turn	120	118	98.0%	9.3	6.9	A
	Subtotal	240	227	94.6%	46.0	16.3	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,290	1,196	92.7%	132.3	93.1	F
	Right Turn	130	118	91.0%	126.9	95.8	F
	Subtotal	1,420	1,315	92.6%	131.7	93.4	F
WB	Left Turn	90	78	86.8%	72.4	20.6	E
	Through	800	702	87.7%	11.1	6.7	B
	Right Turn						
	Subtotal	890	780	87.6%	17.4	7.7	B
Total		2,550	2,322	91.0%	85.5	51.3	F

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	150	111	74.0%	366.1	228.3	F
	Through						
	Right Turn	60	52	87.0%	211.9	212.1	F
	Subtotal	210	163	77.7%	314.0	235.7	F
EB	Left Turn	80	75	93.5%	104.6	19.9	F
	Through	1,330	1,211	91.0%	48.1	15.2	D
	Right Turn						
	Subtotal	1,410	1,286	91.2%	51.4	14.4	D
WB	Left Turn						
	Through	830	725	87.3%	15.0	3.9	B
	Right Turn	150	137	91.3%	8.0	1.8	A
	Subtotal	980	862	87.9%	13.9	3.6	B
Total		2,600	2,310	88.9%	46.6	14.8	D

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	153	101.9%	135.2	49.8	F
	Through	190	186	97.7%	140.8	46.9	F
	Right Turn	280	275	98.1%	103.9	50.7	F
	Subtotal	620	613	98.9%	122.5	49.3	F
SB	Left Turn	150	121	80.5%	351.9	93.0	F
	Through	170	130	76.7%	292.3	96.2	F
	Right Turn	70	56	80.4%	249.2	75.8	F
	Subtotal	390	307	78.8%	306.4	85.0	F
EB	Left Turn	70	59	84.7%	271.3	25.4	F
	Through	1,280	1,111	86.8%	232.5	24.8	F
	Right Turn	190	162	85.3%	194.4	21.1	F
	Subtotal	1,540	1,332	86.5%	229.5	24.1	F
WB	Left Turn	170	147	86.5%	85.4	10.3	F
	Through	820	700	85.3%	27.2	2.9	C
	Right Turn	200	168	83.8%	20.1	3.5	C
	Subtotal	1,190	1,014	85.2%	34.7	3.6	C
Total		3,740	3,267	87.3%	154.3	12.7	F

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	62	102.8%	35.5	16.4	D
	Through	400	404	101.1%	24.9	23.1	C
	Right Turn						
	Subtotal	460	466	101.3%	26.1	22.1	C
SB	Left Turn						
	Through	360	302	84.0%	29.8	13.7	C
	Right Turn	140	115	81.9%	16.8	13.9	B
	Subtotal	500	417	83.4%	26.2	13.7	C
EB	Left Turn	200	199	99.3%	70.4	89.2	E
	Through						
	Right Turn	70	68	97.7%	38.5	63.9	D
	Subtotal	270	267	98.9%	62.3	81.1	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,230	1,150	93.5%	35.4	31.7	D

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	200	205	102.4%	9.4	2.9	A
	Subtotal	200	205	102.4%	9.4	2.9	A
EB	Left Turn						
	Through	1,710	1,481	86.6%	142.5	19.6	F
	Right Turn						
	Subtotal	1,710	1,481	86.6%	142.5	19.6	F
WB	Left Turn						
	Through	990	813	82.1%	3.4	0.5	A
	Right Turn	180	151	83.6%	3.5	0.5	A
	Subtotal	1,170	963	82.3%	3.4	0.5	A
Total		3,080	2,649	86.0%	82.5	7.6	F

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	138	86.5%	4.5	2.1	A
	Through	80	69	86.1%	4.8	1.4	A
	Right Turn	240	207	86.3%	4.2	1.5	A
	Subtotal	480	414	86.3%	4.4	1.6	A
SB	Left Turn	20	19	96.0%	6.5	11.0	A
	Through	90	86	95.8%	7.6	13.3	A
	Right Turn	20	21	102.5%	6.3	11.2	A
	Subtotal	130	126	96.8%	7.2	12.2	A
EB	Left Turn	5	4	82.0%	1.5	1.5	A
	Through	10	11	108.0%	22.0	61.9	C
	Right Turn	135	126	93.3%	16.0	43.4	C
	Subtotal	150	141	93.9%	16.3	44.3	C
WB	Left Turn	85	86	101.6%	3.2	2.6	A
	Through	90	88	98.1%	3.7	3.1	A
	Right Turn	50	49	98.2%	3.5	3.6	A
	Subtotal	225	224	99.5%	3.5	3.0	A
Total		985	905	91.9%	6.8	11.3	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	100	76	75.5%	372.0	19.2	F
	Through	180	159	88.5%	345.0	26.5	F
	Right Turn	120	100	83.3%	348.0	23.9	F
	Subtotal	400	335	83.7%	352.6	20.6	F
SB	Left Turn	120	117	97.2%	135.0	63.4	F
	Through	110	103	93.5%	101.5	53.1	F
	Right Turn	80	81	101.6%	73.9	53.9	E
	Subtotal	310	301	97.0%	107.1	55.7	F
EB	Left Turn	260	225	86.4%	240.5	24.2	F
	Through	1,340	1,161	86.6%	153.0	15.1	F
	Right Turn	110	98	88.9%	137.8	14.0	F
	Subtotal	1,710	1,484	86.8%	165.5	16.5	F
WB	Left Turn	90	74	82.7%	98.1	11.1	F
	Through	970	790	81.5%	19.6	4.1	B
	Right Turn	60	48	80.7%	17.7	7.7	B
	Subtotal	1,120	913	81.5%	25.9	3.3	C
Total		3,540	3,032	85.6%	136.1	8.5	F

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	190	134	70.3%	149.0	13.3	F
	Through	110	79	71.4%	150.3	18.4	F
	Right Turn	220	160	72.7%	128.5	11.2	F
	Subtotal	520	372	71.5%	140.2	11.7	F
SB	Left Turn	60	57	94.8%	48.7	9.4	D
	Through	20	21	105.0%	41.0	21.8	D
	Right Turn	50	47	93.6%	67.5	17.4	E
	Subtotal	130	125	95.9%	55.0	7.2	D
EB	Left Turn	140	123	87.9%	117.5	40.6	F
	Through	1,270	1,092	86.0%	61.8	35.5	E
	Right Turn	170	151	88.8%	94.3	32.7	F
	Subtotal	1,580	1,366	86.5%	70.3	34.9	E
WB	Left Turn	110	98	89.3%	79.8	15.9	E
	Through	880	729	82.8%	30.3	3.7	C
	Right Turn	125	108	86.2%	79.2	7.7	E
	Subtotal	1,115	935	83.8%	42.2	5.1	D
Total		3,345	2,798	83.6%	69.0	14.7	E

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	64	85.5%	5.0	1.9	A
	Through	650	555	85.4%	1.7	0.3	A
	Right Turn						
	Subtotal	725	619	85.4%	2.1	0.4	A
SB	Left Turn						
	Through	635	638	100.5%	6.0	13.0	A
	Right Turn	30	29	98.0%	2.7	6.5	A
	Subtotal	665	667	100.4%	5.8	12.8	A
EB	Left Turn	20	24	118.0%	25.6	18.9	D
	Through						
	Right Turn	40	40	99.0%	21.9	49.8	C
	Subtotal	60	63	105.3%	22.4	34.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,450	1,350	93.1%	4.8	7.6	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	63	78.3%	7.8	2.8	A
	Through	585	483	82.5%	10.3	3.0	B
	Right Turn	160	129	80.6%	7.9	2.8	A
	Subtotal	825	674	81.7%	9.6	2.8	A
SB	Left Turn	90	86	95.7%	74.2	50.7	F
	Through	570	566	99.2%	79.4	54.4	F
	Right Turn	15	14	96.0%	87.0	70.6	F
	Subtotal	675	666	98.7%	79.0	54.3	F
EB	Left Turn	20	17	85.5%	262.5	216.2	F
	Through	5	4	84.0%	177.0	231.4	F
	Right Turn	90	77	85.4%	235.4	165.1	F
	Subtotal	115	98	85.4%	240.0	171.8	F
WB	Left Turn	130	131	100.9%	6.6	3.0	A
	Through	40	41	102.3%	6.4	2.1	A
	Right Turn	120	119	99.2%	6.7	1.9	A
	Subtotal	290	291	100.4%	6.6	2.1	A
Total		1,905	1,730	90.8%	45.2	25.6	E

Intersection 19 **Pole Line Rd/Donner Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	56	80.0%	19.7	22.0	C
	Through	810	663	81.9%	22.7	25.7	C
	Right Turn	60	52	86.5%	20.6	25.0	C
	Subtotal	940	771	82.0%	22.4	25.4	C
SB	Left Turn	25	21	84.8%	176.1	32.6	F
	Through	750	711	94.8%	168.6	21.7	F
	Right Turn	15	14	90.0%	167.8	46.9	F
	Subtotal	790	746	94.4%	169.3	21.8	F
EB	Left Turn	5	2	38.0%	385.8	314.3	F
	Through	5	2	42.0%	377.6	315.1	F
	Right Turn	110	50	45.8%	543.4	87.1	F
	Subtotal	120	54	45.3%	543.9	89.8	F
WB	Left Turn	50	50	100.4%	4.0	1.1	A
	Through						
	Right Turn	10	10	104.0%	4.1	2.0	A
	Subtotal	60	61	101.0%	4.1	1.1	A
Total		1,910	1,632	85.4%	107.2	19.1	F

Intersection 20 **Pole Line Rd/Picasso Ave** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	50	84.0%	32.4	15.2	D
	Through	890	719	80.8%	38.2	14.6	E
	Right Turn	110	95	86.0%	35.9	15.3	E
	Subtotal	1,060	864	81.5%	37.5	14.5	E
SB	Left Turn	20	17	82.5%	78.7	14.6	F
	Through	875	780	89.1%	83.1	4.0	F
	Right Turn	15	14	92.0%	83.5	9.8	F
	Subtotal	910	810	89.0%	83.0	4.1	F
EB	Left Turn	20	20	102.0%	6.6	6.2	A
	Through	5	6	120.0%	3.2	2.1	A
	Right Turn	100	97	96.6%	6.3	3.9	A
	Subtotal	125	123	98.4%	6.4	3.8	A
WB	Left Turn	70	72	103.3%	15.1	19.4	C
	Through	5	7	142.0%	10.2	17.4	B
	Right Turn	30	30	101.3%	12.4	14.0	B
	Subtotal	105	110	104.6%	14.2	16.5	B
Total		2,200	1,907	86.7%	53.0	6.7	F

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	119	74.3%	152.8	12.6	F
	Through	460	339	73.7%	115.4	10.6	F
	Right Turn	120	84	69.9%	103.1	12.4	F
	Subtotal	740	542	73.2%	121.7	10.7	F
SB	Left Turn	335	306	91.5%	336.2	20.4	F
	Through	425	394	92.6%	301.2	17.9	F
	Right Turn	285	251	88.0%	279.2	17.1	F
	Subtotal	1,045	951	91.0%	306.9	17.4	F
EB	Left Turn	350	289	82.7%	152.3	81.8	F
	Through	910	761	83.6%	52.7	23.3	D
	Right Turn	230	189	82.0%	28.5	17.9	C
	Subtotal	1,490	1,238	83.1%	74.2	37.8	E
WB	Left Turn	140	125	89.6%	90.5	14.8	F
	Through	600	551	91.8%	77.8	22.7	E
	Right Turn	250	236	94.6%	22.6	19.0	C
	Subtotal	990	912	92.2%	65.1	20.3	E
Total		4,265	3,643	85.4%	139.3	14.6	F

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	46	92.8%	48.2	13.1	D
	Through						
	Right Turn	30	32	106.7%	52.6	19.8	D
	Subtotal	80	78	98.0%	47.6	9.0	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,335	1,131	84.7%	9.9	3.9	A
	Right Turn	30	27	88.3%	10.8	6.7	B
	Subtotal	1,365	1,158	84.8%	9.9	4.0	A
WB	Left Turn	45	42	94.0%	68.8	13.7	E
	Through	940	864	91.9%	15.4	2.2	B
	Right Turn						
	Subtotal	985	907	92.0%	18.2	2.1	B
Total		2,430	2,143	88.2%	14.8	2.4	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	21	104.0%	33.0	16.1	D
	Through	5	4	82.0%	28.5	24.3	D
	Right Turn	30	31	103.3%	9.8	3.1	A
	Subtotal	55	56	101.6%	19.1	3.5	C
SB	Left Turn	5	5	92.0%	27.1	28.3	D
	Through	5	5	102.0%	32.3	30.7	D
	Right Turn	20	20	99.0%	1.3	0.6	A
	Subtotal	30	30	98.3%	12.8	11.4	B
EB	Left Turn	35	27	75.7%	8.3	2.7	A
	Through	1,315	1,125	85.5%	3.6	0.5	A
	Right Turn	30	25	84.7%	3.0	0.5	A
	Subtotal	1,380	1,177	85.3%	3.7	0.5	A
WB	Left Turn	20	18	88.0%	17.5	7.0	C
	Through	955	877	91.8%	4.0	0.5	A
	Right Turn	5	4	86.0%	4.4	1.3	A
	Subtotal	980	899	91.7%	4.3	0.5	A
Total		2,445	2,161	88.4%	4.5	0.5	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	61	100.8%	40.3	11.3	E
	Through						
	Right Turn	5	7	130.0%	15.3	19.9	C
	Subtotal	65	67	103.1%	38.5	12.4	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,300	1,117	85.9%	5.7	0.9	A
	Right Turn	50	44	87.2%	6.1	1.3	A
	Subtotal	1,350	1,160	86.0%	5.7	0.9	A
WB	Left Turn	40	32	78.8%	16.3	6.2	C
	Through	920	840	91.3%	2.8	0.3	A
	Right Turn						
	Subtotal	960	872	90.8%	3.2	0.3	A
Total		2,375	2,099	88.4%	5.8	0.8	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	140	143	102.1%	20.4	2.5	C
	Through						
	Right Turn	70	70	100.3%	1.2	0.4	A
	Subtotal	210	213	101.5%	14.4	2.4	B
EB	Left Turn	90	76	84.2%	35.2	5.1	D
	Through	1,215	1,046	86.1%	13.5	1.5	B
	Right Turn						
	Subtotal	1,305	1,122	86.0%	15.0	1.5	B
WB	Left Turn						
	Through	890	801	90.0%	13.9	1.2	B
	Right Turn	220	209	95.0%	9.5	1.6	A
	Subtotal	1,110	1,010	91.0%	13.0	1.2	B
Total		2,625	2,345	89.3%	14.1	0.8	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	42	104.3%	144.4	162.7	F
	Through	5	5	108.0%	118.2	151.3	F
	Right Turn	40	41	101.8%	132.2	180.7	F
	Subtotal	85	88	103.3%	136.2	167.1	F
SB	Left Turn	35	31	88.0%	73.0	41.3	F
	Through	5	6	120.0%	56.5	58.5	F
	Right Turn	70	69	98.3%	44.7	41.5	E
	Subtotal	110	106	96.0%	54.4	41.9	F
EB	Left Turn	90	78	87.0%	7.9	1.6	A
	Through	1,225	1,073	87.6%	3.5	0.3	A
	Right Turn	40	37	93.5%	3.1	1.1	A
	Subtotal	1,355	1,189	87.7%	3.8	0.3	A
WB	Left Turn	30	28	94.3%	11.3	3.5	B
	Through	1,000	900	90.0%	4.6	0.2	A
	Right Turn	50	46	92.6%	4.2	0.3	A
	Subtotal	1,080	975	90.3%	4.8	0.3	A
Total		2,630	2,357	89.6%	10.9	7.2	B

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	220	226	102.7%	124.7	67.2	F
	Through	120	117	97.3%	91.3	56.1	F
	Right Turn	5	6	128.0%	99.1	83.0	F
	Subtotal	345	349	101.2%	112.2	61.9	F
SB	Left Turn	190	200	105.4%	91.2	50.9	F
	Through	35	35	100.3%	79.1	64.0	E
	Right Turn	60	63	104.7%	55.0	43.5	D
	Subtotal	285	298	104.6%	81.0	49.5	F
EB	Left Turn	210	181	86.0%	186.4	100.0	F
	Through	910	799	87.8%	23.8	7.5	C
	Right Turn	180	157	87.1%	8.6	4.0	A
	Subtotal	1,300	1,136	87.4%	48.0	19.7	D
WB	Left Turn	40	36	90.5%	167.7	49.0	F
	Through	800	687	85.8%	132.3	36.1	F
	Right Turn	130	117	89.6%	133.6	36.9	F
	Subtotal	970	839	86.5%	134.3	36.4	F
Total		2,900	2,623	90.4%	88.9	24.0	F

Intersection 28 **Shriners Road East/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	100	93	92.8%	157.8	177.3	F
	Subtotal	100	93	92.8%	157.8	177.3	F
EB	Left Turn						
	Through	1,105	1,010	91.4%	5.5	1.0	A
	Right Turn						
	Subtotal	1,105	1,010	91.4%	5.5	1.0	A
WB	Left Turn						
	Through	870	764	87.8%	15.6	10.3	C
	Right Turn	150	136	90.6%	11.9	8.7	B
	Subtotal	1,020	900	88.2%	15.0	9.9	C
Total		2,225	2,002	90.0%	15.9	10.4	C

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	9	90.0%	9.3	7.5	A
	Through						
	Right Turn	5	6	110.0%	2.2	2.2	A
	Subtotal	15	15	96.7%	8.2	7.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,075	981	91.3%	2.7	0.7	A
	Right Turn	30	27	91.0%	0.6	0.5	A
	Subtotal	1,105	1,009	91.3%	2.7	0.7	A
WB	Left Turn	5	5	90.0%	12.8	16.9	B
	Through	1,010	894	88.5%	12.8	21.6	B
	Right Turn						
	Subtotal	1,015	898	88.5%	12.8	21.6	B
Total		2,135	1,921	90.0%	7.5	10.2	A

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	430	371	86.3%	56.4	11.6	E
	Through	795	680	85.6%	30.8	5.9	C
	Right Turn	60	55	91.0%	24.2	8.4	C
	Subtotal	1,285	1,106	86.1%	39.0	8.2	D
SB	Left Turn	75	73	97.2%	59.2	11.8	E
	Through	990	877	88.6%	69.3	51.4	E
	Right Turn	40	38	94.0%	43.9	48.0	D
	Subtotal	1,105	987	89.3%	67.6	48.5	E
EB	Left Turn	90	9	10.2%	49.2	30.2	D
	Through	1,215	25	2.1%	50.8	11.6	D
	Right Turn						
	Subtotal	1,305	35	2.6%	54.3	9.9	D
WB	Left Turn						
	Through	890	68	7.6%	69.6	67.1	E
	Right Turn	220	189	85.7%	48.1	51.8	D
	Subtotal	1,110	256	23.1%	53.1	54.9	D
Total		4,805	2,384	49.6%	50.9	24.7	D

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	170	124	72.9%	137.2	40.0	F
	Through	750	540	72.0%	173.4	65.7	F
	Right Turn	20	15	72.5%	156.1	87.4	F
	Subtotal	940	678	72.1%	165.5	55.7	F
SB	Left Turn	85	74	87.3%	84.2	67.4	F
	Through	300	260	86.6%	33.4	27.2	C
	Right Turn	200	183	91.6%	5.5	1.0	A
	Subtotal	585	517	88.4%	29.6	19.3	C
EB	Left Turn	310	222	71.7%	171.2	90.5	F
	Through	5	3	56.0%	31.4	40.7	C
	Right Turn	110	78	70.9%	10.5	7.6	B
	Subtotal	425	303	71.3%	131.4	71.0	F
WB	Left Turn	20	20	101.5%	43.7	21.1	D
	Through	10	9	93.0%	71.2	66.0	E
	Right Turn	90	89	98.6%	59.4	45.9	E
	Subtotal	120	118	98.6%	58.8	41.7	E
Total		2,070	1,617	78.1%	97.3	30.3	F

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	430	372	86.4%	79.3	24.6	E
	Through	935	822	87.9%	56.8	21.8	E
	Right Turn	145	125	86.5%	44.7	17.8	D
	Subtotal	1,510	1,318	87.3%	62.5	19.3	E
SB	Left Turn	150	138	92.0%	98.1	39.9	F
	Through	1,035	944	91.2%	88.3	55.4	F
	Right Turn	250	223	89.2%	46.2	42.9	D
	Subtotal	1,435	1,305	90.9%	82.3	51.7	F
EB	Left Turn	245	176	71.6%	440.6	106.5	F
	Through	160	116	72.3%	339.6	133.3	F
	Right Turn	770	584	75.8%	177.6	52.6	F
	Subtotal	1,175	875	74.5%	254.0	75.5	F
WB	Left Turn	235	230	98.0%	139.0	73.4	F
	Through	50	51	101.0%	109.9	62.5	F
	Right Turn	120	119	99.3%	88.3	58.5	F
	Subtotal	405	400	98.7%	119.4	65.3	F
Total		4,525	3,898	86.1%	111.4	25.8	F

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	300	221	73.6%	46.3	6.3	D
	Through	710	517	72.8%	12.7	2.2	B
	Right Turn						
	Subtotal	1,010	738	73.1%	22.8	3.1	C
SB	Left Turn						
	Through	1,490	1,272	85.3%	73.6	41.9	E
	Right Turn	550	472	85.7%	40.6	26.9	D
	Subtotal	2,040	1,743	85.5%	64.7	37.5	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	520	522	100.4%	34.3	4.3	C
	Through	5	5	104.0%	35.3	26.0	D
	Right Turn	800	785	98.1%	4.9	0.6	A
	Subtotal	1,325	1,312	99.0%	16.9	1.8	B
Total		4,375	3,794	86.7%	40.7	18.7	D

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	17	86.0%	157.5	23.4	F
	Through	660	557	84.5%	138.5	16.7	F
	Right Turn	150	126	84.0%	119.8	18.4	F
	Subtotal	830	701	84.4%	135.6	16.9	F
SB	Left Turn	330	304	92.1%	106.8	40.0	F
	Through	560	503	89.9%	63.7	18.6	E
	Right Turn	360	332	92.2%	26.7	11.6	C
	Subtotal	1,250	1,139	91.1%	65.0	23.9	E
EB	Left Turn	560	217	38.8%	235.2	53.6	F
	Through	360	167	46.4%	57.7	7.8	E
	Right Turn	70	35	49.3%	2.4	0.7	A
	Subtotal	990	419	42.3%	143.3	26.7	F
WB	Left Turn	60	49	81.7%	241.0	38.5	F
	Through	20	16	81.5%	259.3	61.0	F
	Right Turn	440	374	85.0%	252.2	20.5	F
	Subtotal	520	440	84.5%	250.9	20.4	F
Total		3,590	2,698	75.2%	125.1	16.7	F

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	230	194	84.2%	417.1	157.0	F
	Through						
	Right Turn	90	88	97.4%	4.3	1.0	A
	Subtotal	320	281	87.9%	250.6	72.9	F
EB	Left Turn						
	Through	760	228	30.0%	675.5	51.3	F
	Right Turn						
	Subtotal	760	228	30.0%	675.5	51.3	F
WB	Left Turn						
	Through	400	366	91.6%	10.8	1.4	B
	Right Turn						
	Subtotal	400	366	91.6%	10.8	1.4	B
Total		1,480	875	59.1%	268.1	37.9	F

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	102.7%	112.6	100.9	F
	Through	410	388	94.7%	177.4	92.1	F
	Right Turn	20	21	103.5%	291.7	165.0	F
	Subtotal	445	425	95.4%	180.9	94.8	F
SB	Left Turn	115	98	85.6%	45.4	6.8	D
	Through	240	197	82.0%	21.7	6.1	C
	Right Turn	235	199	84.5%	12.9	5.9	B
	Subtotal	590	494	83.7%	22.3	5.7	C
EB	Left Turn	270	209	77.2%	351.3	79.1	F
	Through	90	75	83.4%	334.3	69.4	F
	Right Turn	30	24	78.3%	342.3	75.2	F
	Subtotal	390	307	78.7%	348.9	74.3	F
WB	Left Turn	20	17	83.0%	54.6	34.2	D
	Through	60	60	99.7%	56.7	35.5	E
	Right Turn	70	69	98.1%	56.4	25.0	E
	Subtotal	150	145	96.7%	56.4	28.4	E
Total		1,575	1,370	87.0%	145.3	31.8	F

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	28	93.0%	16.0	25.8	C
	Through	345	340	98.6%	46.4	73.1	E
	Right Turn	5	5	100.0%	31.8	51.5	D
	Subtotal	380	373	98.2%	44.3	68.9	E
SB	Left Turn	90	69	77.1%	12.0	2.9	B
	Through	180	150	83.1%	13.7	2.0	B
	Right Turn	20	18	87.5%	4.2	0.7	A
	Subtotal	290	237	81.6%	12.4	2.3	B
EB	Left Turn	20	20	101.5%	10.8	11.6	B
	Through	40	38	95.0%	8.1	5.4	A
	Right Turn	30	28	94.3%	5.8	6.5	A
	Subtotal	90	87	96.2%	8.1	7.3	A
WB	Left Turn	10	11	109.0%	27.4	51.4	D
	Through	50	50	100.6%	39.7	47.1	E
	Right Turn	80	79	99.0%	50.0	63.0	F
	Subtotal	140	140	100.3%	46.5	57.2	E
Total		900	837	93.0%	29.0	32.4	D

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑						↕	
Traffic Vol, veh/h	0	270	40	35	150	0	0	0	0	205	1	55
Future Vol, veh/h	0	270	40	35	150	0	0	0	0	205	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	195	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	310	46	40	172	0	0	0	0	236	1	63

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	356	0	0	585	608	172
Stage 1	-	-	-	-	-	-	252	252	-
Stage 2	-	-	-	-	-	-	333	356	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1203	-	0	473	410	872
Stage 1	0	-	-	-	-	0	790	698	-
Stage 2	0	-	-	-	-	0	726	629	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1203	-	-	457	0	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	0	-
Stage 1	-	-	-	-	-	-	790	0	-
Stage 2	-	-	-	-	-	-	702	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	21.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1203	-	508
HCM Lane V/C Ratio	-	-	0.033	-	0.591
HCM Control Delay (s)	-	-	8.1	-	21.8
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	3.8

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	350	150	220	35	35
Future Vol, veh/h	125	350	150	220	35	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	144	402	172	253	40	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	425	0	-	0	989	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1134	-	-	-	274	741
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1134	-	-	-	239	741
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	361
HCM Lane V/C Ratio	0.127	-	-	-	0.223
HCM Control Delay (s)	8.6	-	-	-	17.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	330	50	45	320	5	45	5	25	0	1	5
Future Vol, veh/h	5	330	50	45	320	5	45	5	25	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	379	57	52	368	6	52	6	29	0	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	436	0	0	899	898	408	912	923	371
Stage 1	-	-	-	-	-	-	420	420	-	475	475	-
Stage 2	-	-	-	-	-	-	479	478	-	437	448	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	1124	-	-	260	279	643	255	270	675
Stage 1	-	-	-	-	-	-	611	589	-	570	557	-
Stage 2	-	-	-	-	-	-	568	556	-	598	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1124	-	-	247	265	643	230	256	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	247	265	-	230	256	-
Stage 1	-	-	-	-	-	-	608	586	-	567	531	-
Stage 2	-	-	-	-	-	-	536	530	-	563	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	20.8	11.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1184	-	-	1124	-	-	530
HCM Lane V/C Ratio	0.275	0.005	-	-	0.046	-	-	0.013
HCM Control Delay (s)	20.8	8.1	-	-	8.4	-	-	11.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	155	60	210	160	60
Future Vol, veh/h	200	155	60	210	160	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	185	71	250	190	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	423	0	723	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1136	-	393	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1136	-	364	711
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	26.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	420	-	-	1136	-
HCM Lane V/C Ratio	0.624	-	-	0.063	-
HCM Control Delay (s)	26.7	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	140	120	140	510	420	130
Future Vol, veh/h	140	120	140	510	420	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	65	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	125	146	531	438	135

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1329	506	573	0	-	0
Stage 1	506	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	171	566	1000	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	566	1000	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	78.6	2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1000	-	146	566	-	-
HCM Lane V/C Ratio	0.146	-	0.999	0.221	-	-
HCM Control Delay (s)	9.2	-	134.7	13.2	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	7.4	0.8	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	140	570	80	100	500
Future Vol, veh/h	50	140	570	80	100	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	0	-	-	280	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	146	594	83	104	521

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1323	-	0	0	594	0
Stage 1	594	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	-	-	2.218	-
Pot Cap-1 Maneuver	172	0	-	-	982	-
Stage 1	552	0	-	-	-	-
Stage 2	477	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	-	-	-	982	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.9	0	1.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	982	-
HCM Lane V/C Ratio	-	-	0.338	0.106	-
HCM Control Delay (s)	-	-	39.9	9.1	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.4	-

Intersection	
Intersection Delay, s/veh	74.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	10	100	5	15	5	65	645	5	5	600	25
Future Vol, veh/h	45	10	100	5	15	5	65	645	5	5	600	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	10	103	5	15	5	67	665	5	5	619	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	11.6	106	55.7
HCM LOS	B	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	29%	20%	1%
Vol Thru, %	90%	6%	60%	95%
Vol Right, %	1%	65%	20%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	715	155	25	630
LT Vol	65	45	5	5
Through Vol	645	10	15	600
RT Vol	5	100	5	25
Lane Flow Rate	737	160	26	649
Geometry Grp	1	1	1	1
Degree of Util (X)	1.15	0.299	0.055	0.984
Departure Headway (Hd)	5.616	7.153	8.105	5.748
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	505	445	636
Service Time	3.618	5.153	6.105	3.748
HCM Lane V/C Ratio	1.136	0.317	0.058	1.02
HCM Control Delay	106	13.2	11.6	55.7
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	23.7	1.2	0.2	14.6



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	180	175	520	445	160
Future Volume (veh/h)	150	180	175	520	445	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	191	186	553	473	170
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	323	288	240	1100	634	537
Arrive On Green	0.18	0.18	0.13	0.59	0.34	0.34
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	160	191	186	553	473	170
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	3.2	4.4	3.9	6.8	8.8	3.1
Cycle Q Clear(g_c), s	3.2	4.4	3.9	6.8	8.8	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	323	288	240	1100	634	537
V/C Ratio(X)	0.49	0.66	0.78	0.50	0.75	0.32
Avail Cap(c_a), veh/h	820	729	387	1578	956	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	14.9	16.4	4.7	11.4	9.6
Incr Delay (d2), s/veh	1.2	2.6	5.3	0.4	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	1.7	1.4	3.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.6	17.5	21.7	5.1	13.2	9.9
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	351			739	643	
Approach Delay, s/veh	16.6			9.2	12.4	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.5		11.6	9.8	17.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0		18.0	8.5	20.0
Max Q Clear Time (g_c+I1), s		8.8		6.4	5.9	10.8
Green Ext Time (p_c), s		3.8		0.9	0.1	2.5

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	180	185	25	15	5
Future Vol, veh/h	0	180	185	25	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	0	212	218	29	18	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	445	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	4.22	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.308	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	1263	-	-	-	552	782
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1263	-	-	-	552	782
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1263	-	-	-	596
HCM Lane V/C Ratio	-	-	-	-	0.039
HCM Control Delay (s)	0	-	-	-	11.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	195	160	0	20	50
Future Vol, veh/h	1	195	160	0	20	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	265	-	-	305	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	1	235	193	0	24	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	430	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.19	-	-	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.281	-	-	-	3.581	3.381
Pot Cap-1 Maneuver	1339	-	-	-	569	831
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1339	-	-	-	568	831
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	734
HCM Lane V/C Ratio	0.001	-	-	-	0.115
HCM Control Delay (s)	7.7	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	215	1	0	160	0
Future Vol, veh/h	0	215	1	0	160	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	253	1	0	188	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	253	0	129	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1284	-	854	910
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1284	-	853	910
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.8	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	-	-	1284	-
HCM Lane V/C Ratio	0.221	-	-	0.001	-
HCM Control Delay (s)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	68.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	430	205	10	0	110	0	155	0	0	0
Future Vol, veh/h	0	5	430	205	10	0	110	0	155	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	81	81	81	81	87	81	87	81	87	87	87
Heavy Vehicles, %	2	3	3	3	3	2	3	2	3	2	2	2
Mvmt Flow	0	6	531	253	12	0	136	0	191	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	464	1	638	369	-	1	0	0	191	0	0
Stage 1	-	1	-	368	368	-	-	-	-	-	-	-
Stage 2	-	463	-	270	1	-	-	-	-	-	-	-
Critical Hdwy	-	6.53	6.23	7.13	6.53	-	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.027	3.327	3.527	4.027	-	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	494	1081	388	559	0	1615	-	-	1383	-	-
Stage 1	0	893	-	650	620	0	-	-	-	-	-	-
Stage 2	0	562	-	734	893	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	446	1081	~ 181	505	-	1615	-	-	1383	-	-
Mov Cap-2 Maneuver	-	446	-	~ 181	505	-	-	-	-	-	-	-
Stage 1	-	893	-	587	560	-	-	-	-	-	-	-
Stage 2	-	507	-	371	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	264.2	3.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1615	-	-	1064	187	1383	-	-
HCM Lane V/C Ratio	0.084	-	-	0.505	1.419	-	-	-
HCM Control Delay (s)	7.4	0	-	11.8	264.2	0	-	-
HCM Lane LOS	A	A	-	B	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.9	16	0	-	-

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

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	225	23	400	29	350	5	0%	0%
EB	Through/Right	1	350	325	13	425	13	375	9	0%	0%
WB	U/Left Turn	1	175	225	1	250	6	225	0	64%	2%
WB	Through	1	525	500	11	600	43	525	5	0%	0%
WB	Through	2	525	125	9	275	28	425	92	0%	0%
SB	Left/Through	1	2,175	1,375	392	2,175	535	1,975	411	52%	0%
SB	Right Turn	1	875	600	176	1,125	156	900	0	0%	1%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	150	125	13	200	12	200	1	6%	2%
EB	Through	1	525	150	20	325	37	375	77	7%	2%
EB	Through	2	525	150	19	325	43	375	100	0%	0%
WB	Through	1	475	450	35	575	49	500	12	0%	0%
WB	Through	2	475	400	65	625	39	525	13	40%	8%
WB	Right Turn	1	175	175	37	325	24	250	0	0%	0%
NB	Left/Through	1	2,075	575	205	1,200	522	1,350	507	15%	0%
NB	Right Turn	1	575	225	118	525	290	575	209	0%	0%

Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	400	117	875	127	750	0	0%	0%
WB	Left/Through	1	2,825	1,925	328	3,675	435	2,875	244	18%	0%
WB	Right Turn	1	2,825	2,075	310	3,625	411	2,875	218	0%	0%
NB	Left Turn	1	300	125	5	200	10	225	18	0%	0%
NB	Left Turn	2	300	200	26	325	44	350	0	0%	0%
NB	Through	1	500	275	41	500	96	550	68	13%	7%
NB	Through	2	500	275	37	475	83	525	71	0%	0%
SB	Through	1	450	350	61	600	78	525	23	0%	0%
SB	Through	2	450	375	55	600	62	550	17	24%	12%
SB	Right Turn	1	350	200	50	500	70	425	0	0%	0%

Intersection 35 **Chiles Rd & I-80 EB Off-Ramp, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	4,550	2,200	709	3,550	1,055	3,325	887	0%	0%
WB	Through	1	400	75	5	125	10	150	22	0%	0%
WB	Through	2	400	100	5	150	6	175	9	0%	0%
SB	Left Turn	1	1,075	250	107	475	278	550	287	0%	0%
SB	Left Turn	2	1,075	75	7	125	13	150	21	0%	0%
SB	Right Turn	1	825	50	4	75	12	100	26	0%	0%

2: I-80 EB Ramps Performance by movement

Movement	EBR	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.4	0.8
Total Del/Veh (s)	5.0	8.0	7.1	7.5
Stop Delay (hr)	0.0	0.3	0.4	0.7
Stop Del/Veh (s)	2.4	6.4	6.3	6.3
Total Stops	4	181	184	369
Stop/Veh	0.80	0.95	0.87	0.90
Travel Dist (mi)	0.1	4.5	4.2	8.8
Travel Time (hr)	0.0	0.7	0.7	1.4
Avg Speed (mph)	12	7	6	6
Fuel Used (gal)	0.0	0.2	0.3	0.5
Fuel Eff. (mpg)	32.5	18.5	16.1	17.4
HC Emissions (g)	0	8	8	16
CO Emissions (g)	4	129	145	278
NOx Emissions (g)	0	19	20	39
Vehicles Entered	5	189	212	406
Vehicles Exited	5	190	212	407
Hourly Exit Rate	5	190	212	407
Input Volume	5	190	230	425
% of Volume	95	100	92	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				278
Occupancy (veh)	0	1	1	1

50: I-80 WB Ramps & County Rd 32A Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.3	0.3	0.3
Total Delay (hr)	0.3	0.0	0.0	0.0	0.7	0.2	1.3
Total Del/Veh (s)	4.8	4.2	8.4	3.2	9.3	11.8	7.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.1	0.5
Stop Del/Veh (s)	0.0	0.0	0.2	0.0	4.9	4.5	2.8
Total Stops	0	0	0	0	268	73	341
Stop/Veh	0.00	0.00	0.00	0.00	0.99	0.99	0.58
Travel Dist (mi)	388.9	10.8	1.5	5.2	82.1	22.2	510.6
Travel Time (hr)	7.5	0.2	0.0	0.1	3.0	0.8	11.6
Avg Speed (mph)	52	52	43	49	27	28	44
Fuel Used (gal)	10.7	0.3	0.0	0.2	1.9	0.5	13.6
Fuel Eff. (mpg)	36.5	31.3	33.6	28.4	43.5	43.2	37.5
HC Emissions (g)	749	47	3	17	85	24	927
CO Emissions (g)	15514	913	84	409	1689	484	19092
NOx Emissions (g)	2207	127	9	47	241	69	2700
Vehicles Entered	213	6	3	11	269	73	575
Vehicles Exited	216	6	3	11	268	73	577
Hourly Exit Rate	216	6	3	11	268	73	577
Input Volume	215	5	5	10	275	75	585
% of Volume	101	114	57	113	97	98	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1221
Occupancy (veh)	7	0	0	0	3	1	12

51: Chiles Road & I-80 EB Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0			0.0	0.1
Total Delay (hr)	0.5	0.0	0.2	0.3	0.0	0.0	0.0	1.0
Total Del/Veh (s)	9.2	10.9	10.0	4.2			2.9	7.2
Stop Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	1.8	0.7	0.8	1.1			2.9	1.3
Total Stops	49	1	4	27	0	0	5	86
Stop/Veh	0.25	0.10	0.05	0.13			1.00	0.17
Travel Dist (mi)	367.3	18.4	43.3	118.2	0.0	0.0	0.1	547.3
Travel Time (hr)	9.0	0.4	1.0	2.7	0.0	0.0	0.0	13.2
Avg Speed (mph)	41	42	42	43	9	9	9	42
Fuel Used (gal)	8.7	0.5	1.6	2.9	0.0	0.0	0.0	13.6
Fuel Eff. (mpg)	42.4	40.1	26.8	41.2	33.6	7.4	22.4	40.2
HC Emissions (g)	469	34	106	188	0	0	0	797
CO Emissions (g)	8379	604	2870	3913	0	3	2	15771
NOx Emissions (g)	1493	105	286	546	0	0	0	2432
Vehicles Entered	186	9	79	211	0	0	5	490
Vehicles Exited	189	9	78	212	0	0	5	493
Hourly Exit Rate	189	9	78	212	0	0	5	493
Input Volume	190	10	61	230	1	1	4	496
% of Volume	99	92	128	92	0	0	118	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								1024
Occupancy (veh)	9	0	1	3	0	0	0	13

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	4.0
Total Del/Veh (s)	17.6
Stop Delay (hr)	1.5
Stop Del/Veh (s)	6.4
Total Stops	797
Stop/Veh	0.98
Travel Dist (mi)	1761.9
Travel Time (hr)	41.3
Avg Speed (mph)	43
Fuel Used (gal)	48.7
Fuel Eff. (mpg)	36.1
HC Emissions (g)	3036
CO Emissions (g)	63644
NOx Emissions (g)	9020
Vehicles Entered	767
Vehicles Exited	775
Hourly Exit Rate	775
Input Volume	2286
% of Volume	34
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	678
Occupancy (veh)	41

Intersection: 2: I-80 EB Ramps

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	39	83	90
Average Queue (ft)	4	65	67
95th Queue (ft)	21	91	94
Link Distance (ft)	143	68	68
Upstream Blk Time (%)		6	7
Queuing Penalty (veh)		13	14
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: I-80 WB Ramps & County Rd 32A

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	16	165
Average Queue (ft)	1	81
95th Queue (ft)	8	135
Link Distance (ft)	2909	1612
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 51: Chiles Road & I-80 EB Ramps

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	136	138	31
Average Queue (ft)	41	27	4
95th Queue (ft)	105	91	21
Link Distance (ft)	10402	2909	68
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 28

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	300	27	425	21	375	8	0%	0%
EB	Through/Right	1	350	300	22	425	20	400	14	0%	0%
WB	U/Left Turn	1	175	225	5	250	15	225	0	43%	8%
WB	Through	1	525	375	33	650	26	525	3	1%	1%
WB	Through	2	525	175	37	375	63	450	73	0%	0%
SB	Left/Through	1	1,325	750	323	1,150	363	1,175	298	27%	29%
SB	Right Turn	1	875	325	220	725	407	675	323	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	150	200	6	250	6	225	0	39%	6%
EB	Through	1	525	450	19	600	31	550	5	33%	7%
EB	Through	2	525	400	21	600	28	550	18	0%	0%
WB	Through	1	475	450	17	550	21	525	10	0%	0%
WB	Through	2	475	500	17	575	30	550	13	51%	5%
WB	Right Turn	1	175	200	20	325	10	250	0	0%	0%
NB	Left/Through	1	2,075	1,250	376	2,200	558	1,900	346	2%	0%
NB	Right Turn	1	575	675	62	825	48	725	0	43%	16%

Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	150	15	225	22	250	39	0%	0%
WB	Left/Through	1	1,725	175	10	275	20	300	28	0%	0%
WB	Right Turn	1	1,725	25	1	25	6	25	16	0%	0%
NB	Left Turn	1	300	100	10	150	14	175	25	0%	0%
NB	Left Turn	2	300	100	9	150	15	175	17	0%	0%
NB	Through	1	500	75	12	150	28	200	50	0%	0%
NB	Through	2	500	75	11	150	26	200	57	0%	0%
SB	Through	1	450	375	117	525	63	525	19	0%	0%
SB	Through	2	450	400	102	550	44	550	15	30%	23%
SB	Right Turn	1	350	275	128	450	87	425	0	0%	0%

Intersection 35 **Chiles Rd & I-80 EB Off-Ramp, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	4,550	4,425	216	5,050	371	4,625	0	0%	0%
WB	Through	1	400	50	8	125	13	125	26	0%	0%
WB	Through	2	400	75	6	125	10	150	17	0%	0%
SB	Left Turn	1	2,000	825	225	1,375	382	1,350	339	0%	0%
SB	Left Turn	2	1,075	75	15	175	101	325	312	0%	0%
SB	Right Turn	1	825	50	3	75	8	100	15	0%	0%

2: I-80 EB Ramps Performance by movement

Movement	EBR	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	2.1	2.1	4.3
Total Del/Veh (s)	3.0	25.2	25.0	24.8
Stop Delay (hr)	0.0	2.1	2.1	4.2
Stop Del/Veh (s)	3.0	24.4	24.9	24.4
Total Stops	7	304	172	483
Stop/Veh	0.88	0.99	0.56	0.78
Travel Dist (mi)	0.2	7.2	6.0	13.4
Travel Time (hr)	0.0	2.6	2.5	5.1
Avg Speed (mph)	11	3	2	3
Fuel Used (gal)	0.0	0.8	0.8	1.6
Fuel Eff. (mpg)	42.0	8.7	7.6	8.3
HC Emissions (g)	0	6	6	12
CO Emissions (g)	1	150	133	284
NOx Emissions (g)	0	21	17	39
Vehicles Entered	8	304	303	615
Vehicles Exited	8	303	302	613
Hourly Exit Rate	8	303	302	613
Input Volume	10	450	625	1085
% of Volume	80	67	48	57
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				74
Occupancy (veh)	0	3	3	5

50: I-80 WB Ramps & County Rd 32A Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.4	0.0	0.0	0.3	0.3	0.4
Total Delay (hr)	129.7	0.9	0.0	0.0	0.9	0.2	131.7
Total Del/Veh (s)	713.9	664.6	4.7	5.5	11.7	10.7	473.6
Stop Delay (hr)	130.6	0.9	0.0	0.0	0.5	0.1	132.2
Stop Del/Veh (s)	719.0	672.9	0.4	0.1	6.8	6.8	475.4
Total Stops	529	4	1	0	263	57	854
Stop/Veh	0.81	0.80	0.17	0.00	0.98	0.98	0.85
Travel Dist (mi)	957.3	7.1	3.1	4.8	190.2	40.8	1203.3
Travel Time (hr)	147.4	1.1	0.1	0.1	5.9	1.3	155.8
Avg Speed (mph)	7	7	43	45	32	32	8
Fuel Used (gal)	48.9	0.3	0.1	0.2	4.2	0.9	54.7
Fuel Eff. (mpg)	19.6	20.2	26.3	25.0	45.1	44.5	22.0
HC Emissions (g)	560	1	1	5	81	27	676
CO Emissions (g)	13744	47	96	214	1561	502	16165
NOx Emissions (g)	1919	7	6	18	289	89	2328
Vehicles Entered	631	5	6	9	263	56	970
Vehicles Exited	358	2	6	9	263	57	695
Hourly Exit Rate	358	2	6	9	263	57	695
Input Volume	630	5	10	11	255	55	967
% of Volume	57	38	60	82	103	104	72
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							105
Occupancy (veh)	147	1	0	0	6	1	156

51: Chiles Road & I-80 EB Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	94.7	3.4	16.7	88.9	0.0	0.0	0.0	203.7
Total Del/Veh (s)	704.3	713.1	858.8	800.3	3.9		2.5	748.2
Stop Delay (hr)	96.1	3.4	17.2	91.5	0.0	0.0	0.0	208.2
Stop Del/Veh (s)	714.8	720.2	882.9	823.6	3.7		3.0	764.8
Total Stops	454	15	22	360	4	0	5	860
Stop/Veh	0.94	0.88	0.31	0.90	1.00		1.00	0.88
Travel Dist (mi)	809.7	27.6	31.8	177.3	0.1	0.0	0.1	1046.6
Travel Time (hr)	113.2	4.0	17.3	92.8	0.0	0.0	0.0	227.3
Avg Speed (mph)	7	7	2	2	7	11	8	5
Fuel Used (gal)	37.3	1.3	4.2	22.6	0.0	0.0	0.0	65.4
Fuel Eff. (mpg)	21.7	21.0	7.6	7.9	18.3	14.4	17.5	16.0
HC Emissions (g)	352	19	42	114	0	0	0	527
CO Emissions (g)	7928	369	870	3075	1	0	1	12244
NOx Emissions (g)	1276	55	60	213	0	0	0	1604
Vehicles Entered	444	15	66	349	4	0	5	883
Vehicles Exited	304	10	51	303	4	0	5	677
Hourly Exit Rate	304	10	51	303	4	0	5	677
Input Volume	450	15	60	625	5	0	5	1161
% of Volume	68	66	85	48	76	0	95	58
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								59
Occupancy (veh)	113	4	17	93	0	0	0	227

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	340.5
Total Del/Veh (s)	781.3
Stop Delay (hr)	344.7
Stop Del/Veh (s)	790.8
Total Stops	2197
Stop/Veh	1.40
Travel Dist (mi)	2900.3
Travel Time (hr)	402.4
Avg Speed (mph)	7
Fuel Used (gal)	140.9
Fuel Eff. (mpg)	20.6
HC Emissions (g)	1669
CO Emissions (g)	42530
NOx Emissions (g)	5675
Vehicles Entered	1423
Vehicles Exited	942
Hourly Exit Rate	942
Input Volume	4633
% of Volume	20
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	75
Occupancy (veh)	402

Intersection: 2: I-80 EB Ramps

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	31	86	87
Average Queue (ft)	6	83	83
95th Queue (ft)	25	86	86
Link Distance (ft)	143	68	68
Upstream Blk Time (%)		69	71
Queuing Penalty (veh)		370	380
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 50: I-80 WB Ramps & County Rd 32A

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	7146	21	188
Average Queue (ft)	3310	1	79
95th Queue (ft)	7499	8	141
Link Distance (ft)	9564	2911	3817
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 51: Chiles Road & I-80 EB Ramps

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	4267	2962	30
Average Queue (ft)	2513	2765	7
95th Queue (ft)	4548	3410	26
Link Distance (ft)	10402	2911	68
Upstream Blk Time (%)		36	0
Queuing Penalty (veh)		252	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1002

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 SB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

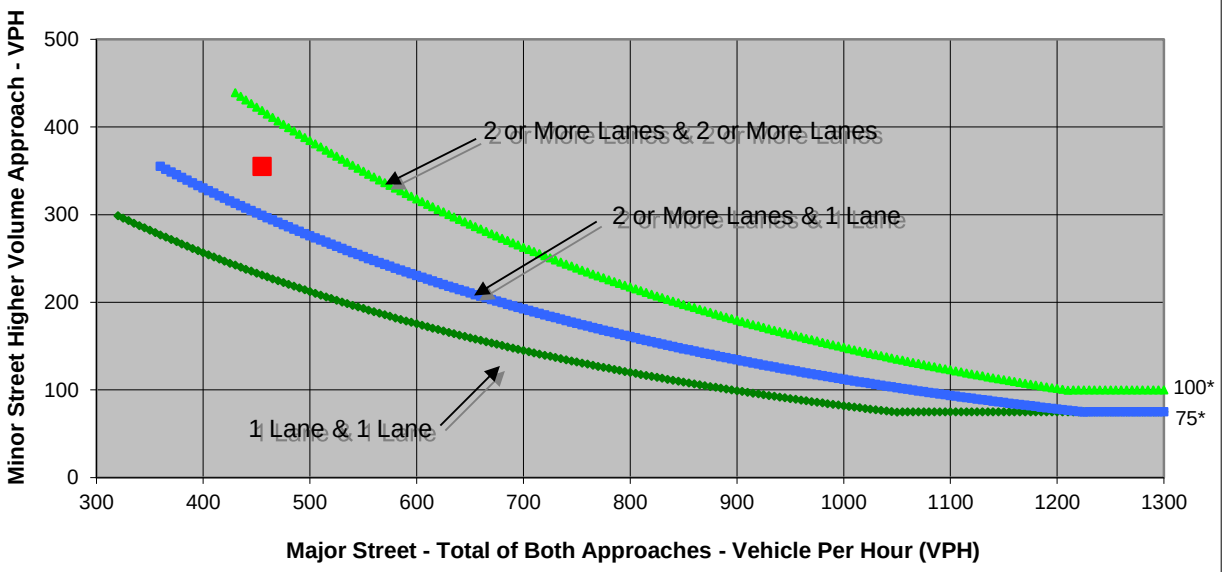
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	255	0	50
Through	0	0	220	150
Right	0	100	35	0
Total	0	355	255	200

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 SB Ramps	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**455**	**355**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour
Major Street	CR 29
Minor Street	SR 113 SB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	255	0	50
Through	0	0	220	150
Right	0	100	35	0
Total	0	355	255	200

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	28.8
Approach with Worst Case Delay	SB
Total Vehicles on Approach	355

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**2.8**	**355**	**810**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 NB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

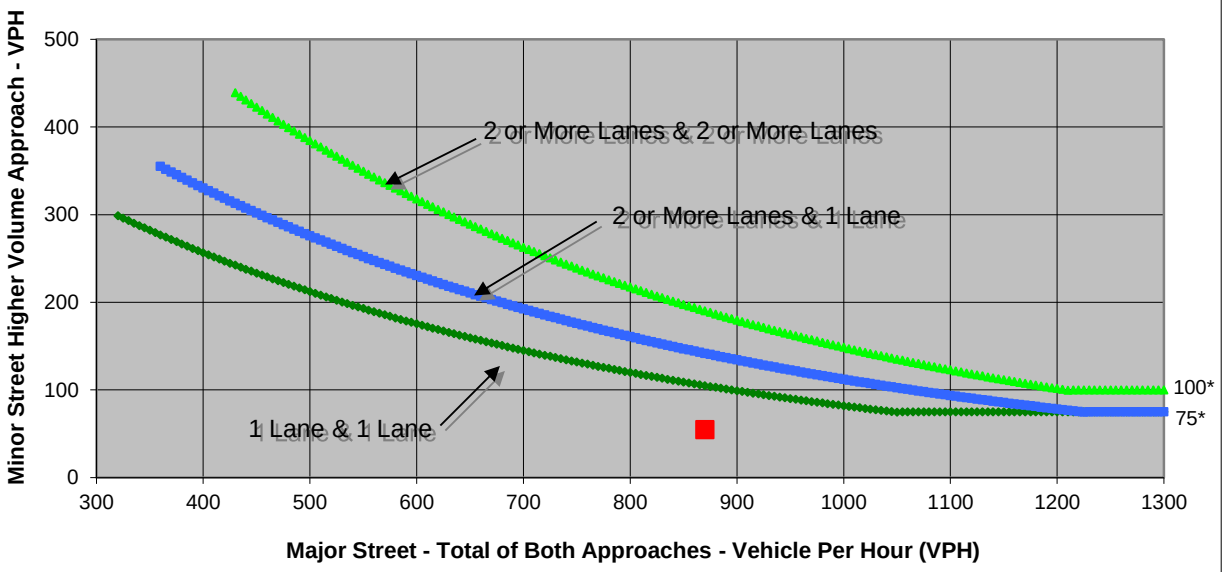
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	45	0
Through	0	25	430	170
Right	0	30	0	225
Total	0	55	475	395

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 NB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**870**	**55**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 29
Scenario	Cumulative Plus Project Conditions
Minor Street	SR 113 NB Ramps
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	45	0
Through	0	25	430	170
Right	0	30	0	225
Total	0	55	475	395

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	14.8
Approach with Worst Case Delay	SB
Total Vehicles on Approach	55

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.2**	**55**	**925**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 100A	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

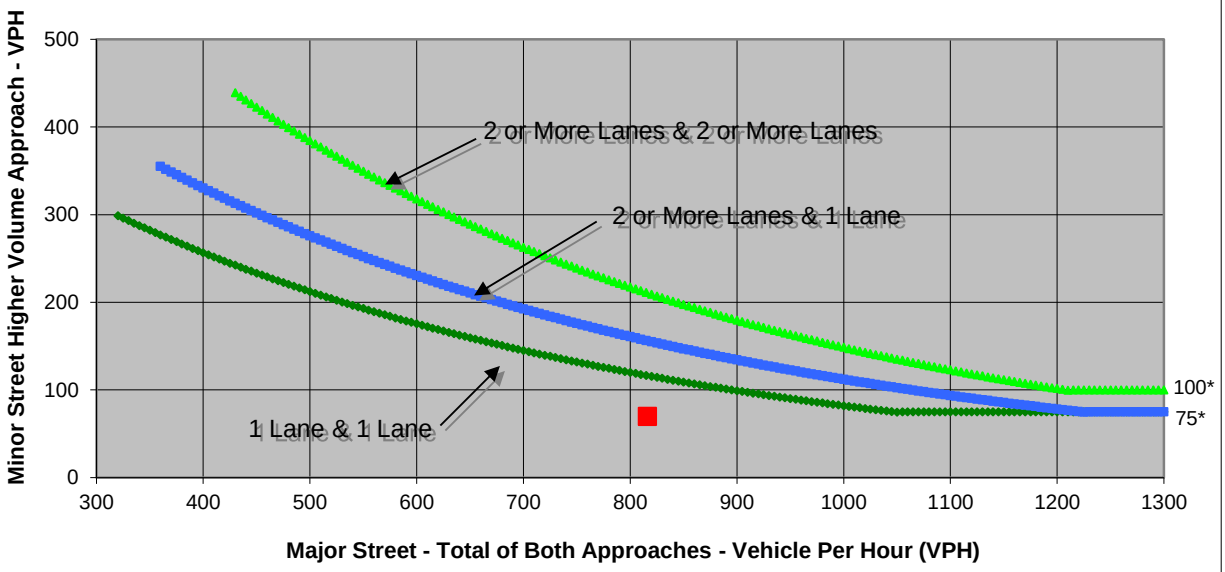
Turn Movement Volumes

	NB	SB	EB	WB
Left	55	5	5	25
Through	0	0	360	335
Right	15	5	90	1
Total	70	10	455	361

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 100A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**816**	**70**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 29
Minor Street	CR 100A

Turn Movement Volumes

	NB	SB	EB	WB
Left	55	5	5	25
Through	0	0	360	335
Right	15	5	90	1
Total	70	10	455	361

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	22.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.4**	**70**	**896**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 101A	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

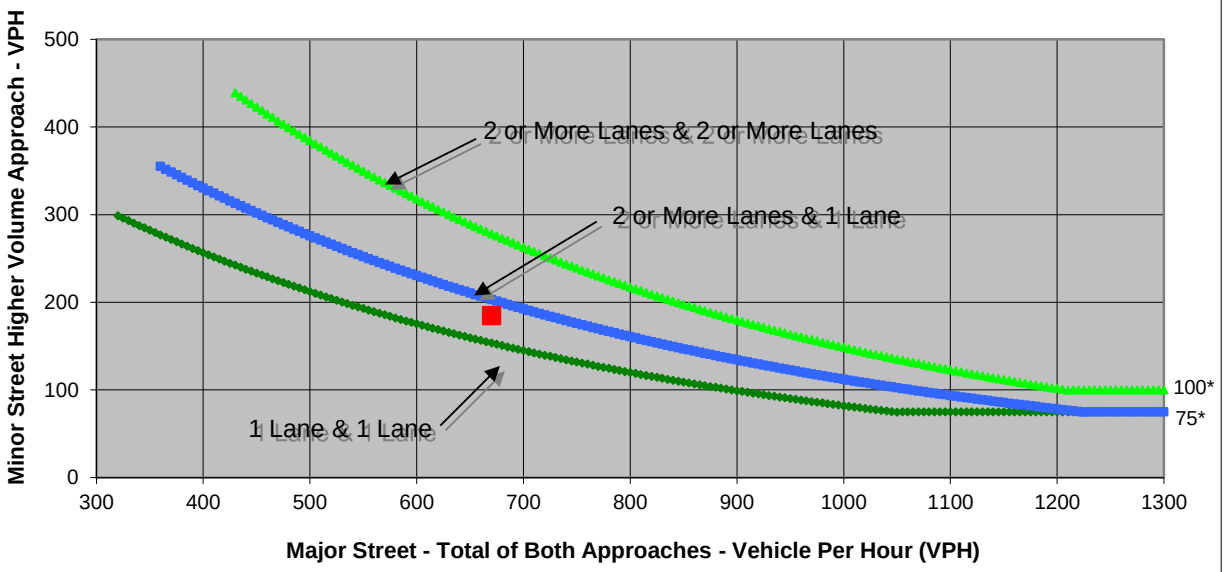
Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	0	90
Through	0	0	160	200
Right	25	0	220	0
Total	185	0	380	290

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 101A	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**670**	**185**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 101A	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	0	90
Through	0	0	160	200
Right	25	0	220	0
Total	185	0	380	290

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	27.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	185

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**1.4**	**185**	**855**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 29	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

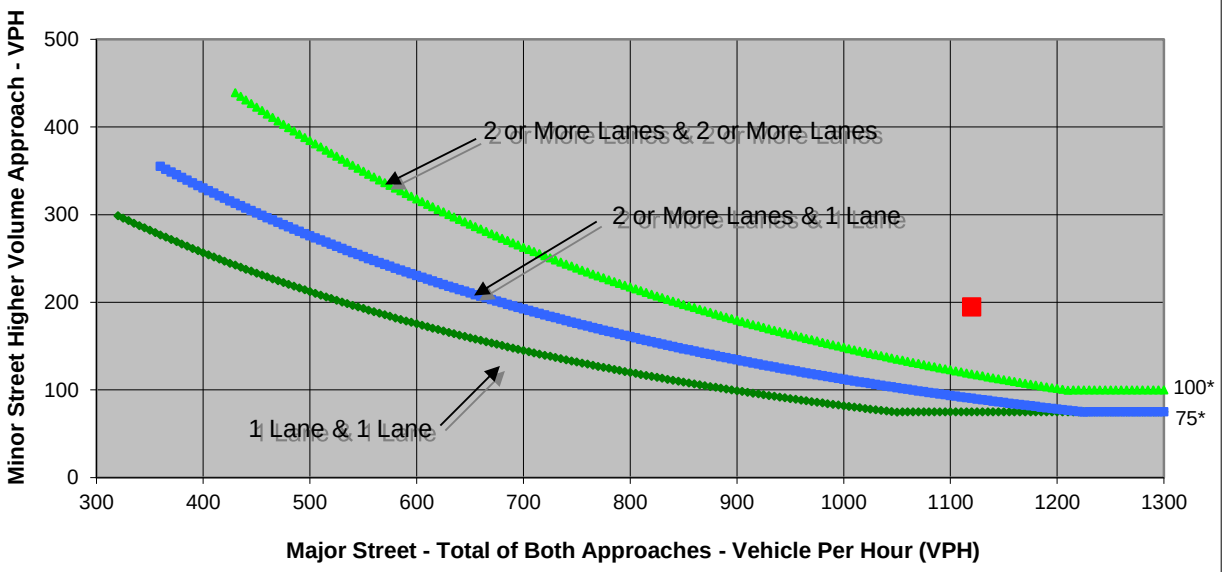
Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	70	0
Through	320	510	0	0
Right	0	130	125	0
Total	480	640	195	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 29	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,120**	**195**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Minor Street	CR 29
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	70	0
Through	320	510	0	0
Right	0	130	125	0
Total	480	640	195	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	80.1
Approach with Worst Case Delay	EB
Total Vehicles on Approach	195

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**4.3**	**195**	**1,315**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 28H

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

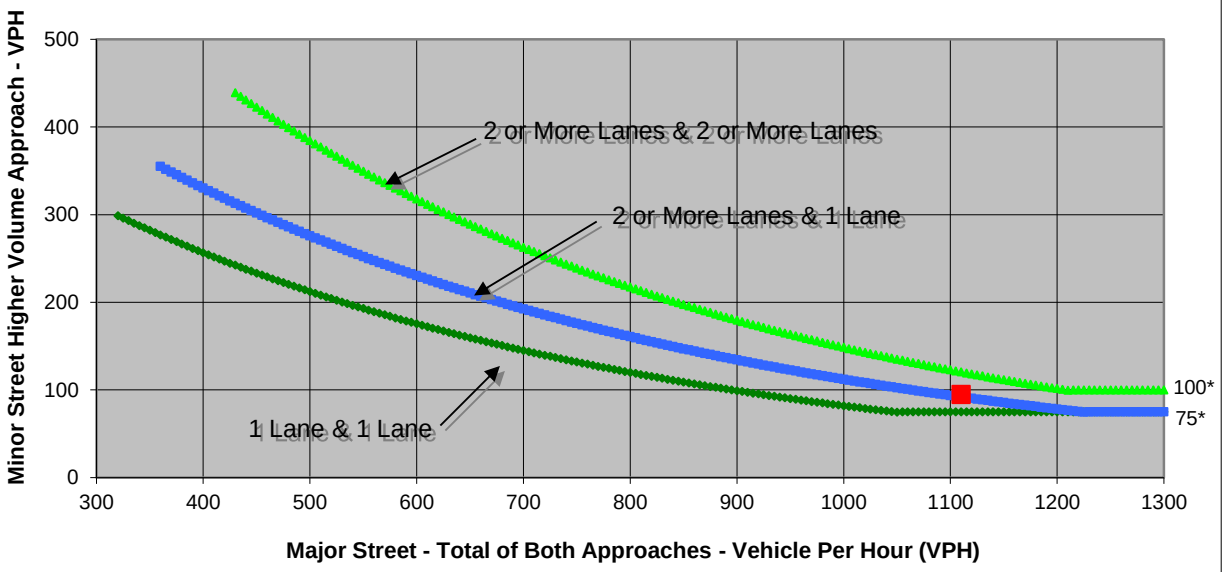
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	100	0	20
Through	350	620	0	0
Right	40	0	0	75
Total	390	720	0	95

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 28H	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,110**	**95**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Minor Street	CR 28H
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	100	0	20
Through	350	620	0	0
Right	40	0	0	75
Total	390	720	0	95

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	33.5
Approach with Worst Case Delay	WB
Total Vehicles on Approach	95

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.9**	**95**	**1,205**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 27

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

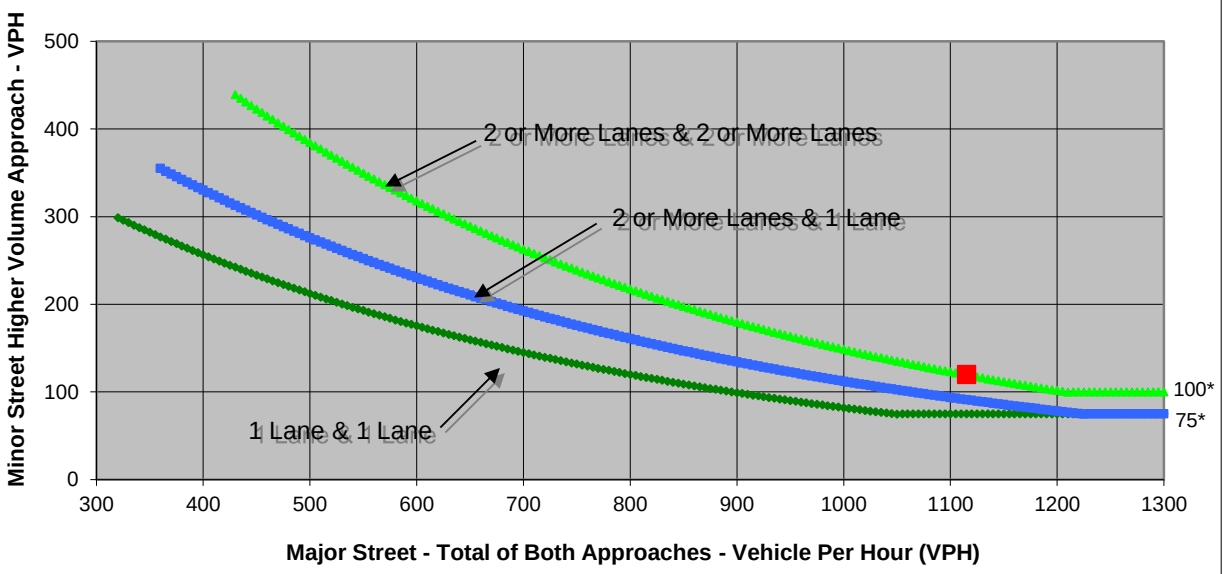
Turn Movement Volumes

	NB	SB	EB	WB
Left	50	5	40	5
Through	360	645	10	5
Right	5	50	70	5
Total	415	700	120	15

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 27	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,115**	**120**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 102
Minor Street	CR 27

Turn Movement Volumes

	NB	SB	EB	WB
Left	50	5	40	5
Through	360	645	10	5
Right	5	50	70	5
Total	415	700	120	15

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	71.6
Approach with Worst Case Delay	SB
Total Vehicles on Approach	700

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**13.9**	**120**	**1,250**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 25A

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

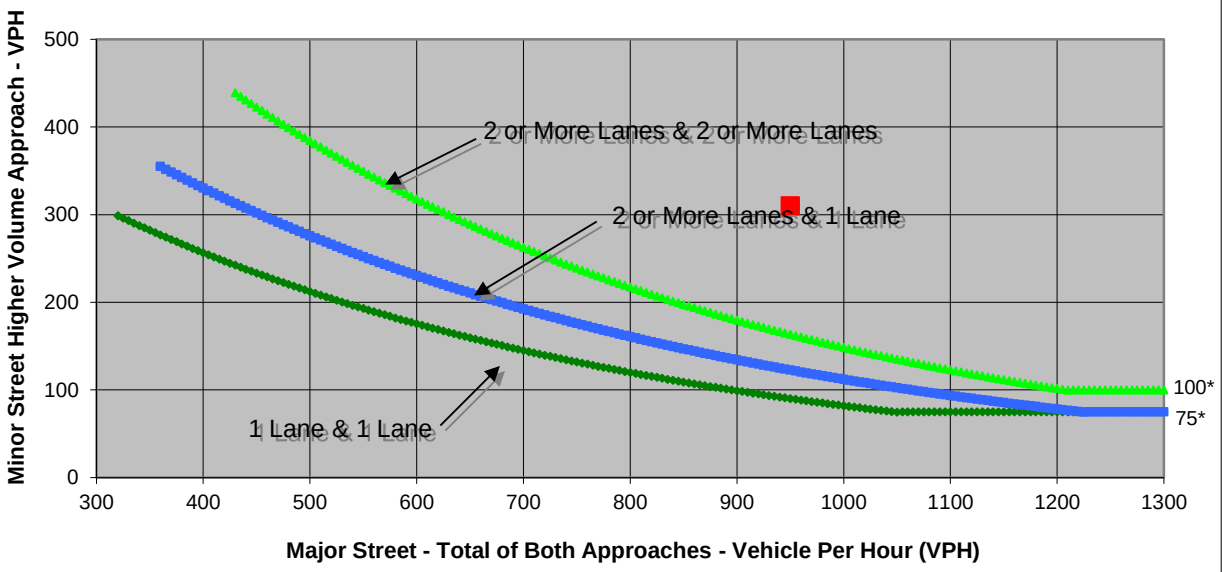
Turn Movement Volumes

	NB	SB	EB	WB
Left	120	0	80	0
Through	290	490	0	0
Right	0	50	230	0
Total	410	540	310	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 25A	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**950**	**310**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 102
Minor Street	CR 25A

Turn Movement Volumes

	NB	SB	EB	WB
Left	120	0	80	0
Through	290	490	0	0
Right	0	50	230	0
Total	410	540	310	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.9
Approach with Worst Case Delay	EB
Total Vehicles on Approach	310

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**1.5**	**310**	**1,260**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 103

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

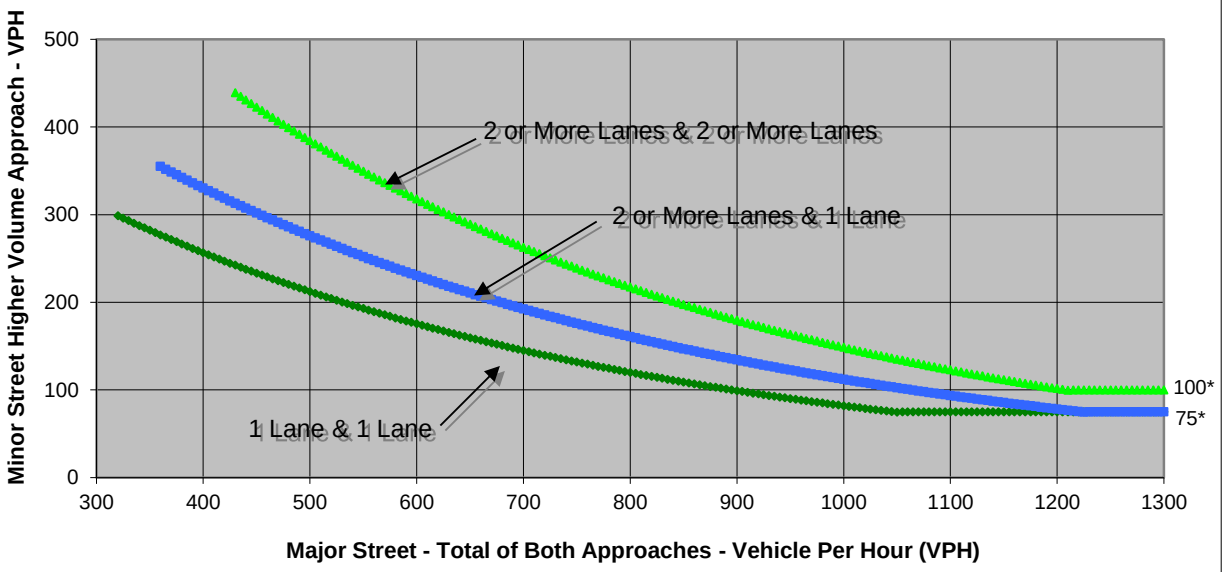
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	1	0
Through	0	0	140	90
Right	0	5	0	10
Total	0	15	141	100

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 103	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**241**	**15**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 28H
Minor Street	CR 103

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	1	0
Through	0	0	140	90
Right	0	5	0	10
Total	0	15	141	100

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.9
Approach with Worst Case Delay	SB
Total Vehicles on Approach	15

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0**	**15**	**256**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H	Project	Davis Village Farms EIR
Minor Street	Yolo County Landfill Dwy	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

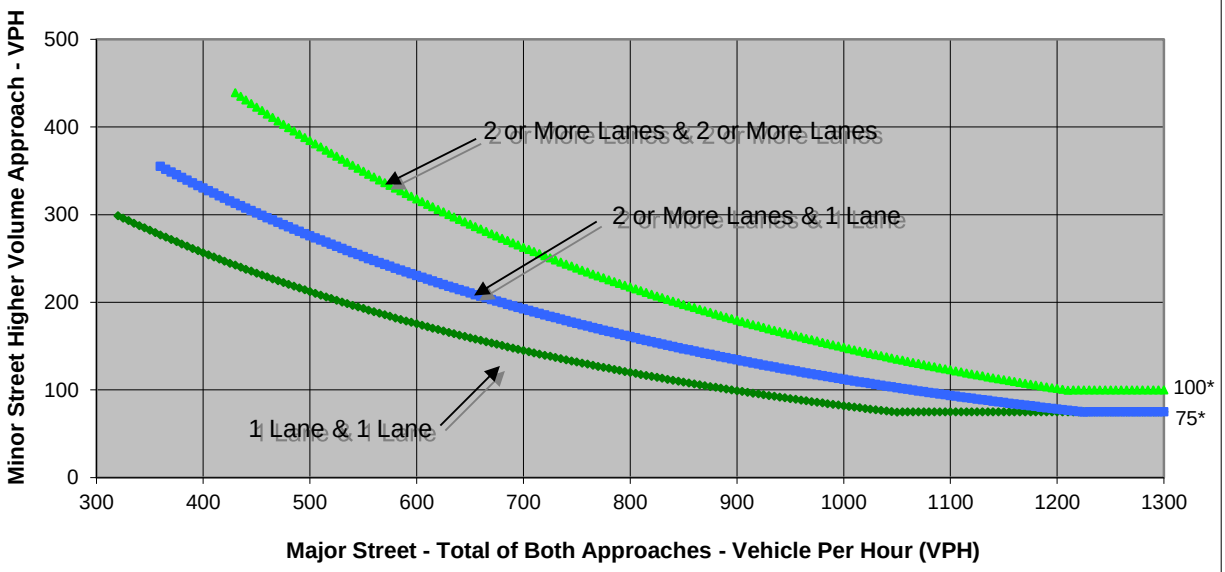
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	15	25	0
Through	0	0	120	75
Right	0	25	0	15
Total	0	40	145	90

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	Yolo County Landfill Dwy	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**235**	**40**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour
Major Street	CR 28H
Minor Street	Yolo County Landfill Dwy

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	15	25	0
Through	0	0	120	75
Right	0	25	0	15
Total	0	40	145	90

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.7
Approach with Worst Case Delay	SB
Total Vehicles on Approach	40

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.1**	**40**	**275**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

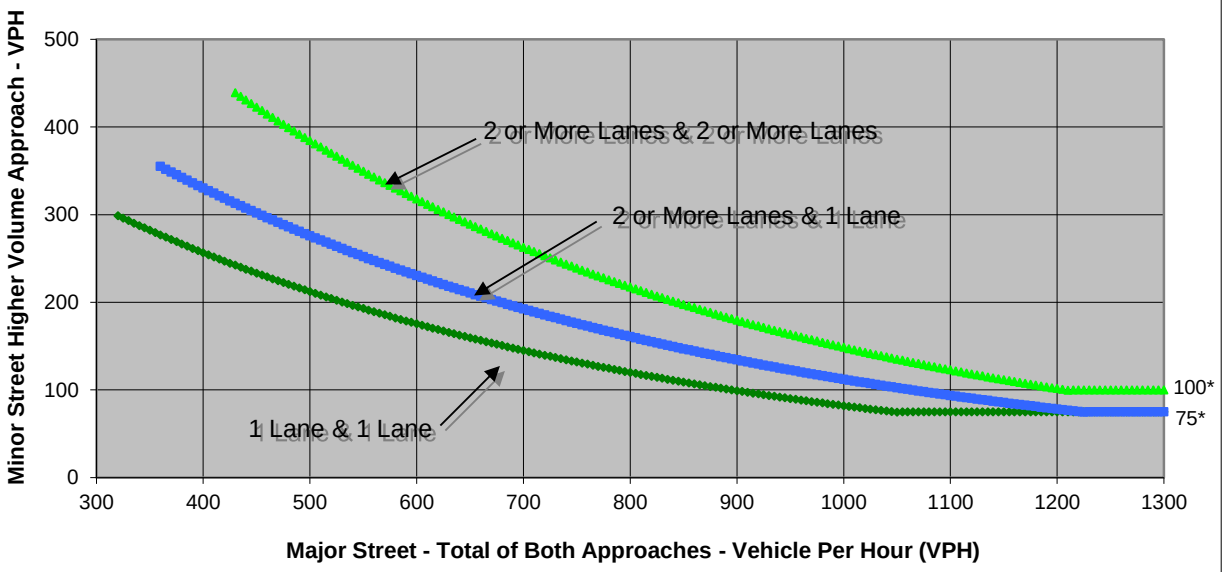
Turn Movement Volumes

	NB	SB	EB	WB
Left	90	0	0	1
Through	0	0	2	1
Right	2	0	130	0
Total	92	0	132	2

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**134**	**92**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 28H
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	90	0	0	1
Through	0	0	2	1
Right	2	0	130	0
Total	92	0	132	2

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	92

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.2**	**92**	**226**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

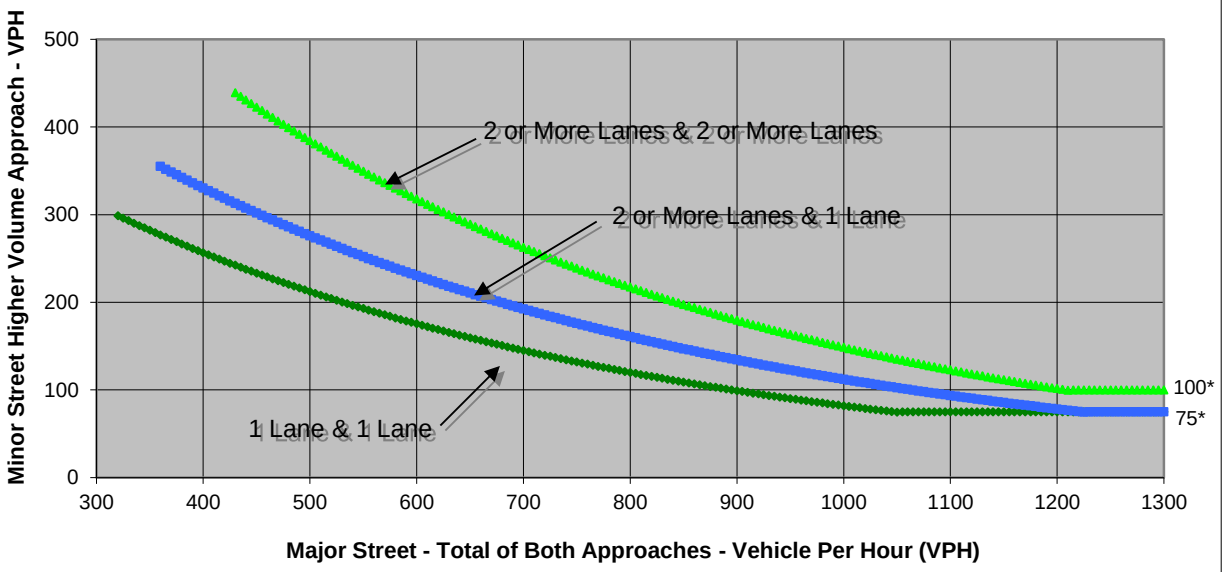
Turn Movement Volumes

	NB	SB	EB	WB
Left	190	0	0	120
Through	0	0	10	10
Right	95	0	100	0
Total	285	0	110	130

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**285**	**130**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	AM Peak Hour

Major Street	CR 32A
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	190	0	0	120
Through	0	0	10	10
Right	95	0	100	0
Total	285	0	110	130

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	26.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	130

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**1**	**130**	**525**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	I-80 WB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

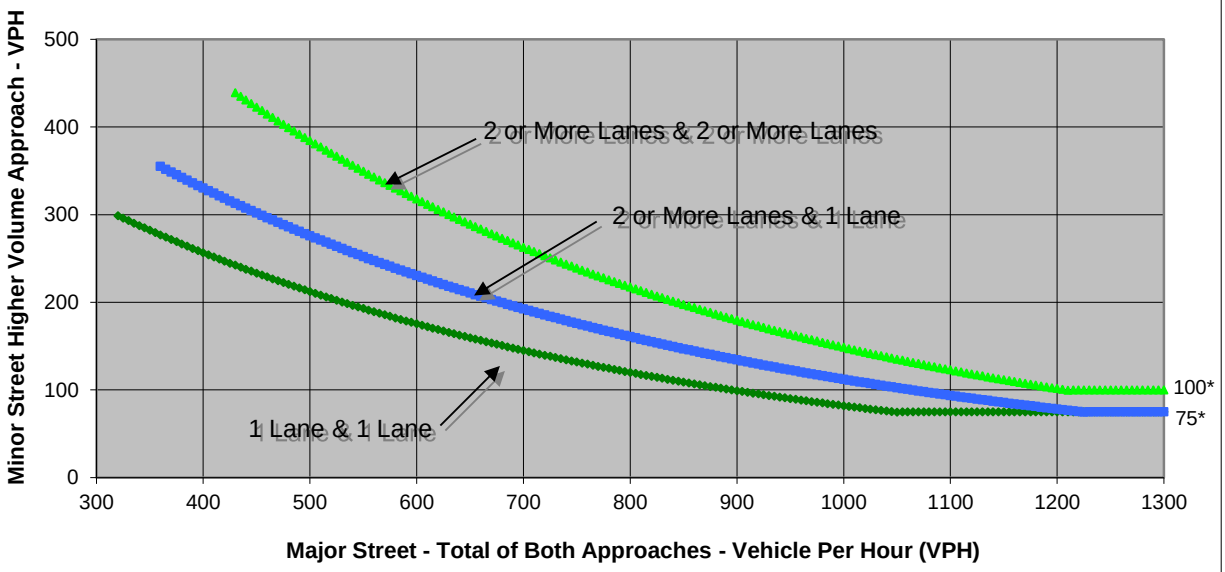
Turn Movement Volumes

	NB	SB	EB	WB
Left	275	0	0	5
Through	0	0	215	10
Right	75	0	5	0
Total	350	0	220	15

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	I-80 WB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**235**	**350**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 32A
Scenario	Cumulative Plus Project Conditions
Minor Street	I-80 WB Ramps
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	275	0	0	5
Through	0	0	215	10
Right	75	0	5	0
Total	350	0	220	15

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	4.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	350

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.5**	**350**	**585**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	Chiles Road	Project	Davis Village Farms EIR
Minor Street	I-80 EB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	AM Peak Hour

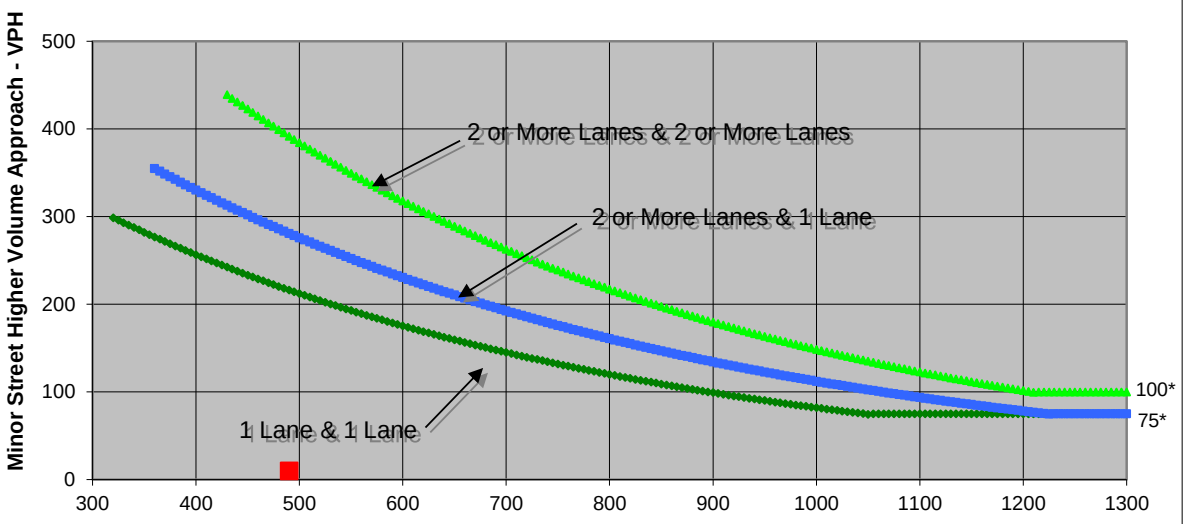
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	5	190	0
Through	0	0	10	60
Right	0	5	0	230
Total	0	10	200	290

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Chiles Road	I-80 EB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**490**	**10**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	Chiles Road
Scenario	Cumulative Plus Project Conditions
Minor Street	I-80 EB Ramps
Peak Hour	AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	5	190	0
Through	0	0	10	60
Right	0	5	0	230
Total	0	10	200	290

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	2.9
Approach with Worst Case Delay	SB
Total Vehicles on Approach	10

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0**	**10**	**500**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29
Minor Street	SR 113 SB Ramps

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

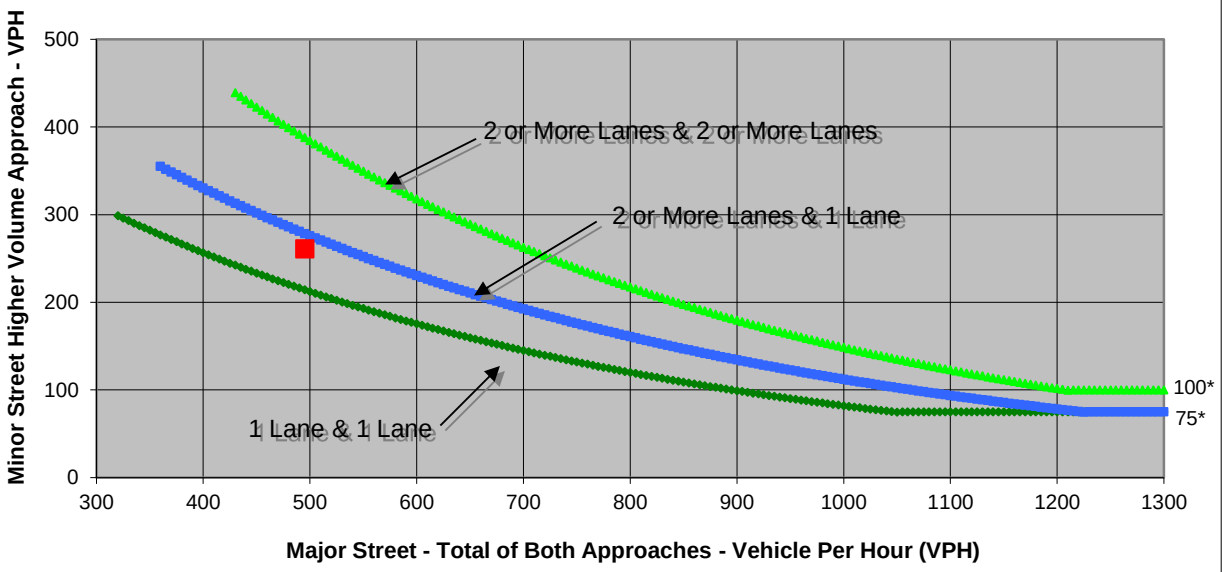
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	205	0	35
Through	0	1	270	150
Right	0	55	40	0
Total	0	261	310	185

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 SB Ramps	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**495**	**261**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 29
Minor Street	SR 113 SB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	205	0	35
Through	0	1	270	150
Right	0	55	40	0
Total	0	261	310	185

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	21.8
Approach with Worst Case Delay	SB
Total Vehicles on Approach	261

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**1.6**	**261**	**756**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	SR 113 NB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

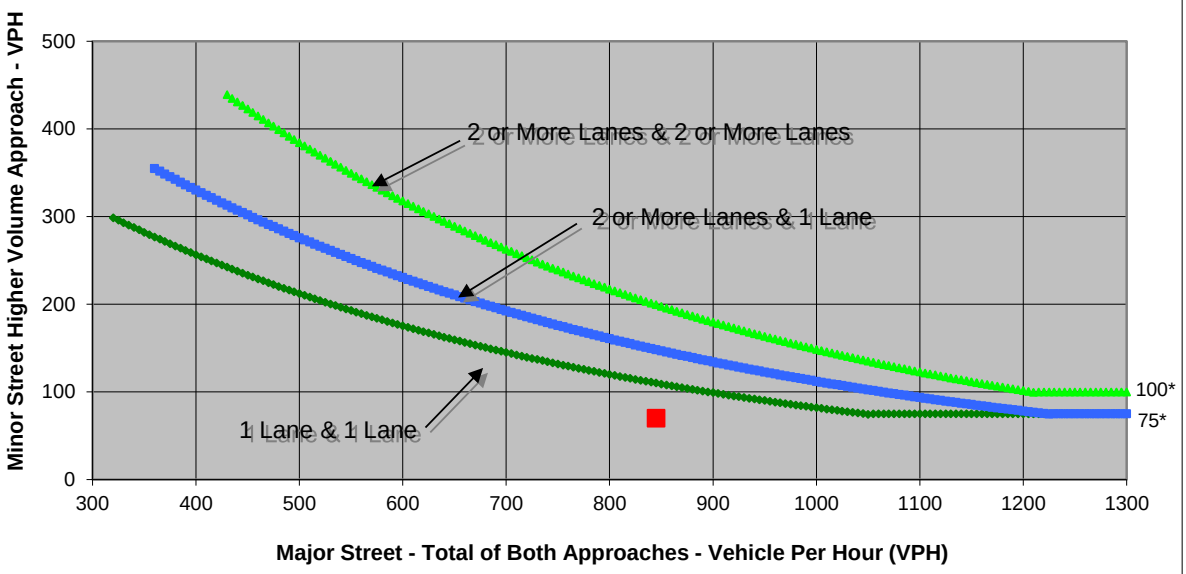
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	35	125	0
Through	0	0	350	150
Right	0	35	0	220
Total	0	70	475	370

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	SR 113 NB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**845**	**70**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 29
Minor Street	SR 113 NB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	35	125	0
Through	0	0	350	150
Right	0	35	0	220
Total	0	70	475	370

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	17.8
Approach with Worst Case Delay	SB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.3**	**70**	**915**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 100A	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

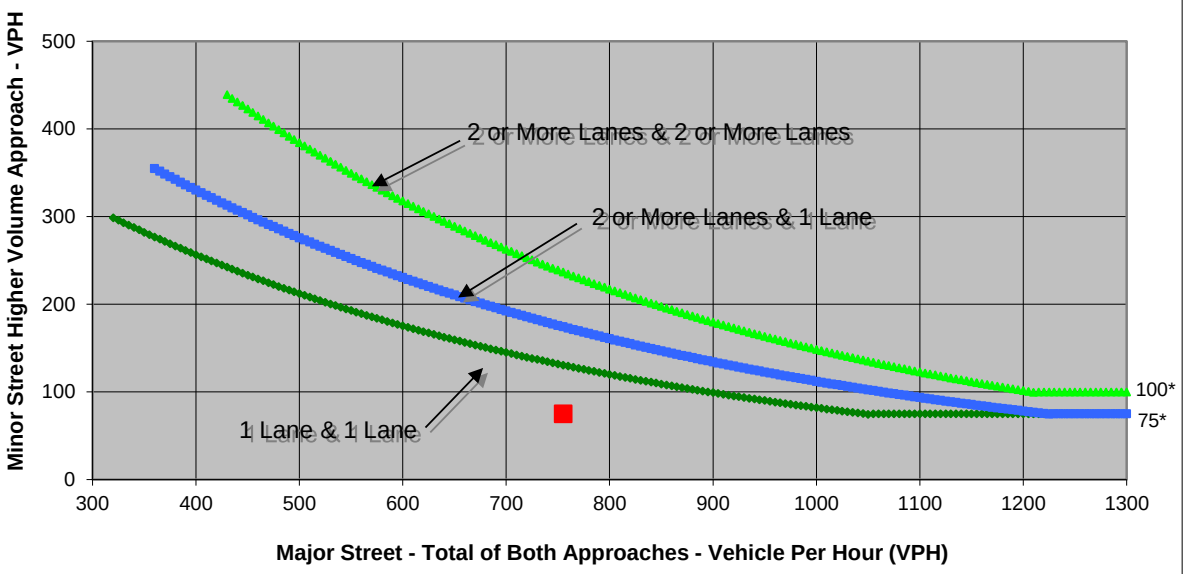
Turn Movement Volumes

	NB	SB	EB	WB
Left	45	0	5	45
Through	5	1	330	320
Right	25	5	50	5
Total	75	6	385	370

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 100A	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**755**	**75**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 29
Minor Street	CR 100A

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	45	0	5	45
Through	5	1	330	320
Right	25	5	50	5
Total	75	6	385	370

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	20.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	75

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.4**	**75**	**836**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 29	Project	Davis Village Farms EIR
Minor Street	CR 101A	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

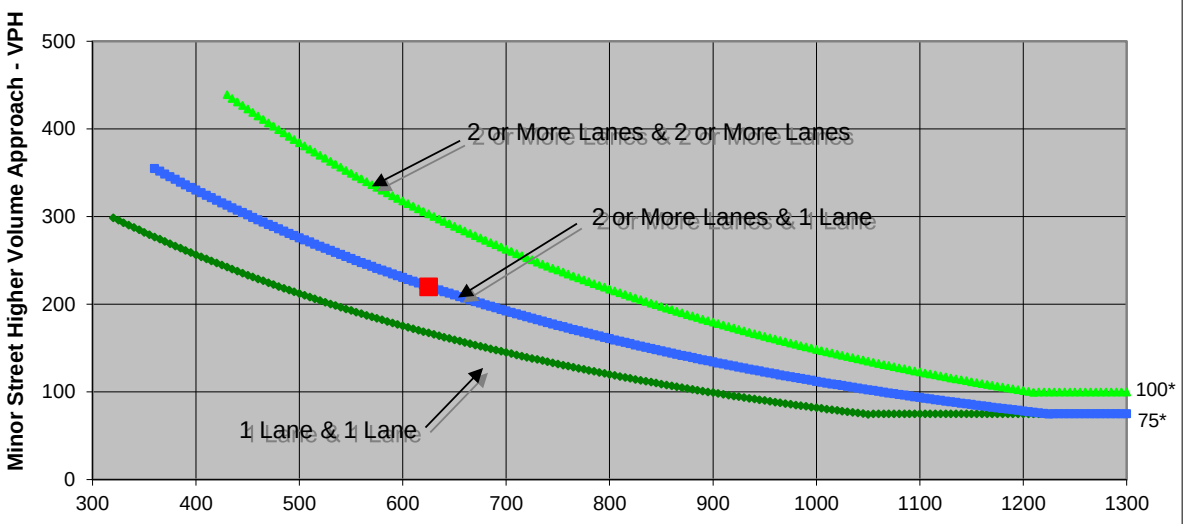
Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	0	60
Through	0	0	200	210
Right	60	0	155	0
Total	220	0	355	270

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 29	CR 101A	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**625**	**220**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 29
Minor Street	CR 101A

Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	0	60
Through	0	0	200	210
Right	60	0	155	0
Total	220	0	355	270

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	26.7
Approach with Worst Case Delay	NB
Total Vehicles on Approach	220

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**1.6**	**220**	**845**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 29	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

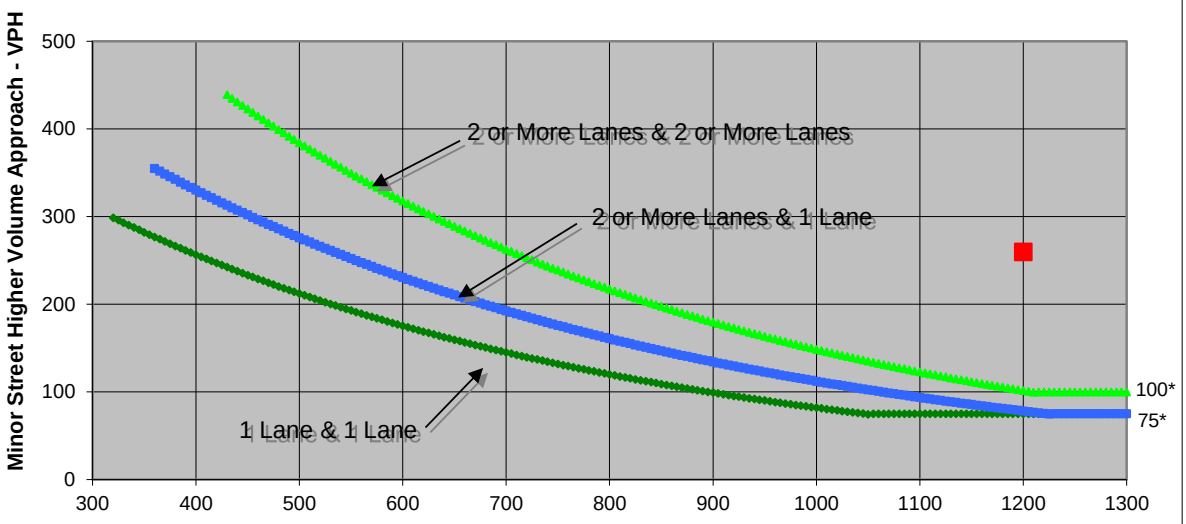
Turn Movement Volumes

	NB	SB	EB	WB
Left	140	0	140	0
Through	510	420	0	0
Right	0	130	120	0
Total	650	550	260	0

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 29	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,200**	**260**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Scenario	Cumulative Plus Project Conditions
Minor Street	CR 29
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	140	0	140	0
Through	510	420	0	0
Right	0	130	120	0
Total	650	550	260	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	134.7
Approach with Worst Case Delay	EB
Total Vehicles on Approach	260

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**9.7**	**260**	**1,460**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	CR 102	Project	Davis Village Farms EIR
Minor Street	CR 28H	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

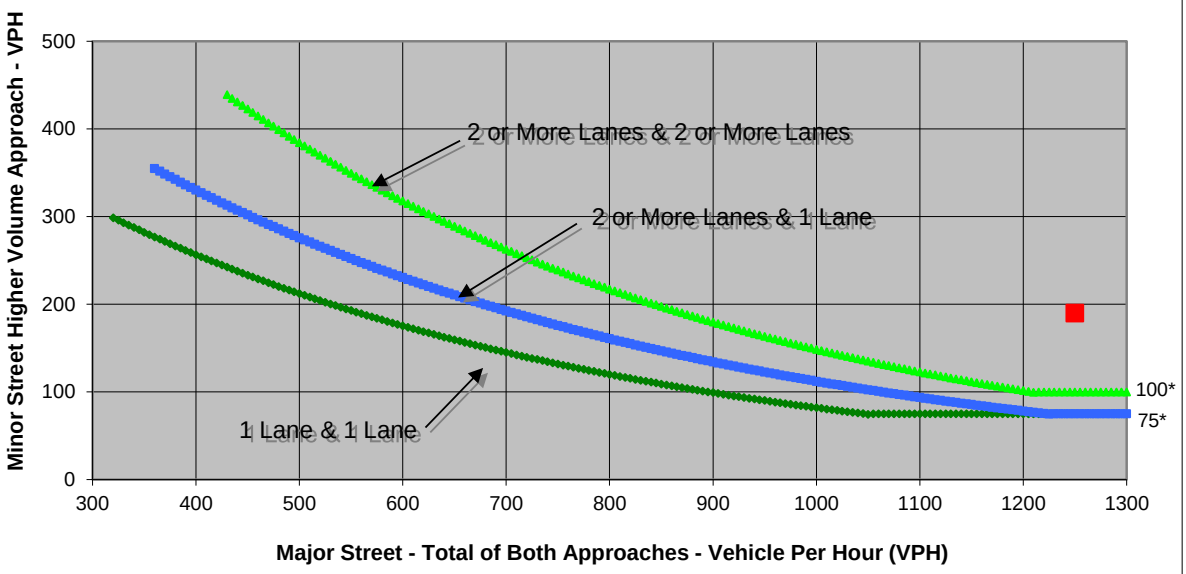
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	100	0	50
Through	570	500	0	0
Right	80	0	0	140
Total	650	600	0	190

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 28H	
Number of Approach Lanes	**1**	**2**	**YES**
Traffic Volume (VPH) *	**1,250**	**190**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 102
Minor Street	CR 28H

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	100	0	50
Through	570	500	0	0
Right	80	0	0	140
Total	650	600	0	190

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	39.9
Approach with Worst Case Delay	WB
Total Vehicles on Approach	190

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**2.1**	**190**	**1,440**
Limiting Value	**5**	**150**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 102
Minor Street	CR 27

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

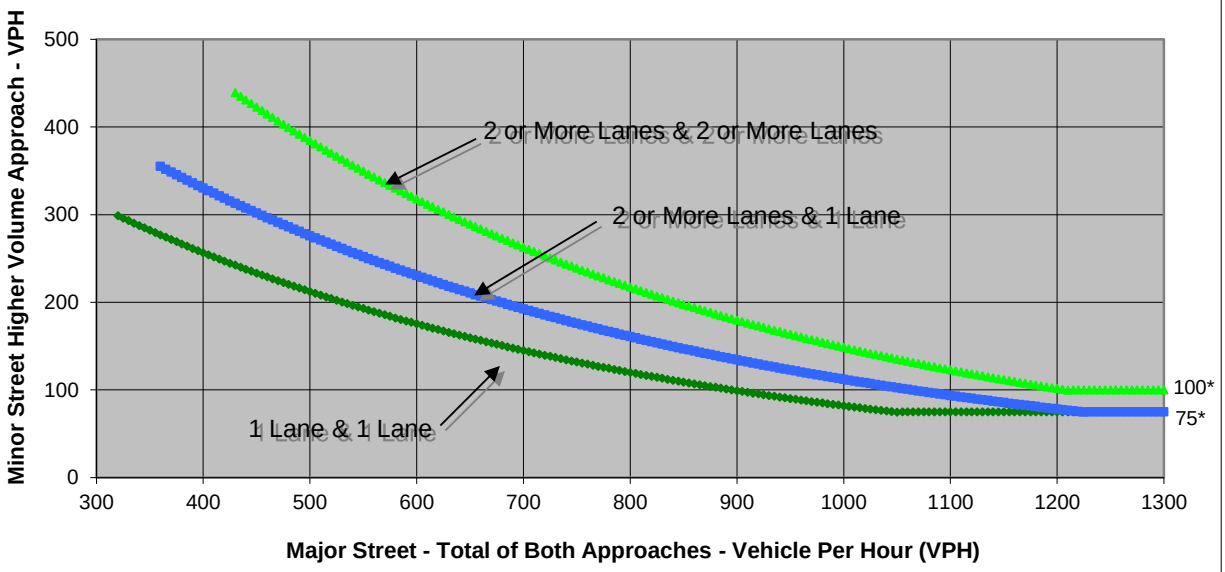
Turn Movement Volumes

	NB	SB	EB	WB
Left	65	5	45	5
Through	645	600	10	15
Right	5	25	100	5
Total	715	630	155	25

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 102	CR 27	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,345**	**155**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Major Street	CR 102
Minor Street	CR 27
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	65	5	45	5
Through	645	600	10	15
Right	5	25	100	5
Total	715	630	155	25

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	106
Approach with Worst Case Delay	NB
Total Vehicles on Approach	715

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**21.1**	**155**	**1,525**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 103

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

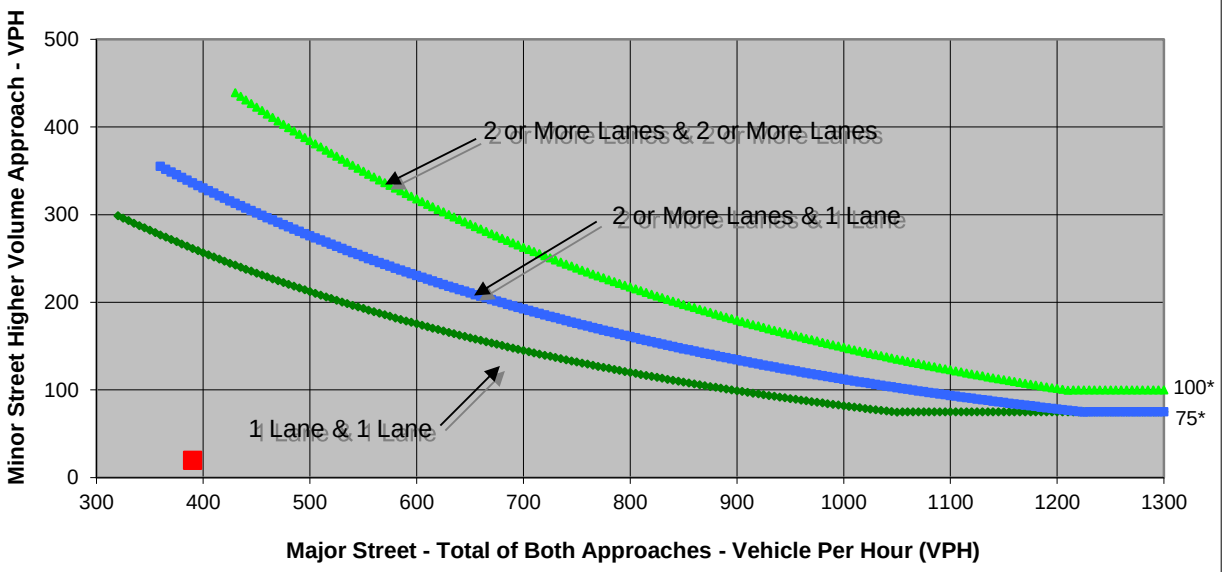
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	15	0	0
Through	0	0	180	185
Right	0	5	0	25
Total	0	20	180	210

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 103	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**390**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 28H
Minor Street	CR 103

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	15	0	0
Through	0	0	180	185
Right	0	5	0	25
Total	0	20	180	210

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11.3
Approach with Worst Case Delay	SB
Total Vehicles on Approach	20

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.1**	**20**	**410**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	Yolo County Landfill Dwy

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

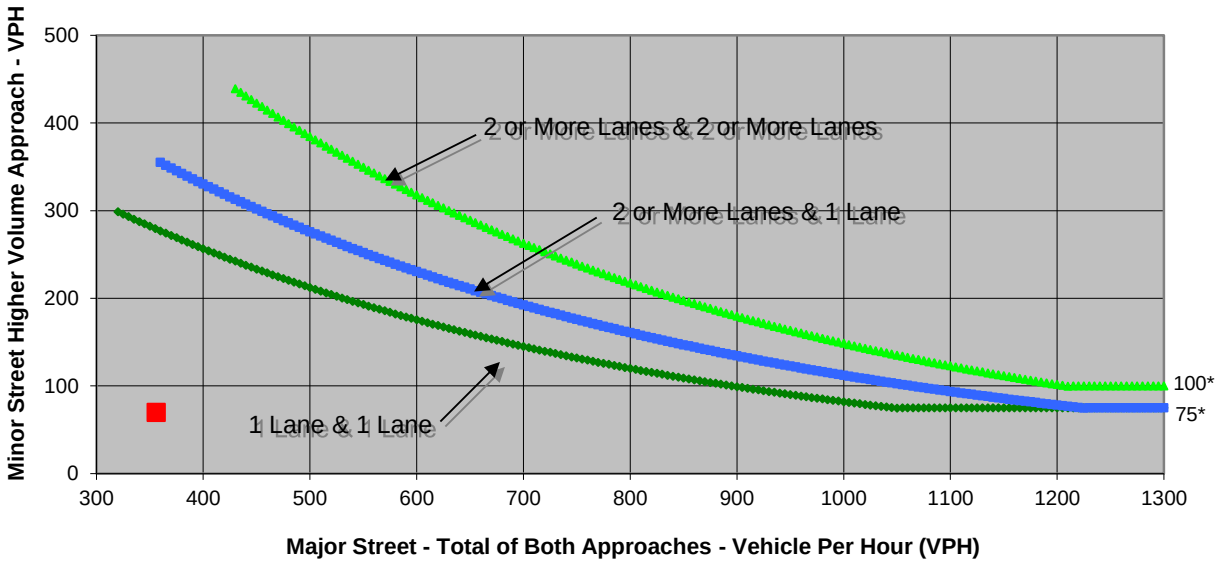
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	20	1	0
Through	0	0	195	160
Right	0	50	0	0
Total	0	70	196	160

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	Yolo County Landfill Dwy	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**356**	**70**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	CR 28H	Project	Davis Village Farms EIR
Minor Street	Yolo County Landfill Dwy	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	20	1	0
Through	0	0	195	160
Right	0	50	0	0
Total	0	70	196	160

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.5
Approach with Worst Case Delay	SB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.2**	**70**	**426**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 28H
Minor Street	CR 105

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

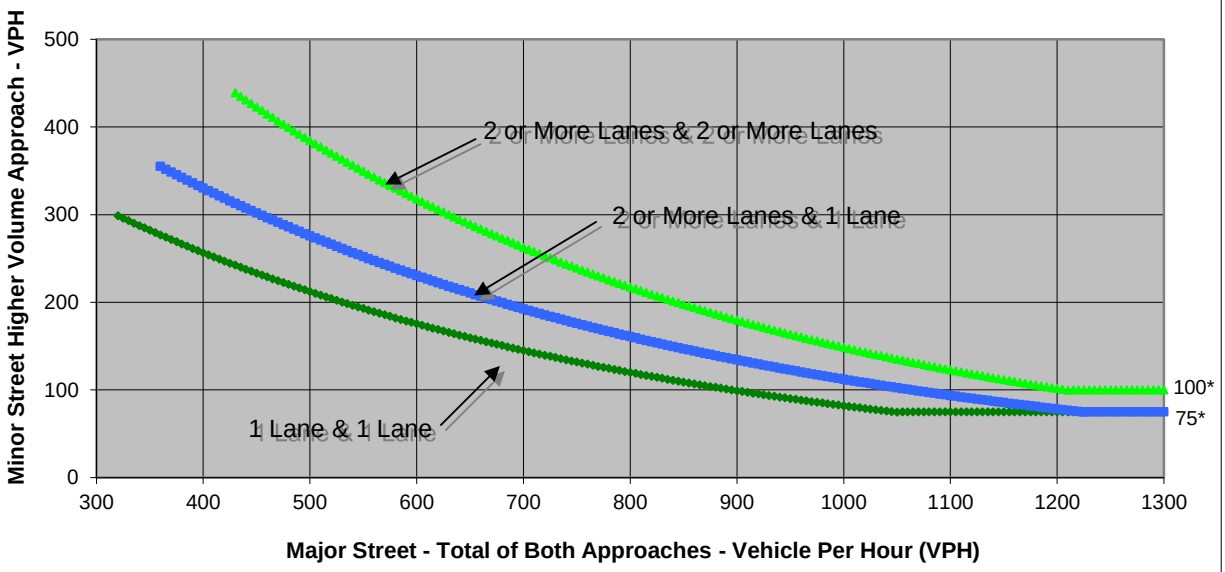
Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	0	1
Through	0	0	0	0
Right	0	0	215	0
Total	160	0	215	1

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 28H	CR 105	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**216**	**160**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour
Major Street	CR 28H
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	160	0	0	1
Through	0	0	0	0
Right	0	0	215	0
Total	160	0	215	1

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	160

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**0.5**	**160**	**376**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	CR 105	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

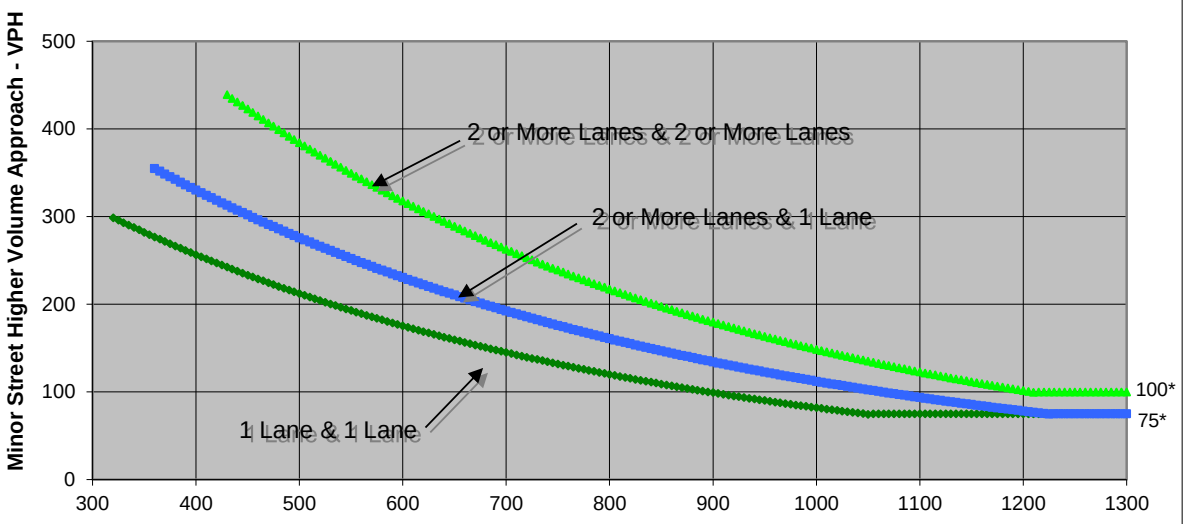
Turn Movement Volumes

	NB	SB	EB	WB
Left	110	0	0	205
Through	0	0	5	10
Right	155	0	430	0
Total	265	0	435	215

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	CR 105	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**265**	**435**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 32A
Minor Street	CR 105

Turn Movement Volumes

	NB	SB	EB	WB
Left	110	0	0	205
Through	0	0	5	10
Right	155	0	430	0
Total	265	0	435	215

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	264.2
Approach with Worst Case Delay	WB
Total Vehicles on Approach	215

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**15.8**	**435**	**915**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	CR 32A	Project	Davis Village Farms EIR
Minor Street	I-80 WB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

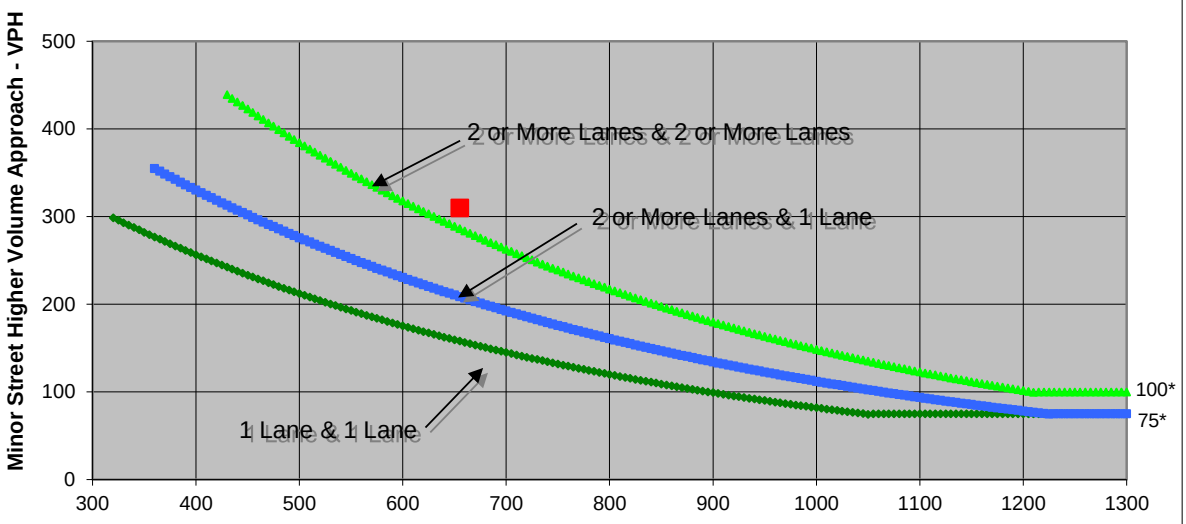
Turn Movement Volumes

	NB	SB	EB	WB
Left	255	0	0	10
Through	0	0	630	10
Right	55	0	5	0
Total	310	0	635	20

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	CR 32A	I-80 WB Ramps	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**655**	**310**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Major Street	CR 32A
Minor Street	I-80 WB Ramps

Turn Movement Volumes

	NB	SB	EB	WB
Left	255	0	0	10
Through	0	0	630	10
Right	55	0	5	0
Total	310	0	635	20

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	719
Approach with Worst Case Delay	EB
Total Vehicles on Approach	635

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**126.8**	**310**	**965**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	Chiles Road	Project	Davis Village Farms EIR
Minor Street	I-80 EB Ramps	Scenario	Cumulative Plus Project Conditions
		Peak Hour	PM Peak Hour

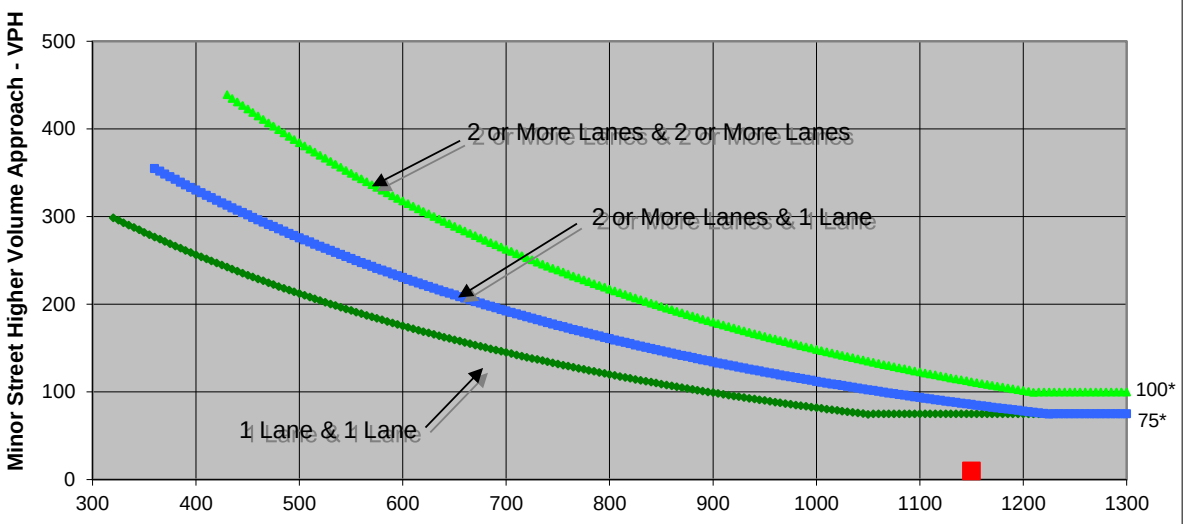
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	5	450	0
Through	0	0	15	60
Right	0	5	0	625
Total	0	10	465	685

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Chiles Road	I-80 EB Ramps	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,150**	**10**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Chiles Road
Minor Street	I-80 EB Ramps

Project	Davis Village Farms EIR
Scenario	Cumulative Plus Project Conditions
Peak Hour	PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	5	450	0
Through	0	0	15	60
Right	0	5	0	625
Total	0	10	465	685

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	882.9
Approach with Worst Case Delay	WB
Total Vehicles on Approach	685

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Plus Project Conditions	**168**	**10**	**1,160**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Not Met**	**Met**
Warrant Met	**NO**		

Intersection 28 **Shriners Road East/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	100	101	100.6%	5.9	1.3	A
	Subtotal	100	101	100.6%	5.9	1.3	A
EB	Left Turn						
	Through	1,105	1,091	98.8%	1.1	0.1	A
	Right Turn						
	Subtotal	1,105	1,091	98.8%	1.1	0.1	A
WB	Left Turn						
	Through	870	839	96.5%	3.2	0.4	A
	Right Turn	150	157	104.7%	2.4	0.4	A
	Subtotal	1,020	996	97.7%	3.1	0.4	A
Total		2,225	2,188	98.3%	2.2	0.2	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	11	112.0%	6.9	5.4	A
	Through						
	Right Turn	5	5	98.0%	3.3	1.8	A
	Subtotal	15	16	107.3%	7.1	4.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,075	1,059	98.5%	2.1	0.7	A
	Right Turn	30	33	108.3%	1.5	0.5	A
	Subtotal	1,105	1,091	98.7%	2.1	0.7	A
WB	Left Turn	5	5	102.0%	6.3	3.7	A
	Through	1,010	986	97.6%	2.7	0.4	A
	Right Turn						
	Subtotal	1,015	991	97.6%	2.7	0.4	A
Total		2,135	2,098	98.3%	2.4	0.5	A

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	430	425	98.8%	57.4	12.1	E
	Through	795	777	97.8%	14.9	2.5	B
	Right Turn	60	59	98.7%	7.1	2.0	A
	Subtotal	1,285	1,261	98.1%	29.5	5.7	C
SB	Left Turn	75	68	90.7%	80.6	20.6	F
	Through	990	905	91.4%	134.3	21.4	F
	Right Turn	40	36	90.8%	85.2	29.0	F
	Subtotal	1,105	1,009	91.3%	129.8	21.4	F
EB	Left Turn	10	10	96.0%	41.2	29.0	D
	Through	25	24	94.8%	45.9	9.6	D
	Right Turn	300	300	100.0%	2.6	1.1	A
	Subtotal	335	333	99.5%	7.2	2.5	A
WB	Left Turn	160	151	94.5%	143.6	83.4	F
	Through	65	63	96.8%	62.9	41.2	E
	Right Turn	190	188	99.1%	39.0	41.7	D
	Subtotal	415	402	97.0%	83.0	53.3	F
Total		3,140	3,006	95.7%	65.8	9.7	E

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	170	164	96.7%	53.7	21.8	D
	Through	750	738	98.4%	32.5	27.9	C
	Right Turn	20	24	117.5%	33.5	38.7	C
	Subtotal	940	926	98.5%	36.6	27.0	D
SB	Left Turn	85	80	93.6%	44.0	8.7	D
	Through	300	292	97.3%	22.1	3.7	C
	Right Turn	200	196	98.1%	7.9	1.4	A
	Subtotal	585	568	97.0%	20.0	2.2	C
EB	Left Turn	310	309	99.6%	31.8	18.2	C
	Through	5	5	98.0%	26.5	22.1	C
	Right Turn	110	105	95.2%	8.4	2.3	A
	Subtotal	425	418	98.4%	25.9	12.5	C
WB	Left Turn	20	20	97.5%	29.1	13.8	C
	Through	10	10	97.0%	44.5	20.0	D
	Right Turn	90	90	99.7%	18.6	8.1	B
	Subtotal	120	119	99.1%	22.9	6.9	C
Total		2,070	2,031	98.1%	28.8	15.0	C

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	430	433	100.6%	62.6	5.8	E
	Through	935	919	98.2%	37.0	5.7	D
	Right Turn	145	147	101.1%	18.8	5.1	B
	Subtotal	1,510	1,498	99.2%	42.4	5.3	D
SB	Left Turn	150	137	91.2%	141.7	19.6	F
	Through	1,035	948	91.6%	133.0	23.5	F
	Right Turn	250	232	92.8%	86.5	18.2	F
	Subtotal	1,435	1,317	91.7%	125.4	22.6	F
EB	Left Turn	245	243	99.1%	142.9	61.8	F
	Through	160	163	101.7%	91.7	27.9	F
	Right Turn	770	758	98.5%	12.4	10.7	B
	Subtotal	1,175	1,164	99.0%	51.8	20.4	D
WB	Left Turn	235	230	97.7%	120.8	55.8	F
	Through	50	50	100.0%	81.9	38.3	F
	Right Turn	120	116	96.3%	60.7	30.0	E
	Subtotal	405	395	97.6%	100.0	44.7	F
Total		4,525	4,373	96.6%	74.6	8.9	E

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	300	299	99.7%	44.3	10.5	D
	Through	710	694	97.7%	10.1	1.6	B
	Right Turn						
	Subtotal	1,010	993	98.3%	20.7	4.7	C
SB	Left Turn						
	Through	1,490	1,411	94.7%	73.0	36.0	E
	Right Turn	550	519	94.4%	40.8	26.7	D
	Subtotal	2,040	1,930	94.6%	64.8	33.8	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	520	526	101.1%	30.5	2.3	C
	Through	5	5	102.0%	36.8	21.7	D
	Right Turn	800	797	99.6%	6.4	2.3	A
	Subtotal	1,325	1,327	100.2%	16.1	2.0	B
Total		4,375	4,251	97.2%	39.3	14.9	D

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	19	97.0%	124.5	26.3	F
	Through	660	644	97.5%	107.9	14.2	F
	Right Turn	150	138	91.9%	84.3	12.6	F
	Subtotal	830	801	96.5%	104.2	13.7	F
SB	Left Turn	330	317	95.9%	139.8	30.6	F
	Through	560	550	98.3%	63.6	15.5	E
	Right Turn	360	355	98.6%	21.7	11.6	C
	Subtotal	1,250	1,222	97.7%	71.3	18.1	E
EB	Left Turn	560	554	98.9%	84.2	22.1	F
	Through	360	367	101.8%	86.8	24.0	F
	Right Turn	70	67	95.1%	4.6	1.0	A
	Subtotal	990	987	99.7%	79.6	16.9	E
WB	Left Turn	60	56	92.8%	70.7	18.2	E
	Through	20	19	94.0%	58.7	27.8	E
	Right Turn	440	440	99.9%	51.3	23.9	D
	Subtotal	520	514	98.9%	53.9	23.0	D
Total		3,590	3,524	98.1%	78.7	8.4	E

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	230	226	98.4%	31.6	21.6	C
	Through						
	Right Turn	90	92	102.7%	5.1	1.7	A
	Subtotal	320	319	99.6%	24.1	15.8	C
EB	Left Turn						
	Through	760	761	100.2%	64.4	35.5	E
	Right Turn						
	Subtotal	760	761	100.2%	64.4	35.5	E
WB	Left Turn						
	Through	400	394	98.6%	18.8	5.6	B
	Right Turn						
	Subtotal	400	394	98.6%	18.8	5.6	B
Total		1,480	1,474	99.6%	43.0	19.6	D

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	98.7%	39.4	16.2	D
	Through	410	408	99.4%	38.8	12.4	D
	Right Turn	20	21	105.0%	38.6	39.7	D
	Subtotal	445	443	99.6%	38.8	12.5	D
SB	Left Turn	115	110	95.6%	47.6	12.5	D
	Through	240	231	96.2%	21.0	5.8	C
	Right Turn	235	228	97.2%	13.8	3.6	B
	Subtotal	590	569	96.5%	23.5	5.7	C
EB	Left Turn	270	267	99.0%	122.8	88.3	F
	Through	90	87	96.8%	119.5	90.2	F
	Right Turn	30	30	101.0%	105.1	102.8	F
	Subtotal	390	385	98.7%	120.4	89.2	F
WB	Left Turn	20	21	107.0%	37.7	16.4	D
	Through	60	62	102.8%	35.9	12.4	D
	Right Turn	70	64	91.1%	24.0	10.6	C
	Subtotal	150	147	97.9%	30.4	10.1	C
Total		1,575	1,544	98.0%	54.1	27.0	D

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	98.3%	5.6	0.7	A
	Through	345	346	100.3%	7.8	0.4	A
	Right Turn	5	5	104.0%	1.5	1.2	A
	Subtotal	380	381	100.2%	7.6	0.4	A
SB	Left Turn	90	88	98.0%	13.6	4.1	B
	Through	180	176	97.6%	15.2	1.8	C
	Right Turn	20	18	91.0%	3.4	0.9	A
	Subtotal	290	282	97.2%	14.1	2.1	B
EB	Left Turn	20	19	96.5%	5.2	1.3	A
	Through	40	41	102.5%	5.8	0.8	A
	Right Turn	30	30	101.0%	3.3	0.7	A
	Subtotal	90	91	100.7%	5.0	0.6	A
WB	Left Turn	10	9	92.0%	4.6	4.2	A
	Through	50	48	96.0%	7.3	1.1	A
	Right Turn	80	80	100.0%	4.3	0.8	A
	Subtotal	140	137	98.0%	5.5	0.5	A
Total		900	890	98.9%	9.1	1.0	A

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	31	101.7%	7.8	2.4	A
	Through	50	52	104.4%	9.5	1.6	A
	Right Turn	180	182	101.1%	4.3	2.5	A
	Subtotal	260	265	101.8%	5.8	1.9	A
SB	Left Turn	30	29	95.0%	6.0	1.9	A
	Through	60	59	98.8%	11.5	1.3	B
	Right Turn	10	11	107.0%	4.7	1.9	A
	Subtotal	100	99	98.5%	9.0	1.5	A
EB	Left Turn	20	20	100.5%	7.0	1.4	A
	Through	280	281	100.4%	14.9	2.1	B
	Right Turn	40	36	90.8%	3.3	0.4	A
	Subtotal	340	337	99.2%	13.1	1.5	B
WB	Left Turn	100	102	101.7%	18.5	5.7	C
	Through	210	210	100.1%	22.4	5.3	C
	Right Turn	20	21	102.5%	18.5	4.1	C
	Subtotal	330	332	100.7%	21.0	5.3	C
Total		1,030	1,033	100.3%	13.1	2.1	B

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	26	85.7%	17.4	5.9	B
	Through						
	Right Turn	160	165	102.9%	1.4	0.1	A
	Subtotal	190	190	100.2%	4.0	0.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	450	455	101.0%	14.8	2.5	B
	Right Turn	30	28	93.7%	11.3	2.0	B
	Subtotal	480	483	100.5%	14.6	2.4	B
WB	Left Turn	90	91	101.6%	18.8	3.3	B
	Through	360	363	100.9%	8.6	2.5	A
	Right Turn						
	Subtotal	450	455	101.0%	10.6	2.7	B
Total		1,120	1,128	100.7%	11.2	1.8	B

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	27	90.7%	57.3	22.2	E
	Through	5	6	124.0%	46.5	45.2	D
	Right Turn	240	251	104.4%	32.3	25.7	C
	Subtotal	275	284	103.3%	36.6	23.9	D
SB	Left Turn	160	157	98.3%	55.6	6.5	E
	Through	10	11	107.0%	32.3	20.9	C
	Right Turn	35	36	101.4%	11.9	8.7	B
	Subtotal	205	203	99.2%	47.3	5.3	D
EB	Left Turn	40	42	105.0%	74.6	8.6	E
	Through	550	559	101.7%	28.9	5.7	C
	Right Turn	20	22	110.5%	22.1	10.8	C
	Subtotal	610	623	102.2%	32.4	5.2	C
WB	Left Turn	170	172	100.9%	55.8	13.0	E
	Through	400	412	103.1%	22.1	8.1	C
	Right Turn	120	115	96.0%	6.0	2.0	A
	Subtotal	690	699	101.3%	27.5	7.3	C
Total		1,780	1,810	101.7%	33.2	6.4	C

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	250	251	100.2%	54.8	6.4	D
	Through						
	Right Turn	70	72	102.9%	14.4	4.1	B
	Subtotal	320	323	100.8%	45.7	5.7	D
EB	Left Turn	90	89	99.1%	80.0	12.8	E
	Through	860	883	102.7%	31.2	12.9	C
	Right Turn						
	Subtotal	950	972	102.3%	35.7	11.9	D
WB	Left Turn						
	Through	620	625	100.7%	15.4	3.2	B
	Right Turn	390	399	102.4%	8.0	2.1	A
	Subtotal	1,010	1,024	101.4%	12.4	2.6	B
Total		2,280	2,319	101.7%	27.0	4.8	C

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	320	315	98.4%	143.1	80.6	F
	Through	5	6	124.0%	108.1	87.0	F
	Right Turn	180	187	103.8%	62.3	28.4	E
	Subtotal	505	508	100.6%	115.0	62.0	F
EB	Left Turn						
	Through	640	658	102.7%	21.5	5.6	C
	Right Turn	470	480	102.1%	22.6	5.7	C
	Subtotal	1,110	1,138	102.5%	22.0	5.4	C
WB	Left Turn	485	475	98.0%	84.6	17.2	F
	Through	830	835	100.6%	10.2	3.6	B
	Right Turn						
	Subtotal	1,315	1,310	99.6%	37.2	9.1	D
Total		2,930	2,956	100.9%	42.8	9.8	D

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	340	340	100.1%	41.6	8.9	D
	Through						
	Right Turn	335	332	99.1%	20.3	3.3	C
	Subtotal	675	672	99.6%	31.3	5.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	100	99	98.5%	41.3	11.0	D
	Through	860	872	101.3%	9.9	1.8	A
	Right Turn						
	Subtotal	960	970	101.0%	13.2	2.6	B
WB	Left Turn						
	Through	975	981	100.6%	32.2	24.0	C
	Right Turn	250	244	97.8%	14.7	9.5	B
	Subtotal	1,225	1,225	100.0%	28.6	21.0	C
Total		2,860	2,867	100.3%	24.3	10.8	C

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	156	97.3%	65.9	9.0	E
	Through	30	28	94.7%	43.8	15.0	D
	Right Turn	40	36	90.0%	17.4	8.5	B
	Subtotal	230	220	95.7%	54.4	9.0	D
SB	Left Turn	120	122	101.3%	73.1	14.9	E
	Through	70	69	99.1%	60.8	19.3	E
	Right Turn	180	183	101.7%	22.1	13.4	C
	Subtotal	370	374	101.1%	45.3	15.2	D
EB	Left Turn	120	118	98.1%	71.0	12.2	E
	Through	785	785	100.0%	19.0	2.5	B
	Right Turn	170	169	99.2%	9.1	2.2	A
	Subtotal	1,075	1,071	99.7%	23.0	3.0	C
WB	Left Turn	40	45	112.0%	85.7	24.8	F
	Through	840	845	100.6%	29.0	6.0	C
	Right Turn	90	92	102.6%	19.1	5.8	B
	Subtotal	970	982	101.2%	30.5	5.9	C
Total		2,645	2,647	100.1%	31.6	2.6	C

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	200	204	102.1%	61.5	19.7	E
	Through	60	57	95.2%	36.1	9.3	D
	Right Turn	70	71	101.9%	5.1	4.4	A
	Subtotal	330	333	100.8%	45.2	11.9	D
SB	Left Turn	60	59	98.8%	67.5	15.5	E
	Through	170	172	101.2%	47.2	6.1	D
	Right Turn	100	104	103.7%	5.9	5.6	A
	Subtotal	330	335	101.5%	38.2	6.3	D
EB	Left Turn	45	42	92.9%	61.4	12.3	E
	Through	620	623	100.4%	41.3	7.6	D
	Right Turn	280	288	102.7%	24.6	6.5	C
	Subtotal	945	952	100.7%	36.9	7.2	D
WB	Left Turn	175	177	101.3%	78.1	13.5	E
	Through	670	681	101.6%	26.3	6.0	C
	Right Turn	50	51	101.8%	6.9	1.7	A
	Subtotal	895	909	101.6%	35.8	5.9	D
Total		2,500	2,529	101.2%	38.0	4.3	D

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	155	154	99.2%	66.3	21.2	E
	Through						
	Right Turn	180	178	98.9%	8.5	12.1	A
	Subtotal	335	332	99.0%	36.8	18.2	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	575	575	100.0%	18.9	3.6	B
	Right Turn	200	199	99.5%	11.1	2.2	B
	Subtotal	775	774	99.8%	17.0	3.1	B
WB	Left Turn	220	230	104.5%	89.2	18.2	F
	Through	795	809	101.7%	22.9	6.2	C
	Right Turn						
	Subtotal	1,015	1,039	102.3%	38.7	7.8	D
Total		2,125	2,144	100.9%	31.4	6.3	C

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	170	179	105.5%	55.3	8.3	E
	Through						
	Right Turn	70	69	98.1%	2.8	1.6	A
	Subtotal	240	248	103.4%	40.3	6.0	D
EB	Left Turn	30	27	89.7%	83.7	12.6	F
	Through	725	726	100.2%	12.4	4.5	B
	Right Turn						
	Subtotal	755	753	99.7%	14.8	4.1	B
WB	Left Turn						
	Through	945	962	101.8%	18.4	6.9	B
	Right Turn	80	78	97.8%	8.0	2.7	A
	Subtotal	1,025	1,040	101.5%	17.7	6.5	B
Total		2,020	2,042	101.1%	19.3	4.7	B

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	85	106.0%	66.7	13.0	E
	Through	120	123	102.2%	59.6	6.5	E
	Right Turn	205	203	99.1%	16.2	3.5	B
	Subtotal	405	411	101.4%	41.1	4.3	D
SB	Left Turn	180	181	100.4%	64.6	11.2	E
	Through	220	219	99.4%	51.4	4.8	D
	Right Turn	90	95	105.4%	24.4	7.5	C
	Subtotal	490	494	100.9%	52.3	6.9	D
EB	Left Turn	40	38	95.8%	68.6	10.9	E
	Through	710	717	100.9%	29.0	5.0	C
	Right Turn	150	154	102.4%	9.7	2.9	A
	Subtotal	900	909	100.9%	27.3	4.8	C
WB	Left Turn	300	294	98.1%	123.0	33.5	F
	Through	890	890	100.0%	39.6	24.6	D
	Right Turn	130	128	98.8%	28.5	23.2	C
	Subtotal	1,320	1,312	99.4%	57.2	25.5	E
Total		3,115	3,126	100.3%	45.6	11.5	D

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	110	110	99.5%	41.0	8.4	D
	Through	170	170	100.1%	14.3	2.5	B
	Right Turn						
	Subtotal	280	280	99.9%	24.9	5.0	C
SB	Left Turn						
	Through	290	290	100.0%	33.2	5.0	C
	Right Turn	390	386	99.0%	19.3	2.8	B
	Subtotal	680	676	99.4%	25.3	4.0	C
EB	Left Turn	190	191	100.7%	32.2	4.9	C
	Through						
	Right Turn	90	88	98.1%	9.8	1.9	A
	Subtotal	280	280	99.9%	24.8	3.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,240	1,236	99.6%	25.1	3.1	C

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	280	269	96.1%	18.0	7.8	C
	Subtotal	280	269	96.1%	18.0	7.8	C
EB	Left Turn						
	Through	1,095	1,101	100.6%	12.4	15.7	B
	Right Turn						
	Subtotal	1,095	1,101	100.6%	12.4	15.7	B
WB	Left Turn						
	Through	1,040	1,042	100.2%	3.5	1.0	A
	Right Turn	75	74	98.4%	3.2	2.0	A
	Subtotal	1,115	1,116	100.1%	3.5	1.1	A
Total		2,490	2,486	99.9%	8.9	6.6	A

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	46	102.9%	3.5	0.8	A
	Through	80	78	97.5%	4.0	0.6	A
	Right Turn	95	96	101.4%	3.7	0.4	A
	Subtotal	220	221	100.3%	3.7	0.4	A
SB	Left Turn	20	20	101.0%	2.9	1.0	A
	Through	80	80	99.8%	4.3	2.6	A
	Right Turn	20	22	109.0%	4.1	3.2	A
	Subtotal	120	122	101.5%	4.0	2.2	A
EB	Left Turn	5	5	90.0%	7.4	16.0	A
	Through	5	6	116.0%	2.4	2.4	A
	Right Turn	80	81	101.5%	5.3	9.1	A
	Subtotal	90	92	101.7%	5.4	9.0	A
WB	Left Turn	140	140	99.6%	2.6	0.5	A
	Through	130	133	102.2%	3.3	1.9	A
	Right Turn	5	5	98.0%	1.5	1.7	A
	Subtotal	275	277	100.8%	2.9	1.1	A
Total		705	711	100.9%	3.6	1.8	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	158	98.9%	96.8	18.9	F
	Through	60	59	98.3%	71.5	18.6	E
	Right Turn	90	90	99.8%	49.6	19.8	D
	Subtotal	310	307	99.0%	76.7	18.4	E
SB	Left Turn	80	80	99.9%	92.5	53.6	F
	Through	140	139	99.4%	81.4	48.4	F
	Right Turn	80	77	96.3%	71.6	50.3	E
	Subtotal	300	296	98.7%	81.3	49.2	F
EB	Left Turn	135	133	98.1%	104.5	49.3	F
	Through	770	776	100.8%	48.2	34.0	D
	Right Turn	190	201	106.0%	37.6	30.6	D
	Subtotal	1,095	1,110	101.4%	53.2	36.2	D
WB	Left Turn	110	112	101.4%	54.4	16.6	D
	Through	870	876	100.7%	25.8	5.9	C
	Right Turn	30	33	110.3%	25.1	16.6	C
	Subtotal	1,010	1,021	101.1%	29.0	6.7	C
Total		2,715	2,734	100.7%	50.3	15.8	D

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	110	108	98.5%	63.8	14.0	E
	Through	25	22	87.6%	71.2	24.0	E
	Right Turn	80	81	101.4%	57.1	11.2	E
	Subtotal	215	211	98.3%	62.2	11.7	E
SB	Left Turn	60	59	98.2%	51.4	14.2	D
	Through	90	91	100.9%	47.4	4.7	D
	Right Turn	40	34	85.5%	57.9	16.8	E
	Subtotal	190	184	96.8%	51.5	5.8	D
EB	Left Turn	30	30	100.0%	70.4	13.4	E
	Through	800	805	100.6%	13.4	2.1	B
	Right Turn	110	111	101.1%	55.7	6.2	E
	Subtotal	940	946	100.6%	20.5	2.7	C
WB	Left Turn	90	82	90.7%	94.1	12.1	F
	Through	860	867	100.9%	32.3	4.5	C
	Right Turn	50	49	98.4%	69.3	10.8	E
	Subtotal	1,000	998	99.8%	39.0	4.5	D
Total		2,345	2,339	99.8%	35.4	3.3	D

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	38	96.0%	20.3	2.8	C
	Through	465	467	100.4%	6.4	1.0	A
	Right Turn						
	Subtotal	505	505	100.0%	7.4	0.9	A
SB	Left Turn						
	Through	590	586	99.4%	7.1	0.8	A
	Right Turn	15	16	106.0%	5.8	2.6	A
	Subtotal	605	602	99.5%	7.1	0.7	A
EB	Left Turn	15	15	102.0%	17.1	6.8	B
	Through						
	Right Turn	75	76	101.2%	9.8	1.5	A
	Subtotal	90	91	101.3%	10.9	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,200	1,198	99.9%	7.6	0.6	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	38	96.0%	48.8	7.3	D
	Through	380	381	100.2%	21.4	3.4	C
	Right Turn	80	83	104.1%	19.1	4.5	B
	Subtotal	500	502	100.5%	23.0	3.3	C
SB	Left Turn	100	101	101.3%	50.3	7.7	D
	Through	550	546	99.3%	23.3	4.0	C
	Right Turn	15	15	98.7%	17.0	5.7	B
	Subtotal	665	662	99.6%	27.2	4.1	C
EB	Left Turn	25	27	109.2%	31.0	8.8	C
	Through	30	30	99.3%	30.5	3.7	C
	Right Turn	75	76	100.7%	17.2	2.7	B
	Subtotal	130	133	102.0%	22.4	1.9	C
WB	Left Turn	110	112	101.5%	30.1	5.9	C
	Through	5	5	98.0%	16.3	18.9	B
	Right Turn	100	97	97.0%	9.0	1.5	A
	Subtotal	215	214	99.3%	20.7	3.3	C
Total		1,510	1,511	100.1%	24.5	2.6	C

Intersection 19 **Pole Line Rd/Donner Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	48	95.6%	39.5	14.3	D
	Through	460	455	99.0%	12.1	2.1	B
	Right Turn	20	18	92.0%	9.9	5.6	A
	Subtotal	530	521	98.4%	14.3	2.7	B
SB	Left Turn	10	10	98.0%	35.6	28.1	D
	Through	710	709	99.9%	34.9	21.8	C
	Right Turn	15	16	108.0%	32.6	48.9	C
	Subtotal	735	735	100.0%	34.9	21.9	C
EB	Left Turn	20	20	102.0%	34.0	14.5	C
	Through						
	Right Turn	75	77	102.1%	15.8	7.1	B
	Subtotal	95	97	102.1%	19.3	7.0	B
WB	Left Turn	80	79	98.4%	36.0	10.7	D
	Through						
	Right Turn	20	24	119.5%	7.4	3.7	A
	Subtotal	100	103	102.6%	29.3	9.7	C
Total		1,460	1,456	99.7%	26.3	12.1	C

Intersection 20 **Pole Line Rd/Picasso Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	19	94.0%	64.7	10.7	E
	Through	480	474	98.8%	20.8	4.7	C
	Right Turn	100	104	104.3%	16.6	4.5	B
	Subtotal	600	598	99.6%	21.6	4.7	C
SB	Left Turn	40	41	101.5%	63.0	11.3	E
	Through	810	813	100.4%	28.5	4.6	C
	Right Turn	15	14	90.7%	23.6	10.7	C
	Subtotal	865	867	100.3%	30.0	4.4	C
EB	Left Turn	20	19	94.5%	38.2	22.9	D
	Through	10	10	98.0%	32.5	18.4	C
	Right Turn	60	61	101.0%	24.0	5.4	C
	Subtotal	90	89	99.2%	27.9	6.8	C
WB	Left Turn	55	54	97.8%	45.6	6.6	D
	Through	5	5	98.0%	41.7	29.7	D
	Right Turn	30	29	96.0%	11.3	5.3	B
	Subtotal	90	88	97.2%	34.1	7.1	C
Total		1,645	1,642	99.8%	27.1	2.4	C

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	149	99.6%	65.5	15.2	E
	Through	200	200	100.1%	64.1	9.4	E
	Right Turn	60	63	105.2%	40.2	13.3	D
	Subtotal	410	413	100.6%	61.4	5.9	E
SB	Left Turn	320	314	98.1%	56.5	3.7	E
	Through	325	330	101.6%	51.1	7.8	D
	Right Turn	280	284	101.6%	21.7	4.0	C
	Subtotal	925	928	100.4%	43.5	3.5	D
EB	Left Turn	200	202	101.1%	67.3	11.2	E
	Through	525	529	100.8%	23.2	5.5	C
	Right Turn	140	136	97.2%	12.5	5.0	B
	Subtotal	865	868	100.3%	31.7	4.4	C
WB	Left Turn	110	106	95.9%	77.2	13.7	E
	Through	570	563	98.8%	45.2	6.2	D
	Right Turn	200	196	98.1%	16.9	4.2	B
	Subtotal	880	865	98.3%	42.3	4.9	D
Total		3,080	3,074	99.8%	42.4	2.1	D

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	79	99.3%	57.9	8.5	E
	Through						
	Right Turn	30	35	117.7%	58.9	12.1	E
	Subtotal	110	115	104.3%	57.7	7.0	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	825	816	98.9%	14.3	3.2	B
	Right Turn	80	82	102.0%	12.5	3.2	B
	Subtotal	905	898	99.2%	14.2	3.1	B
WB	Left Turn	80	78	96.9%	61.3	10.7	E
	Through	800	778	97.3%	16.3	3.2	B
	Right Turn						
	Subtotal	880	856	97.3%	20.8	3.8	C
Total		1,895	1,868	98.6%	20.2	3.2	C

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	31	102.0%	27.8	11.9	D
	Through						
	Right Turn	35	38	107.7%	9.6	5.6	A
	Subtotal	65	68	105.1%	17.2	6.7	C
SB	Left Turn	5	6	124.0%	24.7	22.3	C
	Through						
	Right Turn	10	10	104.0%	2.2	3.3	A
	Subtotal	15	17	110.7%	10.9	11.9	B
EB	Left Turn	5	5	102.0%	7.0	3.6	A
	Through	840	841	100.1%	3.3	0.6	A
	Right Turn	30	30	101.0%	3.0	0.6	A
	Subtotal	875	876	100.2%	3.3	0.6	A
WB	Left Turn	55	52	93.8%	11.4	2.3	B
	Through	830	808	97.4%	4.9	0.5	A
	Right Turn	5	6	122.0%	4.3	0.6	A
	Subtotal	890	866	97.3%	5.3	0.6	A
Total		1,845	1,827	99.0%	5.0	0.4	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	57	94.5%	27.6	8.3	D
	Through						
	Right Turn	30	30	100.7%	12.3	6.2	B
	Subtotal	90	87	96.6%	22.6	7.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	830	839	101.1%	5.4	0.8	A
	Right Turn	50	51	101.6%	5.0	0.8	A
	Subtotal	880	890	101.1%	5.4	0.8	A
WB	Left Turn	20	18	91.0%	12.8	5.0	B
	Through	830	808	97.3%	3.5	0.3	A
	Right Turn						
	Subtotal	850	826	97.2%	3.7	0.4	A
Total		1,820	1,802	99.0%	5.5	0.6	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	190	192	101.2%	20.2	1.7	C
	Through						
	Right Turn	120	118	98.4%	1.6	0.3	A
	Subtotal	310	310	100.1%	13.3	1.1	B
EB	Left Turn	50	49	98.2%	37.4	5.8	D
	Through	810	815	100.6%	12.9	1.8	B
	Right Turn						
	Subtotal	860	864	100.4%	14.3	1.6	B
WB	Left Turn						
	Through	730	711	97.4%	13.2	2.4	B
	Right Turn	85	89	104.4%	9.2	3.0	A
	Subtotal	815	800	98.1%	12.8	2.4	B
Total		1,985	1,974	99.4%	13.5	1.2	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	28	93.3%	32.5	6.6	C
	Through	5	5	104.0%	12.6	14.8	B
	Right Turn	50	51	102.2%	8.4	2.1	A
	Subtotal	85	84	99.2%	16.4	3.2	B
SB	Left Turn	40	41	102.3%	31.8	10.1	C
	Through	5	6	114.0%	10.4	12.9	B
	Right Turn	70	69	97.9%	7.3	2.4	A
	Subtotal	115	115	100.1%	16.2	2.8	B
EB	Left Turn	40	37	92.8%	49.3	10.9	D
	Through	920	926	100.7%	23.8	4.7	C
	Right Turn	40	41	103.0%	20.5	6.2	C
	Subtotal	1,000	1,004	100.4%	24.5	4.7	C
WB	Left Turn	20	19	95.0%	45.0	10.0	D
	Through	715	702	98.2%	21.8	2.4	C
	Right Turn	20	22	110.5%	17.8	7.8	B
	Subtotal	755	743	98.5%	22.2	2.2	C
Total		1,955	1,947	99.6%	22.7	3.0	C

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	130	127	97.7%	28.9	6.0	C
	Through	10	11	109.0%	28.7	12.2	C
	Right Turn	40	44	108.8%	3.7	2.0	A
	Subtotal	180	181	100.8%	22.7	4.6	C
SB	Left Turn	230	228	98.9%	28.2	7.1	C
	Through	50	49	97.4%	36.2	8.9	D
	Right Turn	100	102	102.0%	21.1	2.7	C
	Subtotal	380	378	99.5%	27.6	5.6	C
EB	Left Turn	40	42	105.8%	51.9	8.1	D
	Through	840	847	100.9%	27.8	6.6	C
	Right Turn	130	132	101.4%	10.2	2.1	B
	Subtotal	1,010	1,021	101.1%	26.4	5.8	C
WB	Left Turn	80	77	96.8%	34.0	5.0	C
	Through	525	512	97.6%	18.1	3.0	B
	Right Turn	60	58	96.5%	9.9	2.7	A
	Subtotal	665	648	97.4%	19.1	2.8	B
Total		2,235	2,229	99.7%	24.3	3.6	C

Intersection 28 **Shriners Road East/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	100	104	104.0%	7.1	1.1	A
	Subtotal	100	104	104.0%	7.1	1.1	A
EB	Left Turn						
	Through	1,110	1,122	101.0%	6.0	0.7	A
	Right Turn						
	Subtotal	1,110	1,122	101.0%	6.0	0.7	A
WB	Left Turn						
	Through	565	542	95.9%	3.2	0.3	A
	Right Turn	80	80	100.4%	3.7	0.4	A
	Subtotal	645	622	96.4%	3.3	0.3	A
Total		1,855	1,847	99.6%	5.2	0.5	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	120	122	101.6%	20.5	2.7	C
	Through						
	Right Turn	5	6	118.0%	12.0	11.1	B
	Subtotal	125	128	102.2%	20.0	2.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	950	959	101.0%	15.4	2.1	B
	Right Turn	160	163	102.1%	10.0	1.3	B
	Subtotal	1,110	1,123	101.2%	14.6	1.9	B
WB	Left Turn	160	161	100.6%	23.8	4.8	C
	Through	525	501	95.4%	5.3	0.8	A
	Right Turn						
	Subtotal	685	662	96.6%	10.0	1.5	B
Total		1,920	1,912	99.6%	13.4	1.6	B

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	280	284	101.4%	69.5	7.1	E
	Through	640	618	96.6%	14.1	3.4	B
	Right Turn	160	154	96.3%	6.7	1.4	A
	Subtotal	1,080	1,056	97.8%	27.8	4.1	C
SB	Left Turn	180	182	101.3%	82.6	13.6	F
	Through	920	914	99.4%	78.8	35.4	E
	Right Turn	5	6	112.0%	39.8	33.7	D
	Subtotal	1,105	1,102	99.8%	79.3	31.3	E
EB	Left Turn	50	19	38.2%	73.9	26.0	E
	Through	810	41	5.0%	66.9	11.3	E
	Right Turn						
	Subtotal	860	60	7.0%	67.6	13.9	E
WB	Left Turn						
	Through	730	27	3.7%	61.3	13.0	E
	Right Turn	85	28	32.9%	6.2	2.1	A
	Subtotal	815	55	6.7%	29.9	11.4	C
Total		3,860	2,273	58.9%	54.5	15.5	D

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	36	88.8%	22.8	4.1	C
	Through	255	252	98.6%	8.3	1.9	A
	Right Turn	10	10	98.0%	4.9	5.0	A
	Subtotal	305	297	97.3%	9.8	1.6	A
SB	Left Turn	100	98	98.0%	28.1	6.7	C
	Through	510	503	98.7%	9.7	3.0	A
	Right Turn	150	147	98.1%	2.7	0.5	A
	Subtotal	760	749	98.5%	10.7	2.8	B
EB	Left Turn	60	61	101.2%	18.8	5.1	B
	Through	5	6	128.0%	38.3	19.6	D
	Right Turn	40	43	106.8%	10.1	4.8	B
	Subtotal	105	110	104.6%	16.6	3.2	B
WB	Left Turn	5	5	94.0%	27.1	18.7	C
	Through	5	6	112.0%	26.3	18.9	C
	Right Turn	30	29	95.7%	6.0	2.1	A
	Subtotal	40	39	97.5%	12.4	5.1	B
Total		1,210	1,194	98.7%	11.2	2.0	B

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	570	557	97.6%	102.7	35.1	F
	Through	960	945	98.4%	29.1	15.8	C
	Right Turn	325	328	100.9%	18.5	14.4	B
	Subtotal	1,855	1,830	98.6%	50.4	21.8	D
SB	Left Turn	30	28	94.0%	112.3	17.3	F
	Through	1,170	1,160	99.1%	88.1	19.1	F
	Right Turn	140	139	99.1%	58.1	16.0	E
	Subtotal	1,340	1,327	99.0%	85.7	18.6	F
EB	Left Turn	80	74	92.1%	60.7	7.8	E
	Through	40	41	103.3%	55.7	13.0	E
	Right Turn	260	259	99.6%	3.3	0.2	A
	Subtotal	380	374	98.4%	19.9	3.1	B
WB	Left Turn	105	104	99.4%	62.0	17.2	E
	Through	80	80	100.5%	45.2	10.4	D
	Right Turn	50	47	93.6%	27.4	14.4	C
	Subtotal	235	232	98.6%	50.3	9.1	D
Total		3,810	3,762	98.7%	60.7	9.4	E

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	330	316	95.8%	104.7	25.7	F
	Through	945	921	97.5%	17.8	7.6	B
	Right Turn						
	Subtotal	1,275	1,237	97.0%	40.5	12.4	D
SB	Left Turn						
	Through	1,235	1,224	99.1%	42.5	23.9	D
	Right Turn	300	298	99.3%	18.9	12.8	B
	Subtotal	1,535	1,522	99.1%	37.9	21.8	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	450	445	98.8%	49.3	2.8	D
	Through	5	7	136.0%	21.6	20.0	C
	Right Turn	910	904	99.4%	14.5	24.6	B
	Subtotal	1,365	1,356	99.3%	26.4	16.9	C
Total		4,175	4,115	98.6%	35.2	11.3	D

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	18	90.0%	128.9	20.1	F
	Through	620	620	99.9%	90.9	18.1	F
	Right Turn	30	32	105.7%	62.9	19.0	E
	Subtotal	670	669	99.9%	90.5	18.0	F
SB	Left Turn	260	250	96.2%	158.9	63.3	F
	Through	330	325	98.5%	66.6	23.2	E
	Right Turn	390	386	98.9%	26.8	18.1	C
	Subtotal	980	961	98.1%	75.2	32.0	E
EB	Left Turn	835	766	91.8%	75.3	4.9	E
	Through	210	205	97.5%	37.8	4.9	D
	Right Turn	120	110	91.4%	2.2	0.4	A
	Subtotal	1,165	1,081	92.8%	61.2	3.3	E
WB	Left Turn	20	19	93.5%	105.9	42.0	F
	Through	90	88	97.6%	82.7	31.5	F
	Right Turn	410	416	101.3%	72.4	36.6	E
	Subtotal	520	522	100.4%	75.8	35.1	E
Total		3,335	3,233	97.0%	74.8	9.7	E

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	630	615	97.6%	126.6	59.6	F
	Through						
	Right Turn	120	119	99.5%	6.6	1.6	A
	Subtotal	750	734	97.9%	107.9	50.4	F
EB	Left Turn						
	Through	535	465	86.9%	369.5	80.1	F
	Right Turn						
	Subtotal	535	465	86.9%	369.5	80.1	F
WB	Left Turn						
	Through	500	494	98.8%	21.5	2.6	C
	Right Turn						
	Subtotal	500	494	98.8%	21.5	2.6	C
Total		1,785	1,694	94.9%	157.7	31.0	F

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	98.0%	38.6	12.3	D
	Through	280	282	100.8%	29.7	9.4	C
	Right Turn	60	64	106.0%	23.5	10.6	C
	Subtotal	355	360	101.5%	29.0	9.2	C
SB	Left Turn	80	80	99.6%	37.2	5.5	D
	Through	200	186	92.9%	18.5	3.5	B
	Right Turn	80	79	99.0%	8.4	1.9	A
	Subtotal	360	345	95.8%	20.7	2.5	C
EB	Left Turn	170	164	96.3%	30.6	9.8	C
	Through	100	97	97.1%	28.4	4.9	C
	Right Turn	15	13	89.3%	12.2	8.0	B
	Subtotal	285	274	96.2%	29.1	6.9	C
WB	Left Turn	40	38	95.3%	33.9	8.8	C
	Through	90	96	106.4%	26.6	3.9	C
	Right Turn	105	101	96.5%	17.8	7.1	B
	Subtotal	235	235	100.1%	23.9	5.1	C
Total		1,235	1,215	98.3%	25.8	4.7	C

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Cumulative Plus Project Plus Improvement Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	6	120.0%	3.0	2.8	A
	Through	240	243	101.1%	7.5	0.7	A
	Right Turn	5	3	68.0%	2.1	2.7	A
	Subtotal	250	252	100.8%	7.3	0.7	A
SB	Left Turn	80	74	92.5%	10.6	2.5	B
	Through	150	142	94.5%	11.6	1.6	B
	Right Turn	25	22	89.2%	3.3	0.6	A
	Subtotal	255	238	93.3%	10.5	1.6	B
EB	Left Turn	20	18	92.0%	4.8	1.5	A
	Through	10	10	102.0%	5.4	2.5	A
	Right Turn	5	5	108.0%	1.5	1.6	A
	Subtotal	35	34	97.1%	5.1	1.6	A
WB	Left Turn	5	4	82.0%	4.4	3.0	A
	Through	20	20	98.0%	6.1	1.2	A
	Right Turn	95	98	102.6%	3.9	0.6	A
	Subtotal	120	121	101.0%	4.3	0.7	A
Total		660	645	97.8%	8.0	0.9	A

Intersection 1 **County Rd 99-Lake Blvd/W Covell Blvd** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	40	99.0%	6.7	1.2	A
	Through	70	70	100.6%	8.7	1.1	A
	Right Turn	180	181	100.5%	2.0	0.3	A
	Subtotal	290	291	100.3%	4.3	0.4	A
SB	Left Turn	10	11	112.0%	4.4	1.2	A
	Through	50	51	101.2%	11.1	1.7	B
	Right Turn	20	18	91.0%	3.3	1.8	A
	Subtotal	80	80	100.0%	8.0	1.8	A
EB	Left Turn	40	41	103.0%	6.5	1.5	A
	Through	250	250	99.9%	13.7	1.6	B
	Right Turn	40	42	105.3%	2.8	0.6	A
	Subtotal	330	333	100.9%	11.5	1.3	B
WB	Left Turn	220	222	100.9%	12.5	1.7	B
	Through	260	257	98.9%	15.3	2.1	C
	Right Turn	30	31	102.0%	10.7	2.1	B
	Subtotal	510	510	99.9%	13.8	1.5	B
Total		1,210	1,214	100.3%	10.6	1.0	B

Intersection 2 **Denali Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	98.0%	14.8	9.7	B
	Through						
	Right Turn	85	84	98.7%	1.1	0.1	A
	Subtotal	95	94	98.6%	3.5	2.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	520	523	100.6%	11.2	1.0	B
	Right Turn	20	19	97.0%	9.8	1.0	A
	Subtotal	540	542	100.4%	11.2	1.0	B
WB	Left Turn	70	73	103.7%	15.5	1.7	B
	Through	510	505	99.1%	6.5	0.9	A
	Right Turn						
	Subtotal	580	578	99.6%	7.7	0.9	A
Total		1,215	1,214	99.9%	8.9	0.8	A

Intersection 3 **Risling Ct-Shasta Dr/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	32	108.0%	67.0	14.3	E
	Through	10	11	111.0%	50.6	39.4	D
	Right Turn	220	214	97.2%	23.3	11.0	C
	Subtotal	260	257	99.0%	30.4	11.1	C
SB	Left Turn	190	185	97.4%	63.7	11.7	E
	Through	20	21	105.5%	48.5	20.5	D
	Right Turn	90	93	103.1%	17.4	8.1	B
	Subtotal	300	299	99.6%	47.6	9.2	D
EB	Left Turn	30	27	89.3%	65.1	24.5	E
	Through	560	563	100.5%	22.9	4.3	C
	Right Turn	15	17	111.3%	13.9	8.8	B
	Subtotal	605	606	100.2%	24.4	4.3	C
WB	Left Turn	200	201	100.6%	51.7	6.4	D
	Through	530	525	99.1%	8.9	2.2	A
	Right Turn	180	174	96.8%	4.5	1.0	A
	Subtotal	910	901	99.0%	17.7	2.5	B
Total		2,075	2,063	99.4%	25.7	3.0	C

Intersection 4 **John Jones Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	370	361	97.6%	52.4	5.1	D
	Through						
	Right Turn	90	89	99.2%	16.9	4.2	B
	Subtotal	460	451	98.0%	45.2	4.6	D
EB	Left Turn	60	58	96.5%	70.0	7.3	E
	Through	910	906	99.6%	11.4	3.9	B
	Right Turn						
	Subtotal	970	964	99.4%	15.1	3.1	B
WB	Left Turn						
	Through	820	811	98.9%	14.5	3.5	B
	Right Turn	300	306	101.9%	7.3	1.5	A
	Subtotal	1,120	1,117	99.7%	12.5	3.0	B
Total		2,550	2,532	99.3%	19.5	2.0	B

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	280	275	98.0%	181.7	79.0	F
	Through						
	Right Turn	120	122	101.6%	67.5	14.5	E
	Subtotal	400	396	99.1%	146.3	56.6	F
EB	Left Turn						
	Through	950	941	99.0%	20.4	4.2	C
	Right Turn	330	326	98.8%	16.3	3.0	B
	Subtotal	1,280	1,267	99.0%	19.3	3.8	B
WB	Left Turn	400	387	96.6%	63.6	13.2	E
	Through	1,000	992	99.2%	9.4	1.2	A
	Right Turn						
	Subtotal	1,400	1,379	98.5%	24.6	3.6	C
Total		3,080	3,042	98.8%	38.0	8.0	D

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	400	393	98.3%	46.8	2.1	D
	Through						
	Right Turn	720	720	100.0%	42.2	4.4	D
	Subtotal	1,120	1,114	99.4%	43.8	3.1	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	160	155	96.6%	91.8	9.4	F
	Through	1,085	1,079	99.5%	27.8	5.5	C
	Right Turn						
	Subtotal	1,245	1,234	99.1%	35.9	5.7	D
WB	Left Turn						
	Through	1,000	990	99.0%	39.5	5.1	D
	Right Turn	300	291	97.1%	17.4	3.7	B
	Subtotal	1,300	1,281	98.5%	34.4	4.8	C
Total		3,665	3,629	99.0%	37.8	3.7	D

Intersection 7 **Sycamore Ln/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	220	224	101.9%	153.0	55.8	F
	Through	100	102	101.8%	121.8	57.4	F
	Right Turn	50	47	93.2%	116.2	62.0	F
	Subtotal	370	373	100.7%	139.5	57.4	F
SB	Left Turn	190	184	97.1%	193.9	47.3	F
	Through	80	77	96.5%	176.3	50.0	F
	Right Turn	200	188	94.0%	145.4	50.8	F
	Subtotal	470	450	95.6%	171.0	48.3	F
EB	Left Turn	190	191	100.6%	82.6	9.5	F
	Through	1,155	1,157	100.1%	30.5	4.2	C
	Right Turn	130	134	102.8%	19.7	3.1	B
	Subtotal	1,475	1,482	100.4%	36.8	4.5	D
WB	Left Turn	50	46	91.0%	80.5	15.2	F
	Through	730	706	96.7%	36.6	5.0	D
	Right Turn	130	124	95.3%	21.0	7.0	C
	Subtotal	910	875	96.2%	36.7	5.0	D
Total		3,225	3,179	98.6%	68.3	7.1	E

Intersection 8 **Anderson Rd/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	200	203	101.7%	71.9	17.4	E
	Through	130	135	103.6%	46.5	5.9	D
	Right Turn	170	176	103.2%	15.1	4.4	B
	Subtotal	500	514	102.7%	45.7	7.8	D
SB	Left Turn	80	78	98.0%	75.7	12.0	E
	Through	90	88	97.8%	58.5	8.7	E
	Right Turn	50	49	98.8%	4.6	5.6	A
	Subtotal	220	216	98.1%	51.9	7.9	D
EB	Left Turn	70	70	99.7%	90.3	11.3	F
	Through	1,120	1,109	99.0%	29.2	5.7	C
	Right Turn	200	193	96.6%	16.1	4.4	B
	Subtotal	1,390	1,372	98.7%	30.8	5.8	C
WB	Left Turn	120	111	92.1%	73.0	8.1	E
	Through	620	576	92.8%	26.4	5.7	C
	Right Turn	60	55	91.3%	5.9	0.7	A
	Subtotal	800	741	92.6%	31.9	5.1	C
Total		2,910	2,842	97.7%	35.3	3.8	D

Intersection 9 **Dummy Bike/Ped-Oak Ave/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	120	121	100.6%	92.4	35.4	F
	Through						
	Right Turn	120	123	102.1%	7.2	8.4	A
	Subtotal	240	243	101.3%	52.8	29.4	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,290	1,262	97.8%	49.1	41.0	D
	Right Turn	130	125	96.0%	41.2	37.4	D
	Subtotal	1,420	1,386	97.6%	48.3	40.6	D
WB	Left Turn	90	83	91.9%	68.2	16.9	E
	Through	800	727	90.8%	16.7	6.6	B
	Right Turn						
	Subtotal	890	809	90.9%	22.1	6.6	C
Total		2,550	2,439	95.6%	39.9	20.6	D

Intersection 10 **Catalina Dr-Dummy Bike/Ped/W Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	150	138	91.8%	117.8	87.2	F
	Through						
	Right Turn	60	58	95.8%	25.3	53.7	C
	Subtotal	210	195	93.0%	90.6	74.8	F
EB	Left Turn	80	79	98.6%	91.9	8.8	F
	Through	1,330	1,296	97.5%	29.5	24.2	C
	Right Turn						
	Subtotal	1,410	1,375	97.5%	33.7	22.0	C
WB	Left Turn						
	Through	830	752	90.6%	11.0	1.7	B
	Right Turn	150	137	91.2%	6.5	0.8	A
	Subtotal	980	889	90.7%	10.3	1.5	B
Total		2,600	2,459	94.6%	28.2	14.7	C

Intersection 11 **F St/W Covell Blvd-E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	150	141	93.9%	193.7	52.4	F
	Through	190	185	97.5%	184.3	67.7	F
	Right Turn	280	265	94.6%	141.3	66.1	F
	Subtotal	620	591	95.3%	167.7	62.5	F
SB	Left Turn	150	130	86.9%	301.3	136.8	F
	Through	170	155	91.4%	159.6	125.6	F
	Right Turn	70	66	94.7%	124.1	126.3	F
	Subtotal	390	352	90.2%	211.1	135.9	F
EB	Left Turn	70	65	93.0%	216.0	62.5	F
	Through	1,280	1,206	94.2%	176.8	68.9	F
	Right Turn	190	176	92.8%	142.1	69.7	F
	Subtotal	1,540	1,447	94.0%	174.2	68.2	F
WB	Left Turn	170	155	91.3%	89.4	4.8	F
	Through	820	733	89.4%	25.2	3.0	C
	Right Turn	200	178	89.1%	19.2	3.4	B
	Subtotal	1,190	1,066	89.6%	34.0	2.8	C
Total		3,740	3,456	92.4%	128.6	41.8	F

Intersection 12 **F St/E 14th St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	58	97.2%	33.0	8.0	C
	Through	400	396	99.1%	17.6	7.1	B
	Right Turn						
	Subtotal	460	455	98.8%	19.6	6.8	B
SB	Left Turn						
	Through	360	320	89.0%	25.5	5.3	C
	Right Turn	140	136	97.2%	11.6	2.5	B
	Subtotal	500	456	91.3%	21.4	4.4	C
EB	Left Turn	200	187	93.7%	31.7	19.7	C
	Through						
	Right Turn	70	68	96.9%	8.6	4.4	A
	Subtotal	270	255	94.5%	25.7	16.6	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,230	1,166	94.8%	21.6	6.0	C

Intersection 13 **Market Ave/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	200	187	93.6%	9.0	2.9	A
	Subtotal	200	187	93.6%	9.0	2.9	A
EB	Left Turn						
	Through	1,710	1,567	91.6%	138.7	13.3	F
	Right Turn						
	Subtotal	1,710	1,567	91.6%	138.7	13.3	F
WB	Left Turn						
	Through	990	875	88.4%	4.0	0.4	A
	Right Turn	180	153	84.7%	4.1	0.6	A
	Subtotal	1,170	1,028	87.8%	4.0	0.4	A
Total		3,080	2,782	90.3%	79.6	5.9	F

Intersection 14 **Cannery Ave/Cannery Loop** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	141	88.0%	4.6	0.8	A
	Through	80	71	88.4%	5.2	0.8	A
	Right Turn	240	223	92.7%	4.4	0.8	A
	Subtotal	480	434	90.4%	4.6	0.6	A
SB	Left Turn	20	20	101.0%	2.8	0.8	A
	Through	90	95	105.8%	3.9	0.6	A
	Right Turn	20	20	98.5%	3.2	1.1	A
	Subtotal	130	135	103.9%	3.6	0.6	A
EB	Left Turn	5	5	102.0%	1.1	1.0	A
	Through	10	9	92.0%	2.7	0.7	A
	Right Turn	135	135	100.1%	2.4	0.4	A
	Subtotal	150	150	99.7%	2.5	0.4	A
WB	Left Turn	85	84	98.4%	3.0	1.0	A
	Through	90	99	109.4%	3.4	0.7	A
	Right Turn	50	48	95.8%	2.8	1.0	A
	Subtotal	225	230	102.2%	3.1	0.7	A
Total		985	949	96.3%	3.8	0.3	A

Intersection 15 **Cannery Ave-J St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	100	84	84.0%	346.9	25.0	F
	Through	180	156	86.6%	358.8	33.9	F
	Right Turn	120	97	81.2%	346.2	15.7	F
	Subtotal	400	337	84.3%	352.4	20.7	F
SB	Left Turn	120	118	98.5%	108.8	41.7	F
	Through	110	118	107.2%	67.7	27.9	E
	Right Turn	80	81	100.8%	55.1	26.3	E
	Subtotal	310	317	102.2%	80.6	31.8	F
EB	Left Turn	260	242	93.2%	217.0	21.0	F
	Through	1,340	1,222	91.2%	146.9	11.9	F
	Right Turn	110	104	94.8%	133.1	10.6	F
	Subtotal	1,710	1,568	91.7%	157.2	12.9	F
WB	Left Turn	90	78	86.2%	63.9	35.0	E
	Through	970	846	87.2%	23.3	2.2	C
	Right Turn	60	53	89.0%	22.1	4.7	C
	Subtotal	1,120	977	87.2%	26.6	5.2	C
Total		3,540	3,199	90.4%	130.5	7.7	F

Intersection 16 **L St/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	190	135	71.2%	245.5	25.4	F
	Through	110	73	66.5%	236.7	32.1	F
	Right Turn	220	151	68.7%	232.5	23.2	F
	Subtotal	520	360	69.2%	239.6	15.2	F
SB	Left Turn	60	60	99.3%	55.9	8.8	E
	Through	20	17	85.5%	43.9	20.4	D
	Right Turn	50	53	105.0%	56.2	11.3	E
	Subtotal	130	129	99.4%	56.3	7.0	E
EB	Left Turn	140	127	90.4%	110.2	20.3	F
	Through	1,270	1,156	91.0%	43.0	16.5	D
	Right Turn	170	156	91.9%	71.6	16.6	E
	Subtotal	1,580	1,439	91.0%	51.9	15.7	D
WB	Left Turn	110	103	93.2%	86.3	20.5	F
	Through	880	786	89.3%	28.1	3.3	C
	Right Turn	125	117	93.6%	71.2	6.5	E
	Subtotal	1,115	1,006	90.2%	39.4	3.8	D
Total		3,345	2,933	87.7%	71.5	6.8	E

Intersection 17 **Pole Line Rd/Village Farms Rd North** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	66	88.1%	24.3	4.5	C
	Through	650	601	92.4%	5.5	0.8	A
	Right Turn						
	Subtotal	725	667	92.0%	7.4	1.2	A
SB	Left Turn						
	Through	635	639	100.6%	6.5	1.4	A
	Right Turn	30	31	102.0%	2.6	1.5	A
	Subtotal	665	669	100.6%	6.3	1.4	A
EB	Left Turn	20	21	104.0%	19.5	8.3	B
	Through						
	Right Turn	40	41	102.0%	7.9	2.1	A
	Subtotal	60	62	102.7%	11.6	3.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,450	1,398	96.4%	7.1	1.0	A

Intersection 18 **Pole Line Rd/Moore Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	67	83.6%	58.3	8.7	E
	Through	585	528	90.2%	35.0	4.8	C
	Right Turn	160	145	90.8%	31.9	5.5	C
	Subtotal	825	740	89.7%	36.4	5.0	D
SB	Left Turn	90	90	100.3%	68.0	25.0	E
	Through	570	571	100.2%	44.0	26.9	D
	Right Turn	15	17	110.0%	32.2	28.7	C
	Subtotal	675	678	100.4%	46.8	26.6	D
EB	Left Turn	20	21	107.0%	47.7	10.9	D
	Through	5	6	128.0%	37.1	25.5	D
	Right Turn	90	95	105.7%	16.2	5.9	B
	Subtotal	115	123	106.9%	22.4	3.9	C
WB	Left Turn	130	127	97.8%	62.7	30.9	E
	Through	40	39	97.8%	30.9	13.9	C
	Right Turn	120	119	98.8%	18.5	7.0	B
	Subtotal	290	285	98.2%	39.3	17.0	D
Total		1,905	1,825	95.8%	39.8	12.8	D

Intersection 19 **Pole Line Rd/Donner Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	62	89.1%	44.3	9.8	D
	Through	810	729	90.0%	16.6	4.5	B
	Right Turn	60	59	97.7%	19.7	7.0	B
	Subtotal	940	850	90.4%	18.6	4.7	B
SB	Left Turn	25	23	92.8%	133.9	69.9	F
	Through	750	745	99.3%	104.8	71.1	F
	Right Turn	15	18	117.3%	98.1	75.6	F
	Subtotal	790	786	99.5%	105.3	71.2	F
EB	Left Turn	5	4	80.0%	37.0	32.0	D
	Through	5	5	102.0%	14.6	20.0	B
	Right Turn	110	114	103.7%	27.1	12.6	C
	Subtotal	120	123	102.7%	28.3	11.4	C
WB	Left Turn	50	50	99.8%	45.1	9.0	D
	Through						
	Right Turn	10	10	97.0%	7.4	7.0	A
	Subtotal	60	60	99.3%	39.9	7.9	D
Total		1,910	1,819	95.2%	57.5	31.5	E

Intersection 20 **Pole Line Rd/Picasso Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	54	90.5%	66.6	11.8	E
	Through	890	796	89.4%	23.7	3.1	C
	Right Turn	110	99	89.8%	22.1	4.3	C
	Subtotal	1,060	949	89.5%	26.0	3.3	C
SB	Left Turn	20	19	94.0%	62.6	18.5	E
	Through	875	871	99.6%	45.4	8.7	D
	Right Turn	15	17	112.7%	37.9	20.6	D
	Subtotal	910	907	99.7%	45.7	8.7	D
EB	Left Turn	20	21	106.5%	47.0	10.4	D
	Through	5	6	126.0%	44.4	33.7	D
	Right Turn	100	96	96.4%	44.9	18.9	D
	Subtotal	125	124	99.2%	45.1	15.6	D
WB	Left Turn	70	65	93.1%	79.1	33.4	E
	Through	5	5	90.0%	24.6	24.9	C
	Right Turn	30	32	108.0%	22.2	6.8	C
	Subtotal	105	102	97.2%	59.5	20.1	E
Total		2,200	2,082	94.6%	37.3	4.9	D

Intersection 21 **Pole Line Rd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	160	134	83.7%	111.9	5.7	F
	Through	460	392	85.2%	102.9	6.8	F
	Right Turn	120	103	85.7%	92.3	10.5	F
	Subtotal	740	629	84.9%	103.4	6.0	F
SB	Left Turn	335	335	99.9%	81.2	9.3	F
	Through	425	418	98.3%	43.9	3.7	D
	Right Turn	285	282	98.8%	30.6	4.8	C
	Subtotal	1,045	1,034	98.9%	52.2	4.8	D
EB	Left Turn	350	307	87.8%	129.8	69.4	F
	Through	910	793	87.1%	53.4	19.8	D
	Right Turn	230	199	86.7%	33.2	14.4	C
	Subtotal	1,490	1,299	87.2%	68.2	28.8	E
WB	Left Turn	140	136	97.1%	141.9	63.0	F
	Through	600	590	98.4%	76.9	23.6	E
	Right Turn	250	246	98.3%	27.7	18.5	C
	Subtotal	990	972	98.2%	74.3	25.3	E
Total		4,265	3,934	92.2%	71.3	12.7	E

Intersection 22 **Dummy Bike/Ped-Birch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	48	96.0%	60.9	15.6	E
	Through						
	Right Turn	30	30	100.3%	51.4	9.2	D
	Subtotal	80	78	97.6%	57.6	10.7	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,335	1,203	90.1%	9.1	2.2	A
	Right Turn	30	26	86.3%	7.2	2.0	A
	Subtotal	1,365	1,229	90.0%	9.0	2.2	A
WB	Left Turn	45	42	93.6%	68.1	18.2	E
	Through	940	923	98.2%	17.8	2.9	B
	Right Turn						
	Subtotal	985	965	97.9%	19.7	2.9	B
Total		2,430	2,271	93.5%	15.6	2.0	B

Intersection 23 **Baywood Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	21	106.0%	22.8	13.5	C
	Through	5	5	96.0%	37.2	28.1	E
	Right Turn	30	30	98.7%	9.9	3.1	A
	Subtotal	55	56	101.1%	18.3	7.0	C
SB	Left Turn	5	4	78.0%	27.1	28.4	D
	Through	5	4	84.0%	29.5	22.6	D
	Right Turn	20	21	104.5%	1.5	0.5	A
	Subtotal	30	29	96.7%	13.4	6.3	B
EB	Left Turn	35	33	93.1%	12.7	4.5	B
	Through	1,315	1,189	90.4%	4.1	0.7	A
	Right Turn	30	28	92.3%	3.5	0.4	A
	Subtotal	1,380	1,249	90.5%	4.3	0.7	A
WB	Left Turn	20	21	103.0%	18.6	5.5	C
	Through	955	934	97.8%	4.9	0.7	A
	Right Turn	5	7	132.0%	5.2	1.6	A
	Subtotal	980	961	98.0%	5.2	0.7	A
Total		2,445	2,295	93.9%	5.2	0.6	A

Intersection 24 **Manzanita Ln/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	59	98.3%	41.8	11.6	E
	Through						
	Right Turn	5	7	136.0%	9.1	13.5	A
	Subtotal	65	66	101.2%	39.7	10.7	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,300	1,181	90.8%	6.6	1.1	A
	Right Turn	50	45	89.6%	6.7	1.6	A
	Subtotal	1,350	1,225	90.8%	6.6	1.2	A
WB	Left Turn	40	39	97.0%	20.1	4.8	C
	Through	920	902	98.1%	3.1	0.5	A
	Right Turn						
	Subtotal	960	941	98.0%	3.8	0.5	A
Total		2,375	2,232	94.0%	6.4	0.8	A

Intersection 25 **Wright Blvd/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	140	138	98.2%	21.4	4.7	C
	Through						
	Right Turn	70	73	103.9%	1.1	0.2	A
	Subtotal	210	210	100.1%	15.4	3.6	B
EB	Left Turn	90	84	93.2%	38.2	4.7	D
	Through	1,215	1,106	91.0%	15.5	1.8	B
	Right Turn						
	Subtotal	1,305	1,189	91.1%	17.1	1.6	B
WB	Left Turn						
	Through	890	871	97.9%	15.3	1.5	B
	Right Turn	220	222	101.1%	11.9	2.2	B
	Subtotal	1,110	1,094	98.5%	14.6	1.4	B
Total		2,625	2,493	95.0%	15.8	1.0	B

Intersection 26 **Monarch Ln/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	39	96.5%	30.9	7.0	C
	Through	5	4	88.0%	14.5	14.1	B
	Right Turn	40	42	103.8%	9.4	4.4	A
	Subtotal	85	85	99.4%	20.2	5.5	C
SB	Left Turn	35	35	98.6%	34.9	11.5	C
	Through	5	5	108.0%	16.5	14.7	B
	Right Turn	70	70	99.7%	9.0	2.8	A
	Subtotal	110	110	99.7%	18.2	4.6	B
EB	Left Turn	90	83	92.2%	58.8	9.3	E
	Through	1,225	1,131	92.3%	32.1	7.2	C
	Right Turn	40	35	87.3%	30.0	11.8	C
	Subtotal	1,355	1,248	92.1%	33.8	7.1	C
WB	Left Turn	30	29	95.3%	49.0	12.8	D
	Through	1,000	988	98.8%	28.1	3.6	C
	Right Turn	50	51	101.6%	25.9	10.5	C
	Subtotal	1,080	1,067	98.8%	28.7	3.6	C
Total		2,630	2,510	95.4%	30.5	4.2	C

Intersection 27 **Alhambra Dr/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	220	227	103.1%	44.2	18.9	D
	Through	120	121	101.0%	43.1	19.5	D
	Right Turn	5	6	112.0%	23.7	37.3	C
	Subtotal	345	354	102.5%	43.3	19.2	D
SB	Left Turn	190	192	100.8%	36.1	4.9	D
	Through	35	36	101.7%	41.7	11.7	D
	Right Turn	60	64	106.3%	18.9	6.5	B
	Subtotal	285	291	102.1%	32.8	4.2	C
EB	Left Turn	210	188	89.3%	54.2	18.5	D
	Through	910	854	93.8%	29.4	6.9	C
	Right Turn	180	162	89.7%	11.0	2.0	B
	Subtotal	1,300	1,203	92.5%	30.9	7.0	C
WB	Left Turn	40	37	92.0%	42.7	12.3	D
	Through	800	777	97.1%	29.9	4.0	C
	Right Turn	130	127	97.5%	14.8	3.2	B
	Subtotal	970	941	97.0%	28.5	4.0	C
Total		2,900	2,788	96.1%	31.9	4.9	C

Intersection 28 **Shriners Road East/E Covell Blvd** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	100	99	98.5%	5.8	0.9	A
	Subtotal	100	99	98.5%	5.8	0.9	A
EB	Left Turn						
	Through	1,105	1,051	95.1%	4.6	0.5	A
	Right Turn						
	Subtotal	1,105	1,051	95.1%	4.6	0.5	A
WB	Left Turn						
	Through	870	842	96.8%	1.5	0.2	A
	Right Turn	150	147	98.1%	0.9	0.3	A
	Subtotal	1,020	989	97.0%	1.4	0.2	A
Total		2,225	2,139	96.1%	3.2	0.3	A

Intersection 29 **Harper Hr HS Access/E Covell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	102.0%	6.6	3.5	A
	Through						
	Right Turn	5	5	92.0%	3.6	2.1	A
	Subtotal	15	15	98.7%	5.9	2.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,075	1,020	94.9%	6.0	0.8	A
	Right Turn	30	29	96.0%	5.3	0.8	A
	Subtotal	1,105	1,049	94.9%	5.9	0.8	A
WB	Left Turn	5	4	70.0%	7.9	12.1	A
	Through	1,010	979	97.0%	2.9	0.6	A
	Right Turn						
	Subtotal	1,015	983	96.8%	3.0	0.6	A
Total		2,135	2,046	95.8%	4.5	0.5	A

Intersection 30 **Mace Blvd/Alhambra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	430	400	93.0%	69.0	15.4	E
	Through	795	753	94.7%	16.7	2.3	B
	Right Turn	60	58	96.0%	6.8	1.8	A
	Subtotal	1,285	1,211	94.2%	34.0	5.1	C
SB	Left Turn	75	67	89.1%	82.7	34.2	F
	Through	990	908	91.7%	87.8	46.4	F
	Right Turn	40	39	97.0%	48.2	40.4	D
	Subtotal	1,105	1,014	91.7%	86.4	45.0	F
EB	Left Turn	90	10	10.9%	67.7	30.5	E
	Through	1,215	26	2.2%	70.7	20.3	E
	Right Turn						
	Subtotal	1,305	36	2.8%	68.8	11.6	E
WB	Left Turn						
	Through	890	61	6.8%	67.6	32.1	E
	Right Turn	220	194	88.3%	23.7	42.2	C
	Subtotal	1,110	255	23.0%	34.4	39.1	C
Total		4,805	2,516	52.4%	56.4	20.1	E

Intersection 31 **2nd St/Target Main Dwy-Fermi Place** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	170	166	97.8%	58.5	22.3	E
	Through	750	764	101.8%	34.6	22.3	C
	Right Turn	20	21	103.0%	29.5	12.5	C
	Subtotal	940	951	101.1%	38.6	21.8	D
SB	Left Turn	85	79	92.7%	43.9	14.9	D
	Through	300	282	93.8%	22.1	4.6	C
	Right Turn	200	186	93.2%	6.5	1.4	A
	Subtotal	585	547	93.5%	19.7	3.7	B
EB	Left Turn	310	311	100.4%	37.0	17.5	D
	Through	5	6	116.0%	23.9	30.3	C
	Right Turn	110	105	95.3%	7.9	4.8	A
	Subtotal	425	422	99.2%	29.9	14.5	C
WB	Left Turn	20	21	102.5%	32.1	7.3	C
	Through	10	8	84.0%	28.6	21.1	C
	Right Turn	90	87	96.8%	17.6	7.8	B
	Subtotal	120	116	96.7%	21.0	5.9	C
Total		2,070	2,035	98.3%	30.7	14.0	C

Intersection 32 **Mace Blvd/2nd St-County Rd 32A** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	430	391	91.0%	66.9	7.3	E
	Through	935	849	90.8%	31.0	6.2	C
	Right Turn	145	129	88.9%	13.3	6.0	B
	Subtotal	1,510	1,369	90.7%	39.8	5.8	D
SB	Left Turn	150	142	94.7%	119.5	22.3	F
	Through	1,035	957	92.5%	98.0	25.1	F
	Right Turn	250	240	95.8%	55.4	21.5	E
	Subtotal	1,435	1,339	93.3%	92.6	24.4	F
EB	Left Turn	245	250	102.0%	139.1	75.5	F
	Through	160	160	100.2%	111.5	45.8	F
	Right Turn	770	778	101.0%	12.2	13.4	B
	Subtotal	1,175	1,188	101.1%	55.0	32.2	D
WB	Left Turn	235	231	98.4%	64.3	8.2	E
	Through	50	52	103.6%	55.2	13.4	E
	Right Turn	120	116	96.9%	41.4	19.3	D
	Subtotal	405	399	98.6%	56.5	11.0	E
Total		4,525	4,296	94.9%	62.4	13.2	E

Intersection 33 **Mace Blvd/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	300	252	83.8%	88.9	16.2	F
	Through	710	579	81.5%	13.3	2.9	B
	Right Turn						
	Subtotal	1,010	830	82.2%	36.0	6.8	D
SB	Left Turn						
	Through	1,490	1,433	96.2%	47.4	26.5	D
	Right Turn	550	535	97.3%	25.0	10.1	C
	Subtotal	2,040	1,969	96.5%	41.2	22.3	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	520	506	97.3%	51.5	4.0	D
	Through	5	5	90.0%	16.8	20.5	B
	Right Turn	800	782	97.8%	5.4	0.3	A
	Subtotal	1,325	1,293	97.5%	24.1	1.2	C
Total		4,375	4,091	93.5%	34.0	9.1	C

Intersection 34 **Mace Blvd/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	16	79.5%	140.5	19.8	F
	Through	660	599	90.7%	136.6	9.8	F
	Right Turn	150	135	89.7%	112.9	13.7	F
	Subtotal	830	749	90.2%	132.6	9.7	F
SB	Left Turn	330	320	97.0%	122.3	43.0	F
	Through	560	533	95.2%	53.7	23.2	D
	Right Turn	360	349	97.1%	21.4	18.2	C
	Subtotal	1,250	1,203	96.2%	63.0	27.2	E
EB	Left Turn	560	289	51.7%	206.4	25.1	F
	Through	360	242	67.3%	66.1	16.2	E
	Right Turn	70	45	63.7%	2.5	1.5	A
	Subtotal	990	576	58.2%	135.5	9.3	F
WB	Left Turn	60	57	94.8%	172.6	46.0	F
	Through	20	19	93.5%	188.0	74.2	F
	Right Turn	440	407	92.6%	190.0	47.9	F
	Subtotal	520	483	92.9%	188.3	46.9	F
Total		3,590	3,011	83.9%	112.3	14.8	F

Intersection 35 **I-80 EB Off Ramp/Chiles Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	230	160	69.5%	652.0	152.0	F
	Through						
	Right Turn	90	89	98.4%	149.1	108.9	F
	Subtotal	320	248	77.6%	490.0	167.4	F
EB	Left Turn						
	Through	760	413	54.4%	598.3	66.6	F
	Right Turn						
	Subtotal	760	413	54.4%	598.3	66.6	F
WB	Left Turn						
	Through	400	387	96.7%	13.6	1.9	B
	Right Turn						
	Subtotal	400	387	96.7%	13.6	1.9	B
Total		1,480	1,048	70.8%	340.1	33.3	F

Intersection 36 **Mace Blvd/Cowell Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	13	84.0%	46.9	16.6	D
	Through	410	411	100.2%	88.1	37.7	F
	Right Turn	20	20	102.0%	124.3	81.9	F
	Subtotal	445	444	99.7%	88.3	38.2	F
SB	Left Turn	115	99	86.2%	45.4	8.4	D
	Through	240	217	90.4%	21.3	4.7	C
	Right Turn	235	210	89.5%	11.8	3.1	B
	Subtotal	590	526	89.2%	21.9	4.3	C
EB	Left Turn	270	237	87.7%	279.4	68.7	F
	Through	90	83	92.2%	275.9	69.1	F
	Right Turn	30	28	91.7%	281.9	81.7	F
	Subtotal	390	347	89.1%	279.0	68.3	F
WB	Left Turn	20	21	103.0%	43.5	12.8	D
	Through	60	62	103.0%	39.3	12.6	D
	Right Turn	70	72	103.1%	37.8	12.5	D
	Subtotal	150	155	103.1%	38.9	9.3	D
Total		1,575	1,472	93.5%	106.2	18.4	F

SimTraffic Post-Processor **Davis Village Farms**
Average Results from 10 Runs **Cumulative Plus Project Plus Improvement Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 37 **Mace Blvd/N El Macero Dr** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	30	99.3%	8.7	1.0	A
	Through	345	351	101.7%	10.7	0.4	B
	Right Turn	5	5	106.0%	5.9	1.8	A
	Subtotal	380	386	101.6%	10.4	0.3	B
SB	Left Turn	90	79	88.1%	12.5	2.3	B
	Through	180	166	92.3%	14.3	2.7	B
	Right Turn	20	20	101.5%	3.5	1.0	A
	Subtotal	290	266	91.7%	13.1	2.3	B
EB	Left Turn	20	22	108.0%	5.5	1.3	A
	Through	40	39	98.5%	6.5	1.1	A
	Right Turn	30	33	111.3%	3.0	0.4	A
	Subtotal	90	94	104.9%	5.1	0.8	A
WB	Left Turn	10	11	105.0%	5.1	0.7	A
	Through	50	47	94.4%	6.6	0.8	A
	Right Turn	80	78	97.1%	4.5	0.8	A
	Subtotal	140	135	96.7%	5.4	0.4	A
Total		900	882	97.9%	9.9	0.7	A

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	200	24	350	41	350	14	0%	0%
EB	Through/Right	1	350	250	19	425	24	375	6	0%	0%
WB	U/Left Turn	1	225	200	9	250	7	225	0	9%	4%
WB	Left Turn	1	225	225	9	275	10	250	0	29%	9%
WB	Through	1	500	325	69	600	61	525	4	0%	1%
WB	Through	2	500	175	46	400	99	475	68	0%	0%
SB	Left/Through	1	1,325	500	150	800	317	850	242	5%	10%
SB	Right Turn	1	875	225	89	475	251	600	296	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	175	50	5	75	12	100	27	0%	0%
EB	Left Turn	2	175	75	7	125	18	175	32	0%	0%
EB	Through	1	500	125	13	225	31	275	56	2%	1%
EB	Through	2	500	125	15	250	24	300	48	0%	0%
WB	Through	1	475	225	54	400	93	450	66	0%	0%
WB	Through	2	475	150	54	325	119	400	100	6%	5%
WB	Right Turn	1	175	75	20	175	54	225	50	0%	0%
NB	Left Turn	1	725	125	15	225	30	300	45	0%	0%
NB	Shared	1	1,250	200	18	300	35	350	75	0%	0%
NB	Right Turn	1	725	100	14	225	42	300	96	0%	0%

Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	175	8	275	39	325	148	0%	0%
WB	Left/Through	1	1,725	225	24	375	104	450	223	0%	0%
WB	Right Turn	1	1,725	50	102	200	336	350	509	0%	0%
NB	Left Turn	1	375	350	29	475	18	425	0	23%	12%
NB	Through	1	500	300	96	625	150	575	39	3%	3%
NB	Through	2	500	100	12	200	38	300	118	0%	0%
SB	Through	1	450	75	13	175	41	225	84	0%	0%
SB	Through	2	450	225	34	400	83	450	95	0%	0%
SB	Through	3	450	250	31	400	81	475	86	5%	4%
SB	Right Turn	1	350	100	28	225	100	350	128	0%	0%

Intersection 35 **Chiles Rd & I-80 EB Off-Ramp, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	1,025	850	133	1,150	78	1,025	16	23%	13%
EB	Through	2	4,550	1,000	373	2,025	675	2,000	561	31%	17%
WB	Through	1	375	250	15	400	19	400	4	0%	0%
SB	Left Turn	1	1,100	725	255	1,100	322	1,050	247	0%	0%
SB	Left Turn	2	1,100	75	11	175	93	275	297	0%	0%
SB	Right Turn	1	825	50	6	100	12	125	22	0%	0%

Intersection 5 **SR 113 SB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	350	250	9	375	20	375	16	0%	0%
EB	Through/Right	1	350	275	9	375	18	375	5	0%	0%
WB	U/Left Turn	1	225	175	12	250	12	225	1	1%	0%
WB	Left Turn	1	225	200	11	275	8	250	0	7%	1%
WB	Through	1	500	200	27	450	48	500	27	0%	1%
WB	Through	2	500	200	25	375	39	425	79	0%	0%
SB	Left/Through	1	1,325	550	149	925	287	975	291	7%	9%
SB	Right Turn	1	875	200	98	500	321	575	337	0%	0%

Intersection 6 **SR 113 NB Ramps/W Covell Blvd** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	1	175	75	10	150	15	175	10	0%	0%
EB	Left Turn	2	175	150	10	250	6	200	0	2%	1%
EB	Through	1	500	350	18	525	25	525	7	24%	3%
EB	Through	2	500	325	15	475	32	525	11	0%	0%
WB	Through	1	475	325	25	450	30	475	18	0%	0%
WB	Through	2	475	325	26	500	55	525	14	22%	2%
WB	Right Turn	1	175	150	14	300	15	250	0	0%	0%
NB	Left Turn	1	725	250	22	400	33	475	59	0%	0%
NB	Shared	1	1,250	375	15	525	24	575	52	0%	0%
NB	Right Turn	1	725	300	17	450	20	525	44	0%	0%

Intersection 33 **Mace Blvd & I-80 WB Ramps, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
WB	Left Turn	1	700	200	12	300	27	350	45	0%	0%
WB	Left/Through	1	1,725	225	9	350	18	400	26	0%	0%
WB	Right Turn	1	1,725	25	1	25	12	25	35	0%	0%
NB	Left Turn	1	375	275	22	400	37	400	18	7%	6%
NB	Through	1	500	150	42	375	118	525	82	2%	2%
NB	Through	2	500	75	12	150	51	225	149	0%	0%
SB	Through	1	450	200	54	350	89	400	74	0%	0%
SB	Through	2	450	325	44	450	59	475	49	0%	0%
SB	Through	3	450	350	41	475	51	525	23	13%	10%
SB	Right Turn	1	350	200	49	400	74	425	0	0%	0%

Intersection 35 **Chiles Rd & I-80 EB Off-Ramp, All Intervals** **Signal**

Direction	Movement	Lane	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Through	1	1,025	850	79	1,300	66	1,050	0	23%	10%
EB	Through	2	4,550	2,825	413	5,950	249	4,600	12	59%	8%
WB	Through	1	375	175	10	275	13	300	18	0%	0%
SB	Left Turn	1	2,025	825	121	1,750	218	1,700	231	0%	0%
SB	Left Turn	2	1,100	100	38	250	130	350	174	0%	0%
SB	Right Turn	1	825	50	3	75	7	100	12	0%	0%