APPENDIX J

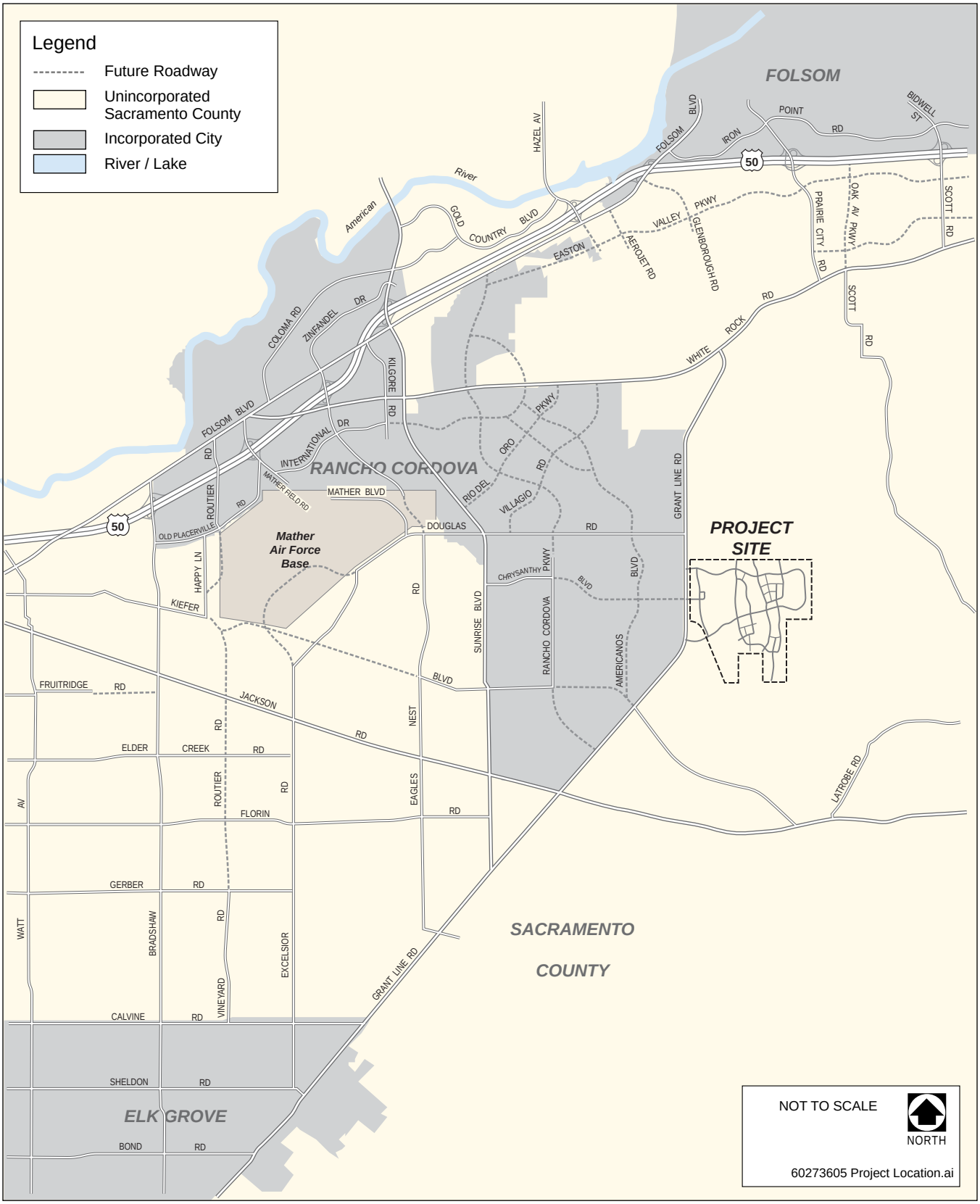
Traffic Analysis Supporting Data

Cordova Hills EIS
Technical Appendix: Traffic and Transportation

A: Exhibits
B: Level of Service Methodology for Intersections, Roadways, and Freeway Facilities
C: Intersection Level of Service Calculations

Appendix A
Exhibits

AECOM

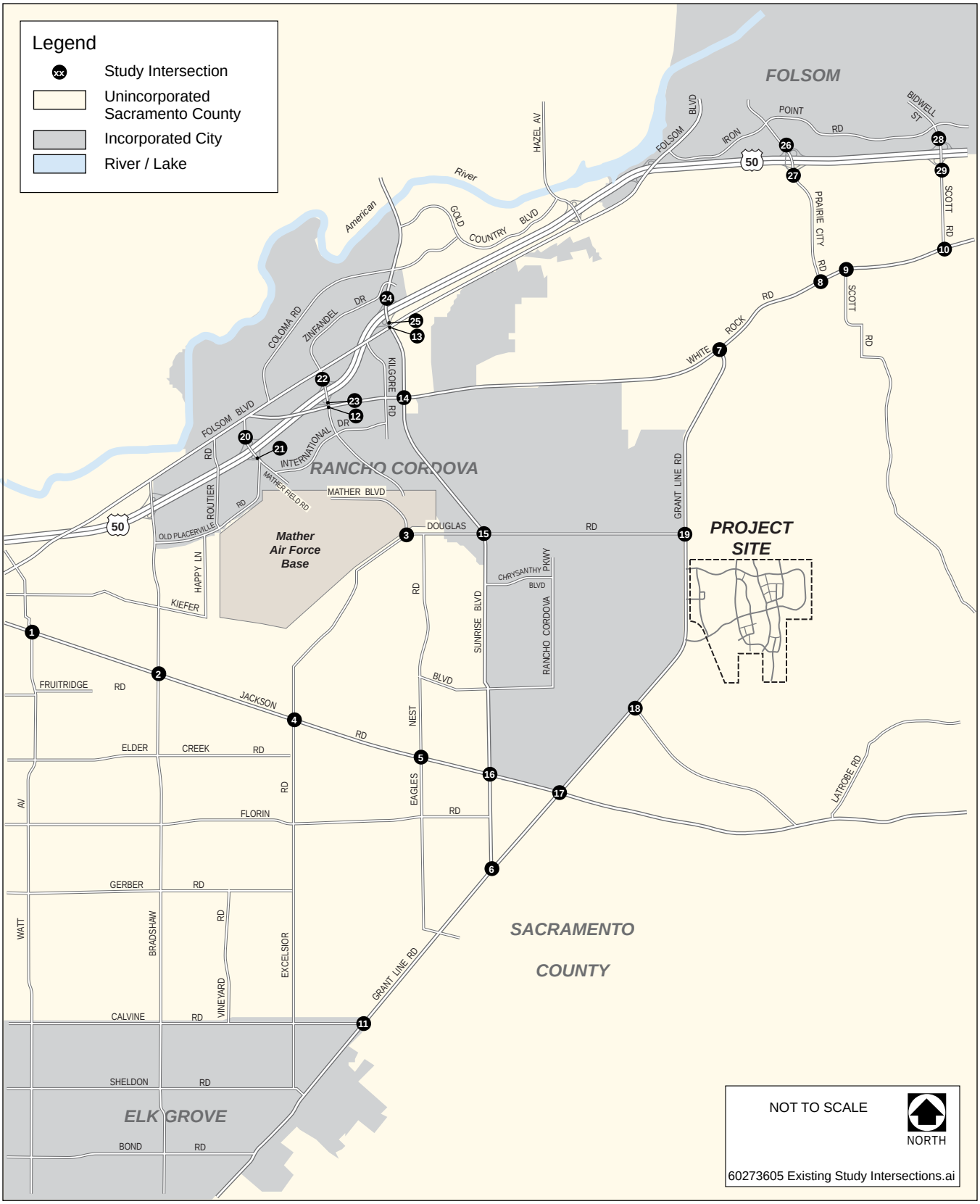


CORDOVA HILLS

Exhibit 3.16-1

Project Location

AECOM

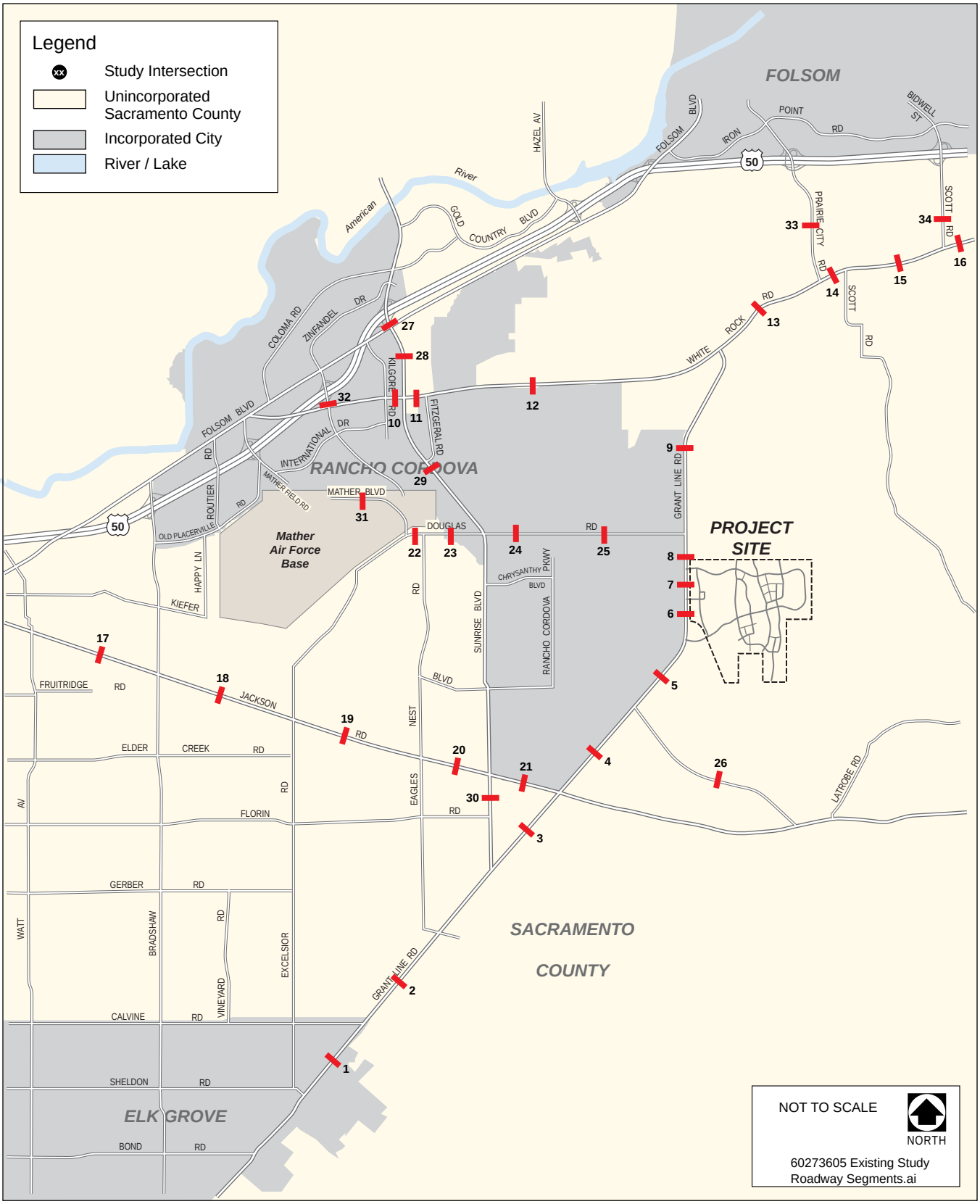


CORDOVA HILLS

Exhibit 3.16-2

Existing Study Intersections

AECOM

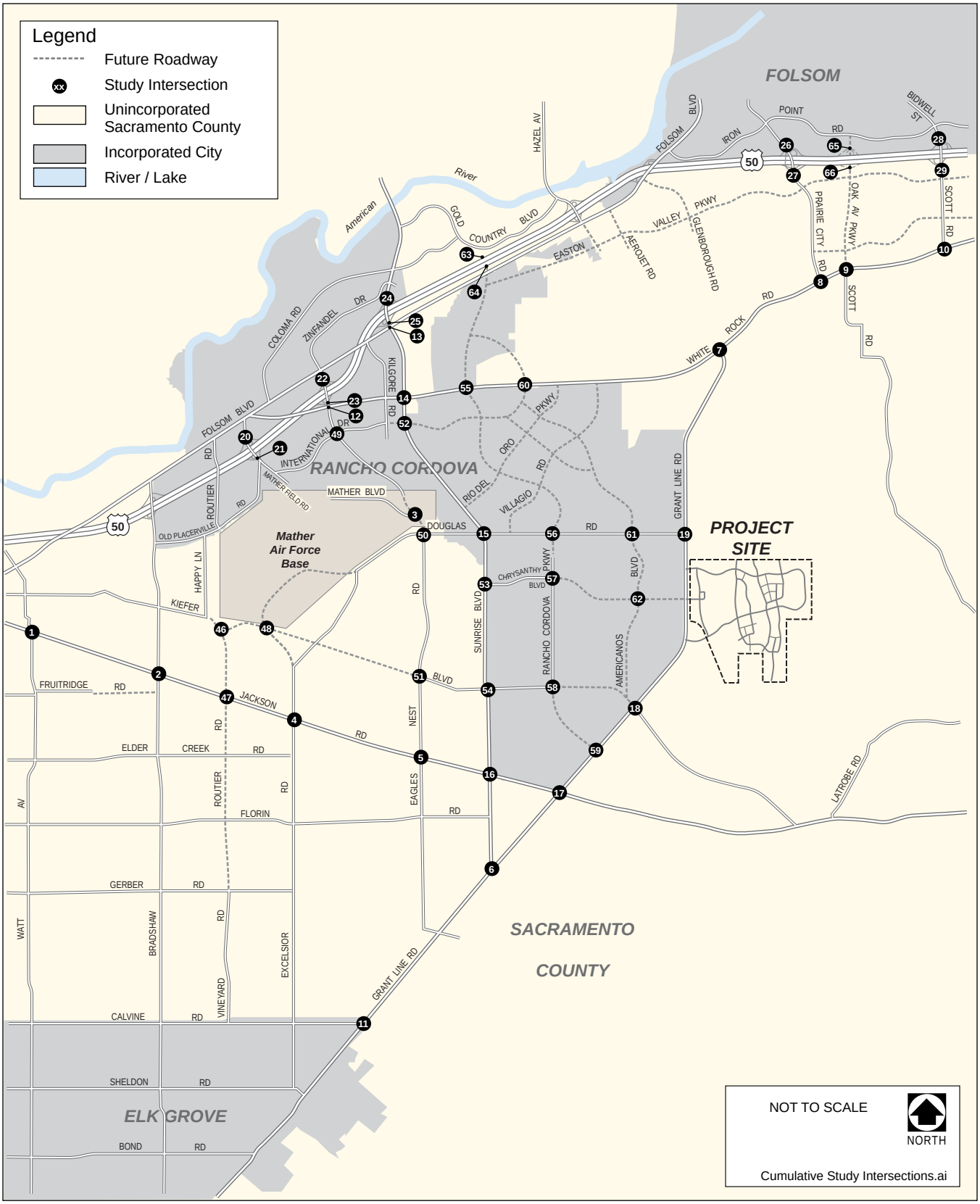


CORDOVA HILLS

Exhibit 3.16-3

Existing Study Roadway Segments

AECOM

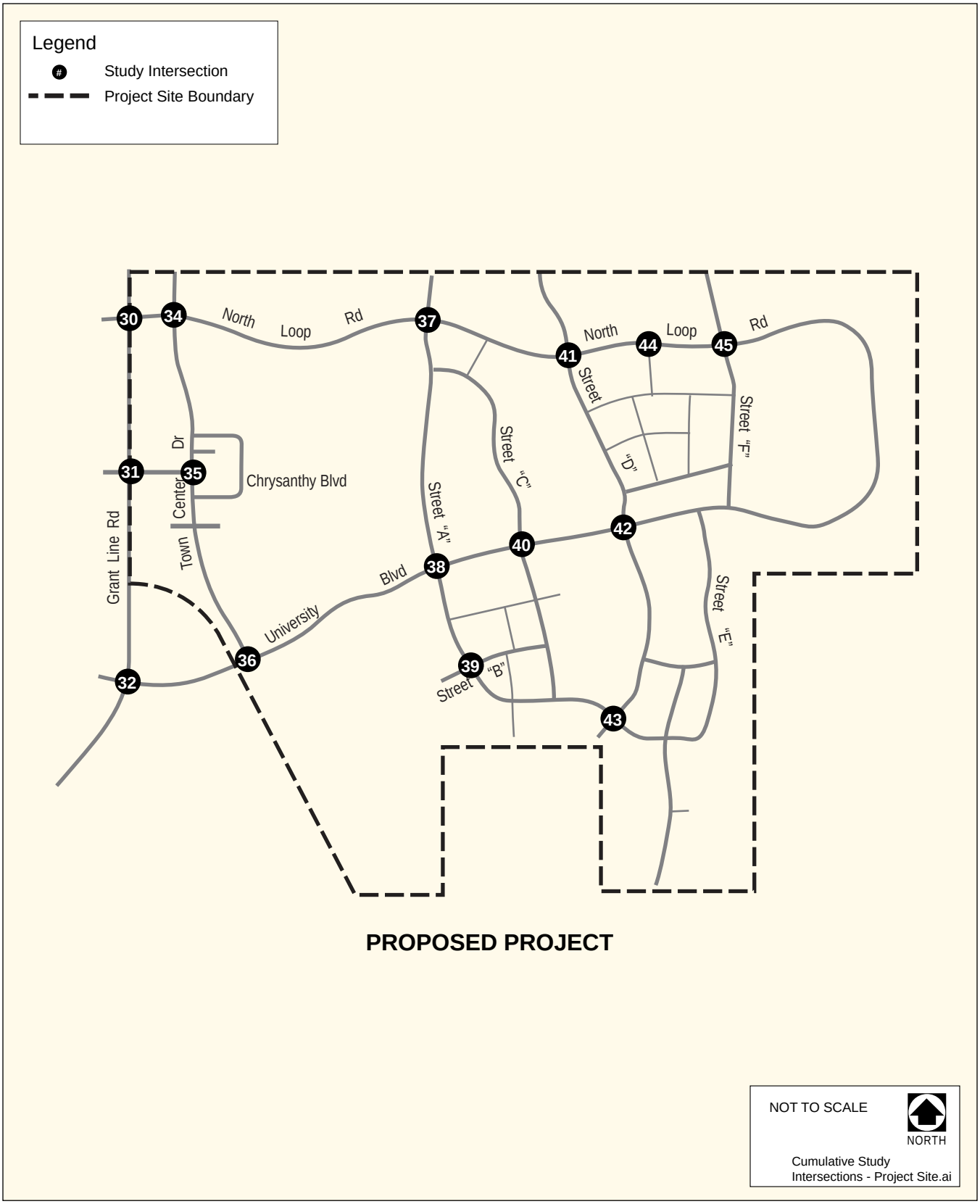


CORDOVA HILLS

Exhibit 3.16-4

Cumulative Study Intersections

AECOM

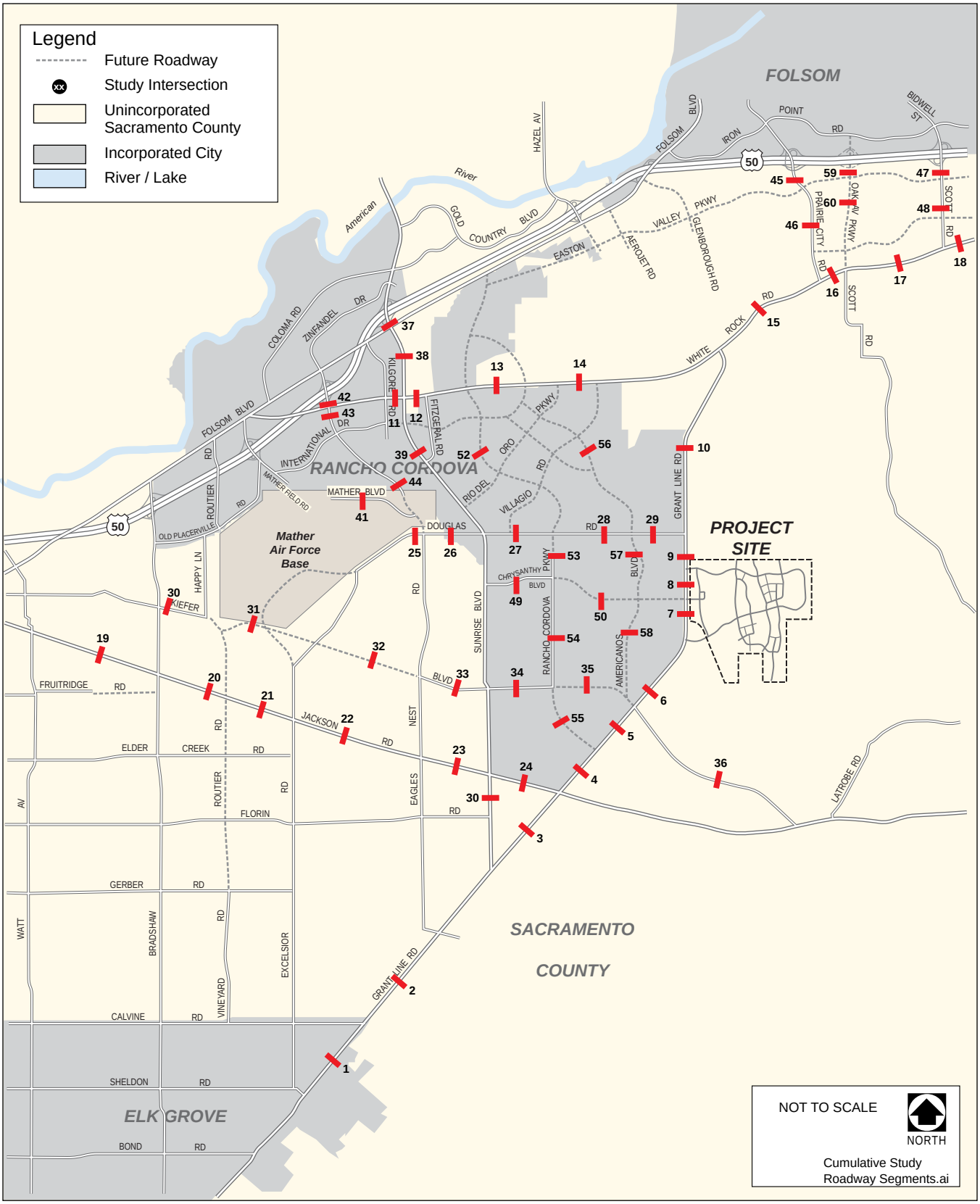


CORDOVA HILLS

Exhibit 3.16-5

Cumulative Study Intersections - Project Site

AECOM

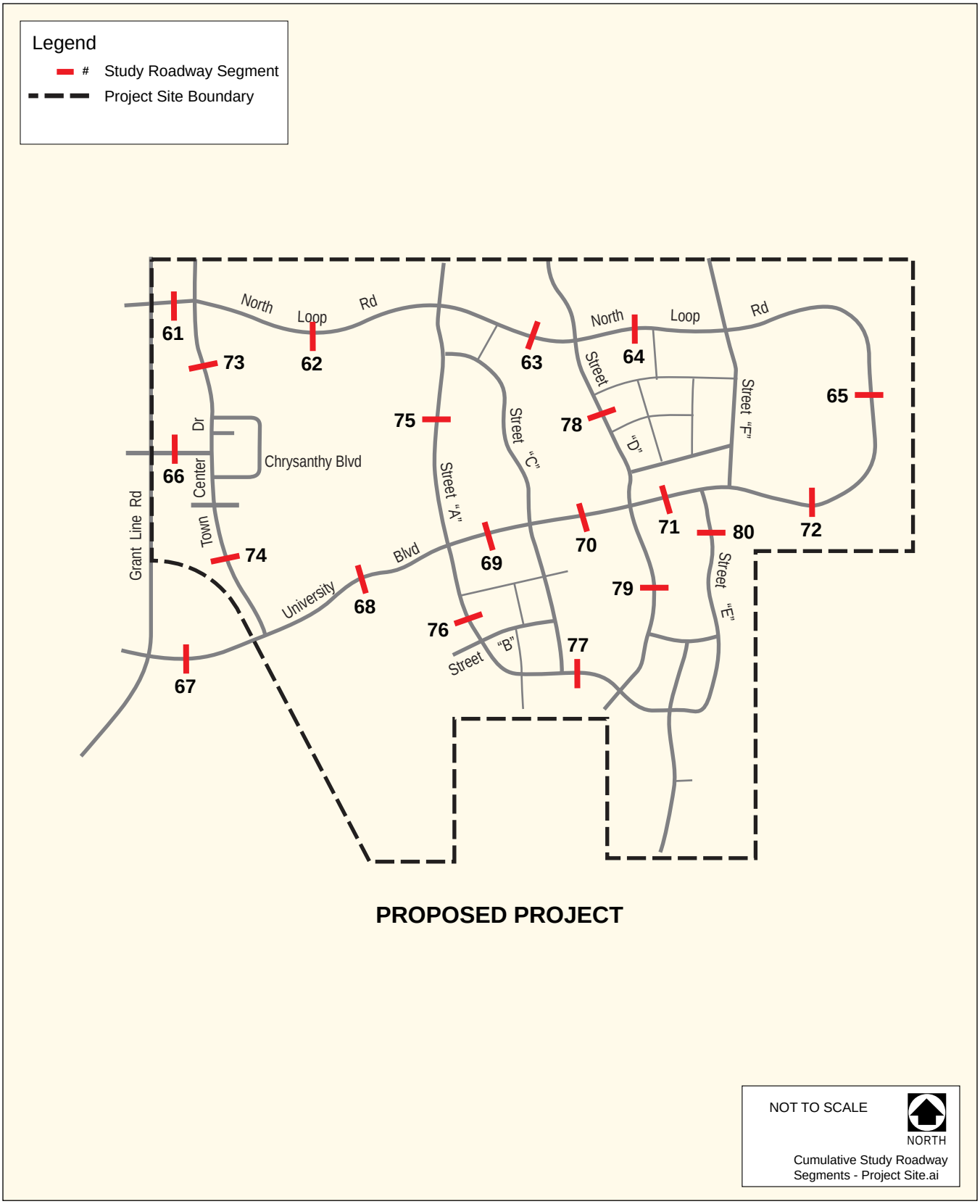


CORDOVA HILLS

Exhibit 3.16-6

Cumulative Study Roadway Segments

AECOM



CORDOVA HILLS

Exhibit 3.16-7

Cumulative Study Roadway Segments - Project Site

Appendix B
Level of Service Methodology for Intersections, Roadways, and Freeway Facilities

Methodology

The following presents the methodology used to analyze intersections, roadway segments, and freeway facilities.

Intersections

For intersection-based capacity analyses, this analysis uses different methodologies depending upon whether an intersection is controlled by a traffic signal, one- or two-way stop sign control, all-way stop sign control, or roundabout, and considers the guidelines of the respective jurisdiction in which the intersection is located.

Unsignalized Intersections

For unsignalized intersections with one-, two-, or all-way stop control, the LOS analysis uses the methodology contained in the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board 2000), as defined in Table 1. The LOS rating is based on the average control delay expressed in seconds per vehicle. At intersections with one- or two-way stop control, LOS is calculated for the worst approach, not for the intersection as a whole. At intersections with all-way stop control, the LOS is based on the average delay experienced on all approaches.

Roundabouts

For the roundabouts proposed within the project site, intersection operations were evaluated in accordance with techniques described in the Federal Highway Administration's *Roundabouts: An Informational Guide* (FHWA-RD-00-067) (2000). The LOS at roundabouts is reported based on the delay criteria shown in Table 3.16-1 for other unsignalized intersections.

Table 1
Level of Service Criteria—Intersections (Highway Capacity Manual Methodology)

Level of Service	Description	Average Control Delay (sec/veh)	
		Unsignalized Intersection	Signalized Intersection
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	$x \leq 10.0$	$x \leq 10.0$
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	$10.0 < x \leq 15.0$	$10.0 < x \leq 20.0$
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	$15.0 < x \leq 25.0$	$20.0 < x \leq 35.0$
D	Represents high-density, but stable flow.	$25.0 < x \leq 35.0$	$35.0 < x \leq 55.0$
E	Represents operating conditions at or near the capacity level.	$35.0 < x \leq 50.0$	$55.0 < x \leq 80.0$
F	Represents forced or breakdown flow.	$x > 50.0$	$x > 80.0$

Notes:

Table 1 Level of Service Criteria—Intersections (Highway Capacity Manual Methodology)			
		Average Control Delay (sec/veh)	
Level of Service	Description	Unsignalized Intersection	Signalized Intersection
sec/veh = seconds per vehicle Source: Transportation Research Board 2000			

Signalized intersections

For signalized intersections under the jurisdiction of the City of Elk Grove, the City of Folsom, or Caltrans, the analysis uses the HCM methodology, as defined in Table 3.16-1. For signalized intersections, the reported LOS reflects average conditions for all movements and approaches—specific movements and approaches may experience better or worse levels of service.

For signalized intersections in unincorporated Sacramento County or the City of Rancho Cordova, the analysis uses a modified version of the *Circular 212 (Interim Materials on Highway Capacity)*(Transportation Research Board 1980) methodology, as defined in Table 2. This methodology determines the intersection LOS by comparing the critical volume to the capacity of the intersection. The modified version of Circular 212, used in this analysis, assumes capacities of 1,650, 1,550, and 1,500 vehicles per lane per hour for two-phase, three-phase, and four-or more critical phase operations, respectively. These capacities were selected in order to remain consistent with the Sacramento County *Traffic Impact Analysis Guidelines* (Sacramento County 2004) which uses higher capacities based on field measurements than those originally published in Circular 212.

Table 2 Level of Service Criteria—Intersections (Circular 212 Methodology)			
	Sum of Critical Lane Volumes by Signal Phasing (vehicles / critical lane / hour)		
Level of Service	2-Phase	3-Phase	4-Phase
A	$x \leq 990$	$x \leq 930$	$x \leq 900$
B	$990 < x \leq 1{,}155$	$930 < x \leq 1{,}085$	$900 < x \leq 1{,}050$
C	$1{,}155 < x \leq 1{,}320$	$1{,}085 < x \leq 1{,}240$	$1{,}050 < x \leq 1{,}200$
D	$1{,}320 < x \leq 1{,}485$	$1{,}240 < x \leq 1{,}395$	$1{,}200 < x \leq 1{,}350$
E	$1{,}485 < x \leq 1{,}650$	$1{,}395 < x \leq 1{,}550$	$1{,}350 < x \leq 1{,}500$
F	$x > 1{,}650$	$x > 1{,}550$	$x > 1{,}500$
Source: County of Sacramento 2004			

The City of Rancho Cordova and Sacramento County have adopted the 2000 HCM methodology for LOS-based intersection analysis, while the City of Elk Grove has adopted the most recent 2010 HCM

methodology. Because previous analyses for the Cordova Hills project, including the EIR, used the Circular 212 methodology, this analysis also uses the Circular 212 methodology, for consistency with prior result and to facilitate comparison.

Roadway Segments

LOS analyses were conducted for Sacramento County, City of Elk Grove, and City of Rancho Cordova roadway segments in the study area based upon daily traffic volumes, number of traffic lanes between intersections, and roadway characteristics. These analyses were conducted using the methodology employed in the *Sacramento County General Plan Draft Environmental Impact Report (DEIR)* (Sacramento County 2009). In this methodology, the major roadway network is divided into "capacity class" categories for LOS determination, as shown in Table 3.

Table 3
Roadway Capacity Classes

Capacity Class	General Criteria			
	Stops per Mile	Driveways	Speed Range (mph)	Lanes
Urban roadways				
Arterial, high access control	1—2	None	45—55	4+
Arterial, moderate access control	2—4	Limited	35—45	2+
Arterial, low access control	4+	High	25—35	2+
Rural roadways				
Two-lane highway	< 0.5	Limited	45—55	2
Two-lane road, paved shoulders	0.5—2	Limited	45—55	2
Two-lane road, no shoulders	0.5—2	Limited	45—55	2

Source: Sacramento County 2009

The capacity class categories are based upon the nature of traffic flow along the facility, including number of interruptions due to intersection control and "side-friction" due to driveways and local streets. For each capacity class shown in Table 3, relationships were developed between daily traffic volumes and roadway LOS, as summarized in Table 4.

Table 4 Level of Service Criteria—Roadways					
	Maximum Daily Traffic Volume per Lane				
Capacity Class	LOS A	LOS B	LOS C	LOS D	LOS E
Residential roadways					
Residential local road with frontage	800	1,600	2,400	3,200	4,000
Residential local road without frontage	3,000	3,500	4,000	4,500	5,000
Urban roadways					
Arterial, high access control	6,000	7,000	8,000	9,000	10,000
Arterial, moderate access control	5,400	6,300	7,200	8,100	9,000
Arterial, low access control	4,500	5,250	6,000	6,750	7,500
Rural roadways					
Two-lane highway	1,200	2,400	3,950	6,750	11,450
Two-lane road, paved shoulders	1,100	2,150	3,550	6,100	10,000
Two-lane road, no shoulders	900	1,800	2,950	5,050	8,500
Source: County of Sacramento 2004					

Freeway Segments

LOS analyses for freeway segments used the 2000 Highway Capacity Software (HCS) package based upon peak hour traffic volumes and the number of both mixed flow and full auxiliary lanes, in accordance with the 2000 HCM methodology. This methodology is typically used by Caltrans for analysis of freeway mainline and freeway-ramp junctions (merges and diverges) because it correlates the LOS to the expected density of vehicles in passenger cars per mile per lane. Table 5 presents the LOS criteria for freeway mainline segments.

Table 5 Level of Service Criteria—Freeways		
	Maximum Density (passenger cars / mile / lane)	
Level of Service	Mainline Segments	Ramp Junctions (Merge / Diverge)
A	$x \leq 11.0$	$x \leq 10.0$
B	$11.0 < x \leq 18.0$	$10.0 < x \leq 20.0$
C	$18.0 < x \leq 26.0$	$20.0 < x \leq 28.0$
D	$26.0 < x \leq 35.0$	$28.0 < x \leq 35.0$
E	$35.0 < x \leq 45.0$	$x > 35.0$
F	Varies	Demand flows exceed capacity
Source: Transportation Research Board, 2000		

Freeway Interchanges

Similar to freeway segments, LOS analyses for freeway interchanges used the 2000 HCS software package and the 2000 HCM methodology. Ramp junctions (merges and diverges) at the interchanges were evaluated based upon peak hour traffic volumes and junction capacity (lanes, junction distance, etc.) to calculate ramp junction density in passenger cars per mile per lane. Table 5 presents the LOS criteria for freeway ramp junctions.

Traffic Signal Warrants

To determine whether signals should be installed at unsignalized intersections, a signal warrant analysis was also conducted using the *California Manual on Uniform Traffic Control Devices* (CMUTCD) (Caltrans 2010) traffic signal warrants. Signal warrant analyses generally consist of reviewing traffic levels, proximity of the intersection to other signals and to schools, accident frequency, and other factors against a set of warrants identified in the CMUTCD to help determine whether installing a traffic signal would be appropriate.

Unsignalized intersections were evaluated against the CMUTCD peak hour volume warrant. Satisfaction of the peak hour volume warrant as reported in this analysis should be used only as an indication that signalization may be needed, and the responsible agency should undertake regular monitoring of actual traffic conditions and accident data and conduct a timely reevaluation of the full set of warrants to determine whether signalization is actually required.

Appendix C
Intersection Level of Service Calculations

Cumulative No Project

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 S Watt Ave/Jackson Rd(SR-16)	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 2 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 3 Zinfandel Dr/Mather Blvd	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 4 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 5 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.221	A	xxxxx	0.221	+ 0.000 V/C
# 6 Grant Line Rd/Sunrise Blvd	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000 V/C
# 7 Grant Line Rd/White Rock Rd	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 8 Prairie City Rd/White Rock Rd	B	14.9	0.508	B	14.9	0.508	+ 0.000 D/V
# 9 Scott Rd (W)/White Rock Rd	B	19.9	0.564	B	19.9	0.564	+ 0.000 D/V
# 10 Scott Rd (E)/White Rock Rd	C	34.2	0.760	C	34.2	0.760	+ 0.000 D/V
# 11 Grant Line Rd/Calvine Rd	A	8.6	0.603	A	8.6	0.603	+ 0.000 D/V
# 12 Zinfandel Dr/White Rock Rd	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
# 13 Sunrise Blvd/Folsom Blvd	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
# 14 Sunrise Blvd/White Rock Rd	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 15 Sunrise Blvd/Douglas Rd	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 16 Sunrise Blvd/Jackson Rd(SR-16)	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
# 17 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 18 Grant Line Rd/Kiefer Blvd	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 19 Grant Line Rd/Douglas Rd	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
# 20 Mather Field Rd/US-50 WB Ramps	C	23.4	0.779	C	23.4	0.779	+ 0.000 D/V
# 21 Mather Field Rd/US-50 EB Ramps	C	30.9	0.954	C	30.9	0.954	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 WB Ramps	B	18.0	0.487	B	18.0	0.487	+ 0.000 D/V
# 23 Zinfandel Dr/US-50 EB Ramps	D	43.1	1.040	D	43.1	1.040	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sunrise Blvd/US-50 WB Ramps	B	14.5	0.729	B	14.5	0.729	+ 0.000 D/V
# 25 Sunrise Blvd/US-50 EB Ramps	C	21.7	0.851	C	21.7	0.851	+ 0.000 D/V
# 26 Prairie City Rd/US-50 WB Ramps	C	22.2	0.774	C	22.2	0.774	+ 0.000 D/V
# 27 Prairie City Rd/US-50 EB Ramps	B	14.7	0.561	B	14.7	0.561	+ 0.000 D/V
# 28 Scott Rd/US-50 WB Ramps	B	20.0	0.677	B	20.0	0.677	+ 0.000 D/V
# 29 Scott Rd/US-50 EB Ramps	B	18.8	0.591	B	18.8	0.591	+ 0.000 D/V
# 31 Grant Line Rd/Chrysanthy Blvd	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 46 Vineyard Rd/Kiefer Blvd	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 47 Vineyard Rd/Jackson Rd(SR-16)	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000 V/C
# 48 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 49 Zinfandel Dr/International Rd	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
# 50 Zinfandel Dr/Douglas Rd	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 51 Eagles Nest Rd/Kiefer Blvd	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 52 Sunrise Blvd/International Dr	F	xxxxx	1.028	F	xxxxx	1.028	+ 0.000 V/C
# 53 Sunrise Blvd/Chrysanthy Blvd	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 54 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 55 Rancho Cordova Pkwy/White Rock	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 56 Rancho Cordova Pkwy/Douglas Rd	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 57 Rancho Cordova Pkwy/Chrysanthy	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 58 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000 V/C
# 59 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.308	A	xxxxx	0.308	+ 0.000 V/C
# 60 International Dr/White Rock Rd	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000 V/C
# 61 Americanos Blvd/Douglas Rd	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 62 Americanos Blvd/Chrysanthy Blv	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000 V/C
# 63 Rancho Cordova Pkwy/US-50 WB R	B	17.9	0.675	B	17.9	0.675	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 64 Rancho Cordova Pkwy/US-50 EB R	A	3.9	0.455	A	3.9	0.455	+ 0.000 D/V
# 65 Oak Ave Pkwy/US-50 WB Ramps	A	5.7	0.329	A	5.7	0.329	+ 0.000 D/V
# 66 Oak Ave Pkwy/US-50 EB Ramps	B	16.9	0.364	B	16.9	0.364	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #1 S Watt Ave/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	589	1379	45	448	1073	189	68	367	144	86	542	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	1379	45	448	1073	189	68	367	144	86	542	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	1379	45	448	1073	189	68	367	144	86	542	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	1379	45	448	1073	189	68	367	144	86	542	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	1379	45	448	1073	189	68	367	144	86	542	692
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.03	0.15	0.24	0.13	0.02	0.12	0.10	0.03	0.18	0.46
Crit Volume:	460			0			34					692
Crit Moves:	****			****			****					****

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #2 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	84	2576	19	134	688	268	210	374	39	29	414	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	2576	19	134	688	268	210	374	39	29	414	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	2576	19	134	688	268	210	374	39	29	414	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2576	19	134	688	268	210	374	39	29	414	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2576	19	134	688	268	210	374	39	29	414	287
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.01	0.04	0.15	0.18	0.07	0.12	0.03	0.01	0.14	0.19
Crit Volume:		859			67		105					287
Crit Moves:		****			****		****					****

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #3 Zinfandel Dr/Mather Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	134	1614	0	0	722	0	0	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1614	0	0	722	0	0	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1614	0	0	722	0	0	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1614	0	0	722	0	0	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1614	0	0	722	0	0	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	4650	0	0	4650	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.00	0.00	0.16	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Volume:		538			0				43	0		
Crit Moves:		****			****				****			

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #4 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	118	654	58	7	211	60	41	340	31	67	602	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	654	58	7	211	60	41	340	31	67	602	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	654	58	7	211	60	41	340	31	67	602	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	654	58	7	211	60	41	340	31	67	602	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	654	58	7	211	60	41	340	31	67	602	229
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.04	0.00	0.07	0.04	0.01	0.11	0.02	0.02	0.20	0.15
Crit Volume:	327			4			20			301		
Crit Moves:	****			****			****			****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #5 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	2	79	10	37	70	5	7	388	0	4	416	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	79	10	37	70	5	7	388	0	4	416	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	79	10	37	70	5	7	388	0	4	416	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	79	10	37	70	5	7	388	0	4	416	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	79	10	37	70	5	7	388	0	4	416	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.01	0.02	0.05	0.00	0.00	0.13	0.00	0.00	0.14	0.01
Crit Volume:	79			37			7			208		
Crit Moves:	****			****			****			****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	912	901	10		3	619	18		2	15	444		18	27	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	912	901	10		3	619	18		2	15	444		18	27	7	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	912	901	10		3	619	18		2	15	444		18	27	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	912	901	10		3	619	18		2	15	444		18	27	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	912	901	10		3	619	18		2	15	444		18	27	7	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.12	0.88	1.00		0.35	0.52	0.13	
Final Sat.:	3000	3000	1500		1500	3000	1500		176	1324	1500		519	779	202	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.30	0.01		0.00	0.21	0.01		0.01	0.01	0.30		0.03	0.03	0.03	
Crit Volume:	456					310					444			52		
Crit Moves:	****					****					****			****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #7 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	32	1301	0		0	1012	754		293	0	16		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	1301	0		0	1012	754		293	0	16		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	1301	0		0	1012	754		293	0	16		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	1301	0		0	1012	754		293	0	16		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	1301	0		0	1012	754		293	0	16		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.00		0.00	0.22	0.49		0.09	0.00	0.01		0.00	0.00	0.00	
Crit Volume:	32						754		147					0		
Crit Moves:	****						****		****							

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #8 Prairie City Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 9 Average Delay (sec/veh): 14.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	1	0	1	0 2	2	0	3	0 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		146	0	427		360	1289	0		0	1443	193	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		146	0	427		360	1289	0		0	1443	193	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		146	0	427		360	1289	0		0	1443	193	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		146	0	427		360	1289	0		0	1443	193	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		146	0	427		360	1289	0		0	1443	193	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.95	1.00	0.75		0.92	0.91	1.00		1.00	0.91	0.85	
Lanes:	0.00	1.00	0.00		1.00	1.00	2.00		2.00	3.00	0.00		1.00	3.00	1.00	
Final Sat.:	0	1900	0		1805	1900	2842		3502	5187	0		1900	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.15		0.10	0.25	0.00		0.00	0.28	0.12	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.16	0.00	0.36		0.20	0.75	0.00		0.00	0.55	0.55	
Volume/Cap:	0.00	0.00	0.00		0.51	0.00	0.42		0.51	0.33	0.00		0.00	0.51	0.22	
Delay/Veh:	0.0	0.0	0.0		39.9	0.0	24.2		36.0	4.2	0.0		0.0	14.3	11.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		39.9	0.0	24.2		36.0	4.2	0.0		0.0	14.3	11.7	
LOS by Move:	A	A	A		D	A	C		D	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		5	0	6		6	5	0		0	10	3	

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #9 Scott Rd (W)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 9 Average Delay (sec/veh): 19.9
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	3	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	98	97	66		5	29	131		163	1185	87		45	1407	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	97	66		5	29	131		163	1185	87		45	1407	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	98	97	66		5	29	131		163	1185	87		45	1407	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	97	66		5	29	131		163	1185	87		45	1407	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	98	97	66		5	29	131		163	1185	87		45	1407	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.88	0.88		0.95	0.91	0.85		0.95	0.91	0.91	
Lanes:	1.00	0.60	0.40		1.00	0.18	0.82		1.00	3.00	1.00		1.00	2.99	0.01	
Final Sat.:	1805	1062	722		1805	302	1364		1805	5187	1615		1805	5163	18	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.00	0.10	0.10		0.09	0.23	0.05		0.02	0.27	0.27	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.10	0.26	0.26		0.01	0.17	0.17		0.16	0.58	0.58		0.06	0.48	0.48	
Volume/Cap:	0.56	0.35	0.35		0.35	0.56	0.56		0.56	0.39	0.09		0.39	0.56	0.56	
Delay/Veh:	47.4	30.7	30.7		63.9	40.7	40.7		41.3	11.5	9.4		47.2	18.7	18.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.4	30.7	30.7		63.9	40.7	40.7		41.3	11.5	9.4		47.2	18.7	18.7	
LOS by Move:	D	C	C		E	D	D		D	B	A		D	B	B	
HCM2kAvgQ:	4	4	4		1	5	5		5	7	1		2	11	11	

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #10 Scott Rd (E)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 9 Average Delay (sec/veh): 34.2
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 2	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	394	361	74	119	356	422	456	459	397	72	637	59				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	394	361	74	119	356	422	456	459	397	72	637	59				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	394	361	74	119	356	422	456	459	397	72	637	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	394	361	74	119	356	422	456	459	397	72	637	59				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	394	361	74	119	356	422	456	459	397	72	637	59				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.75	0.92	0.91	0.85	0.95	0.91	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1805	1900	1615	1805	1900	2842	3502	5187	1615	1805	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.22	0.19	0.05	0.07	0.19	0.15	0.13	0.09	0.25	0.04	0.12	0.04				
Crit Moves:	****				****				****	****						
Green/Cycle:	0.29	0.40	0.40	0.14	0.25	0.44	0.19	0.32	0.32	0.05	0.18	0.18				
Volume/Cap:	0.76	0.48	0.12	0.48	0.76	0.34	0.67	0.27	0.76	0.76	0.67	0.20				
Delay/Veh:	38.9	23.0	19.2	41.3	42.0	18.6	40.1	25.2	36.7	76.2	40.0	35.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.9	23.0	19.2	41.3	42.0	18.6	40.1	25.2	36.7	76.2	40.0	35.0				
LOS by Move:	D	C	B	D	D	B	D	C	D	E	D	D				
HCM2kAvgQ:	13	8	1	4	12	5	8	4	13	4	8	2				

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #11 Grant Line Rd/Calvine Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 9 Average Delay (sec/veh): 8.6
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	22	1696	0	0	1103	103	277	0	37	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	1696	0	0	1103	103	277	0	37	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	1696	0	0	1103	103	277	0	37	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	22	1696	0	0	1103	103	277	0	37	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	22	1696	0	0	1103	103	277	0	37	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.85	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3502	3610	0	0	3610	1615	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.47	0.00	0.00	0.31	0.06	0.08	0.00	0.02	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.02	0.78	0.00	0.00	0.76	0.76	0.13	0.00	0.13	0.00	0.00	0.00				
Volume/Cap:	0.40	0.60	0.00	0.00	0.40	0.08	0.60	0.00	0.17	0.00	0.00	0.00				
Delay/Veh:	53.5	5.0	0.0	0.0	4.1	3.0	43.3	0.0	39.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	53.5	5.0	0.0	0.0	4.1	3.0	43.3	0.0	39.0	0.0	0.0	0.0				
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A				
HCM2kAvgQ:	1	12	0	0	6	1	5	0	1	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	20	2086		98	756	2041		544	214	182		16	104	173		212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2086		98	756	2041		544	214	182		16	104	173		212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2086		98	756	2041		544	214	182		16	104	173		212
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	20	2086		98	756	2041		544	214	182		16	104	173		212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2086		98	756	2041		544	214	182		16	104	173		212
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500		1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.87	0.13	2.00	3.00	1.00		2.00	2.76	0.24	2.00	1.35	1.65			
Final Sat.:	3000	4298		202	3000	4500		1500	3000	4136		364	3000	2022		2478
Capacity Analysis Module:																
Vol/Sat:	0.01	0.49	0.49	0.25	0.45	0.36		0.07	0.04	0.04	0.03	0.09	0.09			
Crit Volume:		728		378				107				128				
Crit Moves:		****		****				****				****				

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Folsom Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	2	0 1	2	0	1	1 1
Volume Module:																
Base Vol:	208	1716		72	332	2407		625	421	196		145	443	513		145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1716		72	332	2407		625	421	196		145	443	513		145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1716		72	332	2407		625	421	196		145	443	513		145
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	208	1716		72	332	2407		625	421	196		145	443	513		145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	1716		72	332	2407		625	421	196		145	443	513		145
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500		1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00		2.00	2.00	1.00	2.00	2.00	1.00			
Final Sat.:	3000	6000		1500	3000	4500		1500	3000	3000		1500	3000	3000		1500
Capacity Analysis Module:																
Vol/Sat:	0.07	0.29	0.05	0.11	0.53	0.42		0.14	0.07	0.10	0.15	0.17	0.10			
Crit Volume:	104				802			211				257				
Crit Moves:	****				****			****				****				

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #14 Sunrise Blvd/White Rock Rd

Cycle (sec):	180	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	679	1259	123		341	1353	446		254	253	278		274	771	179	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	679	1259	123		341	1353	446		254	253	278		274	771	179	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	679	1259	123		341	1353	446		254	253	278		274	771	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	679	1259	123		341	1353	446		254	253	278		274	771	179	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	679	1259	123		341	1353	446		254	253	278		274	771	179	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.28	0.08		0.11	0.30	0.30		0.08	0.06	0.19		0.09	0.17	0.12	
Crit Volume:	340					451					278		137			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #15 Sunrise Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	309	1480	187		249	509	202		219	799	72		106	1194	390	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	309	1480	187		249	509	202		219	799	72		106	1194	390	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	309	1480	187		249	509	202		219	799	72		106	1194	390	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	309	1480	187		249	509	202		219	799	72		106	1194	390	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	309	1480	187		249	509	202		219	799	72		106	1194	390	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.33	0.12		0.08	0.11	0.13		0.07	0.18	0.05		0.04	0.27	0.26	
Crit Volume:		493			125				109					398		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #16 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	10	1021	193	116	472	98	87	371	10	149	620	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1021	193	116	472	98	87	371	10	149	620	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1021	193	116	472	98	87	371	10	149	620	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1021	193	116	472	98	87	371	10	149	620	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1021	193	116	472	98	87	371	10	149	620	202
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.13	0.04	0.10	0.07	0.03	0.12	0.01	0.05	0.21	0.13
Crit Volume:		340			58			43			310	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #17 Grant Line Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	5	821	51	44	550	150	181	488	0	135	782	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	821	51	44	550	150	181	488	0	135	782	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	821	51	44	550	150	181	488	0	135	782	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	821	51	44	550	150	181	488	0	135	782	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	821	51	44	550	150	181	488	0	135	782	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.03	0.01	0.18	0.10	0.06	0.16	0.00	0.05	0.26	0.07
Crit Volume:		411			22			91			391	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	2	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	58	1110	19		69	994	84		138	80	38		15	127	203	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	1110	19		69	994	84		138	80	38		15	127	203	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	1110	19		69	994	84		138	80	38		15	127	203	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	1110	19		69	994	84		138	80	38		15	127	203	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	1110	19		69	994	84		138	80	38		15	127	203	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3000	3000	1500		1500	3000	1500		3000	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.37	0.01		0.05	0.33	0.06		0.05	0.05	0.03		0.01	0.08	0.14	
Crit Volume:		555			69				69						203	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	141	963	0		0	844	267		218	0	154		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	141	963	0		0	844	267		218	0	154		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	141	963	0		0	844	267		218	0	154		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	963	0		0	844	267		218	0	154		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	141	963	0		0	844	267		218	0	154		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3100	3100	0		0	3100	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.00		0.00	0.27	0.17		0.07	0.00	0.10		0.00	0.00	0.00	
Crit Volume:	71					422					154		0			
Crit Moves:	****					****					****					

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #20 Mather Field Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 6 Average Delay (sec/veh): 23.4
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	0	1	0	1!	0	0
Volume Module:																					
Base Vol:	0	988	509	0	975	435	0	0	0	990	0	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	988	509	0	975	435	0	0	0	990	0	321
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	988	0	0	975	435	0	0	0	990	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	988	0	0	975	435	0	0	0	990	0	321
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	988	0	0	975	435	0	0	0	990	0	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.61	0.00	0.39
Final Sat.:	0	5187	1900	0	5187	1615	0	0	0	2834	0	694
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.19	0.27	0.00	0.00	0.00	0.35	0.00	0.46
Crit Moves:	****					****						****
Green/Cycle:	0.00	0.35	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	0.55	0.00	0.00	0.54	0.78	0.00	0.00	0.00	0.59	0.00	0.78
Delay/Veh:	0.0	26.8	0.0	0.0	26.7	36.2	0.0	0.0	0.0	13.1	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	0.0	0.0	26.7	36.2	0.0	0.0	0.0	13.1	0.0	17.7
LOS by Move:	A	C	A	A	C	D	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	9	14	0	0	0	12	0	20

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #21 Mather Field Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 6 Average Delay (sec/veh): 30.9
Optimal Cycle: 140 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	2	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																					
Base Vol:	0	1346	502	0	1656	308	310	0	1312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	502	0	1656	308	310	0	1312	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1346	0	0	1656	0	310	0	1312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	0	0	1656	0	310	0	1312	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1346	0	0	1656	0	310	0	1312	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.87	1.00	0.87	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	3610	1900	1971	0	2994	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.46	0.00	0.16	0.00	0.44	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.00	0.00	0.95	0.00	0.34	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	0.0	0.0	37.4	0.0	17.4	0.0	38.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	0.0	0.0	37.4	0.0	17.4	0.0	38.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	D	A	B	A	D	A	A	A
HCM2kAvgQ:	0	11	0	0	31	0	5	0	27	0	0	0

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 Average Delay (sec/veh): 18.0
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1151	793	0	845	605	0	0	0	785	0	259				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1151	793	0	845	605	0	0	0	785	0	259				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1151	0	0	845	0	0	0	0	785	0	259				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1151	0	0	845	0	0	0	0	785	0	259				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1151	0	0	845	0	0	0	0	785	0	259				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.22	0.00	0.16				
Crit Moves:	****				****					****						
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.46	0.00	0.46				
Volume/Cap:	0.00	0.46	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.35				
Delay/Veh:	0.0	17.5	0.0	0.0	17.9	0.0	0.0	0.0	0.0	19.0	0.0	17.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	17.5	0.0	0.0	17.9	0.0	0.0	0.0	0.0	19.0	0.0	17.7				
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B				
HCM2kAvgQ:	0	9	0	0	9	0	0	0	0	9	0	5				

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #23 Zinfandel Dr/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 6 Average Delay (sec/veh): 43.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1 0	0	0	2	0 1	1	1	0	1 1	0	0	0	0 2
Volume Module:																
Base Vol:	0	1737	18	0	1564	156	460	776	1233	0	0	157				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1737	18	0	1564	156	460	776	1233	0	0	157				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1737	18	0	1564	0	460	776	1233	0	0	157				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1737	18	0	1564	0	460	776	1233	0	0	157				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1737	18	0	1564	0	460	776	1233	0	0	157				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.65	0.65	0.65	1.00	1.00	0.75				
Lanes:	0.00	3.96	0.04	0.00	2.00	1.00	1.00	1.16	1.84	0.00	0.00	2.00				
Final Sat.:	0	6838	71	0	3610	1900	1231	1426	2266	0	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25	0.00	0.43	0.00	0.37	0.54	0.54	0.00	0.00	0.06				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.00	0.42	0.42	0.00	0.42	0.00	0.52	0.52	0.52	0.00	0.00	0.00				
Volume/Cap:	0.00	0.61	0.61	0.00	1.04	0.00	0.71	1.04	1.04	0.00	0.00	xxxx				
Delay/Veh:	0.0	23.2	23.2	0.0	63.5	0.0	18.9	53.6	53.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	23.2	23.2	0.0	63.5	0.0	18.9	53.6	53.6	0.0	0.0	0.0				
LOS by Move:	A	C	C	A	E	A	B	D	D	A	A	A				
HCM2kAvgQ:	0	12	12	0	35	0	13	31	31	0	0	2				

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	6	Average Delay (sec/veh):	14.5
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	2646	525		0	2690	2196		0	0	0		584	0	493	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2646	525		0	2690	2196		0	0	0		584	0	493	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2646	0		0	2690	0		0	0	0		584	0	493	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2646	0		0	2690	0		0	0	0		584	0	493	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2646	0		0	2690	0		0	0	0		584	0	493	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.75	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	5187	1900		0	5187	1900		0	0	0		3502	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.00		0.00	0.52	0.00		0.00	0.00	0.00		0.17	0.00	0.17	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.71	0.00		0.00	0.71	0.00		0.00	0.00	0.00		0.23	0.00	0.23	
Volume/Cap:	0.00	0.72	0.00		0.00	0.73	0.00		0.00	0.00	0.00		0.73	0.00	0.76	
Delay/Veh:	0.0	9.2	0.0		0.0	9.4	0.0		0.0	0.0	0.0		39.1	0.0	41.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.2	0.0		0.0	9.4	0.0		0.0	0.0	0.0		39.1	0.0	41.1	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	18	0		0	19	0		0	0	0		10	0	10	

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #25 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0 1	0	0	3	0 1	3	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	1846	526		0	2556	534		1327	0	874		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1846	526		0	2556	534		1327	0	874		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1846	0		0	2556	0		1327	0	874		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1846	0		0	2556	0		1327	0	874		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1846	0		0	2556	0		1327	0	874		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	1.00		0.92	1.00	0.75		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		0.00	3.00	1.00		3.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	6916	1900		0	5187	1900		5253	0	2842		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.00		0.00	0.49	0.00		0.25	0.00	0.31		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.58	0.00		0.00	0.58	0.00		0.36	0.00	0.36		0.00	0.00	0.00	
Volume/Cap:	0.00	0.46	0.00		0.00	0.85	0.00		0.70	0.00	0.85		0.00	0.00	0.00	
Delay/Veh:	0.0	12.2	0.0		0.0	20.0	0.0		28.5	0.0	36.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.2	0.0		0.0	20.0	0.0		28.5	0.0	36.4		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	C	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	9	0		0	26	0		13	0	17		0	0	0	

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #26 Prairie City Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 6 Average Delay (sec/veh): 22.2
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	0	1322	215	0	613	298	0	0	0	386	0	1027
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1322	215	0	613	298	0	0	0	386	0	1027
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1322	0	0	613	0	0	0	0	386	0	1027
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1322	0	0	613	0	0	0	0	386	0	1027
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1322	0	0	613	0	0	0	0	386	0	1027
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.11	0.00	0.36
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.47	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.77	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.24	0.00	0.77
Delay/Veh:	0.0	24.2	0.0	0.0	16.8	0.0	0.0	0.0	0.0	16.0	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	0.0	0.0	16.8	0.0	0.0	0.0	0.0	16.0	0.0	25.2
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	19	0	0	6	0	0	0	0	4	0	17

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #27 Prairie City Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	2	0	0	1	1
Volume Module:												
Base Vol:	0	1268	247	0	760	0	636	0	127	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1268	247	0	760	0	636	0	127	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1268	247	0	760	0	636	0	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1268	247	0	760	0	636	0	127	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1268	247	0	760	0	636	0	127	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	3618	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.15	0.00	0.21	0.00	0.18	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.63	0.63	0.00	0.63	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.24	0.00	0.34	0.00	0.56	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	0.0	11.1	8.4	0.0	8.9	0.0	29.2	0.0	25.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	8.4	0.0	8.9	0.0	29.2	0.0	25.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	3	0	6	0	9	0	3	0	0	0

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #28 Scott Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	6	Average Delay (sec/veh):	20.0
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1132	575	0	934	825	0	0	0	370	0	918				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1132	575	0	934	825	0	0	0	370	0	918				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1132	0	0	934	0	0	0	0	370	0	918				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1132	0	0	934	0	0	0	0	370	0	918				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1132	0	0	934	0	0	0	0	370	0	918				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.32				
Crit Moves:		****										****				
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.48	0.00	0.48				
Volume/Cap:	0.00	0.68	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.22	0.00	0.68				
Delay/Veh:	0.0	22.1	0.0	0.0	17.7	0.0	0.0	0.0	0.0	15.4	0.0	21.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	22.1	0.0	0.0	17.7	0.0	0.0	0.0	0.0	15.4	0.0	21.6				
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C				
HCM2kAvgQ:	0	15	0	0	7	0	0	0	0	3	0	13				

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #29 Scott Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	6	Average Delay (sec/veh):	18.8
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1297	550	0	1033	583	567	0	435	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1297	550	0	1033	583	567	0	435	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1297	0	0	1033	0	567	0	435	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1297	0	0	1033	0	567	0	435	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1297	0	0	1033	0	567	0	435	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5187	1900	0	3610	1900	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00	0.00	0.29	0.00	0.16	0.00	0.27	0.00	0.00	0.00				
Crit Moves:					****				****							
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.46	0.00	0.46	0.00	0.00	0.00				
Volume/Cap:	0.00	0.52	0.00	0.00	0.59	0.00	0.36	0.00	0.59	0.00	0.00	0.00				
Delay/Veh:	0.0	17.9	0.0	0.0	19.2	0.0	17.8	0.0	21.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	17.9	0.0	0.0	19.2	0.0	17.8	0.0	21.5	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A				
HCM2kAvgQ:	0	10	0	0	12	0	6	0	10	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	155	959	0	0	827	171	145	0	276	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	155	959	0	0	827	171	145	0	276	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	155	959	0	0	827	171	145	0	276	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	155	959	0	0	827	171	145	0	276	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	155	959	0	0	827	171	145	0	276	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3100	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.00	0.00	0.27	0.11	0.05	0.00	0.18	0.00	0.00	0.00				
Crit Volume:	78				414				276	0						
Crit Moves:	****				****				****							

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #46 Vineyard Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	242	344	0	33	47	1	9	565	0	6	740	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	242	344	0	33	47	1	9	565	0	6	740	70				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	242	344	0	33	47	1	9	565	0	6	740	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	242	344	0	33	47	1	9	565	0	6	740	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	242	344	0	33	47	1	9	565	0	6	740	70				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1500	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.11	0.00	0.01	0.02	0.00	0.01	0.19	0.00	0.00	0.25	0.05				
Crit Volume:	242				24		9				370					
Crit Moves:	****				****		****				****					

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #47 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	144	377	0	14	39	0	12	440	57	0	574	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	377	0	14	39	0	12	440	57	0	574	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	377	0	14	39	0	12	440	57	0	574	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	377	0	14	39	0	12	440	57	0	574	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	377	0	14	39	0	12	440	57	0	574	197
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.00	0.00	0.01	0.00	0.01	0.15	0.04	0.00	0.19	0.13
Crit Volume:		189			7			12			287	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #48 Excelsior Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	574	1	0	288	592	459	139	0	2	218	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	574	1	0	288	592	459	139	0	2	218	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	574	1	0	288	592	459	139	0	2	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	1	0	288	592	459	139	0	2	218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	1	0	288	592	459	139	0	2	218	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	2995	5	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.10	0.39	0.15	0.05	0.00	0.00	0.07	0.00
Crit Volume:	0					592	230				109	
Crit Moves:	****					****	****				****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	689	1651	164		255	1287	214		157	686	442		115	773	425	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	689	1651	164		255	1287	214		157	686	442		115	773	425	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	689	1651	164		255	1287	214		157	686	442		115	773	425	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	689	1651	164		255	1287	214		157	686	442		115	773	425	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	689	1651	164		255	1287	214		157	686	442		115	773	425	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.37	0.11		0.09	0.29	0.14		0.05	0.15	0.29		0.04	0.17	0.28	
Crit Volume:	345					429			79						425	
Crit Moves:	****					****			****						****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #50 Zinfandel Dr/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	13	415	110		489	216	60		392	490	11		257	508	940	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	415	110		489	216	60		392	490	11		257	508	940	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	13	415	110		489	216	60		392	490	11		257	508	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	415	110		489	216	60		392	490	11		257	508	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	13	415	110		489	216	60		392	490	11		257	508	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.07		0.16	0.07	0.04		0.13	0.11	0.01		0.09	0.11	0.00	
Crit Volume:		208				245			196					169		
Crit Moves:		****				****			****					****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #51 Eagles Nest Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0 1	0	1 0	1	1 0	1 0	1 1	0
Volume Module:												
Base Vol:	0	319	0	70	135	0	0	132	0	0	218	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	319	0	70	135	0	0	132	0	0	218	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	319	0	70	135	0	0	132	0	0	218	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	319	0	70	135	0	0	132	0	0	218	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	319	0	70	135	0	0	132	0	0	218	98
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	2.00	0.00	1.00	1.38	0.62
Final Sat.:	1500	1500	0	1500	1500	0	1500	3000	0	1500	2070	930
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.05	0.09	0.00	0.00	0.04	0.00	0.00	0.11	0.11
Crit Volume:		319			70			0			158	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	325	1193	5	266	800	762	401	351	313	14	840	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1193	5	266	800	762	401	351	313	14	840	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	1193	5	266	800	762	401	351	313	14	840	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1193	5	266	800	762	401	351	313	14	840	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1193	5	266	800	762	401	351	313	14	840	417
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.00	0.09	0.18	0.51	0.13	0.08	0.21	0.00	0.19	0.28
Crit Volume:	163					762	201					417
Crit Moves:	****					****	****					****

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #53 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1509	160		163	524	0		0	0	0		177	0	364	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1509	160		163	524	0		0	0	0		177	0	364	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1509	160		163	524	0		0	0	0		177	0	364	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1509	160		163	524	0		0	0	0		177	0	364	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1509	160		163	524	0		0	0	0		177	0	364	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4650	1550		3100	4650	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.10		0.05	0.11	0.00		0.00	0.00	0.00		0.06	0.00	0.23	
Crit Volume:		503			82				0						364	
Crit Moves:		****			****										****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #54 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	1306	7		50	592	57		29	203	0		5	61	301	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1306	7		50	592	57		29	203	0		5	61	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1306	7		50	592	57		29	203	0		5	61	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1306	7		50	592	57		29	203	0		5	61	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1306	7		50	592	57		29	203	0		5	61	301	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.00		0.02	0.13	0.04		0.01	0.07	0.00		0.00	0.02	0.20	
Crit Volume:		435			25				15						301	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #55 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	25	627	0		83	674	510		125	503	46		0	974	129	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	627	0		83	674	510		125	503	46		0	974	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	627	0		83	674	510		125	503	46		0	974	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	627	0		83	674	510		125	503	46		0	974	129	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	627	0		83	674	510		125	503	46		0	974	129	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14	0.00		0.03	0.15	0.34		0.04	0.11	0.03		0.00	0.22	0.09	
Crit Volume:	13						510		63					325		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	588	370	39		65	170	82		143	495	546		43	819	308	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	588	370	39		65	170	82		143	495	546		43	819	308	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	588	370	39		65	170	82		143	495	546		43	819	308	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	588	370	39		65	170	82		143	495	546		43	819	308	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	588	370	39		65	170	82		143	495	546		43	819	308	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.81	0.19		1.00	1.35	0.65		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2714	286		1500	2024	976		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.14	0.14		0.04	0.08	0.08		0.05	0.11	0.36		0.01	0.18	0.21	
Crit Volume:	294					126					546		22			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #57 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	37	594	57	211	444	49	92	194	37	59	201	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	594	57	211	444	49	92	194	37	59	201	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	594	57	211	444	49	92	194	37	59	201	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	594	57	211	444	49	92	194	37	59	201	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	594	57	211	444	49	92	194	37	59	201	311
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.04	0.07	0.15	0.03	0.03	0.06	0.02	0.02	0.07	0.21
Crit Volume:		297		106			46					311
Crit Moves:		****		****			****					****

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #58 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	410	0	14	258	269	222	63	0	0	47	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	0	14	258	269	222	63	0	0	47	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	0	14	258	269	222	63	0	0	47	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	0	14	258	269	222	63	0	0	47	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	0	14	258	269	222	63	0	0	47	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.09	0.18	0.07	0.02	0.00	0.00	0.02	0.02
Crit Volume:	0					269	111					26
Crit Moves:	****					****	****					****

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #59 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	10	706	0	0	459	344	246	0	12	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	706	0	0	459	344	246	0	12	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	706	0	0	459	344	246	0	12	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	706	0	0	459	344	246	0	12	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	706	0	0	459	344	246	0	12	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.00	0.00	0.15	0.22	0.08	0.00	0.01	0.00	0.00	0.00				
Crit Volume:	10					344	123				0					
Crit Moves:	****					****	****									

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #60 International Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	309	199	81	16	145	2	4	156	153	130	345	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	309	199	81	16	145	2	4	156	153	130	345	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	309	199	81	16	145	2	4	156	153	130	345	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	309	199	81	16	145	2	4	156	153	130	345	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	309	199	81	16	145	2	4	156	153	130	345	6				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.04	0.05	0.01	0.03	0.00	0.00	0.03	0.10	0.04	0.08	0.00				
Crit Volume:	155				48				153	65						
Crit Moves:	****				****				****	****						

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #61 Americanos Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	531	273	103	34	82	237	91	235	273	0	340	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	273	103	34	82	237	91	235	273	0	340	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	273	103	34	82	237	91	235	273	0	340	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	273	103	34	82	237	91	235	273	0	340	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	273	103	34	82	237	91	235	273	0	340	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.07	0.01	0.03	0.16	0.03	0.05	0.18	0.00	0.08	0.05
Crit Volume:	265					237			273	0		
Crit Moves:	****					****			****	****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #62 Americanos Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	34	657	0	80	135	43	29	315	118	0	232	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	657	0	80	135	43	29	315	118	0	232	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	657	0	80	135	43	29	315	118	0	232	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	657	0	80	135	43	29	315	118	0	232	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	657	0	80	135	43	29	315	118	0	232	98
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.03	0.05	0.03	0.01	0.11	0.08	0.00	0.08	0.07
Crit Volume:		329		40				158		0		
Crit Moves:		****		****				****		****		

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #63 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 6 Average Delay (sec/veh): 17.9
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 0	0 0	0	0 0	0 0	0	0 0	2 0	1	0 0
Volume Module:												
Base Vol:	653	0	0	0	0	0	0	0	0	1403	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	0	0	0	0	0	0	0	0	1403	86	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	653	0	0	0	0	0	0	0	0	1403	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	0	0	0	0	0	0	0	0	1403	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	0	0	0	0	0	0	0	0	1403	86	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	0	0	3133	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.05	0.00
Crit Moves:	****									****		
Green/Cycle:	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.66	0.00
Volume/Cap:	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.07	0.00
Delay/Veh:	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5.9	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	10	0	0	0	0	0	0	0	0	14	1	0

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #64 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 Average Delay (sec/veh): 3.9
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 0	2	0 0	0 0	0	0 2	0 0	0	0 0
Volume Module:												
Base Vol:	0	653	987	0	1403	0	0	0	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	653	987	0	1403	0	0	0	112	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	653	0	0	1403	0	0	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	653	0	0	1403	0	0	0	112	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	653	0	0	1403	0	0	0	112	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	3610	0	0	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.39	0.00	0.00	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.00	0.00	0.46	0.00	0.00	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	0.0	1.3	0.0	0.0	1.9	0.0	0.0	0.0	44.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.3	0.0	0.0	1.9	0.0	0.0	0.0	44.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	D	A	A	A
HCM2kAvgQ:	0	2	0	0	6	0	0	0	2	0	0	0

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #65 Oak Ave Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 6 Average Delay (sec/veh): 5.7
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	2	0	0	1 1
Volume Module:																
Base Vol:	4	1036		0	0	296	853		0	0		0	78		0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1036		0	0	296	853		0	0		0	78		0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1036		0	0	296	0		0	0		0	78		0	70
Reduct Vol:	0	0		0	0	0	0		0	0		0	0		0	0
Reduced Vol:	4	1036		0	0	296	0		0	0		0	78		0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1036		0	0	296	0		0	0		0	78		0	70
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	1805	3610		0	0	3610	1900		0	0		0	3502		0	3230
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.87	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.10	0.33	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.33	0.00	0.32
Delay/Veh:	48.9	1.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0	45.3	0.0	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	1.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0	45.3	0.0	45.3
LOS by Move:	D	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	0	0	1	0	0	0	0	2	0	1

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

Cordova Hills
Year 2035 Cumulative No Project With Trucks Conditions
AM Peak Hour

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

Intersection #66 Oak Ave Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 6 Average Delay (sec/veh): 16.9
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	2	0	0	1 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	168		49	37	337		0	872		0	1		0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168		49	37	337		0	872		0	1		0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	168		0	37	337		0	872		0	1		0	0	0
Reduct Vol:	0	0		0	0	0	0		0	0		0	0		0	0
Reduced Vol:	0	168		0	37	337		0	872		0	1		0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	168		0	37	337		0	872		0	1		0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1805	3610		0	3502		0	3230		0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.00	0.02	0.09	0.00	0.25	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.18	0.00	0.08	0.26	0.00	0.68	0.00	0.68	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.00	0.26	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.7	0.0	44.3	30.7	0.0	6.8	0.0	5.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.7	0.0	44.3	30.7	0.0	6.8	0.0	5.0	0.0	0.0	0.0
LOS by Move:	A	D	A	D	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	1	5	0	6	0	0	0	0	0

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 S Watt Ave/Jackson Rd(SR-16)	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
# 2 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 3 Zinfandel Dr/Mather Blvd	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 4 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
# 5 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 6 Grant Line Rd/Sunrise Blvd	F	xxxxx	1.136	F	xxxxx	1.136	+ 0.000 V/C
# 7 Grant Line Rd/White Rock Rd	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 8 Prairie City Rd/White Rock Rd	B	14.4	0.457	B	14.4	0.457	+ 0.000 D/V
# 9 Scott Rd (W)/White Rock Rd	C	22.3	0.505	C	22.3	0.505	+ 0.000 D/V
# 10 Scott Rd (E)/White Rock Rd	C	20.1	0.455	C	20.1	0.455	+ 0.000 D/V
# 11 Grant Line Rd/Calvine Rd	A	5.6	0.549	A	5.6	0.549	+ 0.000 D/V
# 12 Zinfandel Dr/White Rock Rd	F	xxxxx	1.002	F	xxxxx	1.002	+ 0.000 V/C
# 13 Sunrise Blvd/Folsom Blvd	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 14 Sunrise Blvd/White Rock Rd	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 15 Sunrise Blvd/Douglas Rd	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000 V/C
# 16 Sunrise Blvd/Jackson Rd(SR-16)	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 17 Grant Line Rd/Jackson Rd(SR-16	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 18 Grant Line Rd/Kiefer Blvd	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 19 Grant Line Rd/Douglas Rd	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 20 Mather Field Rd/US-50 WB Ramps	C	21.7	0.650	C	21.7	0.650	+ 0.000 D/V
# 21 Mather Field Rd/US-50 EB Ramps	C	21.2	0.799	C	21.2	0.799	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 WB Ramps	B	17.2	0.647	B	17.2	0.647	+ 0.000 D/V
# 23 Zinfandel Dr/US-50 EB Ramps	C	22.9	0.859	C	22.9	0.859	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sunrise Blvd/US-50 WB Ramps	B	18.8	0.919	B	18.8	0.919	+ 0.000 D/V
# 25 Sunrise Blvd/US-50 EB Ramps	B	19.4	0.666	B	19.4	0.666	+ 0.000 D/V
# 26 Prairie City Rd/US-50 WB Ramps	D	35.0	0.985	D	35.0	0.985	+ 0.000 D/V
# 27 Prairie City Rd/US-50 EB Ramps	B	16.5	0.521	B	16.5	0.521	+ 0.000 D/V
# 28 Scott Rd/US-50 WB Ramps	B	14.2	0.408	B	14.2	0.408	+ 0.000 D/V
# 29 Scott Rd/US-50 EB Ramps	C	20.0	0.670	C	20.0	0.670	+ 0.000 D/V
# 31 Grant Line Rd/Chrysanthy Blvd	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 46 Vineyard Rd/Kiefer Blvd	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 47 Vineyard Rd/Jackson Rd(SR-16)	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
# 48 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
# 49 Zinfandel Dr/International Rd	F	xxxxx	1.042	F	xxxxx	1.042	+ 0.000 V/C
# 50 Zinfandel Dr/Douglas Rd	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 51 Eagles Nest Rd/Kiefer Blvd	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 52 Sunrise Blvd/International Dr	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 53 Sunrise Blvd/Chrysanthy Blvd	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 54 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 55 Rancho Cordova Pkwy/White Rock	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 56 Rancho Cordova Pkwy/Douglas Rd	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000 V/C
# 57 Rancho Cordova Pkwy/Chrysanthy	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
# 58 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
# 59 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 60 International Dr/White Rock Rd	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 61 Americanos Blvd/Douglas Rd	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 62 Americanos Blvd/Chrysanthy Blv	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 63 Rancho Cordova Pkwy/US-50 WB R	C	25.3	0.801	C	25.3	0.801	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 64 Rancho Cordova Pkwy/US-50 EB R	B	10.4	0.531	B	10.4	0.531	+ 0.000 D/V
# 65 Oak Ave Pkwy/US-50 WB Ramps	A	4.8	0.439	A	4.8	0.439	+ 0.000 D/V
# 66 Oak Ave Pkwy/US-50 EB Ramps	B	17.1	0.469	B	17.1	0.469	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #1 S Watt Ave/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	284	1376	83	421	1536	117	150	506	548	58	319	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1376	83	421	1536	117	150	506	548	58	319	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1376	83	421	1536	117	150	506	548	58	319	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1376	83	421	1536	117	150	506	548	58	319	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1376	83	421	1536	117	150	506	548	58	319	446
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.06	0.14	0.34	0.08	0.05	0.17	0.37	0.02	0.11	0.30
Crit Volume:		459		211					548	29		
Crit Moves:		****		****					****	****		

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 158 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	57	1047	20		304	2725	303		296	483	64		41	397	154	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	1047	20		304	2725	303		296	483	64		41	397	154	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	1047	20		304	2725	303		296	483	64		41	397	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	1047	20		304	2725	303		296	483	64		41	397	154	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	57	1047	20		304	2725	303		296	483	64		41	397	154	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.01		0.10	0.61	0.20		0.10	0.16	0.04		0.01	0.13	0.10	
Crit Volume:	29					908			148					199		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #3 Zinfandel Dr/Mather Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 0	0	0	3	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	68	1046	0		0	1852	0		0	0	150		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	1046	0		0	1852	0		0	0	150		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	68	1046	0		0	1852	0		0	0	150		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	1046	0		0	1852	0		0	0	150		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	68	1046	0		0	1852	0		0	0	150		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.00		0.00	0.40	0.00		0.00	0.00	0.10		0.00	0.00	0.00	
Crit Volume:	68					617					150		0			
Crit Moves:	****					****					****					

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #4 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	36	328	68		8	697	101		105	584	108		83	380	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	328	68		8	697	101		105	584	108		83	380	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	328	68		8	697	101		105	584	108		83	380	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	328	68		8	697	101		105	584	108		83	380	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	328	68		8	697	101		105	584	108		83	380	11	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.05		0.00	0.23	0.07		0.04	0.19	0.07		0.03	0.13	0.01	
Crit Volume:	18					349				292			42			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #5 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	2	107	4		19	108	31		5	719	7		25	485	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	107	4		19	108	31		5	719	7		25	485	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	107	4		19	108	31		5	719	7		25	485	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	107	4		19	108	31		5	719	7		25	485	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	107	4		19	108	31		5	719	7		25	485	49	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00		0.01	0.07	0.02		0.00	0.24	0.00		0.02	0.16	0.03	
Crit Volume:		107				19				360			25			
Crit Moves:		****				****				****			****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.136
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	1	0	0 0
Volume Module:																
Base Vol:	479	468	9	9	765	5	8	71	1048	10	24	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	479	468	9	9	765	5	8	71	1048	10	24	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	479	468	9	9	765	5	8	71	1048	10	24	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	479	468	9	9	765	5	8	71	1048	10	24	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	479	468	9	9	765	5	8	71	1048	10	24	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.10	0.90	1.00	0.29	0.71	0.00				
Final Sat.:	3000	3000	1500	1500	3000	1500	152	1348	1500	441	1059	0				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.01	0.01	0.26	0.00	0.05	0.05	0.70	0.02	0.02	0.00				
Crit Volume:	240				383				1048		34					
Crit Moves:	****				****				****		****					

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #7 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	5	985	0	0	1155	257	616	0	27	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	5	985	0	0	1155	257	616	0	27	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	985	0	0	1155	257	616	0	27	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	985	0	0	1155	257	616	0	27	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	5	985	0	0	1155	257	616	0	27	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	4650	0	0	4650	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00	0.00	0.25	0.17	0.20	0.00	0.02	0.00	0.00	0.00				
Crit Volume:	5				385		308				0					
Crit Moves:	****				****		****									

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #8 Prairie City Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 9 Average Delay (sec/veh): 14.4
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	1	0	1	0 2	2	0	3	0 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	46	0	517	381	1330	0	0	1216	109				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	46	0	517	381	1330	0	0	1216	109				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	46	0	517	381	1330	0	0	1216	109				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	46	0	517	381	1330	0	0	1216	109				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	46	0	517	381	1330	0	0	1216	109				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.75	0.92	0.91	1.00	1.00	0.91	0.85				
Lanes:	0.00	1.00	0.00	1.00	1.00	2.00	2.00	3.00	0.00	1.00	3.00	1.00				
Final Sat.:	0	1900	0	1805	1900	2842	3502	5187	0	1900	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.18	0.11	0.26	0.00	0.00	0.23	0.07				
Crit Moves:						****	****				****					
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.40	0.24	0.75	0.00	0.00	0.51	0.51				
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.46	0.46	0.34	0.00	0.00	0.46	0.13				
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	22.5	33.0	4.2	0.0	0.0	15.7	12.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	22.5	33.0	4.2	0.0	0.0	15.7	12.8				
LOS by Move:	A	A	A	D	A	C	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	1	0	7	5	5	0	0	9	2				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #9 Scott Rd (W)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 9 Average Delay (sec/veh): 22.3
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	3	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	33	53	25	5	108	158	122	1174	80	82	1134	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	33	53	25	5	108	158	122	1174	80	82	1134	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	33	53	25	5	108	158	122	1174	80	82	1134	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	33	53	25	5	108	158	122	1174	80	82	1134	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	33	53	25	5	108	158	122	1174	80	82	1134	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.95	0.95	0.91	0.91	0.95	0.91	0.85	0.95	0.91	0.91				
Lanes:	1.00	0.68	0.32	1.00	0.41	0.59	1.00	3.00	1.00	1.00	2.99	0.01				
Final Sat.:	1805	1229	580	1805	703	1028	1805	5187	1615	1805	5159	23				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04	0.00	0.15	0.15	0.07	0.23	0.05	0.05	0.22	0.22				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.04	0.32	0.32	0.02	0.30	0.30	0.13	0.47	0.47	0.10	0.44	0.44				
Volume/Cap:	0.50	0.13	0.13	0.13	0.50	0.50	0.50	0.48	0.10	0.48	0.50	0.50				
Delay/Veh:	53.5	24.3	24.3	49.8	29.4	29.4	41.9	18.0	14.6	45.0	20.6	20.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	53.5	24.3	24.3	49.8	29.4	29.4	41.9	18.0	14.6	45.0	20.6	20.6				
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C				
HCM2kAvgQ:	2	2	2	0	7	7	4	9	1	3	9	9				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #10 Scott Rd (E)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): 20.1
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 2	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	2	13	3	180	22	418	643	548	3	5	544	200				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	13	3	180	22	418	643	548	3	5	544	200				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	13	3	180	22	418	643	548	3	5	544	200				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	13	3	180	22	418	643	548	3	5	544	200				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	2	13	3	180	22	418	643	548	3	5	544	200				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.75	0.92	0.91	0.85	0.95	0.91	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1805	1900	1615	1805	1900	2842	3502	5187	1615	1805	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.00	0.10	0.01	0.15	0.18	0.11	0.00	0.00	0.10	0.12				
Crit Moves:		****		****			****					****				
Green/Cycle:	0.02	0.02	0.02	0.22	0.21	0.62	0.40	0.66	0.66	0.02	0.27	0.27				
Volume/Cap:	0.05	0.45	0.12	0.45	0.05	0.24	0.45	0.16	0.00	0.16	0.39	0.45				
Delay/Veh:	48.6	59.9	50.9	34.7	31.3	8.7	22.0	6.5	5.8	50.8	29.8	31.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	48.6	59.9	50.9	34.7	31.3	8.7	22.0	6.5	5.8	50.8	29.8	31.0				
LOS by Move:	D	E	D	C	C	A	C	A	A	D	C	C				
HCM2kAvgQ:	0	1	0	5	1	3	8	2	0	0	5	5				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #11 Grant Line Rd/Calvine Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 9 Average Delay (sec/veh): 5.6
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	31	954	0	0	1638	294	130	0	47	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	31	954	0	0	1638	294	130	0	47	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	31	954	0	0	1638	294	130	0	47	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	954	0	0	1638	294	130	0	47	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	31	954	0	0	1638	294	130	0	47	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.85	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3502	3610	0	0	3610	1615	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.26	0.00	0.00	0.45	0.18	0.04	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.02	0.84	0.00	0.00	0.83	0.83	0.07	0.00	0.07	0.00	0.00	0.00				
Volume/Cap:	0.55	0.31	0.00	0.00	0.55	0.22	0.55	0.00	0.43	0.00	0.00	0.00				
Delay/Veh:	59.8	1.7	0.0	0.0	3.0	1.9	47.9	0.0	47.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	59.8	1.7	0.0	0.0	3.0	1.9	47.9	0.0	47.5	0.0	0.0	0.0				
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A				
HCM2kAvgQ:	1	3	0	0	9	2	3	0	2	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	38	2306		81	447	1671		315	501	165		14	203	239		460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2306		81	447	1671		315	501	165		14	203	239		460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2306		81	447	1671		315	501	165		14	203	239		460
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	38	2306		81	447	1671		315	501	165		14	203	239		460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2306		81	447	1671		315	501	165		14	203	239		460
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	3.00	1.00	2.00	2.77	0.23	2.00	1.03	1.97				
Final Sat.:	3000	4347		153	3000	4500	1500	3000	4148	352	3000	1539	2961			
Capacity Analysis Module:																
Vol/Sat:	0.01	0.53	0.53	0.15	0.37	0.21	0.17	0.04	0.04	0.07	0.16	0.16				
Crit Volume:		796		224			251				233					
Crit Moves:		****		****			****				****					

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	2	0 1	2	0	1	1 1
Volume Module:																
Base Vol:	119	1960		106	260	1339		424	553	683		192	159	201		220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1960		106	260	1339		424	553	683		192	159	201		220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1960		106	260	1339		424	553	683		192	159	201		220
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	119	1960		106	260	1339		424	553	683		192	159	201		220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1960		106	260	1339		424	553	683		192	159	201		220
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	1.57				
Final Sat.:	3000	6000	1500	3000	4500	1500	3000	3000	1500	3000	2148	2352				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.07	0.09	0.30	0.28	0.18	0.23	0.13	0.05	0.09	0.09				
Crit Volume:		490		130				342		80						
Crit Moves:		****		****				****		****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #14 Sunrise Blvd/White Rock Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	452	1164	327	263	1281	134	409	814	591	395	472	247				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	452	1164	327	263	1281	134	409	814	591	395	472	247				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	452	1164	327	263	1281	134	409	814	591	395	472	247				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	452	1164	327	263	1281	134	409	814	591	395	472	247				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	452	1164	327	263	1281	134	409	814	591	395	472	247				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.22	0.09	0.28	0.09	0.14	0.18	0.39	0.13	0.10	0.16				
Crit Volume:	226				427				591	197						
Crit Moves:	****				****				****	****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #15 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	568	933	157	488	1027	134	422	1093	602	393	737	294				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	568	933	157	488	1027	134	422	1093	602	393	737	294				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	568	933	157	488	1027	134	422	1093	602	393	737	294				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	568	933	157	488	1027	134	422	1093	602	393	737	294				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	568	933	157	488	1027	134	422	1093	602	393	737	294				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.21	0.10	0.16	0.23	0.09	0.14	0.24	0.40	0.13	0.16	0.20				
Crit Volume:	284				342				602	197						
Crit Moves:	****				****				****	****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #16 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	18	485	198		231	1148	117		117	519	17		240	383	115	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	485	198		231	1148	117		117	519	17		240	383	115	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	485	198		231	1148	117		117	519	17		240	383	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	485	198		231	1148	117		117	519	17		240	383	115	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	485	198		231	1148	117		117	519	17		240	383	115	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.13		0.08	0.26	0.08		0.04	0.17	0.01		0.08	0.13	0.08	
Crit Volume:	9					383				260			120			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #17 Grant Line Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	1	444	47		78	728	221		174	946	4		66	462	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	444	47		78	728	221		174	946	4		66	462	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	444	47		78	728	221		174	946	4		66	462	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	444	47		78	728	221		174	946	4		66	462	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	444	47		78	728	221		174	946	4		66	462	32	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.03		0.03	0.24	0.15		0.06	0.32	0.00		0.02	0.15	0.02	
Crit Volume:	1					364				473			33			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	1	0	2	0 1	2	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	813		3	127	1097		187	136	159		103	14		94	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	813		3	127	1097		187	136	159		103	14		94	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	813		3	127	1097		187	136	159		103	14		94	90
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	45	813		3	127	1097		187	136	159		103	14		94	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	813		3	127	1097		187	136	159		103	14		94	90
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3000	3000	1500	1500	3000	1500	3000	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.00	0.08	0.37	0.12	0.05	0.11	0.07	0.01	0.06	0.06				
Crit Volume:	23				549			159		14						
Crit Moves:	****				****			****		****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	263	750		0	0	854		211	145		0	154	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	750		0	0	854		211	145		0	154	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	750		0	0	854		211	145		0	154	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	263	750		0	0	854		211	145		0	154	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	750		0	0	854		211	145		0	154	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3100	3100		0	0	3100	1550	3100		0	1550		0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.08	0.24	0.00	0.00	0.28	0.14	0.05	0.00	0.10	0.00	0.00	0.00				
Crit Volume:	132				427				154	0						
Crit Moves:	****				****				****							

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #20 Mather Field Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 6 Average Delay (sec/veh): 21.7
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	0	1	0	1!	0	0
Volume Module:																					
Base Vol:	0	1272	1220	0	1102	431	0	0	0	423	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1272	1220	0	1102	431	0	0	0	423	0	380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1272	0	0	1102	431	0	0	0	423	0	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1272	0	0	1102	431	0	0	0	423	0	380
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1272	0	0	1102	431	0	0	0	423	0	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.36	0.00	0.64
Final Sat.:	0	5187	1900	0	5187	1615	0	0	0	2334	0	1104
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.21	0.27	0.00	0.00	0.00	0.18	0.00	0.34
Crit Moves:	****					****						****
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.60	0.00	0.00	0.52	0.65	0.00	0.00	0.00	0.34	0.00	0.65
Delay/Veh:	0.0	23.5	0.0	0.0	22.3	26.0	0.0	0.0	0.0	13.6	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.5	0.0	0.0	22.3	26.0	0.0	0.0	0.0	13.6	0.0	18.1
LOS by Move:	A	C	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	0	12	0	0	9	11	0	0	0	5	0	14

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #21 Mather Field Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 6 Average Delay (sec/veh): 21.2
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	2	0	1	1	0	1!	0	1	0	0	0	0	0
Volume Module:																					
Base Vol:	0	2242	1123	0	1052	351	567	0	868	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2242	1123	0	1052	351	567	0	868	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2242	0	0	1052	0	567	0	868	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2242	0	0	1052	0	567	0	868	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2242	0	0	1052	0	567	0	868	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.40	0.00	1.60	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	3610	1900	2364	0	2719	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.29	0.00	0.24	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.00	0.00	0.54	0.00	0.60	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	0.0	0.0	15.2	0.0	24.2	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	0.0	0.0	15.2	0.0	24.2	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	22	0	0	11	0	10	0	17	0	0	0

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 6 Average Delay (sec/veh): 17.2
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1914	1657	0	943	521	0	0	0	569	0	386				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1914	1657	0	943	521	0	0	0	569	0	386				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1914	0	0	943	0	0	0	0	569	0	386				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1914	0	0	943	0	0	0	0	569	0	386				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1914	0	0	943	0	0	0	0	569	0	386				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.16	0.00	0.24				
Crit Moves:		****		****								****				
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.37	0.00	0.37				
Volume/Cap:	0.00	0.65	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.44	0.00	0.65				
Delay/Veh:	0.0	15.1	0.0	0.0	12.6	0.0	0.0	0.0	0.0	24.0	0.0	28.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.1	0.0	0.0	12.6	0.0	0.0	0.0	0.0	24.0	0.0	28.6				
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C				
HCM2kAvgQ:	0	15	0	0	9	0	0	0	0	7	0	11				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #23 Zinfandel Dr/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 6 Average Delay (sec/veh): 22.9
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1 0	0	0	2	0 1	1	1	0	1 1	0	0	0	0 2
Volume Module:																
Base Vol:	0	2728	0	0	1393	511	699	94	705	0	0	1302				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2728	0	0	1393	511	699	94	705	0	0	1302				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2728	0	0	1393	0	699	94	705	0	0	1302				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2728	0	0	1393	0	699	94	705	0	0	1302				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2728	0	0	1393	0	699	94	705	0	0	1302				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.47	0.47	0.47	1.00	1.00	0.75				
Lanes:	0.00	4.00	0.00	0.00	2.00	1.00	1.87	0.25	1.88	0.00	0.00	2.00				
Final Sat.:	0	6916	0	0	3610	1900	1659	223	1673	0	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.00	0.00	0.39	0.00	0.42	0.42	0.42	0.00	0.00	0.46				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.49	0.49	0.49	0.00	0.00	0.00				
Volume/Cap:	0.00	0.88	0.00	0.00	0.86	0.00	0.86	0.86	0.86	0.00	0.00	xxxx				
Delay/Veh:	0.0	28.2	0.0	0.0	29.5	0.0	26.9	26.9	26.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	28.2	0.0	0.0	29.5	0.0	26.9	26.9	26.9	0.0	0.0	0.0				
LOS by Move:	A	C	A	A	C	A	C	C	C	A	A	A				
HCM2kAvgQ:	0	24	0	0	23	0	14	14	14	0	0	21				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 6 Average Delay (sec/veh): 18.8
Optimal Cycle: 106 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	3341	485	0	1716	1375	0	0	0	338	0	625				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	3341	485	0	1716	1375	0	0	0	338	0	625				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	3341	0	0	1716	0	0	0	0	338	0	625				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	3341	0	0	1716	0	0	0	0	338	0	625				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	3341	0	0	1716	0	0	0	0	338	0	625				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.64	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.10	0.00	0.22				
Crit Moves:		****		****								****				
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.24	0.00	0.24				
Volume/Cap:	0.00	0.92	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.40	0.00	0.92				
Delay/Veh:	0.0	17.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	32.3	0.0	54.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	17.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	32.3	0.0	54.7				
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	D				
HCM2kAvgQ:	0	36	0	0	9	0	0	0	0	5	0	15				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #25 Sunrise Blvd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 6 Average Delay (sec/veh): 19.4
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0 1	0	0	3	0 1	3	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	2382	479	0	1376	504	1477	0	530	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2382	479	0	1376	504	1477	0	530	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2382	0	0	1376	0	1477	0	530	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2382	0	0	1376	0	1477	0	530	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2382	0	0	1376	0	1477	0	530	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00				
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.00	0.00	0.27	0.00	0.28	0.00	0.19	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.42	0.00	0.42	0.00	0.00	0.00				
Volume/Cap:	0.00	0.67	0.00	0.00	0.51	0.00	0.67	0.00	0.44	0.00	0.00	0.00				
Delay/Veh:	0.0	18.2	0.0	0.0	16.0	0.0	24.0	0.0	20.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.2	0.0	0.0	16.0	0.0	24.0	0.0	20.8	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	15	0	0	10	0	13	0	7	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #26 Prairie City Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 6 Average Delay (sec/veh): 35.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1466	126	0	1942	632	0	0	0	267	0	1102				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1466	126	0	1942	632	0	0	0	267	0	1102				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1466	0	0	1942	0	0	0	0	267	0	1102				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1466	0	0	1942	0	0	0	0	267	0	1102				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1466	0	0	1942	0	0	0	0	267	0	1102				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.08	0.00	0.39				
Crit Moves:	****				****							****				
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.39	0.00	0.39				
Volume/Cap:	0.00	0.74	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.19	0.00	0.98				
Delay/Veh:	0.0	18.9	0.0	0.0	39.0	0.0	0.0	0.0	0.0	20.0	0.0	53.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.9	0.0	0.0	39.0	0.0	0.0	0.0	0.0	20.0	0.0	53.2				
LOS by Move:	A	B	A	A	D	A	A	A	A	B	A	D				
HCM2kAvgQ:	0	19	0	0	38	0	0	0	0	3	0	25				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #27 Prairie City Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 6 Average Delay (sec/veh): 16.5
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 0	1	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	979	374	0	1037	0	734	0	104	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	979	374	0	1037	0	734	0	104	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	979	374	0	1037	0	734	0	104	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	979	374	0	1037	0	734	0	104	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	979	374	0	1037	0	734	0	104	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	0.85	1.00	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1615	0	3610	0	3618	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.23	0.00	0.29	0.00	0.20	0.00	0.06	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.00	0.55	0.55	0.00	0.55	0.00	0.39	0.00	0.39	0.00	0.00	0.00				
Volume/Cap:	0.00	0.49	0.42	0.00	0.52	0.00	0.52	0.00	0.17	0.00	0.00	0.00				
Delay/Veh:	0.0	14.0	13.4	0.0	14.4	0.0	23.8	0.0	20.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	14.0	13.4	0.0	14.4	0.0	23.8	0.0	20.1	0.0	0.0	0.0				
LOS by Move:	A	B	B	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	10	7	0	11	0	9	0	2	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #28 Scott Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 6 Average Delay (sec/veh): 14.2
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	962	171	0	543	493	0	0	0	332	0	334				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	962	171	0	543	493	0	0	0	332	0	334				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	962	0	0	543	0	0	0	0	332	0	334				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	962	0	0	543	0	0	0	0	332	0	334				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	962	0	0	543	0	0	0	0	332	0	334				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.09	0.00	0.12				
Crit Moves:		****										****				
Green/Cycle:	0.00	0.65	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.29	0.00	0.29				
Volume/Cap:	0.00	0.41	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.33	0.00	0.41				
Delay/Veh:	0.0	8.4	0.0	0.0	6.8	0.0	0.0	0.0	0.0	28.2	0.0	29.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	8.4	0.0	0.0	6.8	0.0	0.0	0.0	0.0	28.2	0.0	29.1				
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C				
HCM2kAvgQ:	0	7	0	0	2	0	0	0	0	4	0	5				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #29 Scott Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 6 Average Delay (sec/veh): 20.0
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	850	595	0	1175	1091	1067	0	389	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	850	595	0	1175	1091	1067	0	389	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	850	0	0	1175	0	1067	0	389	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	850	0	0	1175	0	1067	0	389	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	850	0	0	1175	0	1067	0	389	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5187	1900	0	3610	1900	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00	0.00	0.33	0.00	0.30	0.00	0.24	0.00	0.00	0.00				
Crit Moves:					****		****									
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.45	0.00	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.34	0.00	0.00	0.67	0.00	0.67	0.00	0.53	0.00	0.00	0.00				
Delay/Veh:	0.0	15.9	0.0	0.0	20.6	0.0	22.5	0.0	20.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.9	0.0	0.0	20.6	0.0	22.5	0.0	20.3	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	C	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	6	0	0	15	0	14	0	9	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	377	812	0	0	819	202	201	0	269	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	377	812	0	0	819	202	201	0	269	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	377	812	0	0	819	202	201	0	269	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	377	812	0	0	819	202	201	0	269	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	377	812	0	0	819	202	201	0	269	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3100	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.26	0.00	0.00	0.26	0.13	0.06	0.00	0.17	0.00	0.00	0.00				
Crit Volume:	189				410				269	0						
Crit Moves:	****				****				****							

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #46 Vineyard Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	98	7	73	388	15	2	760	220	0	754	72				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	98	7	73	388	15	2	760	220	0	754	72				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	98	7	73	388	15	2	760	220	0	754	72				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	98	7	73	388	15	2	760	220	0	754	72				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	98	7	73	388	15	2	760	220	0	754	72				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1500	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00	0.02	0.13	0.01	0.00	0.25	0.15	0.00	0.25	0.05				
Crit Volume:	0				194			380		0						
Crit Moves:	****				****			****		****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #47 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	72	65	0	139	457	9	0	625	162	9	521	28				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	72	65	0	139	457	9	0	625	162	9	521	28				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	72	65	0	139	457	9	0	625	162	9	521	28				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	65	0	139	457	9	0	625	162	9	521	28				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	65	0	139	457	9	0	625	162	9	521	28				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00	0.05	0.15	0.01	0.00	0.21	0.11	0.01	0.17	0.02				
Crit Volume:	36				228			313		9						
Crit Moves:	****				****			****		****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #48 Excelsior Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	417	2	0	723	568	614	217	0	3	216	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	417	2	0	723	568	614	217	0	3	216	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	417	2	0	723	568	614	217	0	3	216	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	417	2	0	723	568	614	217	0	3	216	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	417	2	0	723	568	614	217	0	3	216	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	1.99	0.01	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3000	2986	14	3000	3000	1500	3000	3000	1500	3000	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14	0.00	0.24	0.38	0.20	0.07	0.00	0.00	0.07	0.00				
Crit Volume:	0					568	307				108					
Crit Moves:	****					****	****				****					

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	483	1573	147		410	1471	237		385	766	713		236	812	334	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	483	1573	147		410	1471	237		385	766	713		236	812	334	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	483	1573	147		410	1471	237		385	766	713		236	812	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	483	1573	147		410	1471	237		385	766	713		236	812	334	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	483	1573	147		410	1471	237		385	766	713		236	812	334	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.35	0.10		0.14	0.33	0.16		0.13	0.17	0.48		0.08	0.18	0.22	
Crit Volume:	242					490					713		118			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #50 Zinfandel Dr/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	4	256	228		1118	384	500		178	689	17		187	657	780	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	256	228		1118	384	500		178	689	17		187	657	780	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	4	256	228		1118	384	500		178	689	17		187	657	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	256	228		1118	384	500		178	689	17		187	657	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	4	256	228		1118	384	500		178	689	17		187	657	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.15		0.37	0.13	0.33		0.06	0.15	0.01		0.06	0.15	0.00	
Crit Volume:			228		559					230			94			
Crit Moves:			****		****					****			****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #51 Eagles Nest Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	194	0		120	347	0		0	217	0		0	217	107	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	194	0		120	347	0		0	217	0		0	217	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	194	0		120	347	0		0	217	0		0	217	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	194	0		120	347	0		0	217	0		0	217	107	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	194	0		120	347	0		0	217	0		0	217	107	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	2.00	0.00		1.00	1.34	0.66	
Final Sat.:	1500	1500	0		1500	1500	0		1500	3000	0		1500	2009	991	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.08	0.23	0.00		0.00	0.07	0.00		0.00	0.11	0.11	
Crit Volume:	0					347			0						162	
Crit Moves:	****					****			****						****	

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	407	1161	17		286	1284	618		518	911	408		10	459	182	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	407	1161	17		286	1284	618		518	911	408		10	459	182	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	407	1161	17		286	1284	618		518	911	408		10	459	182	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	407	1161	17		286	1284	618		518	911	408		10	459	182	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	407	1161	17		286	1284	618		518	911	408		10	459	182	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.26	0.01		0.10	0.29	0.41		0.17	0.20	0.27		0.00	0.10	0.12	
Crit Volume:	204						618		259						182	
Crit Moves:	****						****		****						****	

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #53 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	935	201		355	1582		0	0	0		0	216		0	282
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	935	201		355	1582		0	0	0		0	216		0	282
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	935	201		355	1582		0	0	0		0	216		0	282
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Reduced Vol:	0	935	201		355	1582		0	0	0		0	216		0	282
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:	0	935	201		355	1582		0	0	0		0	216		0	282
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550		1550	1550	1550		1550	1550		1550	1550
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	0.00	3.00	1.00		2.00	3.00		0.00	0.00	0.00		0.00	2.00		0.00	1.00
Final Sat.:	0	4650	1550		3100	4650		0	0	0		0	3100		0	1550
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.13		0.11	0.34		0.00	0.00	0.00		0.00	0.07		0.00	0.18
Crit Volume:	0					527			0							282
Crit Moves:	****					****										****

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #54 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	732	7		201	1430		79	156		92	0	10		113	100
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	732	7		201	1430		79	156		92	0	10		113	100
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	732	7		201	1430		79	156		92	0	10		113	100
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	732	7		201	1430		79	156		92	0	10		113	100
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	732	7		201	1430		79	156		92	0	10		113	100
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	2.00	3.00	1.00		2.00	3.00		1.00	2.00		2.00	1.00	2.00		2.00	1.00
Final Sat.:	3000	4500	1500		3000	4500		1500	3000		3000	1500	3000		3000	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.07	0.32		0.05	0.05		0.03	0.00	0.00		0.04	0.07
Crit Volume:	0					477			78							100
Crit Moves:	****					****			****							****

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #55 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	6	598	0		152	766	331		593	979	41		0	621	120	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	598	0		152	766	331		593	979	41		0	621	120	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	598	0		152	766	331		593	979	41		0	621	120	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	598	0		152	766	331		593	979	41		0	621	120	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	598	0		152	766	331		593	979	41		0	621	120	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.05	0.17	0.22		0.20	0.22	0.03		0.00	0.14	0.08	
Crit Volume:	3						331		297					207		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	539	224	59		189	399	52		78	846	788		62	542	92	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	539	224	59		189	399	52		78	846	788		62	542	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	539	224	59		189	399	52		78	846	788		62	542	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	539	224	59		189	399	52		78	846	788		62	542	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	539	224	59		189	399	52		78	846	788		62	542	92	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.58	0.42		1.00	1.77	0.23		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2375	625		1500	2654	346		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.09	0.09		0.13	0.15	0.15		0.03	0.19	0.53		0.02	0.12	0.06	
Crit Volume:	270						226				788		31			
Crit Moves:	****						****				****		****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #57 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	43	324	74		308	760	101		171	241	93		77	266	245	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	324	74		308	760	101		171	241	93		77	266	245	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	324	74		308	760	101		171	241	93		77	266	245	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	324	74		308	760	101		171	241	93		77	266	245	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	324	74		308	760	101		171	241	93		77	266	245	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.05		0.10	0.25	0.07		0.06	0.08	0.06		0.03	0.09	0.16	
Crit Volume:	22					380			86						245	
Crit Moves:	****					****			****						****	

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #58 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	296	0		25	614	232		129	171	0		0	191	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	296	0		25	614	232		129	171	0		0	191	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	296	0		25	614	232		129	171	0		0	191	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	296	0		25	614	232		129	171	0		0	191	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	296	0		25	614	232		129	171	0		0	191	16	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.01	0.20	0.15		0.04	0.06	0.00		0.00	0.06	0.01	
Crit Volume:	0					307			65					96		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #59 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	16	631	0	0	934	280	230	0	15	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	16	631	0	0	934	280	230	0	15	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	16	631	0	0	934	280	230	0	15	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	631	0	0	934	280	230	0	15	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	16	631	0	0	934	280	230	0	15	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.00	0.00	0.30	0.18	0.07	0.00	0.01	0.00	0.00	0.00				
Crit Volume:	16				467		115				0					
Crit Moves:	****				****		****									

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #60 International Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	206	191	150	20	229	6	4	233	378	75	136	15				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	206	191	150	20	229	6	4	233	378	75	136	15				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	206	191	150	20	229	6	4	233	378	75	136	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	206	191	150	20	229	6	4	233	378	75	136	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	206	191	150	20	229	6	4	233	378	75	136	15				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.04	0.10	0.01	0.05	0.00	0.00	0.05	0.25	0.03	0.03	0.01				
Crit Volume:	103				76				378	38						
Crit Moves:	****				****				****	****						

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #61 Americanos Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	122	145	0		110	245	52		247	189	611		0	290	156	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	122	145	0		110	245	52		247	189	611		0	290	156	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	122	145	0		110	245	52		247	189	611		0	290	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	122	145	0		110	245	52		247	189	611		0	290	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	122	145	0		110	245	52		247	189	611		0	290	156	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.05	0.00		0.04	0.08	0.03		0.08	0.04	0.41		0.00	0.06	0.10	
Crit Volume:	61					123					611		0			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #62 Americanos Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	124	109	0		166	598	30		27	313	263		0	398	131	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	124	109	0		166	598	30		27	313	263		0	398	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	124	109	0		166	598	30		27	313	263		0	398	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	109	0		166	598	30		27	313	263		0	398	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	124	109	0		166	598	30		27	313	263		0	398	131	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.00		0.06	0.20	0.02		0.01	0.10	0.18		0.00	0.13	0.09	
Crit Volume:	62					299					263		0			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #63 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 6 Average Delay (sec/veh): 25.3
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	0	1	0 0
Volume Module:																
Base Vol:	1131	0	0	0	0	0	0	0	0	0	0	0	1346	1	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1131	0	0	0	0	0	0	0	0	1346	1	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1131	0	0	0	0	0	0	0	0	1346	1	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1131	0	0	0	0	0	0	0	0	1346	1	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1131	0	0	0	0	0	0	0	0	1346	1	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00				
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00				
Final Sat.:	3502	0	0	0	0	0	0	0	0	3133	1900	0				
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.00				
Crit Moves:	****									****						
Green/Cycle:	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54	0.00				
Volume/Cap:	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.00				
Delay/Veh:	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	10.7	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	10.7	0.0				
LOS by Move:	C	A	A	A	A	A	A	A	A	C	B	A				
HCM2kAvgQ:	18	0	0	0	0	0	0	0	0	19	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #64 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 6 Average Delay (sec/veh): 10.4
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 0	0	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	1131	1240	0	1346	0	0	0	360	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1131	1240	0	1346	0	0	0	360	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1131	0	0	1346	0	0	0	360	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1131	0	0	1346	0	0	0	360	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1131	0	0	1346	0	0	0	360	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.75	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1900	0	3610	0	0	0	2842	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00	0.00	0.37	0.00	0.00	0.00	0.13	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.00	0.45	0.00	0.00	0.53	0.00	0.00	0.00	0.53	0.00	0.00	0.00				
Delay/Veh:	0.0	6.6	0.0	0.0	7.3	0.0	0.0	0.0	34.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	6.6	0.0	0.0	7.3	0.0	0.0	0.0	34.0	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	A	A	C	A	A	A				
HCM2kAvgQ:	0	8	0	0	10	0	0	0	6	0	0	0				

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #65 Oak Ave Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 6 Average Delay (sec/veh): 4.8
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	0	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	3	1398	0		0	316	1030		0	0	0		89	0	56	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	1398	0		0	316	1030		0	0	0		89	0	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	1398	0		0	316	0		0	0	0		89	0	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	1398	0		0	316	0		0	0	0		89	0	56	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	3	1398	0		0	316	0		0	0	0		89	0	56	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	1805	3610	0		0	3610	1900		0	0	0		3502	0	3230	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.00		0.00	0.09	0.00		0.00	0.00	0.00		0.03	0.00	0.02	
Crit Moves:		****			****								****			
Green/Cycle:	0.02	0.88	0.00		0.00	0.87	0.00		0.00	0.00	0.00		0.06	0.00	0.06	
Volume/Cap:	0.10	0.44	0.00		0.00	0.10	0.00		0.00	0.00	0.00		0.44	0.00	0.30	
Delay/Veh:	49.9	1.2	0.0		0.0	1.0	0.0		0.0	0.0	0.0		47.1	0.0	46.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.9	1.2	0.0		0.0	1.0	0.0		0.0	0.0	0.0		47.1	0.0	46.1	
LOS by Move:	D	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	5	0		0	1	0		0	0	0		2	0	1	

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

Cordova Hills
Year 2035 Cumulative No Project Conditions
PM Peak Hour

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

Intersection #66 Oak Ave Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 6 Average Delay (sec/veh): 17.1
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0	1	1	0	2	0	0	2	0	1	1	0	0
Volume Module:																
Base Vol:	0	225	91		78	326	0		1175	0	4		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	225	91		78	326	0		1175	0	4		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	225	0		78	326	0		1175	0	4		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	225	0		78	326	0		1175	0	4		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	225	0		78	326	0		1175	0	4		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00		0.95	0.95	1.00		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1900		1805	3610	0		3502	0	3230		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.00		0.04	0.09	0.00		0.34	0.00	0.00		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.13	0.00		0.09	0.22	0.00		0.72	0.00	0.72		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.00		0.47	0.40	0.00		0.47	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	40.8	0.0		45.2	33.3	0.0		6.2	0.0	4.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	40.8	0.0		45.2	33.3	0.0		6.2	0.0	4.1		0.0	0.0	0.0	
LOS by Move:	A	D	A		D	C	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	4	0		3	5	0		8	0	0		0	0	0	

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

Cumulative Plus Proposed Action

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 S Watt Ave/Jackson Rd(SR-16)	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000 V/C
# 2 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 3 Zinfandel Dr/Mather Blvd	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 4 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 5 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000 V/C
# 6 Grant Line Rd/Sunrise Blvd	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000 V/C
# 7 Grant Line Rd/White Rock Rd	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 8 Prairie City Rd/White Rock Rd	B	16.4	0.632	B	16.4	0.632	+ 0.000 D/V
# 9 Scott Rd (W)/White Rock Rd	C	24.6	0.705	C	24.6	0.705	+ 0.000 D/V
# 10 Scott Rd (E)/White Rock Rd	C	35.0	0.780	C	35.0	0.780	+ 0.000 D/V
# 11 Grant Line Rd/Calvine Rd	A	9.6	0.671	A	9.6	0.671	+ 0.000 D/V
# 12 Zinfandel Dr/White Rock Rd	E	xxxxx	0.968	E	xxxxx	0.968	+ 0.000 V/C
# 13 Sunrise Blvd/Folsom Blvd	E	xxxxx	0.952	E	xxxxx	0.952	+ 0.000 V/C
# 14 Sunrise Blvd/White Rock Rd	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000 V/C
# 15 Sunrise Blvd/Douglas Rd	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
# 16 Sunrise Blvd/Jackson Rd(SR-16)	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 17 Grant Line Rd/Jackson Rd(SR-16	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
# 18 Grant Line Rd/Kiefer Blvd	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000 V/C
# 19 Grant Line Rd/Douglas Rd	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 20 Mather Field Rd/US-50 WB Ramps	C	23.5	0.779	C	23.5	0.779	+ 0.000 D/V
# 21 Mather Field Rd/US-50 EB Ramps	C	31.9	0.963	C	31.9	0.963	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 WB Ramps	B	18.0	0.492	B	18.0	0.492	+ 0.000 D/V
# 23 Zinfandel Dr/US-50 EB Ramps	D	45.8	1.055	D	45.8	1.055	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sunrise Blvd/US-50 WB Ramps	B	14.7	0.749	B	14.7	0.749	+ 0.000 D/V
# 25 Sunrise Blvd/US-50 EB Ramps	C	22.1	0.872	C	22.1	0.872	+ 0.000 D/V
# 26 Prairie City Rd/US-50 WB Ramps	C	23.4	0.825	C	23.4	0.825	+ 0.000 D/V
# 27 Prairie City Rd/US-50 EB Ramps	B	14.5	0.612	B	14.5	0.612	+ 0.000 D/V
# 28 Scott Rd/US-50 WB Ramps	C	20.1	0.695	C	20.1	0.695	+ 0.000 D/V
# 29 Scott Rd/US-50 EB Ramps	B	18.7	0.603	B	18.7	0.603	+ 0.000 D/V
# 30 Grant Line Rd/North Loop Rd	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 31 Grant Line Rd/Chrysanthy Blvd	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
# 32 Grant Line Rd/University Blvd	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
# 34 Town Center Dr/North Loop Rd	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 35 Town Center Dr/Chrysanthy Blvd	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 36 Town Center Dr/University Blvd	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 37 Street "A"/North Loop Rd	A	3.2	0.448	A	3.2	0.448	+ 0.000 V/C
# 38 Street "A"/University Blvd	A	6.8	0.570	A	6.8	0.570	+ 0.000 V/C
# 39 Street "A"/Street "B"	A	xxxxx	0.213	A	xxxxx	0.213	+ 0.000 V/C
# 40 Street "C"/University Blvd	A	5.3	0.485	A	5.3	0.485	+ 0.000 V/C
# 41 Street "D"/North Loop Rd	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 42 Street "D"/University Blvd	A	6.0	0.457	A	6.0	0.457	+ 0.000 V/C
# 43 Street "D"/Street "A"	A	3.1	0.177	A	3.1	0.177	+ 0.000 V/C
# 44 School Access/North Loop Rd	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000 V/C
# 45 Street "F"/North Loop Rd	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 46 Vineyard Rd/Kiefer Blvd	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 47 Vineyard Rd/Jackson Rd(SR-16)	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
# 48 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 49 Zinfandel Dr/International Rd	F	xxxxx	1.010	F	xxxxx	1.010	+ 0.000 V/C
# 50 Zinfandel Dr/Douglas Rd	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 51 Eagles Nest Rd/Kiefer Blvd	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 52 Sunrise Blvd/International Dr	F	xxxxx	1.102	F	xxxxx	1.102	+ 0.000 V/C
# 53 Sunrise Blvd/Chrysanthy Blvd	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 54 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 55 Rancho Cordova Pkwy/White Rock	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
# 56 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
# 57 Rancho Cordova Pkwy/Chrysanthy	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
# 58 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.308	A	xxxxx	0.308	+ 0.000 V/C
# 59 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 60 International Dr/White Rock Rd	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 61 Americanos Blvd/Douglas Rd	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C
# 62 Americanos Blvd/Chrysanthy Blv	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 63 Rancho Cordova Pkwy/US-50 WB R	B	18.1	0.700	B	18.1	0.700	+ 0.000 D/V
# 64 Rancho Cordova Pkwy/US-50 EB R	A	3.8	0.477	A	3.8	0.477	+ 0.000 D/V
# 65 Oak Ave Pkwy/US-50 WB Ramps	A	8.1	0.371	A	8.1	0.371	+ 0.000 D/V
# 66 Oak Ave Pkwy/US-50 EB Ramps	B	18.4	0.403	B	18.4	0.403	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 S Watt Ave/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	589	1379	50	453	1073	189	68	388	144	90	565	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	1379	50	453	1073	189	68	388	144	90	565	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	1379	50	453	1073	189	68	388	144	90	565	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	1379	50	453	1073	189	68	388	144	90	565	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	1379	50	453	1073	189	68	388	144	90	565	700
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.03	0.15	0.24	0.13	0.02	0.13	0.10	0.03	0.19	0.47
Crit Volume:		460			0		34					700
Crit Moves:		****			****		****					****

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #2 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	84	2576	19		134	688	268		210	435	39		29	491	287	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	84	2576	19		134	688	268		210	435	39		29	491	287	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	84	2576	19		134	688	268		210	435	39		29	491	287	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	84	2576	19		134	688	268		210	435	39		29	491	287	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	84	2576	19		134	688	268		210	435	39		29	491	287	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.57	0.01		0.04	0.15	0.18		0.07	0.15	0.03		0.01	0.16	0.19	
Crit Volume:		859			67				105						287	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #3 Zinfandel Dr/Mather Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	171	1847	0		0	860	0		0	0	53		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	171	1847	0		0	860	0		0	0	53		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	171	1847	0		0	860	0		0	0	53		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	171	1847	0		0	860	0		0	0	53		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	171	1847	0		0	860	0		0	0	53		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.40	0.00		0.00	0.18	0.00		0.00	0.00	0.03		0.00	0.00	0.00	
Crit Volume:		616			0						53		0			
Crit Moves:		****			****						****					

Cordova Hills
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AM Peak Hour

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

Intersection #4 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	118	654	75	8	211	60	41	401	31	103	682	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	654	75	8	211	60	41	401	31	103	682	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	654	75	8	211	60	41	401	31	103	682	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	654	75	8	211	60	41	401	31	103	682	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	654	75	8	211	60	41	401	31	103	682	231
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.05	0.00	0.07	0.04	0.01	0.13	0.02	0.03	0.23	0.15
Crit Volume:	327			4			20			341		
Crit Moves:	****			****			****			****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #5 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	2	79	10	37	70	5	7	468	0	4	534	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	79	10	37	70	5	7	468	0	4	534	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	79	10	37	70	5	7	468	0	4	534	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	79	10	37	70	5	7	468	0	4	534	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	79	10	37	70	5	7	468	0	4	534	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.01	0.02	0.05	0.00	0.00	0.16	0.00	0.00	0.18	0.01
Crit Volume:	79			37			7			267		
Crit Moves:	****			****			****			****		

Cordova Hills
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AM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	912	1124	10		15	786	18		2	15	444		18	27	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	912	1124	10		15	786	18		2	15	444		18	27	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	912	1124	10		15	786	18		2	15	444		18	27	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	912	1124	10		15	786	18		2	15	444		18	27	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	912	1124	10		15	786	18		2	15	444		18	27	16	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.12	0.88	1.00		0.30	0.44	0.26	
Final Sat.:	3000	3000	1500		1500	3000	1500		176	1324	1500		443	664	393	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.37	0.01		0.01	0.26	0.01		0.01	0.01	0.30		0.04	0.04	0.04	
Crit Volume:	456					393					444				61	
Crit Moves:	****					****					****				****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #7 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	32	1838	0		0	1408	754		293	0	16		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	1838	0		0	1408	754		293	0	16		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	1838	0		0	1408	754		293	0	16		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	1838	0		0	1408	754		293	0	16		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	1838	0		0	1408	754		293	0	16		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.40	0.00		0.00	0.30	0.49		0.09	0.00	0.01		0.00	0.00	0.00	
Crit Volume:	32						754		147					0		
Crit Moves:	****						****		****							

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #8 Prairie City Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 9 Average Delay (sec/veh): 16.4
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	1	0	1	0 2	2	0	3	0 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	146	0	570	587	1594	0	0	1694	193				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	146	0	570	587	1594	0	0	1694	193				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	146	0	570	587	1594	0	0	1694	193				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	146	0	570	587	1594	0	0	1694	193				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	146	0	570	587	1594	0	0	1694	193				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.75	0.92	0.91	1.00	1.00	0.91	0.85				
Lanes:	0.00	1.00	0.00	1.00	1.00	2.00	2.00	3.00	0.00	1.00	3.00	1.00				
Final Sat.:	0	1900	0	1805	1900	2842	3502	5187	0	1900	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.17	0.31	0.00	0.00	0.33	0.12				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.39	0.27	0.78	0.00	0.00	0.52	0.52				
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.51	0.63	0.39	0.00	0.00	0.63	0.23				
Delay/Veh:	0.0	0.0	0.0	46.9	0.0	23.4	33.9	3.5	0.0	0.0	17.8	13.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	46.9	0.0	23.4	33.9	3.5	0.0	0.0	17.8	13.4				
LOS by Move:	A	A	A	D	A	C	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	5	0	8	9	6	0	0	14	3				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #9 Scott Rd (W)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 9 Average Delay (sec/veh): 24.6
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	3	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	98	97	66	5	29	262	208	1444	87	45	1527	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	98	97	66	5	29	262	208	1444	87	45	1527	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	98	97	66	5	29	262	208	1444	87	45	1527	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	98	97	66	5	29	262	208	1444	87	45	1527	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	98	97	66	5	29	262	208	1444	87	45	1527	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.94	0.94	0.95	0.87	0.87	0.95	0.91	0.85	0.95	0.91	0.91				
Lanes:	1.00	0.60	0.40	1.00	0.10	0.90	1.00	3.00	1.00	1.00	2.99	0.01				
Final Sat.:	1805	1062	722	1805	164	1480	1805	5187	1615	1805	5170	17				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09	0.00	0.18	0.18	0.12	0.28	0.05	0.02	0.30	0.30				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.08	0.32	0.32	0.01	0.25	0.25	0.16	0.53	0.53	0.05	0.42	0.42				
Volume/Cap:	0.71	0.29	0.29	0.29	0.71	0.71	0.71	0.52	0.10	0.52	0.71	0.71				
Delay/Veh:	60.3	25.9	25.9	58.1	39.6	39.6	47.1	15.2	11.5	52.1	25.1	25.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	60.3	25.9	25.9	58.1	39.6	39.6	47.1	15.2	11.5	52.1	25.1	25.1				
LOS by Move:	E	C	C	E	D	D	D	B	B	D	C	C				
HCM2kAvgQ:	4	4	4	0	9	9	7	11	1	2	15	15				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #10 Scott Rd (E)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 9 Average Delay (sec/veh): 35.0
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 2	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	395	361	74	119	356	493	600	574	397	72	685	59				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	395	361	74	119	356	493	600	574	397	72	685	59				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	395	361	74	119	356	493	600	574	397	72	685	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	395	361	74	119	356	493	600	574	397	72	685	59				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	395	361	74	119	356	493	600	574	397	72	685	59				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.75	0.92	0.91	0.85	0.95	0.91	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1805	1900	1615	1805	1900	2842	3502	5187	1615	1805	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.22	0.19	0.05	0.07	0.19	0.17	0.17	0.11	0.25	0.04	0.13	0.04				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.28	0.39	0.39	0.13	0.24	0.46	0.22	0.33	0.33	0.05	0.17	0.17				
Volume/Cap:	0.78	0.49	0.12	0.49	0.78	0.38	0.78	0.33	0.73	0.73	0.78	0.22				
Delay/Veh:	40.7	23.7	19.8	41.7	43.9	17.8	41.9	25.0	34.5	71.3	44.3	36.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	40.7	23.7	19.8	41.7	43.9	17.8	41.9	25.0	34.5	71.3	44.3	36.2				
LOS by Move:	D	C	B	D	D	B	D	C	C	E	D	D				
HCM2kAvgQ:	13	9	1	4	12	6	11	5	12	4	9	2				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #11 Grant Line Rd/Calvine Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 9 Average Delay (sec/veh): 9.6
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	22	1863	0	0	1233	137	330	0	37	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	1863	0	0	1233	137	330	0	37	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	1863	0	0	1233	137	330	0	37	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	22	1863	0	0	1233	137	330	0	37	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	22	1863	0	0	1233	137	330	0	37	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.85	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3502	3610	0	0	3610	1615	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.52	0.00	0.00	0.34	0.08	0.09	0.00	0.02	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.01	0.77	0.00	0.00	0.76	0.76	0.14	0.00	0.14	0.00	0.00	0.00				
Volume/Cap:	0.45	0.67	0.00	0.00	0.45	0.11	0.67	0.00	0.16	0.00	0.00	0.00				
Delay/Veh:	55.5	6.1	0.0	0.0	4.7	3.3	44.4	0.0	38.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	55.5	6.1	0.0	0.0	4.7	3.3	44.4	0.0	38.1	0.0	0.0	0.0				
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A				
HCM2kAvgQ:	1	15	0	0	8	1	6	0	1	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	20	2402		98	756	2104		544	214	182		16	104	173		226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2402		98	756	2104		544	214	182		16	104	173		226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2402		98	756	2104		544	214	182		16	104	173		226
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	20	2402		98	756	2104		544	214	182		16	104	173		226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2402		98	756	2104		544	214	182		16	104	173		226
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.88	0.12	2.00	3.00	1.00	2.00	2.76	0.24	2.00	1.30	1.70				
Final Sat.:	3000	4324		176	3000	4500	1500	3000	4136	364	3000	1951	2549			
Capacity Analysis Module:																
Vol/Sat:	0.01	0.56	0.56	0.25	0.47	0.36	0.07	0.04	0.04	0.03	0.09	0.09				
Crit Volume:			833	378			107				133					
Crit Moves:			****	****			****				****					

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	2	0 1	2	0	1	1 1
Volume Module:																
Base Vol:	253	1879		80	332	2504		625	421	196		157	447	513		145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	1879		80	332	2504		625	421	196		157	447	513		145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	1879		80	332	2504		625	421	196		157	447	513		145
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	253	1879		80	332	2504		625	421	196		157	447	513		145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	1879		80	332	2504		625	421	196		157	447	513		145
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3000	6000	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.31	0.05	0.11	0.56	0.42	0.14	0.07	0.10	0.15	0.17	0.10				
Crit Volume:	127				835		211				257					
Crit Moves:	****				****		****				****					

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #14 Sunrise Blvd/White Rock Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	716	1328	123		341	1474	446		254	253	285		274	794	222	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	716	1328	123		341	1474	446		254	253	285		274	794	222	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	716	1328	123		341	1474	446		254	253	285		274	794	222	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	716	1328	123		341	1474	446		254	253	285		274	794	222	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	716	1328	123		341	1474	446		254	253	285		274	794	222	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.30	0.08		0.11	0.33	0.30		0.08	0.06	0.19		0.09	0.18	0.15	
Crit Volume:	358					491					285		137			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #15 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	312	1481	187		418	509	202		219	964	72		106	1480	502	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	312	1481	187		418	509	202		219	964	72		106	1480	502	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	312	1481	187		418	509	202		219	964	72		106	1480	502	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	312	1481	187		418	509	202		219	964	72		106	1480	502	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	312	1481	187		418	509	202		219	964	72		106	1480	502	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.33	0.12		0.14	0.11	0.13		0.07	0.21	0.05		0.04	0.33	0.33	
Crit Volume:		494			209				109					493		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #16 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	10	1021	281	116	472	98	87	453	10	234	743	202				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	1021	281	116	472	98	87	453	10	234	743	202				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	1021	281	116	472	98	87	453	10	234	743	202				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	1021	281	116	472	98	87	453	10	234	743	202				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	1021	281	116	472	98	87	453	10	234	743	202				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.19	0.04	0.10	0.07	0.03	0.15	0.01	0.08	0.25	0.13				
Crit Volume:	340			58			43			372						
Crit Moves:	****			****			****			****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #17 Grant Line Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	5	1053	51	44	728	357	351	488	0	135	782	110				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	5	1053	51	44	728	357	351	488	0	135	782	110				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	1053	51	44	728	357	351	488	0	135	782	110				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	1053	51	44	728	357	351	488	0	135	782	110				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	5	1053	51	44	728	357	351	488	0	135	782	110				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.03	0.01	0.24	0.24	0.12	0.16	0.00	0.05	0.26	0.07				
Crit Volume:	527			22			176			391						
Crit Moves:	****			****			****			****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	1	0	3	0 1	2	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	58	1517	19		171	1383	291		345	80	38		15	127	319	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	1517	19		171	1383	291		345	80	38		15	127	319	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	1517	19		171	1383	291		345	80	38		15	127	319	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	1517	19		171	1383	291		345	80	38		15	127	319	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	1517	19		171	1383	291		345	80	38		15	127	319	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3000	4500	1500		1500	4500	1500		3000	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.01		0.11	0.31	0.19		0.12	0.05	0.03		0.01	0.08	0.21	
Crit Volume:		506			171				173						319	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	1104	1552	0		0	1291	267		218	0	575		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1104	1552	0		0	1291	267		218	0	575		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1104	1552	0		0	1291	267		218	0	575		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1104	1552	0		0	1291	267		218	0	575		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1104	1552	0		0	1291	267		218	0	575		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3100	4650	0		0	4650	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.33	0.00		0.00	0.28	0.17		0.07	0.00	0.37		0.00	0.00	0.00	
Crit Volume:	552					430			109					0		
Crit Moves:	****					****			****							

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #20 Mather Field Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 6 Average Delay (sec/veh): 23.5
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	1010	509		0	990	435		0	0	0		990	0	321	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1010	509		0	990	435		0	0	0		990	0	321	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1010	0		0	990	435		0	0	0		990	0	321	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1010	0		0	990	435		0	0	0		990	0	321	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1010	0		0	990	435		0	0	0		990	0	321	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	0.85		1.00	1.00	1.00		0.93	1.00	0.93	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.61	0.00	0.39	
Final Sat.:	0	5187	1900		0	5187	1615		0	0	0		2834	0	694	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.00		0.00	0.19	0.27		0.00	0.00	0.00		0.35	0.00	0.46	
Crit Moves:	****						****								****	
Green/Cycle:	0.00	0.35	0.00		0.00	0.35	0.35		0.00	0.00	0.00		0.59	0.00	0.59	
Volume/Cap:	0.00	0.56	0.00		0.00	0.55	0.78		0.00	0.00	0.00		0.59	0.00	0.78	
Delay/Veh:	0.0	27.0	0.0		0.0	26.8	36.2		0.0	0.0	0.0		13.1	0.0	17.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	27.0	0.0		0.0	26.8	36.2		0.0	0.0	0.0		13.1	0.0	17.7	
LOS by Move:	A	C	A		A	C	D		A	A	A		B	A	B	
HCM2kAvgQ:	0	10	0		0	9	14		0	0	0		12	0	20	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #21 Mather Field Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 6 Average Delay (sec/veh): 31.9
Optimal Cycle: 152 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1368	502		0	1671	308		310	0	1325		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1368	502		0	1671	308		310	0	1325		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1368	0		0	1671	0		310	0	1325		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1368	0		0	1671	0		310	0	1325		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1368	0		0	1671	0		310	0	1325		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.95	1.00		0.87	1.00	0.87		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	2.00	1.00		1.19	0.00	1.81		0.00	0.00	0.00	
Final Sat.:	0	5187	1900		0	3610	1900		1969	0	2996		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.00	0.46	0.00		0.16	0.00	0.44		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.48	0.00		0.00	0.48	0.00		0.46	0.00	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.55	0.00		0.00	0.96	0.00		0.34	0.00	0.96		0.00	0.00	0.00	
Delay/Veh:	0.0	18.6	0.0		0.0	38.9	0.0		17.4	0.0	40.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	18.6	0.0		0.0	38.9	0.0		17.4	0.0	40.3		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	D	A		B	A	D		A	A	A	
HCM2kAvgQ:	0	11	0		0	32	0		5	0	28		0	0	0	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 6 Average Delay (sec/veh): 18.0
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0	1	0	0	2	0	1	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	1177	1097		0	859	605		0	0	0		785	0	259	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1177	1097		0	859	605		0	0	0		785	0	259	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1177	0		0	859	0		0	0	0		785	0	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1177	0		0	859	0		0	0	0		785	0	259	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1177	0		0	859	0		0	0	0		785	0	259	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.95	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	0.00	3.00	1.00		0.00	2.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	5187	1900		0	3610	1900		0	0	0		3502	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00		0.00	0.24	0.00		0.00	0.00	0.00		0.22	0.00	0.16	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.48	0.00		0.00	0.48	0.00		0.00	0.00	0.00		0.46	0.00	0.46	
Volume/Cap:	0.00	0.47	0.00		0.00	0.49	0.00		0.00	0.00	0.00		0.49	0.00	0.35	
Delay/Veh:	0.0	17.4	0.0		0.0	17.7	0.0		0.0	0.0	0.0		19.3	0.0	17.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	17.4	0.0		0.0	17.7	0.0		0.0	0.0	0.0		19.3	0.0	17.9	
LOS by Move:	A	B	A		A	B	A		A	A	A		B	A	B	
HCM2kAvgQ:	0	9	0		0	9	0		0	0	0		9	0	5	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #23 Zinfandel Dr/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 6 Average Delay (sec/veh): 45.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	1	0	0	0	2	0	1	1	1	0	1	1	1
Volume Module:																
Base Vol:	0	2067	18		0	1578	156		460	776	1282		0	0	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2067	18		0	1578	156		460	776	1282		0	0	157	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2067	18		0	1578	0		460	776	1282		0	0	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2067	18		0	1578	0		460	776	1282		0	0	157	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2067	18		0	1578	0		460	776	1282		0	0	157	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.95	1.00		0.65	0.65	0.65		1.00	1.00	0.75	
Lanes:	0.00	3.97	0.03		0.00	2.00	1.00		1.00	1.13	1.87		0.00	0.00	2.00	
Final Sat.:	0	6849	60		0	3610	1900		1238	1400	2313		0	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.00	0.44	0.00		0.37	0.55	0.55		0.00	0.00	0.06	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.00	0.41	0.41		0.00	0.41	0.00		0.53	0.53	0.53		0.00	0.00	0.00	
Volume/Cap:	0.00	0.73	0.73		0.00	1.05	0.00		0.71	1.05	1.05		0.00	0.00	xxxx	
Delay/Veh:	0.0	25.5	25.5		0.0	68.5	0.0		18.6	58.6	58.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	25.5	25.5		0.0	68.5	0.0		18.6	58.6	58.6		0.0	0.0	0.0	
LOS by Move:	A	C	C		A	E	A		B	E	E		A	A	A	
HCM2kAvgQ:	0	16	16		0	36	0		12	32	32		0	0	2	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	6	Average Delay (sec/veh):	14.7
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	2809	525		0	2785	2196		0	0	0		584	0	493	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2809	525		0	2785	2196		0	0	0		584	0	493	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2809	0		0	2785	0		0	0	0		584	0	493	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2809	0		0	2785	0		0	0	0		584	0	493	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2809	0		0	2785	0		0	0	0		584	0	493	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.75	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	5187	1900		0	5187	1900		0	0	0		3502	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.54	0.00		0.00	0.54	0.00		0.00	0.00	0.00		0.17	0.00	0.17	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.72	0.00		0.00	0.72	0.00		0.00	0.00	0.00		0.22	0.00	0.22	
Volume/Cap:	0.00	0.76	0.00		0.00	0.75	0.00		0.00	0.00	0.00		0.75	0.00	0.78	
Delay/Veh:	0.0	9.6	0.0		0.0	9.5	0.0		0.0	0.0	0.0		40.3	0.0	42.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.6	0.0		0.0	9.5	0.0		0.0	0.0	0.0		40.3	0.0	42.7	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	21	0		0	20	0		0	0	0		10	0	10	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #25 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	6	Average Delay (sec/veh):	22.1
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0 1	0	0	3	0 1	3	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	2009	526		0	2651	534		1327	0	876		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2009	526		0	2651	534		1327	0	876		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2009	0		0	2651	0		1327	0	876		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2009	0		0	2651	0		1327	0	876		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2009	0		0	2651	0		1327	0	876		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	1.00		0.92	1.00	0.75		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		0.00	3.00	1.00		3.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	6916	1900		0	5187	1900		5253	0	2842		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.00		0.00	0.51	0.00		0.25	0.00	0.31		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.59	0.00		0.00	0.59	0.00		0.35	0.00	0.35		0.00	0.00	0.00	
Volume/Cap:	0.00	0.50	0.00		0.00	0.87	0.00		0.71	0.00	0.87		0.00	0.00	0.00	
Delay/Veh:	0.0	12.2	0.0		0.0	20.5	0.0		29.3	0.0	38.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.2	0.0		0.0	20.5	0.0		29.3	0.0	38.6		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	C	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	10	0		0	28	0		13	0	17		0	0	0	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #26 Prairie City Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 6 Average Delay (sec/veh): 23.4
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1494	216	0	709	298	0	0	0	386	0	1027				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1494	216	0	709	298	0	0	0	386	0	1027				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1494	0	0	709	0	0	0	0	386	0	1027				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1494	0	0	709	0	0	0	0	386	0	1027				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1494	0	0	709	0	0	0	0	386	0	1027				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.11	0.00	0.36				
Crit Moves:		****		****								****				
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.44	0.00	0.44				
Volume/Cap:	0.00	0.82	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.25	0.00	0.82				
Delay/Veh:	0.0	24.4	0.0	0.0	15.6	0.0	0.0	0.0	0.0	17.8	0.0	29.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	24.4	0.0	0.0	15.6	0.0	0.0	0.0	0.0	17.8	0.0	29.3				
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C				
HCM2kAvgQ:	0	23	0	0	7	0	0	0	0	4	0	18				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #27 Prairie City Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 Average Delay (sec/veh): 14.5
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 0	1	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1441	247	0	856	0	636	0	139	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1441	247	0	856	0	636	0	139	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1441	247	0	856	0	636	0	139	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1441	247	0	856	0	636	0	139	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1441	247	0	856	0	636	0	139	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	0.85	1.00	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1615	0	3610	0	3618	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.15	0.00	0.24	0.00	0.18	0.00	0.09	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.00	0.65	0.65	0.00	0.65	0.00	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	0.00	0.61	0.23	0.00	0.36	0.00	0.61	0.00	0.30	0.00	0.00	0.00				
Delay/Veh:	0.0	10.5	7.2	0.0	8.0	0.0	31.9	0.0	28.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	10.5	7.2	0.0	8.0	0.0	31.9	0.0	28.1	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	14	3	0	6	0	9	0	3	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #28 Scott Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 Average Delay (sec/veh): 20.1
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1193	575	0	964	825	0	0	0	382	0	918				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1193	575	0	964	825	0	0	0	382	0	918				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1193	0	0	964	0	0	0	0	382	0	918				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1193	0	0	964	0	0	0	0	382	0	918				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1193	0	0	964	0	0	0	0	382	0	918				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.00	0.32				
Crit Moves:		****										****				
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.46	0.00	0.46				
Volume/Cap:	0.00	0.70	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.23	0.00	0.70				
Delay/Veh:	0.0	21.8	0.0	0.0	17.0	0.0	0.0	0.0	0.0	16.2	0.0	22.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	21.8	0.0	0.0	17.0	0.0	0.0	0.0	0.0	16.2	0.0	22.8				
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C				
HCM2kAvgQ:	0	16	0	0	7	0	0	0	0	4	0	14				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #29 Scott Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1358	616	0	1075	583	567	0	435	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1358	616	0	1075	583	567	0	435	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1358	0	0	1075	0	567	0	435	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1358	0	0	1075	0	567	0	435	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1358	0	0	1075	0	567	0	435	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5187	1900	0	3610	1900	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00	0.00	0.30	0.00	0.16	0.00	0.27	0.00	0.00	0.00				
Crit Moves:					****				****							
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.45	0.00	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.53	0.00	0.00	0.60	0.00	0.36	0.00	0.60	0.00	0.00	0.00				
Delay/Veh:	0.0	17.6	0.0	0.0	18.9	0.0	18.4	0.0	22.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	17.6	0.0	0.0	18.9	0.0	18.4	0.0	22.4	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A				
HCM2kAvgQ:	0	11	0	0	13	0	6	0	11	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #30 Grant Line Rd/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1323	156		680	1187	0		0	0	0		137	0	1333	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1323	156		680	1187	0		0	0	0		137	0	1333	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1323	156		680	1187	0		0	0	0		137	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1323	156		680	1187	0		0	0	0		137	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	1323	156		680	1187	0		0	0	0		137	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		1550	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.10		0.22	0.38	0.00		0.00	0.00	0.00		0.09	0.00	0.00	
Crit Volume:		662			340					0			137			
Crit Moves:		****			****								****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	397	1230	173		65	1059	199		190	355	361		103	518	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	397	1230	173		65	1059	199		190	355	361		103	518	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	397	1230	173		65	1059	199		190	355	361		103	518	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	397	1230	173		65	1059	199		190	355	361		103	518	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	397	1230	173		65	1059	199		190	355	361		103	518	59	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.41	0.12		0.02	0.35	0.13		0.06	0.12	0.24		0.03	0.17	0.04	
Crit Volume:	199					530					361		52			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #32 Grant Line Rd/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1290	554		414	1110	0		0	0	0		691	0	511	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1290	554		414	1110	0		0	0	0		691	0	511	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1290	0		414	1110	0		0	0	0		691	0	511	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1290	0		414	1110	0		0	0	0		691	0	511	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1290	0		414	1110	0		0	0	0		691	0	511	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.00		0.13	0.36	0.00		0.00	0.00	0.00		0.22	0.00	0.33	
Crit Volume:		645			207				0						511	
Crit Moves:		****			****										****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #34 Town Center Dr/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	169	22	82		24	27	92		75	560	203		111	1219	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	169	22	82		24	27	92		75	560	203		111	1219	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	169	22	82		24	27	92		75	560	203		111	1219	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	22	82		24	27	92		75	560	203		111	1219	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	169	22	82		24	27	92		75	560	203		111	1219	30	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.21	0.79		1.00	0.23	0.77		1.00	1.47	0.53		1.00	1.95	0.05	
Final Sat.:	1500	317	1183		1500	340	1160		1500	2202	798		1500	2928	72	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.07	0.07		0.02	0.08	0.08		0.05	0.25	0.25		0.07	0.42	0.42	
Crit Volume:	169					119			75					625		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #35 Town Center Dr/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	170	129	31		53	139	102		140	67	67		23	79	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	170	129	31		53	139	102		140	67	67		23	79	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	170	129	31		53	139	102		140	67	67		23	79	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	170	129	31		53	139	102		140	67	67		23	79	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	170	129	31		53	139	102		140	67	67		23	79	20	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.81	0.19		1.00	0.58	0.42		1.00	0.50	0.50		1.00	0.80	0.20	
Final Sat.:	1500	1209	291		1500	865	635		1500	750	750		1500	1197	303	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.04	0.16	0.16		0.09	0.09	0.09		0.02	0.07	0.07	
Crit Volume:	170						241		140						99	
Crit Moves:	****						****		****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #36 Town Center Dr/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	411	45	3		85	47	45		44	377	548		7	756	158	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	411	45	3		85	47	45		44	377	548		7	756	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	411	45	3		85	47	45		44	377	548		7	756	158	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	411	45	3		85	47	45		44	377	548		7	756	158	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	411	45	3		85	47	45		44	377	548		7	756	158	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.94	0.06		1.00	0.51	0.49		1.00	1.00	1.00		1.00	1.65	0.35	
Final Sat.:	1500	1406	94		1500	766	734		1500	1500	1500		1500	2481	519	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.03	0.03		0.06	0.06	0.06		0.03	0.25	0.37		0.00	0.30	0.30	
Crit Volume:	411						92				548		7			
Crit Moves:	****						****				****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #37 Street "A"/North Loop Rd

Average Delay (sec/veh): 3.2 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				2				2			
Volume Module:																
Base Vol:	288	7	0	9	12	39	17	451	186	0	977	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	288	7	0	9	12	39	17	451	186	0	977	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	288	7	0	9	12	39	17	451	186	0	977	8				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	288	7	0	9	12	39	17	451	186	0	977	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	288	7	0	9	12	39	17	451	186	0	977	8				
PCE Module:																
AutoPCE:	288	7	0	9	12	39	17	451	186	0	977	8				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	288	7	0	9	12	39	17	451	186	0	977	8				

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	477	1265	21	312
MaxVolume:	942	517	2409	2199
PedVolume:	0	0	0	0
AdjMaxVol:	942	517	2409	2199
ApproachVol:	295	60	654	985
ApproachV/C:	0.31	0.12	0.27	0.45
ApproachDel:	5.6	7.9	2.1	3.0
ApproachLOS:	A	A	A	A
Queue:	1.3	0.4	1.1	2.4

Cordova Hills
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AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #38 Street "A"/University Blvd

Average Delay (sec/veh): 6.8 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				1				1			
Volume Module:																
Base Vol:	307	66	70	0	73	66	50	265	145	88	466	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	307	66	70	0	73	66	50	265	145	88	466	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	307	66	70	0	73	66	50	265	145	88	466	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	307	66	70	0	73	66	50	265	145	88	466	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	307	66	70	0	73	66	50	265	145	88	466	0				
PCE Module:																
AutoPCE:	307	66	70	0	73	66	50	265	145	88	466	0				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	307	66	70	0	73	66	50	265	145	88	466	0				

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	315	861	161	423
MaxVolume:	1030	735	1113	972
PedVolume:	0	0	0	0
AdjMaxVol:	1030	735	1113	972
ApproachVol:	443	139	460	554
ApproachV/C:	0.43	0.19	0.41	0.57
ApproachDel:	6.1	6.0	5.5	8.5
ApproachLOS:	A	A	A	A
Queue:	2.2	0.7	2.1	3.7

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #39 Street "A"/Street "B"

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	45	223	13	0	113	81	64	19	22	9	17	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	45	223	13	0	113	81	64	19	22	9	17	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	45	223	13	0	113	81	64	19	22	9	17	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	45	223	13	0	113	81	64	19	22	9	17	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	45	223	13	0	113	81	64	19	22	9	17	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.94	0.06	1.00	0.58	0.42	1.00	0.46	0.54	1.00	1.00	0.00				
Final Sat.:	1500	1417	83	1500	874	626	1500	695	805	1500	1500	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.16	0.16	0.00	0.13	0.13	0.04	0.03	0.03	0.01	0.01	0.00				
Crit Volume:	45				194		64				17					
Crit Moves:	****				****		****				****					

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #40 Street "C"/University Blvd

Average Delay (sec/veh): 5.3 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				1				1			
Volume Module:																
Base Vol:	64	78	49	30	49	38	17	262	56	56	451	33				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	64	78	49	30	49	38	17	262	56	56	451	33				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	64	78	49	30	49	38	17	262	56	56	451	33				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	64	78	49	30	49	38	17	262	56	56	451	33				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	64	78	49	30	49	38	17	262	56	56	451	33				
PCE Module:																
AutoPCE:	64	78	49	30	49	38	17	262	56	56	451	33				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	64	78	49	30	49	38	17	262	56	56	451	33				
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	309				571				135				159			
MaxVolume:	1033				892				1127				1114			
PedVolume:	0				0				0				0			
AdjMaxVol:	1033				892				1127				1114			
ApproachVol:	191				117				335				540			
ApproachV/C:	0.18				0.13				0.30				0.48			
ApproachDel:	4.3				4.6				4.5				6.2			
ApproachLOS:	A				A				A				A			
Queue:	0.7				0.5				1.3				2.7			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #41 Street "D"/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	546	0	87	0	0	0	0	257	250	70	414	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	546	0	87	0	0	0	0	257	250	70	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	546	0	87	0	0	0	0	257	250	70	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	0	87	0	0	0	0	257	250	70	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	0	87	0	0	0	0	257	250	70	414	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	1550	0	1550	1550	1550	0	1550	1571	1529	1550	3100	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.05	0.13	0.00
Crit Volume:	546				0			254		70		
Crit Moves:	****							****		****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #42 Street "D"/University Blvd

Average Delay (sec/veh): 6.0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		
Volume Module:												
Base Vol:	108	294	13	56	118	197	174	109	58	19	235	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	294	13	56	118	197	174	109	58	19	235	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	294	13	56	118	197	174	109	58	19	235	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	294	13	56	118	197	174	109	58	19	235	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	294	13	56	118	197	174	109	58	19	235	152
PCE Module:												
AutoPCE:	108	294	13	56	118	197	174	109	58	19	235	152
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	108	294	13	56	118	197	174	109	58	19	235	152

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	339	362	193	576
MaxVolume:	1017	1005	1096	889
PedVolume:	0	0	0	0
AdjMaxVol:	1017	1005	1096	889
ApproachVol:	415	371	341	406
ApproachV/C:	0.41	0.37	0.31	0.46
ApproachDel:	6.0	5.7	4.8	7.4
ApproachLOS:	A	A	A	A
Queue:	2.0	1.7	1.3	2.4

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #43 Street "D"/Street "A"

Average Delay (sec/veh): 3.1 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			2			1			1		
Volume Module:												
Base Vol:	0	0	0	50	0	54	34	56	0	0	120	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	54	34	56	0	0	120	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	54	34	56	0	0	120	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	54	34	56	0	0	120	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	54	34	56	0	0	120	89
PCE Module:												
AutoPCE:	0	0	0	50	0	54	34	56	0	0	120	89
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	50	0	54	34	56	0	0	120	89

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	140	120	50	34
MaxVolume:	xxxxxx	2338	1173	1182
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	2338	1173	1182
ApproachVol:	xxxxxx	104	90	209
ApproachV/C:	1.00	0.04	0.08	0.18
ApproachDel:	xxxxxx	1.6	3.3	3.7
ApproachLOS:	*	A	A	A
Queue:	xxxx	0.1	0.2	0.6

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #44 School Access/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	35	27	2		37	15	151		246	86	11		2	299	76					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	27	2		37	15	151		246	86	11		2	299	76					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	27	2		37	15	151		246	86	11		2	299	76					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	27	2		37	15	151		246	86	11		2	299	76					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	27	2		37	15	151		246	86	11		2	299	76					
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.09	0.91	2.00	1.77	0.23	1.00	1.59	0.41
Final Sat.:	1500	1397	103	1500	136	1364	3000	2660	340	1500	2392	608
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02	0.02	0.11	0.11	0.08	0.03	0.03	0.00	0.13	0.13
Crit Volume:	35					166	123				188	
Crit Moves:	****					****	****				****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #45 Street "F"/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	168	8	18		1	9	39		13	50	62		23	170	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	8	18		1	9	39		13	50	62		23	170	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	8	18		1	9	39		13	50	62		23	170	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	8	18		1	9	39		13	50	62		23	170	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	168	8	18		1	9	39		13	50	62		23	170	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.31	0.69		1.00	0.19	0.81		1.00	1.00	1.00		1.00	0.99	0.01	
Final Sat.:	1500	462	1038		1500	281	1219		1500	1500	1500		1500	1491	9	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.02	0.02		0.00	0.03	0.03		0.01	0.03	0.04		0.02	0.11	0.11	
Crit Volume:	168					48			13					171		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #46 Vineyard Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	242	344	0		37	47	1		9	645	0		6	801	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	242	344	0		37	47	1		9	645	0		6	801	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	242	344	0		37	47	1		9	645	0		6	801	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	242	344	0		37	47	1		9	645	0		6	801	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	242	344	0		37	47	1		9	645	0		6	801	88	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.11	0.00		0.01	0.02	0.00		0.01	0.22	0.00		0.00	0.27	0.06	
Crit Volume:	242					24			9					401		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #47 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	144	377	0		15	39	0		12	501	57		0	651	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	144	377	0		15	39	0		12	501	57		0	651	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	144	377	0		15	39	0		12	501	57		0	651	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	377	0		15	39	0		12	501	57		0	651	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	377	0		15	39	0		12	501	57		0	651	199	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.13	0.00		0.01	0.01	0.00		0.01	0.17	0.04		0.00	0.22	0.13	
Crit Volume:		189			8				12					326		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #48 Excelsior Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	0	2	0	2	0	1	2	0	2	0	1	
Volume Module:																
Base Vol:	0	574	1		0	288	592		459	224	0		2	297	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	574	1		0	288	592		459	224	0		2	297	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	574	1		0	288	592		459	224	0		2	297	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	574	1		0	288	592		459	224	0		2	297	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	574	1		0	288	592		459	224	0		2	297	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.99	0.01		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	2995	5		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.00	0.10	0.39		0.15	0.07	0.00		0.00	0.10	0.00	
Crit Volume:	0						592		230					149		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	728	1769	164		257	1348	214		157	687	493		115	840	623	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	728	1769	164		257	1348	214		157	687	493		115	840	623	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	728	1769	164		257	1348	214		157	687	493		115	840	623	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	728	1769	164		257	1348	214		157	687	493		115	840	623	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	728	1769	164		257	1348	214		157	687	493		115	840	623	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.39	0.11		0.09	0.30	0.14		0.05	0.15	0.33		0.04	0.19	0.42	
Crit Volume:	364					449			79						623	
Crit Moves:	****					****			****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #50 Zinfandel Dr/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	13	415	116		637	216	60		392	502	11		268	516	1210	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	415	116		637	216	60		392	502	11		268	516	1210	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	13	415	116		637	216	60		392	502	11		268	516	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	415	116		637	216	60		392	502	11		268	516	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	13	415	116		637	216	60		392	502	11		268	516	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.08		0.21	0.07	0.04		0.13	0.11	0.01		0.09	0.11	0.00	
Crit Volume:		208				319			196					172		
Crit Moves:		****				****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #51 Eagles Nest Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	319	0		103	135	0		0	210	0		0	290	142	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	319	0		103	135	0		0	210	0		0	290	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	319	0		103	135	0		0	210	0		0	290	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	319	0		103	135	0		0	210	0		0	290	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	319	0		103	135	0		0	210	0		0	290	142	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	2.00	0.00		1.00	1.34	0.66	
Final Sat.:	1500	1500	0		1500	1500	0		1500	3000	0		1500	2014	986	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00		0.07	0.09	0.00		0.00	0.07	0.00		0.00	0.14	0.14	
Crit Volume:		319			103				0						216	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.102
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	354	1203	5		266	928	762		401	351	335		14	1116	514	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	354	1203	5		266	928	762		401	351	335		14	1116	514	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	354	1203	5		266	928	762		401	351	335		14	1116	514	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	354	1203	5		266	928	762		401	351	335		14	1116	514	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	354	1203	5		266	928	762		401	351	335		14	1116	514	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.27	0.00		0.09	0.21	0.51		0.13	0.08	0.22		0.00	0.25	0.34	
Crit Volume:	177						762		201						514	
Crit Moves:	****						****		****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #53 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1509	160		163	524	0		0	0	0		177	0	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1509	160		163	524	0		0	0	0		177	0	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1509	160		163	524	0		0	0	0		177	0	367	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1509	160		163	524	0		0	0	0		177	0	367	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1509	160		163	524	0		0	0	0		177	0	367	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4650	1550		3100	4650	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.10		0.05	0.11	0.00		0.00	0.00	0.00		0.06	0.00	0.24	
Crit Volume:		503			82				0						367	
Crit Moves:		****			****										****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #54 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	1306	7		50	592	57		29	314	0		5	178	301	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1306	7		50	592	57		29	314	0		5	178	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1306	7		50	592	57		29	314	0		5	178	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1306	7		50	592	57		29	314	0		5	178	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1306	7		50	592	57		29	314	0		5	178	301	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.00		0.02	0.13	0.04		0.01	0.10	0.00		0.00	0.06	0.20	
Crit Volume:		435			25				15						301	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #55 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	25	627	0		87	674	510		125	515	46		0	1191	134	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	627	0		87	674	510		125	515	46		0	1191	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	627	0		87	674	510		125	515	46		0	1191	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	627	0		87	674	510		125	515	46		0	1191	134	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	627	0		87	674	510		125	515	46		0	1191	134	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14	0.00		0.03	0.15	0.34		0.04	0.11	0.03		0.00	0.26	0.09	
Crit Volume:	13						510		63					397		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	749	448	39		77	175	82		143	779	672		43	1148	467	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	749	448	39		77	175	82		143	779	672		43	1148	467	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	749	448	39		77	175	82		143	779	672		43	1148	467	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	749	448	39		77	175	82		143	779	672		43	1148	467	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	749	448	39		77	175	82		143	779	672		43	1148	467	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.84	0.16		1.00	1.36	0.64		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2760	240		1500	2043	957		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.16	0.16		0.05	0.09	0.09		0.05	0.17	0.45		0.01	0.26	0.31	
Crit Volume:	375						129				672		22			
Crit Moves:	****						****				****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #57 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	37	594	57		342	444	49		92	290	37		59	282	549	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	594	57		342	444	49		92	290	37		59	282	549	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	594	57		342	444	49		92	290	37		59	282	549	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	594	57		342	444	49		92	290	37		59	282	549	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	37	594	57		342	444	49		92	290	37		59	282	549	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.04		0.11	0.15	0.03		0.03	0.10	0.02		0.02	0.09	0.37	
Crit Volume:		297			171				46						549	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #58 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	410	50		50	258	269		222	174	0		44	164	58	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	410	50		50	258	269		222	174	0		44	164	58	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	410	50		50	258	269		222	174	0		44	164	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	410	50		50	258	269		222	174	0		44	164	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	410	50		50	258	269		222	174	0		44	164	58	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.03		0.02	0.09	0.18		0.07	0.06	0.00		0.01	0.05	0.04	
Crit Volume:	0						269		111					82		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #59 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	10	1109	0	0	844	344	246	0	12	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	1109	0	0	844	344	246	0	12	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	1109	0	0	844	344	246	0	12	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	1109	0	0	844	344	246	0	12	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	1109	0	0	844	344	246	0	12	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	4650	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.00	0.00	0.27	0.22	0.08	0.00	0.01	0.00	0.00	0.00				
Crit Volume:	10				422		123				0					
Crit Moves:	****				****		****									

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #60 International Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	531	348	81	16	235	2	4	156	170	130	345	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	531	348	81	16	235	2	4	156	170	130	345	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	531	348	81	16	235	2	4	156	170	130	345	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	531	348	81	16	235	2	4	156	170	130	345	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	531	348	81	16	235	2	4	156	170	130	345	6				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.08	0.05	0.01	0.05	0.00	0.00	0.03	0.11	0.04	0.08	0.00				
Crit Volume:	265				78				170	65						
Crit Moves:	****				****				****	****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #61 Americanos Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	629	377	103		151	111	237		91	539	347		0	807	563	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	629	377	103		151	111	237		91	539	347		0	807	563	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	629	377	103		151	111	237		91	539	347		0	807	563	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	629	377	103		151	111	237		91	539	347		0	807	563	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	629	377	103		151	111	237		91	539	347		0	807	563	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.13	0.07		0.05	0.04	0.16		0.03	0.12	0.23		0.00	0.18	0.38	
Crit Volume:	315						237		46						563	
Crit Moves:	****						****		****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #62 Americanos Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	34	657	0		183	135	43		29	788	118		0	761	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	657	0		183	135	43		29	788	118		0	761	300	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	657	0		183	135	43		29	788	118		0	761	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	657	0		183	135	43		29	788	118		0	761	300	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	657	0		183	135	43		29	788	118		0	761	300	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.00		0.06	0.05	0.03		0.01	0.26	0.08		0.00	0.25	0.20	
Crit Volume:		329			92				15					381		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #63 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 Average Delay (sec/veh): 18.1
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	0	1	0 0
Volume Module:																
Base Vol:	653	0	0	0	0	0	0	0	0	0	0	0	1477	86	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	653	0	0	0	0	0	0	0	0	1477	86	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	653	0	0	0	0	0	0	0	0	1477	86	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	653	0	0	0	0	0	0	0	0	1477	86	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	653	0	0	0	0	0	0	0	0	1477	86	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00				
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00				
Final Sat.:	3502	0	0	0	0	0	0	0	0	3133	1900	0				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.05	0.00				
Crit Moves:	****									****						
Green/Cycle:	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.67	0.00				
Volume/Cap:	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.07	0.00				
Delay/Veh:	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5.6	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5.6	0.0				
LOS by Move:	D	A	A	A	A	A	A	A	A	B	A	A				
HCM2kAvgQ:	11	0	0	0	0	0	0	0	0	15	1	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #64 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 6 Average Delay (sec/veh): 3.8
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 0	0	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	653	1118	0	1477	0	0	0	112	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	653	1118	0	1477	0	0	0	112	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	653	0	0	1477	0	0	0	112	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	653	0	0	1477	0	0	0	112	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	653	0	0	1477	0	0	0	112	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.75	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1900	0	3610	0	0	0	2842	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00	0.00	0.41	0.00	0.00	0.00	0.04	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.00	0.86	0.00	0.00	0.86	0.00	0.00	0.00	0.08	0.00	0.00	0.00				
Volume/Cap:	0.00	0.21	0.00	0.00	0.48	0.00	0.00	0.00	0.48	0.00	0.00	0.00				
Delay/Veh:	0.0	1.3	0.0	0.0	1.8	0.0	0.0	0.0	45.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	1.3	0.0	0.0	1.8	0.0	0.0	0.0	45.3	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	A	A	D	A	A	A				
HCM2kAvgQ:	0	2	0	0	6	0	0	0	3	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #65 Oak Ave Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 6 Average Delay (sec/veh): 8.1
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	2	0	0	1 1
Volume Module:																
Base Vol:	4	1081		0	0	334	853		0	0		0	171		0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	1081		0	0	334	853		0	0		0	171		0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1081		0	0	334	0		0	0		0	171		0	70
Reduct Vol:	0	0		0	0	0	0		0	0		0	0		0	0
Reduced Vol:	4	1081		0	0	334	0		0	0		0	171		0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1081		0	0	334	0		0	0		0	171		0	70
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	1805	3610		0	0	3610	1900		0	0		0	3502		0	3230
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00	0.00	0.09	0.00	0.00		0.00	0.00	0.00		0.05	0.00	0.02	
Crit Moves:		****		****									****			
Green/Cycle:	0.02	0.81	0.00	0.00	0.79	0.00	0.00		0.00	0.00	0.00		0.13	0.00	0.13	
Volume/Cap:	0.12	0.37	0.00	0.00	0.12	0.00	0.00		0.00	0.00	0.00		0.37	0.00	0.16	
Delay/Veh:	49.8	2.7	0.0	0.0	2.5	0.0	0.0		0.0	0.0	0.0		40.1	0.0	38.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.8	2.7	0.0	0.0	2.5	0.0	0.0		0.0	0.0	0.0		40.1	0.0	38.7	
LOS by Move:	D	A	A	A	A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	5	0	0	1	0	0		0	0	0		3	0	1	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #66 Oak Ave Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 6 Average Delay (sec/veh): 18.4
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	2	0	0	1 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	213		49	37	468		0	872		0	1		0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	213		49	37	468		0	872		0	1		0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	213		0	37	468		0	872		0	1		0	0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0	0
Reduced Vol:	0	213		0	37	468		0	872		0	1		0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	213		0	37	468		0	872		0	1		0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00		0.92	1.00	0.85	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00		2.00	0.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1900	1805	3610		0	3502		0	3230		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.00	0.02	0.13	0.00		0.25	0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****				****			****								
Green/Cycle:	0.00	0.24	0.00	0.08	0.32	0.00		0.62	0.00	0.62	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.25	0.00	0.25	0.40	0.00		0.40	0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	30.9	0.0	43.8	26.7	0.0		9.8	0.0	7.3	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	30.9	0.0	43.8	26.7	0.0		9.8	0.0	7.3	0.0		0.0	0.0	0.0	
LOS by Move:	A	C	A	D	C	A		A	A	A	A		A	A	A	
HCM2kAvgQ:	0	3	0	1	6	0		7	0	0	0		0	0	0	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 S Watt Ave/Jackson Rd(SR-16)	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
# 2 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.874	D	xxxxx	0.874	+ 0.000 V/C
# 3 Zinfandel Dr/Mather Blvd	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 4 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 5 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
# 6 Grant Line Rd/Sunrise Blvd	F	xxxxx	1.214	F	xxxxx	1.214	+ 0.000 V/C
# 7 Grant Line Rd/White Rock Rd	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 8 Prairie City Rd/White Rock Rd	B	16.8	0.605	B	16.8	0.605	+ 0.000 D/V
# 9 Scott Rd (W)/White Rock Rd	C	26.3	0.650	C	26.3	0.650	+ 0.000 D/V
# 10 Scott Rd (E)/White Rock Rd	B	19.9	0.498	B	19.9	0.498	+ 0.000 D/V
# 11 Grant Line Rd/Calvine Rd	A	6.5	0.610	A	6.5	0.610	+ 0.000 D/V
# 12 Zinfandel Dr/White Rock Rd	F	xxxxx	1.027	F	xxxxx	1.027	+ 0.000 V/C
# 13 Sunrise Blvd/Folsom Blvd	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
# 14 Sunrise Blvd/White Rock Rd	E	xxxxx	0.986	E	xxxxx	0.986	+ 0.000 V/C
# 15 Sunrise Blvd/Douglas Rd	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 16 Sunrise Blvd/Jackson Rd(SR-16)	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 17 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 18 Grant Line Rd/Kiefer Blvd	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C
# 19 Grant Line Rd/Douglas Rd	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
# 20 Mather Field Rd/US-50 WB Ramps	C	21.8	0.650	C	21.8	0.650	+ 0.000 D/V
# 21 Mather Field Rd/US-50 EB Ramps	C	21.7	0.812	C	21.7	0.812	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 WB Ramps	B	17.2	0.651	B	17.2	0.651	+ 0.000 D/V
# 23 Zinfandel Dr/US-50 EB Ramps	C	28.2	0.956	C	28.2	0.956	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sunrise Blvd/US-50 WB Ramps	B	19.9	0.940	B	19.9	0.940	+ 0.000 D/V
# 25 Sunrise Blvd/US-50 EB Ramps	B	19.5	0.680	B	19.5	0.680	+ 0.000 D/V
# 26 Prairie City Rd/US-50 WB Ramps	D	42.4	1.030	D	42.4	1.030	+ 0.000 D/V
# 27 Prairie City Rd/US-50 EB Ramps	B	16.1	0.567	B	16.1	0.567	+ 0.000 D/V
# 28 Scott Rd/US-50 WB Ramps	B	14.0	0.420	B	14.0	0.420	+ 0.000 D/V
# 29 Scott Rd/US-50 EB Ramps	C	20.2	0.688	C	20.2	0.688	+ 0.000 D/V
# 30 Grant Line Rd/North Loop Rd	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 31 Grant Line Rd/Chrysanthy Blvd	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 32 Grant Line Rd/University Blvd	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000 V/C
# 34 Town Center Dr/North Loop Rd	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 35 Town Center Dr/Chrysanthy Blvd	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 36 Town Center Dr/University Blvd	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 37 Street "A"/North Loop Rd	A	3.3	0.481	A	3.3	0.481	+ 0.000 V/C
# 38 Street "A"/University Blvd	A	7.9	0.705	A	7.9	0.705	+ 0.000 V/C
# 39 Street "A"/Street "B"	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
# 40 Street "C"/University Blvd	A	5.1	0.431	A	5.1	0.431	+ 0.000 V/C
# 41 Street "D"/North Loop Rd	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 42 Street "D"/University Blvd	A	6.3	0.503	A	6.3	0.503	+ 0.000 V/C
# 43 Street "D"/Street "A"	A	3.0	0.144	A	3.0	0.144	+ 0.000 V/C
# 44 School Access/North Loop Rd	A	xxxxx	0.226	A	xxxxx	0.226	+ 0.000 V/C
# 45 Street "F"/North Loop Rd	A	xxxxx	0.170	A	xxxxx	0.170	+ 0.000 V/C
# 46 Vineyard Rd/Kiefer Blvd	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 47 Vineyard Rd/Jackson Rd(SR-16)	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
# 48 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C

Cordova Hills
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 49 Zinfandel Dr/International Rd	F	xxxxx	1.137	F	xxxxx	1.137	+ 0.000 V/C
# 50 Zinfandel Dr/Douglas Rd	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
# 51 Eagles Nest Rd/Kiefer Blvd	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 52 Sunrise Blvd/International Dr	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 53 Sunrise Blvd/Chrysanthy Blvd	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 54 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 55 Rancho Cordova Pkwy/White Rock	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 56 Rancho Cordova Pkwy/Douglas Rd	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
# 57 Rancho Cordova Pkwy/Chrysanthy	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 58 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
# 59 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 60 International Dr/White Rock Rd	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
# 61 Americanos Blvd/Douglas Rd	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 62 Americanos Blvd/Chrysanthy Blv	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 63 Rancho Cordova Pkwy/US-50 WB R	C	26.9	0.839	C	26.9	0.839	+ 0.000 D/V
# 64 Rancho Cordova Pkwy/US-50 EB R	B	10.2	0.564	B	10.2	0.564	+ 0.000 D/V
# 65 Oak Ave Pkwy/US-50 WB Ramps	A	6.9	0.476	A	6.9	0.476	+ 0.000 D/V
# 66 Oak Ave Pkwy/US-50 EB Ramps	B	18.9	0.491	B	18.9	0.491	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 S Watt Ave/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	284	1376	87	425	1536	117	150	528	548	61	338	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1376	87	425	1536	117	150	528	548	61	338	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1376	87	425	1536	117	150	528	548	61	338	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1376	87	425	1536	117	150	528	548	61	338	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1376	87	425	1536	117	150	528	548	61	338	450
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.06	0.14	0.34	0.08	0.05	0.18	0.37	0.02	0.11	0.30
Crit Volume:		459		213					548	31		
Crit Moves:		****		****					****	****		

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

Intersection #2 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	57	1047	20		304	2725	303		296	554	64		41	452	154	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	1047	20		304	2725	303		296	554	64		41	452	154	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	1047	20		304	2725	303		296	554	64		41	452	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	1047	20		304	2725	303		296	554	64		41	452	154	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	57	1047	20		304	2725	303		296	554	64		41	452	154	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.01		0.10	0.61	0.20		0.10	0.18	0.04		0.01	0.15	0.10	
Crit Volume:	29					908			148					226		
Crit Moves:	****					****			****					****		

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

Intersection #3 Zinfandel Dr/Mather Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 3	0	0	0	0 3	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	81	1228	0		0	2017	0		0	0	184		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	1228	0		0	2017	0		0	0	184		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	1228	0		0	2017	0		0	0	184		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	1228	0		0	2017	0		0	0	184		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	81	1228	0		0	2017	0		0	0	184		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.00		0.00	0.43	0.00		0.00	0.00	0.12		0.00	0.00	0.00	
Crit Volume:	81					672					184		0			
Crit Moves:	****					****					****					

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

Intersection #4 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	36	328	100		10	697	101		105	658	108		104	437	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	328	100		10	697	101		105	658	108		104	437	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	328	100		10	697	101		105	658	108		104	437	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	328	100		10	697	101		105	658	108		104	437	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	328	100		10	697	101		105	658	108		104	437	12	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.07		0.00	0.23	0.07		0.04	0.22	0.07		0.03	0.15	0.01	
Crit Volume:	18					349				329			52			
Crit Moves:	****					****				****			****			

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

Intersection #5 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	2	107	4		19	108	31		5	828	7		25	564	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	107	4		19	108	31		5	828	7		25	564	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	107	4		19	108	31		5	828	7		25	564	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	107	4		19	108	31		5	828	7		25	564	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	107	4		19	108	31		5	828	7		25	564	49	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00		0.01	0.07	0.02		0.00	0.28	0.00		0.02	0.19	0.03	
Crit Volume:		107				19				414			25			
Crit Moves:		****				****				****			****			

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.214
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	479	648	9		22	971	5		8	71	1048		10	24	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	479	648	9		22	971	5		8	71	1048		10	24	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	479	648	9		22	971	5		8	71	1048		10	24	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	479	648	9		22	971	5		8	71	1048		10	24	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	479	648	9		22	971	5		8	71	1048		10	24	14	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.10	0.90	1.00		0.21	0.50	0.29	
Final Sat.:	3000	3000	1500		1500	3000	1500		152	1348	1500		313	750	438	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.22	0.01		0.01	0.32	0.00		0.05	0.05	0.70		0.03	0.03	0.03	
Crit Volume:	240					486					1048			48		
Crit Moves:	****					****					****			****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #7 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	5	1405	0		0	1674	257		616	0	27		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	1405	0		0	1674	257		616	0	27		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	1405	0		0	1674	257		616	0	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	1405	0		0	1674	257		616	0	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	5	1405	0		0	1674	257		616	0	27		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.36	0.17		0.20	0.00	0.02		0.00	0.00	0.00	
Crit Volume:	5					558			308					0		
Crit Moves:	****					****			****							

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #8 Prairie City Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 9 Average Delay (sec/veh): 16.8
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	1	0 2	2	0	3	0 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	46	0	741	543	1584	0	0	1505	109				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	46	0	741	543	1584	0	0	1505	109				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	46	0	741	543	1584	0	0	1505	109				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	46	0	741	543	1584	0	0	1505	109				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	46	0	741	543	1584	0	0	1505	109				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.75	0.92	0.91	1.00	1.00	0.91	0.85				
Lanes:	0.00	1.00	0.00	1.00	1.00	2.00	2.00	3.00	0.00	1.00	3.00	1.00				
Final Sat.:	0	1900	0	1805	1900	2842	3502	5187	0	1900	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.26	0.16	0.31	0.00	0.00	0.29	0.07				
Crit Moves:						****	****				****					
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.43	0.26	0.74	0.00	0.00	0.48	0.48				
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.61	0.61	0.42	0.00	0.00	0.61	0.14				
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	22.8	33.9	5.1	0.0	0.0	19.5	14.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	22.8	33.9	5.1	0.0	0.0	19.5	14.6				
LOS by Move:	A	A	A	D	A	C	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	1	0	10	8	7	0	0	13	2				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #9 Scott Rd (W)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 9 Average Delay (sec/veh): 26.3
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0	3	0	1
Volume Module:																
Base Vol:	33	53	25	5	108	289	160	1390	80	82	1292	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	33	53	25	5	108	289	160	1390	80	82	1292	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	33	53	25	5	108	289	160	1390	80	82	1292	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	33	53	25	5	108	289	160	1390	80	82	1292	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	33	53	25	5	108	289	160	1390	80	82	1292	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.95	0.95	0.89	0.89	0.95	0.91	0.85	0.95	0.91	0.91				
Lanes:	1.00	0.68	0.32	1.00	0.27	0.73	1.00	3.00	1.00	1.00	2.99	0.01				
Final Sat.:	1805	1229	580	1805	461	1232	1805	5187	1615	1805	5162	20				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04	0.00	0.23	0.23	0.09	0.27	0.05	0.05	0.25	0.25				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.03	0.37	0.37	0.02	0.36	0.36	0.14	0.45	0.45	0.08	0.38	0.38				
Volume/Cap:	0.65	0.12	0.12	0.12	0.65	0.65	0.65	0.60	0.11	0.60	0.65	0.65				
Delay/Veh:	74.2	21.1	21.1	49.1	29.2	29.2	47.0	21.4	16.2	52.1	26.0	26.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	74.2	21.1	21.1	49.1	29.2	29.2	47.0	21.4	16.2	52.1	26.0	26.0				
LOS by Move:	E	C	C	D	C	C	D	C	B	D	C	C				
HCM2kAvgQ:	2	2	2	0	11	11	6	12	1	3	13	13				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #10 Scott Rd (E)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 9 Average Delay (sec/veh): 19.9
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 2	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	2	13	3	180	22	495	794	612	4	5	623	200				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	13	3	180	22	495	794	612	4	5	623	200				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	13	3	180	22	495	794	612	4	5	623	200				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	13	3	180	22	495	794	612	4	5	623	200				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	2	13	3	180	22	495	794	612	4	5	623	200				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.75	0.92	0.91	0.85	0.95	0.91	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1805	1900	1615	1805	1900	2842	3502	5187	1615	1805	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.00	0.10	0.01	0.17	0.23	0.12	0.00	0.00	0.12	0.12				
Crit Moves:		****		****			****				****					
Green/Cycle:	0.02	0.01	0.01	0.20	0.20	0.65	0.46	0.68	0.68	0.02	0.24	0.24				
Volume/Cap:	0.06	0.50	0.14	0.50	0.06	0.27	0.50	0.17	0.00	0.17	0.50	0.51				
Delay/Veh:	48.9	63.2	51.5	36.6	32.8	7.5	19.4	5.8	5.1	51.4	33.0	34.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	48.9	63.2	51.5	36.6	32.8	7.5	19.4	5.8	5.1	51.4	33.0	34.0				
LOS by Move:	D	E	D	D	C	A	B	A	A	D	C	C				
HCM2kAvgQ:	0	1	0	5	1	4	9	2	0	0	6	6				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #11 Grant Line Rd/Calvine Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 9 Average Delay (sec/veh): 6.5
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	31	1090	0	0	1793	342	172	0	47	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	31	1090	0	0	1793	342	172	0	47	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	31	1090	0	0	1793	342	172	0	47	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	1090	0	0	1793	342	172	0	47	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	31	1090	0	0	1793	342	172	0	47	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.85	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3502	3610	0	0	3610	1615	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.00	0.00	0.50	0.21	0.05	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.01	0.83	0.00	0.00	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00				
Volume/Cap:	0.61	0.36	0.00	0.00	0.61	0.26	0.61	0.00	0.36	0.00	0.00	0.00				
Delay/Veh:	68.6	2.2	0.0	0.0	3.8	2.3	48.3	0.0	45.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	68.6	2.2	0.0	0.0	3.8	2.3	48.3	0.0	45.2	0.0	0.0	0.0				
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A				
HCM2kAvgQ:	1	4	0	0	11	3	4	0	2	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	38	2414		81	452	1897		315	501	165		14	203	239		460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2414		81	452	1897		315	501	165		14	203	239		460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2414		81	452	1897		315	501	165		14	203	239		460
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	38	2414		81	452	1897		315	501	165		14	203	239		460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2414		81	452	1897		315	501	165		14	203	239		460
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	3.00	1.00	2.00	2.77	0.23	2.00	1.03	1.97				
Final Sat.:	3000	4354		146	3000	4500	1500	3000	4148	352	3000	1539	2961			
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.55	0.15	0.42	0.21	0.17	0.04	0.04	0.07	0.16	0.16				
Crit Volume:				832	226		251				233					
Crit Moves:				****	****		****				****					

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Folsom Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	2	0 1	2	0	1	1 1
Volume Module:																
Base Vol:	133	2054		111	260	1481		424	553	683		222	167	201		220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2054		111	260	1481		424	553	683		222	167	201		220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2054		111	260	1481		424	553	683		222	167	201		220
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	133	2054		111	260	1481		424	553	683		222	167	201		220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2054		111	260	1481		424	553	683		222	167	201		220
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	1.57				
Final Sat.:	3000	6000	1500	3000	4500	1500	3000	3000	1500	3000	2148	2352				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.34	0.07	0.09	0.33	0.28	0.18	0.23	0.15	0.06	0.09	0.09				
Crit Volume:		514		130				342		84						
Crit Moves:		****		****				****		****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #14 Sunrise Blvd/White Rock Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	465	1249	327		311	1312	134		409	844	611		395	472	248	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	465	1249	327		311	1312	134		409	844	611		395	472	248	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	465	1249	327		311	1312	134		409	844	611		395	472	248	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	465	1249	327		311	1312	134		409	844	611		395	472	248	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	465	1249	327		311	1312	134		409	844	611		395	472	248	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.28	0.22		0.10	0.29	0.09		0.14	0.19	0.41		0.13	0.10	0.17	
Crit Volume:	233					437					611		197			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #15 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	568	933	157		559	1027	134		422	1310	602		393	948	439	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	568	933	157		559	1027	134		422	1310	602		393	948	439	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	568	933	157		559	1027	134		422	1310	602		393	948	439	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	568	933	157		559	1027	134		422	1310	602		393	948	439	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	568	933	157		559	1027	134		422	1310	602		393	948	439	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.21	0.10		0.19	0.23	0.09		0.14	0.29	0.40		0.13	0.21	0.29	
Crit Volume:	284					342				437			197			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #16 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	18	485	280		231	1148	117		117	634	17		330	466	115	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	485	280		231	1148	117		117	634	17		330	466	115	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	485	280		231	1148	117		117	634	17		330	466	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	485	280		231	1148	117		117	634	17		330	466	115	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	485	280		231	1148	117		117	634	17		330	466	115	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.19		0.08	0.26	0.08		0.04	0.21	0.01		0.11	0.16	0.08	
Crit Volume:			280		116					317			165			
Crit Moves:			****		****					****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #17 Grant Line Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	1	638	47		78	946	394		370	946	4		66	462	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	638	47		78	946	394		370	946	4		66	462	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	638	47		78	946	394		370	946	4		66	462	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	638	47		78	946	394		370	946	4		66	462	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	638	47		78	946	394		370	946	4		66	462	32	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.03		0.03	0.32	0.26		0.12	0.32	0.00		0.02	0.15	0.02	
Crit Volume:	1					473				473			33			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	1207	3	244	1493	433	352	159	103	14	94	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1207	3	244	1493	433	352	159	103	14	94	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1207	3	244	1493	433	352	159	103	14	94	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1207	3	244	1493	433	352	159	103	14	94	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1207	3	244	1493	433	352	159	103	14	94	191
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3000	4500	1500	1500	4500	1500	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.16	0.33	0.29	0.12	0.11	0.07	0.01	0.06	0.13
Crit Volume:		402			244			176				191
Crit Moves:		****			****			****				****

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	738	1229	0	0	1438	211	145	0	940	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	738	1229	0	0	1438	211	145	0	940	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	1229	0	0	1438	211	145	0	940	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	738	1229	0	0	1438	211	145	0	940	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	738	1229	0	0	1438	211	145	0	940	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3100	4650	0	0	4650	1550	3100	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.00	0.00	0.31	0.14	0.05	0.00	0.61	0.00	0.00	0.00
Crit Volume:	0				479				940	0		
Crit Moves:	****				****				****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #20 Mather Field Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 6 Average Delay (sec/veh): 21.8
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	1282	1221		0	1121	431		0	0	0		423	0	380	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1282	1221		0	1121	431		0	0	0		423	0	380	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1282	0		0	1121	431		0	0	0		423	0	380	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1282	0		0	1121	431		0	0	0		423	0	380	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1282	0		0	1121	431		0	0	0		423	0	380	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	0.85		1.00	1.00	1.00		0.90	1.00	0.90	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		1.36	0.00	0.64	
Final Sat.:	0	5187	1900		0	5187	1615		0	0	0		2334	0	1104	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00		0.00	0.22	0.27		0.00	0.00	0.00		0.18	0.00	0.34	
Crit Moves:	****						****								****	
Green/Cycle:	0.00	0.41	0.00		0.00	0.41	0.41		0.00	0.00	0.00		0.53	0.00	0.53	
Volume/Cap:	0.00	0.60	0.00		0.00	0.53	0.65		0.00	0.00	0.00		0.34	0.00	0.65	
Delay/Veh:	0.0	23.6	0.0		0.0	22.4	26.0		0.0	0.0	0.0		13.6	0.0	18.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.6	0.0		0.0	22.4	26.0		0.0	0.0	0.0		13.6	0.0	18.1	
LOS by Move:	A	C	A		A	C	C		A	A	A		B	A	B	
HCM2kAvgQ:	0	12	0		0	10	11		0	0	0		5	0	14	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #21 Mather Field Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 6 Average Delay (sec/veh): 21.7
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	2254	1123		0	1071	351		567	0	897		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2254	1123		0	1071	351		567	0	897		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2254	0		0	1071	0		567	0	897		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2254	0		0	1071	0		567	0	897		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2254	0		0	1071	0		567	0	897		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.95	1.00		0.89	1.00	0.89		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	2.00	1.00		1.39	0.00	1.61		0.00	0.00	0.00	
Final Sat.:	0	5187	1900		0	3610	1900		2348	0	2729		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.00	0.30	0.00		0.24	0.00	0.33		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.54	0.00		0.00	0.54	0.00		0.40	0.00	0.40		0.00	0.00	0.00	
Volume/Cap:	0.00	0.81	0.00		0.00	0.55	0.00		0.60	0.00	0.81		0.00	0.00	0.00	
Delay/Veh:	0.0	21.0	0.0		0.0	15.7	0.0		23.8	0.0	29.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	21.0	0.0		0.0	15.7	0.0		23.8	0.0	29.3		0.0	0.0	0.0	
LOS by Move:	A	C	A		A	B	A		C	A	C		A	A	A	
HCM2kAvgQ:	0	23	0		0	12	0		10	0	17		0	0	0	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 6 Average Delay (sec/veh): 17.2
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1932	1747	0	967	521	0	0	0	569	0	386				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1932	1747	0	967	521	0	0	0	569	0	386				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1932	0	0	967	0	0	0	0	569	0	386				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1932	0	0	967	0	0	0	0	569	0	386				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1932	0	0	967	0	0	0	0	569	0	386				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.16	0.00	0.24				
Crit Moves:		****		****								****				
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.37	0.00	0.37				
Volume/Cap:	0.00	0.65	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.44	0.00	0.65				
Delay/Veh:	0.0	15.1	0.0	0.0	12.6	0.0	0.0	0.0	0.0	24.1	0.0	28.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.1	0.0	0.0	12.6	0.0	0.0	0.0	0.0	24.1	0.0	28.9				
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C				
HCM2kAvgQ:	0	15	0	0	9	0	0	0	0	7	0	11				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #23 Zinfandel Dr/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 6 Average Delay (sec/veh): 28.2
Optimal Cycle: 142 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1 0	0	0	2	0 1	1	1	0	1 1	0	0	0	0 2
Volume Module:																
Base Vol:	0	2835	0	0	1417	511	699	94	912	0	0	1302				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2835	0	0	1417	511	699	94	912	0	0	1302				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2835	0	0	1417	0	699	94	912	0	0	1302				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2835	0	0	1417	0	699	94	912	0	0	1302				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2835	0	0	1417	0	699	94	912	0	0	1302				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.49	0.49	0.49	1.00	1.00	0.75				
Lanes:	0.00	4.00	0.00	0.00	2.00	1.00	1.76	0.24	2.00	0.00	0.00	2.00				
Final Sat.:	0	6916	0	0	3610	1900	1645	221	1867	0	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.00	0.00	0.39	0.00	0.42	0.42	0.49	0.00	0.00	0.46				
Crit Moves:		****		****					****	****						
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.51	0.51	0.51	0.00	0.00	0.00				
Volume/Cap:	0.00	0.96	0.00	0.00	0.92	0.00	0.83	0.83	0.96	0.00	0.00	xxxx				
Delay/Veh:	0.0	36.2	0.0	0.0	35.7	0.0	23.8	23.8	35.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	36.2	0.0	0.0	35.7	0.0	23.8	23.8	35.8	0.0	0.0	0.0				
LOS by Move:	A	D	A	A	D	A	C	C	D	A	A	A				
HCM2kAvgQ:	0	29	0	0	26	0	14	14	19	0	0	21				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 6 Average Delay (sec/veh): 19.9
Optimal Cycle: 123 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	3435	485	0	1854	1375	0	0	0	338	0	628				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	3435	485	0	1854	1375	0	0	0	338	0	628				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	3435	0	0	1854	0	0	0	0	338	0	628				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	3435	0	0	1854	0	0	0	0	338	0	628				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	3435	0	0	1854	0	0	0	0	338	0	628				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.10	0.00	0.22				
Crit Moves:		****		****								****				
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.24	0.00	0.24				
Volume/Cap:	0.00	0.94	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.41	0.00	0.94				
Delay/Veh:	0.0	18.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	32.7	0.0	58.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	32.7	0.0	58.8				
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	E				
HCM2kAvgQ:	0	39	0	0	10	0	0	0	0	5	0	15				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #25 Sunrise Blvd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 6 Average Delay (sec/veh): 19.5
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0 1	0	0	3	0 1	3	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	2476	479	0	1514	504	1477	0	533	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2476	479	0	1514	504	1477	0	533	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2476	0	0	1514	0	1477	0	533	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2476	0	0	1514	0	1477	0	533	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2476	0	0	1514	0	1477	0	533	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00				
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.00	0.00	0.29	0.00	0.28	0.00	0.19	0.00	0.00	0.00				
Crit Moves:		****		****			****									
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.41	0.00	0.41	0.00	0.00	0.00				
Volume/Cap:	0.00	0.68	0.00	0.00	0.55	0.00	0.68	0.00	0.45	0.00	0.00	0.00				
Delay/Veh:	0.0	18.0	0.0	0.0	16.1	0.0	24.8	0.0	21.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.0	0.0	0.0	16.1	0.0	24.8	0.0	21.4	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	16	0	0	12	0	13	0	7	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #26 Prairie City Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 6 Average Delay (sec/veh): 42.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1587	126	0	2097	632	0	0	0	267	0	1102				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1587	126	0	2097	632	0	0	0	267	0	1102				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1587	0	0	2097	0	0	0	0	267	0	1102				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1587	0	0	2097	0	0	0	0	267	0	1102				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1587	0	0	2097	0	0	0	0	267	0	1102				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.08	0.00	0.39				
Crit Moves:	****				****							****				
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.38	0.00	0.38				
Volume/Cap:	0.00	0.78	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.20	0.00	1.03				
Delay/Veh:	0.0	19.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	21.1	0.0	66.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	19.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	21.1	0.0	66.8				
LOS by Move:	A	B	A	A	D	A	A	A	A	C	A	E				
HCM2kAvgQ:	0	21	0	0	45	0	0	0	0	3	0	27				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #27 Prairie City Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 6 Average Delay (sec/veh): 16.1
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	2	0 0	1	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1101	374	0	1191	0	734	0	117	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1101	374	0	1191	0	734	0	117	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1101	374	0	1191	0	734	0	117	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1101	374	0	1191	0	734	0	117	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1101	374	0	1191	0	734	0	117	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	0.85	1.00	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1615	0	3610	0	3618	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.23	0.00	0.33	0.00	0.20	0.00	0.07	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.00	0.58	0.58	0.00	0.58	0.00	0.36	0.00	0.36	0.00	0.00	0.00				
Volume/Cap:	0.00	0.52	0.40	0.00	0.57	0.00	0.57	0.00	0.20	0.00	0.00	0.00				
Delay/Veh:	0.0	12.8	11.6	0.0	13.4	0.0	26.5	0.0	22.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	12.8	11.6	0.0	13.4	0.0	26.5	0.0	22.4	0.0	0.0	0.0				
LOS by Move:	A	B	B	A	B	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	11	6	0	12	0	9	0	3	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #28 Scott Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 Average Delay (sec/veh): 14.0
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1000	171	0	600	493	0	0	0	335	0	334				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1000	171	0	600	493	0	0	0	335	0	334				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1000	0	0	600	0	0	0	0	335	0	334				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1000	0	0	600	0	0	0	0	335	0	334				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1000	0	0	600	0	0	0	0	335	0	334				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	3610	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.10	0.00	0.12				
Crit Moves:		****										****				
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.28	0.00	0.28				
Volume/Cap:	0.00	0.42	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.00	0.42				
Delay/Veh:	0.0	8.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	28.9	0.0	29.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	8.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	28.9	0.0	29.7				
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C				
HCM2kAvgQ:	0	8	0	0	3	0	0	0	0	4	0	5				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #29 Scott Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 6 Average Delay (sec/veh): 20.2
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	888	686	0	1235	1091	1067	0	389	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	888	686	0	1235	1091	1067	0	389	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	888	0	0	1235	0	1067	0	389	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	888	0	0	1235	0	1067	0	389	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	888	0	0	1235	0	1067	0	389	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5187	1900	0	3610	1900	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00	0.00	0.34	0.00	0.30	0.00	0.24	0.00	0.00	0.00				
Crit Moves:					****		****									
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.44	0.00	0.44	0.00	0.00	0.00				
Volume/Cap:	0.00	0.34	0.00	0.00	0.69	0.00	0.69	0.00	0.54	0.00	0.00	0.00				
Delay/Veh:	0.0	15.3	0.0	0.0	20.4	0.0	23.6	0.0	21.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.3	0.0	0.0	20.4	0.0	23.6	0.0	21.3	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	C	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	6	0	0	16	0	14	0	9	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #30 Grant Line Rd/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1008	139		1145	1245	0		0	0	0		154	0	758	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1008	139		1145	1245	0		0	0	0		154	0	758	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1008	139		1145	1245	0		0	0	0		154	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1008	139		1145	1245	0		0	0	0		154	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	1008	139		1145	1245	0		0	0	0		154	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		1550	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.09		0.37	0.40	0.00		0.00	0.00	0.00		0.10	0.00	0.00	
Crit Volume:		504			572						0		154			
Crit Moves:		****			****								****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	587	966	132		88	1072	240		123	410	233		183	496	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	587	966	132		88	1072	240		123	410	233		183	496	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	587	966	132		88	1072	240		123	410	233		183	496	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	587	966	132		88	1072	240		123	410	233		183	496	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	587	966	132		88	1072	240		123	410	233		183	496	59	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.32	0.09		0.03	0.36	0.16		0.04	0.14	0.16		0.06	0.17	0.04	
Crit Volume:	294					536					233		92			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #32 Grant Line Rd/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1255	644		499	989	0		0	0	0		588	0	430	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1255	644		499	989	0		0	0	0		588	0	430	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1255	0		499	989	0		0	0	0		588	0	430	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1255	0		499	989	0		0	0	0		588	0	430	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1255	0		499	989	0		0	0	0		588	0	430	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.16	0.32	0.00		0.00	0.00	0.00		0.19	0.00	0.28	
Crit Volume:		628			250				0						430	
Crit Moves:		****			****										****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #34 Town Center Dr/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	168	34	132		38	32	88		97	1036	154		107	656	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	34	132		38	32	88		97	1036	154		107	656	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	168	34	132		38	32	88		97	1036	154		107	656	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	34	132		38	32	88		97	1036	154		107	656	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	168	34	132		38	32	88		97	1036	154		107	656	30	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.20	0.80		1.00	0.27	0.73		1.00	1.74	0.26		1.00	1.91	0.09	
Final Sat.:	1500	307	1193		1500	400	1100		1500	2612	388		1500	2869	131	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11		0.03	0.08	0.08		0.06	0.40	0.40		0.07	0.23	0.23	
Crit Volume:	168					120					595		107			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #35 Town Center Dr/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	113	130	33		20	124	143		118	101	206		41	95	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	113	130	33		20	124	143		118	101	206		41	95	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	113	130	33		20	124	143		118	101	206		41	95	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	130	33		20	124	143		118	101	206		41	95	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	113	130	33		20	124	143		118	101	206		41	95	40	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.80	0.20		1.00	0.46	0.54		1.00	0.33	0.67		1.00	0.70	0.30	
Final Sat.:	1500	1196	304		1500	697	803		1500	493	1007		1500	1056	444	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.11		0.01	0.18	0.18		0.08	0.20	0.20		0.03	0.09	0.09	
Crit Volume:	113					267				307			41			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #36 Town Center Dr/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	536	54	6		192	65	44		42	659	446		5	438	118	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	536	54	6		192	65	44		42	659	446		5	438	118	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	536	54	6		192	65	44		42	659	446		5	438	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	536	54	6		192	65	44		42	659	446		5	438	118	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	536	54	6		192	65	44		42	659	446		5	438	118	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.90	0.10		1.00	0.60	0.40		1.00	1.19	0.81		1.00	1.58	0.42	
Final Sat.:	1500	1350	150		1500	894	606		1500	1789	1211		1500	2363	637	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.04	0.04		0.13	0.07	0.07		0.03	0.37	0.37		0.00	0.19	0.19	
Crit Volume:	536					109				553			5			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #37 Street "A"/North Loop Rd

Average Delay (sec/veh): 3.3 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			2			2		
Volume Module:												
Base Vol:	227	12	0	8	9	22	37	844	279	0	522	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	12	0	8	9	22	37	844	279	0	522	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	12	0	8	9	22	37	844	279	0	522	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	12	0	8	9	22	37	844	279	0	522	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	12	0	8	9	22	37	844	279	0	522	9
PCE Module:												
AutoPCE:	227	12	0	8	9	22	37	844	279	0	522	9
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	227	12	0	8	9	22	37	844	279	0	522	9

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	889	749	17	276
MaxVolume:	720	796	2412	2225
PedVolume:	0	0	0	0
AdjMaxVol:	720	796	2412	2225
ApproachVol:	239	39	1160	531
ApproachV/C:	0.33	0.05	0.48	0.24
ApproachDel:	7.5	4.8	2.9	2.1
ApproachLOS:	A	A	A	A
Queue:	1.5	0.2	2.7	0.9

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #38 Street "A"/University Blvd

Average Delay (sec/veh): 7.9 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			1			1			1		
Volume Module:												
Base Vol:	184	88	44	0	69	60	64	431	306	48	300	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	88	44	0	69	60	64	431	306	48	300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	88	44	0	69	60	64	431	306	48	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	88	44	0	69	60	64	431	306	48	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	88	44	0	69	60	64	431	306	48	300	0
PCE Module:												
AutoPCE:	184	88	44	0	69	60	64	431	306	48	300	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	184	88	44	0	69	60	64	431	306	48	300	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	495	532	117	336
MaxVolume:	933	913	1137	1019
PedVolume:	0	0	0	0
AdjMaxVol:	933	913	1137	1019
ApproachVol:	316	129	801	348
ApproachV/C:	0.34	0.14	0.70	0.34
ApproachDel:	5.8	4.6	10.3	5.4
ApproachLOS:	A	A	B	A
Queue:	1.5	0.5	6.2	1.5

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #39 Street "A"/Street "B"

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	30	147	10	0	222	42	35	50	41	12	32	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	30	147	10	0	222	42	35	50	41	12	32	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	147	10	0	222	42	35	50	41	12	32	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	147	10	0	222	42	35	50	41	12	32	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	30	147	10	0	222	42	35	50	41	12	32	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.94	0.06	1.00	0.84	0.16	1.00	0.55	0.45	1.00	1.00	0.00				
Final Sat.:	1500	1404	96	1500	1261	239	1500	824	676	1500	1500	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.10	0.00	0.18	0.18	0.02	0.06	0.06	0.01	0.02	0.00				
Crit Volume:	30					264		91		12						
Crit Moves:	****					****		****		****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #40 Street "C"/University Blvd

Average Delay (sec/veh): 5.1 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				1				1			
Volume Module:																
Base Vol:	53	55	79	41	74	22	31	381	63	64	273	36				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	53	55	79	41	74	22	31	381	63	64	273	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	53	55	79	41	74	22	31	381	63	64	273	36				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	55	79	41	74	22	31	381	63	64	273	36				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	53	55	79	41	74	22	31	381	63	64	273	36				
PCE Module:																
AutoPCE:	53	55	79	41	74	22	31	381	63	64	273	36				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	53	55	79	41	74	22	31	381	63	64	273	36				
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	453				390				179				139			
MaxVolume:	955				989				1103				1125			
PedVolume:	0				0				0				0			
AdjMaxVol:	955				989				1103				1125			
ApproachVol:	187				137				475				373			
ApproachV/C:	0.20				0.14				0.43				0.33			
ApproachDel:	4.7				4.2				5.7				4.8			
ApproachLOS:	A				A				A				A			
Queue:	0.7				0.5				2.2				1.5			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #41 Street "D"/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	311	0	45	0	0	0	0	370	473	49	248	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	311	0	45	0	0	0	0	370	473	49	248	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	311	0	45	0	0	0	0	370	473	49	248	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	311	0	45	0	0	0	0	370	473	49	248	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	311	0	45	0	0	0	0	370	473	49	248	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1550	0	1550	1550	1550	0	1550	1550	1550	1550	3100	0				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.03	0.00	0.00	0.00	0.00	0.24	0.31	0.03	0.08	0.00				
Crit Volume:	311				0				473	49						
Crit Moves:	****								****	****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #42 Street "D"/University Blvd

Average Delay (sec/veh): 6.3 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				1				1			
Volume Module:																
Base Vol:	71	138	15		128	235	161		186	214	101		13	141	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	71	138	15		128	235	161		186	214	101		13	141	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	71	138	15		128	235	161		186	214	101		13	141	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	138	15		128	235	161		186	214	101		13	141	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	71	138	15		128	235	161		186	214	101		13	141	79	
PCE Module:																
AutoPCE:	71	138	15		128	235	161		186	214	101		13	141	79	
TruckPCE:	0	0	0		0	0	0		0	0	0		0	0	0	
ComboPCE:	0	0	0		0	0	0		0	0	0		0	0	0	
BicyclePCE:	0	0	0		0	0	0		0	0	0		0	0	0	
AdjVolume:	71	138	15		128	235	161		186	214	101		13	141	79	
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	528				225				376				395			
MaxVolume:	915				1079				997				987			
PedVolume:	0				0				0				0			
AdjMaxVol:	915				1079				997				987			
ApproachVol:	224				524				501				233			
ApproachV/C:	0.24				0.49				0.50				0.24			
ApproachDel:	5.2				6.5				7.2				4.8			
ApproachLOS:	A				A				A				A			
Queue:	1.0				2.7				2.9				0.9			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #43 Street "D"/Street "A"

Average Delay (sec/veh): 3.0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			2			1			1		
Volume Module:												
Base Vol:	0	0	0	73	0	39	57	110	0	0	72	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	39	57	110	0	0	72	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	39	57	110	0	0	72	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	39	57	110	0	0	72	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	73	0	39	57	110	0	0	72	48
PCE Module:												
AutoPCE:	0	0	0	73	0	39	57	110	0	0	72	48
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	73	0	39	57	110	0	0	72	48

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	240	72	73	57
MaxVolume:	xxxxxx	2372	1161	1169
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	2372	1161	1169
ApproachVol:	xxxxxx	112	167	120
ApproachV/C:	1.00	0.05	0.14	0.10
ApproachDel:	xxxxxx	1.6	3.6	3.4
ApproachLOS:	*	A	A	A
Queue:	xxxx	0.1	0.5	0.3

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #44 School Access/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R				L	T	R				L	T	R				L	T	R			
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	2	0	1	1	0	0	1	0	1	1	1	0
Volume Module:																								
Base Vol:	17	14	2	40	19	159	130	255	30	2	121	25												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	17	14	2	40	19	159	130	255	30	2	121	25												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	17	14	2	40	19	159	130	255	30	2	121	25												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	17	14	2	40	19	159	130	255	30	2	121	25												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	17	14	2	40	19	159	130	255	30	2	121	25												
Saturation Flow Module:																								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	0.88	0.12	1.00	0.11	0.89	2.00	1.79	0.21	1.00	1.66	0.34												
Final Sat.:	1500	1313	188	1500	160	1340	3000	2684	316	1500	2486	514												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01	0.01	0.03	0.12	0.12	0.04	0.09	0.10	0.00	0.05	0.05												
Crit Volume:	17					178			143	2														
Crit Moves:	****					****			****	****														

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #45 Street "F"/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.170
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	72	12	28		1	9	16		29	136	132		22	60	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	12	28		1	9	16		29	136	132		22	60	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	12	28		1	9	16		29	136	132		22	60	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	12	28		1	9	16		29	136	132		22	60	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	12	28		1	9	16		29	136	132		22	60	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.30	0.70		1.00	0.36	0.64		1.00	1.00	1.00		1.00	0.98	0.02	
Final Sat.:	1500	450	1050		1500	540	960		1500	1500	1500		1500	1475	25	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.03	0.03		0.00	0.02	0.02		0.02	0.09	0.09		0.01	0.04	0.04	
Crit Volume:	72					25				136			22			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #46 Vineyard Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	98	7		88	388	15		2	821	220		0	853	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	98	7		88	388	15		2	821	220		0	853	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	98	7		88	388	15		2	821	220		0	853	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	98	7		88	388	15		2	821	220		0	853	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	98	7		88	388	15		2	821	220		0	853	81	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00		0.03	0.13	0.01		0.00	0.27	0.15		0.00	0.28	0.05	
Crit Volume:	0					194			2					427		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #47 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	72	65	1		141	457	9		0	696	162		9	576	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	65	1		141	457	9		0	696	162		9	576	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	65	1		141	457	9		0	696	162		9	576	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	65	1		141	457	9		0	696	162		9	576	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	65	1		141	457	9		0	696	162		9	576	29	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.05	0.15	0.01		0.00	0.23	0.11		0.01	0.19	0.02	
Crit Volume:	36					228				348			9			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #48 Excelsior Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 0	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	417	2		0	723	568		614	293	0		3	323	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	417	2		0	723	568		614	293	0		3	323	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	417	2		0	723	568		614	293	0		3	323	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	417	2		0	723	568		614	293	0		3	323	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	417	2		0	723	568		614	293	0		3	323	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.99	0.01		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	2986	14		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.00	0.24	0.38		0.20	0.10	0.00		0.00	0.11	0.00	
Crit Volume:	0						568		307					162		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	527	1679	147		565	1542	237		385	839	746		236	813	335	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	527	1679	147		565	1542	237		385	839	746		236	813	335	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	527	1679	147		565	1542	237		385	839	746		236	813	335	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	527	1679	147		565	1542	237		385	839	746		236	813	335	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	527	1679	147		565	1542	237		385	839	746		236	813	335	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.37	0.10		0.19	0.34	0.16		0.13	0.19	0.50		0.08	0.18	0.22	
Crit Volume:		560			283						746		118			
Crit Moves:		****			****						****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #50 Zinfandel Dr/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	4	256	236		1318	384	500		178	700	17		193	667	975	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	256	236		1318	384	500		178	700	17		193	667	975	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	4	256	236		1318	384	500		178	700	17		193	667	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	256	236		1318	384	500		178	700	17		193	667	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	4	256	236		1318	384	500		178	700	17		193	667	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.16		0.44	0.13	0.33		0.06	0.16	0.01		0.06	0.15	0.00	
Crit Volume:			236		659					233			97			
Crit Moves:			****		****					****			****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #51 Eagles Nest Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	194	0	169	347	0	0	287	0	0	320	147				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	194	0	169	347	0	0	287	0	0	320	147				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	194	0	169	347	0	0	287	0	0	320	147				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	194	0	169	347	0	0	287	0	0	320	147				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	194	0	169	347	0	0	287	0	0	320	147				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	2.00	0.00	1.00	1.37	0.63				
Final Sat.:	1500	1500	0	1500	1500	0	1500	3000	0	1500	2056	944				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00	0.11	0.23	0.00	0.00	0.10	0.00	0.00	0.16	0.16				
Crit Volume:		194		169			0					234				
Crit Moves:		****		****			****					****				

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	431	1254	17	336	1286	618	518	1170	417	10	461	188				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	431	1254	17	336	1286	618	518	1170	417	10	461	188				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	431	1254	17	336	1286	618	518	1170	417	10	461	188				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	431	1254	17	336	1286	618	518	1170	417	10	461	188				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	431	1254	17	336	1286	618	518	1170	417	10	461	188				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.28	0.01	0.11	0.29	0.41	0.17	0.26	0.28	0.00	0.10	0.13				
Crit Volume:	215					618	259					188				
Crit Moves:	****					****	****					****				

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #53 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	935	201		356	1582		0	0	0		0	216		0	282
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	935	201		356	1582		0	0	0		0	216		0	282
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	935	201		356	1582		0	0	0		0	216		0	282
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Reduced Vol:	0	935	201		356	1582		0	0	0		0	216		0	282
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:	0	935	201		356	1582		0	0	0		0	216		0	282
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550		1550	1550	1550		1550	1550		1550	1550
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	0.00	3.00	1.00		2.00	3.00		0.00	0.00	0.00		2.00	0.00		1.00	1.00
Final Sat.:	0	4650	1550		3100	4650		0	0	0		3100	0		1550	1550
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.13		0.11	0.34		0.00	0.00	0.00		0.07	0.00		0.18	0.18
Crit Volume:	0					527			0						282	
Crit Moves:	****					****									****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #54 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	732	7		201	1430		79	156	211		0	10		257	100
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	732	7		201	1430		79	156	211		0	10		257	100
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	732	7		201	1430		79	156	211		0	10		257	100
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Reduced Vol:	0	732	7		201	1430		79	156	211		0	10		257	100
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:	0	732	7		201	1430		79	156	211		0	10		257	100
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500		1500	1500	1500		1500	1500		1500	1500
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	2.00	3.00	1.00		2.00	3.00		1.00	2.00	2.00		1.00	2.00		2.00	1.00
Final Sat.:	3000	4500	1500		3000	4500		1500	3000	3000		1500	3000		3000	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.07	0.32		0.05	0.05	0.07		0.00	0.00		0.09	0.07
Crit Volume:	0					477			78						129	
Crit Moves:	****					****			****						****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #55 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	6	598	0		157	766	331		593	1190	41		0	679	125	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	598	0		157	766	331		593	1190	41		0	679	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	598	0		157	766	331		593	1190	41		0	679	125	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	598	0		157	766	331		593	1190	41		0	679	125	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	598	0		157	766	331		593	1190	41		0	679	125	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.05	0.17	0.22		0.20	0.26	0.03		0.00	0.15	0.08	
Crit Volume:	3						331		297					226		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	645	230	59		325	448	52		78	1130	891		62	876	112	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	645	230	59		325	448	52		78	1130	891		62	876	112	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	645	230	59		325	448	52		78	1130	891		62	876	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	645	230	59		325	448	52		78	1130	891		62	876	112	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	645	230	59		325	448	52		78	1130	891		62	876	112	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.59	0.41		1.00	1.79	0.21		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2388	612		1500	2688	312		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.10	0.10		0.22	0.17	0.17		0.03	0.25	0.59		0.02	0.19	0.07	
Crit Volume:	323					250					891		31			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #57 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	43	324	74	460	760	101	171	324	93	77	360	357				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	43	324	74	460	760	101	171	324	93	77	360	357				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	43	324	74	460	760	101	171	324	93	77	360	357				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	43	324	74	460	760	101	171	324	93	77	360	357				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	43	324	74	460	760	101	171	324	93	77	360	357				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.05	0.15	0.25	0.07	0.06	0.11	0.06	0.03	0.12	0.24				
Crit Volume:	162			230			86					357				
Crit Moves:	****			****			****					****				

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #58 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	296	49	54	614	232	129	290	0	54	335	49				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	296	49	54	614	232	129	290	0	54	335	49				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	296	49	54	614	232	129	290	0	54	335	49				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	296	49	54	614	232	129	290	0	54	335	49				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	296	49	54	614	232	129	290	0	54	335	49				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.03	0.02	0.20	0.15	0.04	0.10	0.00	0.02	0.11	0.03				
Crit Volume:	0				307		65				168					
Crit Moves:	****				****		****				****					

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #59 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	16	1020	0	0	1326	280	230	0	15	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	16	1020	0	0	1326	280	230	0	15	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	16	1020	0	0	1326	280	230	0	15	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	1020	0	0	1326	280	230	0	15	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	16	1020	0	0	1326	280	230	0	15	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	4650	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.00	0.00	0.43	0.18	0.07	0.00	0.01	0.00	0.00	0.00				
Crit Volume:	16				663		115				0					
Crit Moves:	****				****		****									

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #60 International Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	270	309	150	20	376	6	4	233	594	75	136	15				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	270	309	150	20	376	6	4	233	594	75	136	15				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	270	309	150	20	376	6	4	233	594	75	136	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	270	309	150	20	376	6	4	233	594	75	136	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	270	309	150	20	376	6	4	233	594	75	136	15				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.07	0.10	0.01	0.08	0.00	0.00	0.05	0.40	0.03	0.03	0.01				
Crit Volume:	135				125				594	38						
Crit Moves:	****				****				****	****						

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #61 Americanos Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	247	211	0	534	404	52	247	551	747	0	600	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	211	0	534	404	52	247	551	747	0	600	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	211	0	534	404	52	247	551	747	0	600	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	211	0	534	404	52	247	551	747	0	600	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	211	0	534	404	52	247	551	747	0	600	321
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.00	0.18	0.13	0.03	0.08	0.12	0.50	0.00	0.13	0.21
Crit Volume:		106		267					747	0		
Crit Moves:		****		****					****	****		

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #62 Americanos Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	124	109	0	462	598	30	27	802	263	0	874	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	109	0	462	598	30	27	802	263	0	874	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	109	0	462	598	30	27	802	263	0	874	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	109	0	462	598	30	27	802	263	0	874	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	109	0	462	598	30	27	802	263	0	874	322
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.15	0.20	0.02	0.01	0.27	0.18	0.00	0.29	0.21
Crit Volume:	62				299		13				437	
Crit Moves:	****				****		****				****	

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #63 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 6 Average Delay (sec/veh): 26.9
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
Volume Module:																
Base Vol:	1134	0	0	0	0	0	0	0	0	0	0	0	1455	1	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1134	0	0	0	0	0	0	0	0	0	0	0	1455	1	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1134	0	0	0	0	0	0	0	0	0	0	0	1455	1	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1134	0	0	0	0	0	0	0	0	0	0	0	1455	1	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1134	0	0	0	0	0	0	0	0	0	0	0	1455	1	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00		
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00			
Final Sat.:	3502	0	0	0	0	0	0	0	0	0	3133	1900	0			
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00			
Crit Moves:	****										****					
Green/Cycle:	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.00			
Volume/Cap:	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00			
Delay/Veh:	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	10.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	10.0	0.0			
LOS by Move:	C	A	A	A	A	A	A	A	A	A	C	A	A			
HCM2kAvgQ:	19	0	0	0	0	0	0	0	0	0	22	0	0			

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #64 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
Volume Module:																
Base Vol:	0	1134	1311	0	1455	0	0	0	360	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1134	1311	0	1455	0	0	0	360	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1134	0	0	1455	0	0	0	360	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1134	0	0	1455	0	0	0	360	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1134	0	0	1455	0	0	0	360	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.75	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1900	0	3610	0	0	0	2842	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00	0.00	0.40	0.00	0.00	0.00	0.13	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.22	0.00	0.00	0.00				
Volume/Cap:	0.00	0.44	0.00	0.00	0.56	0.00	0.00	0.00	0.56	0.00	0.00	0.00				
Delay/Veh:	0.0	6.0	0.0	0.0	7.1	0.0	0.0	0.0	35.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	6.0	0.0	0.0	7.1	0.0	0.0	0.0	35.6	0.0	0.0	0.0				
LOS by Move:	A	A	A	A	A	A	A	A	D	A	A	A				
HCM2kAvgQ:	0	8	0	0	11	0	0	0	6	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #65 Oak Ave Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 6 Average Delay (sec/veh): 6.9
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	2	0	0	1 1
Volume Module:																
Base Vol:	3	1436		0	0	361	1030		0	0		0	174		0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	1436		0	0	361	1030		0	0		0	174		0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	1436		0	0	361	0		0	0		0	174		0	56
Reduct Vol:	0	0		0	0	0	0		0	0		0	0		0	0
Reduced Vol:	3	1436		0	0	361	0		0	0		0	174		0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	3	1436		0	0	361	0		0	0		0	174		0	56
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	1805	3610		0	0	3610	1900		0	0		0	3502		0	3230
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00	0.00	0.10	0.00	0.00		0.00	0.00	0.00		0.05	0.00	0.02	
Crit Moves:		****		****									****			
Green/Cycle:	0.01	0.84	0.00	0.00	0.82	0.00	0.00		0.00	0.00	0.00		0.10	0.00	0.10	
Volume/Cap:	0.12	0.48	0.00	0.00	0.12	0.00	0.00		0.00	0.00	0.00		0.48	0.00	0.17	
Delay/Veh:	50.9	2.4	0.0	0.0	1.8	0.0	0.0		0.0	0.0	0.0		43.2	0.0	41.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.9	2.4	0.0	0.0	1.8	0.0	0.0		0.0	0.0	0.0		43.2	0.0	41.0	
LOS by Move:	D	A	A	A	A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	7	0	0	1	0	0		0	0	0		3	0	1	

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

Cordova Hills
Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #66 Oak Ave Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 6 Average Delay (sec/veh): 18.9
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	2	0	0	1 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	263		91	78	456		0	1175		0	4	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	263		91	78	456		0	1175		0	4	0		0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	263		0	78	456		0	1175		0	4	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	263		0	78	456		0	1175		0	4	0		0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	263		0	78	456		0	1175		0	4	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00		0.92	1.00	0.85	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00		2.00	0.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1900	1805	3610		0	3502		0	3230		0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00	0.04	0.13	0.00		0.34	0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****				****			****								
Green/Cycle:	0.00	0.16	0.00	0.10	0.26	0.00		0.68	0.00	0.68	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.45	0.00	0.45	0.49	0.00		0.49	0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	38.5	0.0	44.6	32.0	0.0		7.7	0.0	5.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	38.5	0.0	44.6	32.0	0.0		7.7	0.0	5.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	D	A	D	C	A		A	A	A	A		A	A	A	
HCM2kAvgQ:	0	4	0	3	7	0		9	0	0	0		0	0	0	

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

Ex #	Cml #	Roadway	Segment	Existing						Growth Rates							Cumulative No Project								Cumulative plus Project						Cumulative plus Pilatus				Cumulative plus Project Mitigated		
				Facility	Lanes	Policy	Total Volume	v/c	LOS	2008 Existing Model			2035 Existing Model			Adj'd Growth Factor	Facility	Lanes	Policy		Total Volume			v/c	LOS	Lanes		Select Link		v/c	LOS	Select Link		v/c	LOS	Lanes	v/c	LOS
										NB / EB	SB / WB	Total	NB / EB	SB / WB	Total			New	Old	New	Old	Quarry Trucks	New			New (Mits)	New	Select Link	Total			Select Link	Total					
1	1	Grant Line Road	Sheldon Road to Calvine Road	Rural S	2	D	12,800	0.64	E	6,576	6,885	13,462	13,656	14,422	28,078	2.09	Arterial M	4	D		25,700	1,231	27,931	0.78	C		4	3,612	31,543	0.88	D	3,845	31,776	0.88	D			
2	2		Calvine Road to Sunrise Boulevard	Rural S	2	E	14,200	0.71	E	8,305	8,704	17,009	15,343	16,239	31,582	1.86	Arterial M	4	E		29,500	1,368	27,768	0.77	C		4	4,624	32,392	0.90	D	4,953	32,721	0.91	E			
3	3		Sunrise Boulevard to Jackson Road	Rural S	2	E	7,900	0.40	D	3,986	3,978	7,964	6,847	7,256	14,103	1.77	Arterial M	4	E		21,400	1,372	15,472	0.43	A		4	4,932	20,404	0.57	A	5,378	20,850	0.58	A			
4	4		Jackson Road to Rancho Cordova Parkway (future)	Rural S	2	D	7,800	0.39	D	3,236	3,292	6,528	7,585	8,307	15,891	2.43	Arterial M	4	D		24,000	2,413	21,413	0.59	A		4	9,778	31,191	0.87	D	12,232	33,645	0.93	E	6	0.62	B
	5		Rancho Cordova Parkway (future) to Kiefer Boulevard							3,236	3,292	6,528	7,400	8,109	15,509	2.38	Arterial M	4	D		25,900	2,413	17,913	0.50	A	6	6	9,778	27,691	0.51	A	12,232	30,145	0.84	D			
5	6		Kiefer Boulevard to University Boulevard (future)	Rural S	2	D	6,500	0.33	C	4,001	4,193	8,194	10,158	10,993	21,151	2.58	Arterial M	4	D		20,400	2,504	19,304	0.54	A	6	6	17,484	36,788	0.68	B	22,670	41,974	1.17	F	6	0.78	C
6	7		University Boulevard (future) to Chrysanthy Boulevard (future)	Rural S	2	D	6,500	0.33	C	4,001	4,193	8,194	11,674	11,971	23,645	2.89	Arterial M	4	D		20,400	2,504	21,304	0.59	A		4	7,501	28,805	0.80	D	16,618	37,922	1.05	F	6	0.70	C
7	8		Chrysanthy Boulevard (future) to North Loop Road (future)	Rural S	2	D	6,500	0.33	C	4,001	4,193	8,194	9,888	10,518	20,406	2.49	Arterial M	4	D		24,600	2,786	23,186	0.64	B		4	7,756	30,942	0.86	D	7,006	30,192	0.84	D			
8	9		North Loop Road (future) to Douglas Road	Rural S	2	D	6,500	0.33	C	4,004	4,196	8,200	10,606	10,875	21,481	2.62	Arterial M	4	D	E	24,600	2,786	24,286	0.67	B	6	6	28,180	52,466	0.97	E	43,564	67,850	1.88	F	6	1.26	F
9	10		Douglas Road to White Rock Road	Rural NS	2	D	9,600	0.56	D	3,990	4,182	8,172	10,974	11,369	22,343	2.73	Arterial M	6	D		34,700	3,099	29,299	0.54	A		6	12,406	41,705	0.77	C	18,377	47,676	0.88	D			
10	11	White Rock Road	Kilgore Road to Sunrise Boulevard	Arterial M	6	D	27,000	0.50	A	17,441	17,951	35,392	7,968	8,895	16,864	0.48	Arterial M	6	E	D	24,200		27,000	0.50	A		6	425	27,425	0.51	A	912	27,912	0.52	A			
11	12		Sunrise Boulevard to Fitzgerald Road / Rancho Cordova Parkway (future)	Arterial M	4	D	9,800	0.27	A	3,430	3,483	6,913	11,738	13,034	24,772	3.58	Arterial M	6	E	D	16,600	19	24,819	0.46	A		6	1,461	26,280	0.49	A	2,574	27,393	0.51	A			
12	13		Fitzgerald Road / Rancho Cordova Parkway (future) to Americanos Boulevard (future)	Rural NS	2	D	3,400	0.20	B	3,320	3,370	6,691	9,695	10,079	19,775	2.96	Arterial M	6	E	D	11,700	38	10,038	0.19	A		6	1,570	11,608	0.21	A	2,381	12,419	0.23	A			
	14		Americanos Boulevard (future) to Grant Line Road							3,184	3,233	6,418	2,752	3,014	5,766	0.90	Arterial M	6	D		12,300	194	5,994	0.11	A		6	241	6,235	0.12	A	318	6,312	0.12	A			
13	15		Grant Line Road to Prairie City Road	Rural NS	2	E	9,900	0.58	D	4,710	5,029	9,739	13,768	14,412	28,180	2.89	Arterial M	6	E		44,000	3,293	31,893	0.59	A		6	10,983	42,876	0.79	C	16,910	48,803	0.90	E			
14	16		Prairie City Road to Scott Road (West)	Rural NS	2	D	7,000	0.41	D	2,940	3,780	6,720	10,117	10,595	20,712	3.08	Arterial M	6	D	C	31,400	3,343	24,943	0.46	A		6	6,378	31,321	0.58	A	9,180	34,123	0.63	B			
15	17		Scott Road (West) to Scott Road (East)	Rural NS	2	D	7,000	0.41	D	2,038	3,004	5,041	9,076	9,365	18,441	3.66	Arterial M	6	D	C	31,700	3,568	29,168	0.54	A		6	4,916	34,084	0.63	B	7,108	36,276	0.67	B			
16	18		Scott Road (East) to county line	Rural NS	2	D	7,500	0.44	D	1,071	2,204	3,275	4,766	4,961	9,728	2.97	Arterial M	6	D	C	21,200	354	22,654	0.42	A		6	1,810	24,464	0.45	A	2,704	25,358	0.47	A			
17	19	Jackson Road	Watt Avenue to Bradshaw Road	Arterial M	2	E	12,800	0.71	C	8,528	8,333	16,861	15,223	14,746	29,969	1.78	Arterial M	6	E		66,900		30,000	0.56	A		6	1,993	31,993	0.59	A	8,493	38,493	0.71	C			
18	20		Bradshaw Road to Vineyard Road	Rural Hwy	2	E	10,800	0.47	D	7,049	7,043	14,092	7,946	8,145	16,090	1.14	Arterial M	4	E		55,300		16,100	0.45	A		4	2,000	18,100	0.50	A	3,121	19,221	0.53	A			
	21		Vineyard Road to Excelsior Road							6,896	6,881	13,776	6,631	7,209	13,840	1.00	Arterial M	4	E		35,200	80	13,880	0.39	A		4	2,041	15,921	0.44	A	3,186	17,066	0.47	A			
19	22		Excelsior Road to Eagles Nest Road	Rural Hwy	2	E	9,200	0.40	D	3,822	3,921	7,743	5,451	5,654	11,105	1.43	Arterial M	4	E		22,500	80	13,280	0.37	A		4	2,847	16,127	0.45	A	6,591	19,871	0.55	A			
20	23		Eagles Nest Road to Sunrise Boulevard	Rural Hwy	2	E	9,200	0.40	D	3,779	3,816	7,595	6,270	6,417	12,687	1.67	Arterial M	4	E		24,600	80	15,480	0.43	A		4	2,944	18,424	0.51	A	4,542	20,022	0.56	A			
21	24		Sunrise Boulevard to Grant Line Road	Rural Hwy	2	D	13,000	0.57	D	6,458	6,472	12,930	9,862	10,219	20,081	1.55	Arterial M	4	D		29,100	892	21,092	0.59	A		4	4,847	25,939	0.72	C	6,855	27,947	0.78	C			
22	25	Douglas Road	Mather Boulevard / Excelsior Road to Eagles Nest Road	Arterial M	2	E	6,500	0.36	A	1,511	1,673	3,185	6,779	6,804	13,583	4.27	Arterial M	4	E		19,800	23	13,623	0.38	A		4	221	13,844	0.38	A	99	13,722	0.38	A			
23	26		Eagles Nest Road to Sunrise Boulevard	Arterial M	2	D	6,300	0.35	A	2,942	3,330	6,272	17,659	18,392	36,051	5.75	Arterial M	6	D		31,100	57	36,257	0.67	B		6	6,080	42,337	0.78	C	9,187	45,444	0.84	D			
24	27		Sunrise Boulevard to Rancho Cordova Parkway (future)	Arterial M	2	D	4,400	0.24	A	5,286	5,227	10,513	25,692	25,722	51,414	4.89	Arterial M	6	D		36,100	114	21,614	0.40	A		6	13,400	35,014	0.65	B	19,536	41,150	0.76	C			
25	28		Rancho Cordova Parkway (future) to Americanos Boulevard (future)	Arterial M	2	D	2,300	0.13	A	2,413	2,407	4,821	9,689	9,867	19,557	4.06	Arterial M	6	D		17,100	244	19,844	0.37	A		6	10,389	30,233	0.56	A	17,883	37,727	0.70	B			
	29		Americanos Boulevard (future) to Grant Line Road							1,459	1,457	2,916	4,632	4,713	9,346	3.21	Arterial M	6	D		10,300	255	9,555	0.18	A		6	15,774	25,329	0.47	A	25,457	35,012	0.65	B			
	30	Kiefer Boulevard	Bradshaw Road to Vineyard Road							846	860	1,706	9,535	10,115	19,650	11.52	Arterial M	4	D	E	28,400		19,700	0.55	A		4	1,649	21,349	0.59	A	2,549	22,249	0.62	B			
	31		Vineyard Road to Excelsior Road										8,960	9,531	18,491		Arterial M	4	D	E	23,000		18,500	0.51	A		4	1,904	20,404	0.57	A	3,005	21,505	0.60	A			
	32		Excelsior Road to Eagles Nest Road										2,183	2,371	4,554		Arterial M	4	D	E	11,500		4,600	0.13	A		4	1,749	6,349	0.18	A	2,930	7,530	0.21	A			
	33		Eagles Nest Road to Sunrise Boulevard							771	911	1,681	3,593	3,805	7,398	4.40	Arterial M	4	D	E	16,300		7,400	0.21	A		4	2,743	10,143	0.28	A	4,670	12,070	0.34	A			
	34		Sunrise Boulevard to Rancho Cordova Parkway (future)										1,166	1,190	2,356		Arterial M	4	D		18,400		2,400	0.07	A		4	2,743	5,143	0.14	A	4,670	7,070	0.20	A			
	35		Rancho Cordova Parkway (future) to Grant Line Road										3,864	3,673	7,536		Arterial M	4	D		6,800		7,500	0.21	A		4	5,092	12,592	0.35	A	7,038	14,538	0.40	A			
26	36		Grant Line Road to Jackson Road	Rural NS	2	D	2,900	0.17	B	1,459	1,326	2,786	3,368	3,055	6,424	2.31	Rural NS	2	D		7,000		6,700	0.39	D		2	2,512	9,212	0.54	D	2,794	9,494	0.56	D			
27	37	Sunrise Boulevard	U.S. 50 to Folsom Boulevard	Arterial M	6	D	54,500	1.01	F	38,995	41,476	80,471	46,180	42,158	88,338	1.10	Arterial M	6	D		62,300	4	59,804	1.11	F		6	3,316	63,120	1.17	F	5,043	64,847	1.20	F			
28	38		Folsom Boulevard to White Rock Road	Arterial M	6	D	49,500	0.92	E	32,918	34,424	67,341	35,528	36,714	72,241	1.07	Arterial M	6	D		54,800	4	53,104	0.98	E		6	4,545	57,649	1.07	F	7,170	60,274	1.12	F			
29	39		White Rock Road to Douglas Road	Arterial M	6	D	28,200	0.52	A	16,632	17,436	34,068	22,029	23,708	45,737	1.34	Arterial M	6	D		41,200		37,900	0.70	C		6	5,189	43,089	0.80	C	7,703	45,603	0.84	D			
30	40		Jackson Road to Florin Road	Rural S	2	E	11,100	0.56	D	4,899	5,291	10,190	9,811	10,837	20,649	2.03	Arterial M	6	E		22,400		22,500	0.42	A		6	1,903	24,403	0.45	A	2,313	24,813	0.46	A			
31	41	Mather Boulevard	Douglas Road to Femoyer Street	Arterial M	2	D	6,500	0.36	A	2,339	3,143	5,482	2,301	2,159	4,460	0.81	Arterial M	2	D		5,900		5,300	0.29	A		2	485	5,785	0.32	A	788	6,088	0.34	A			
32	42	Zinfandel Drive	U.S. 50 to White Rock Road	Arterial M	6	D	43,300	0.80	D	27,581	26,627	54,208	44,122	39,760	83,882	1.55	Arterial M	6	D		80,600		83,900	1.55	F		6	3,619	87,519	1.62	F	6,156	90,056	1.67	F			
	43		White Rock Road to International Drive							2,739	2,564	5,303	24,050	21,265	45,315	8.54	Arterial M	6	D		55,000		45,300	0.84	D		6	3,569	48,869	0.90	E	5,909	51,209	0.95	E			
	44		International Drive to Douglas Road										27,131	25,854	52,985		Arterial M	6	D		30,600		53,000	0.98	E		6	5,596	58,596	1.09	F	8,961	61,961	1.15	F			
33	45	Prairie City Road	U.S. 50 to Easton Valley Parkway	Rural NS	2	D	5,900	0.35	C	6,475	6,026	12,501	14,926	13,899	28,825	2.31	Arterial M	6	D	C	27,600		28,800	0.53	A		6	3,366	32,166	0.60	A	5,648	34,448	0.64	B			
	46		Easton Valley Parkway to White Rock Road							6,199	5,743	11,942	9,753	9,762	19,515	1.63	Arterial M	4	D	C	19,100	50	19,550	0.54	A		4	4,487	24,037	0.67	B	7,552	27,102	0.75	C			
34	47	Scott Road	U.S. 50 to Easton Valley Parkway	Rural NS	2	D	4,800	0.28	C	2,558	2,392	4,950	17,477	16,810	34,286	6.93	Arterial M	6	D	C	43,100	7,185	40,385	0.75	C		6	2,889	43,274	0.80	D	4,190	44,575	0.83	D			
	48		Easton Valley Parkway to White Rock Road							2,558	2,392	4,950	5,228	5,432	10,660	2.15	Arterial M	4	D	C	19,800	7,460	18,160	0.50	A		4	3,095	21,255	0.59	A	4,394	22,554	0.63	B			
	49	Chrysanthy Boulevard	Sunrise Boulevard to Rancho Cordova Parkway (future)										4,077	4,296	8,373		Arterial M	4	D		10,800		8,400	0.23	A		4	2,109	10,509	0.29	A	2,243	10,643	0.30	A			
	50		Rancho Cordova Parkway (future) to Americanos Boulevard (future)										7,579	7,837	15,416		Arterial M	4	D		19,400		15,400	0.43	A		4	12,834	28,234	0.78	C	13,323	28,723	0.80	C			
	51		Americanos Boulevard (future) to Grant Line Road										5,507	5,669	11,175		Arterial M	4	D		6,100		11,200	0.31	A		4	20,764	31,964	0.89	D	22,015	33,215	0.92	E	6	0.62	B
	52	Rancho Cordova Parkway	White Rock Road to Douglas Road										16,682	17,184	33,866		Arterial M	6	D		33,600		33,900	0.63	B		6	1,568	35,468	0.66	B	3,624	37,524	0.69	B			
	53		Douglas Road to Chrysanthy Boulevard										7,154	7,198	14,352		Arterial M	6	D		29,400		14,400	0.27	A		6	4,580	18,980	0.35	A	5,296	19,696	0.36	A			
	54		Chrysanthy Boulevard to Kiefer Boulevard										3,310	3,420	6,730		Arterial M	4	D		20,300		6,700	0.19	A		4	744	7,444	0.21	A	938	7,638	0.21	A			
	55		Kiefer Boulevard to Grant Line Road										185	197	383		Arterial M	4	D		6,800		400	0.01	A		4	1,226	1,626	0.05	A	1,429	1,829	0.05	A			
	56	Americanos Boulevard	White Rock Road to Douglas Road										5,254	5,230	10,484		Arterial M	4	D		12,200		10,500	0.29	A		4	6,542	17,042	0.47	A	10,281	20,781	0.58	A			
	57		Douglas Road to Chrysanthy Boulevard										4,152	4,181	8,333		Arterial M	4	D		7,600		8,300	0.23	A		4	3,009	11,309	0.31	A	4,667	12,967	0.36	A			
	58		Chrysanthy Boulevard to Kiefer Boulevard										1,741	2,016	3,757		Arterial M	4	D		9,600		3,800	0.11	A		4	2,015	5,815	0.16	A	1,568	5,368	0.15	A			
	59	Oak Avenue Parkway	U.S. 50 to Easton Valley Parkway										3,396	3,863	7,259		Arterial M	4	D	C	17,900	50	7,350	0.20	A		4	1,460	8,810	0.24	A	2,062	9,412	0.26	A			
	60		Easton Valley Parkway to White Rock Road										5,058	5,199	10,257		Arterial M	4	D	C	3,100	225	10,525	0.29	A		4	1,463	11,988	0.33	A	2,072	12,597	0.35	A			
	61	North Loop Road	Grant Line Road to Town Center Drive														Arterial M	4	E								4	27,271	27,271	0.76	C							
	62		Town Center Drive to Street A														Arterial M	4	E								4	24,194	24,194	0.67	B							
	63		Street A to Street D														Arterial M	4	E								4	16,745	16,745	0.47	A							
	64		Street D to Street F														Arterial L	4	E								4	8,382	8,382	0.28	A							
	65		Street F to University Boulevard														Residential NF	2	E								2	2,754	2,754	0.28	A							
	66	Chrysanthy Boulevard	Grant Line Road to Town Center Drive														Arterial M	4	E								4	14,202	14,202	0.39	A							
	67	University Boulevard	Grant Line Road to Town Center Drive														Arterial M	4	E								4	24,956	24,956	0.69	B							
	68		Town Center Drive to Street A														Arterial M	4	E								4	16,256	16,256	0.45	A							
	69		Street A to Street C														Arterial M	2	E								2	9,822	9,822	0.55	A							
	70		Street C to Street D														Arterial M	2	E								2	9,958	9,958	0.55	A							
	71		Street D to Street E														Residential NF	2	E								2	6,992	6,992	0.70	B							
	72		Street E to North Loop Road														Residential NF	2	E								2	5,011	5,011	0.50	A							
	73	Town Center Drive	North Loop Road to Chrysanthy Boulevard														Arterial L	2	E								2	8,064	8,064	0.54	A							
	74		Chrysanthy Boulevard to University Boulevard														Arterial L	2	E								2	7,257	7,257	0.48	A							
	75	Street A	North Loop Road to University Boulevard														Residential NF	2	E								2	6,465	6,465	0.65	B							
	76		University Boulevard to Street B														Residential NF	2	E								2	9,119	9,119	0.91	E							
	77		Street B to Street D														Residential NF	2	E								2	4,776	4,776	0.48	A							
	78	Street D	North Loop Road to University Boulevard														Arterial L	2	E								2	11,295	11,295	0.75	C							
	79		University Boulevard to Street A														Residential NF	2	E								2	6,961	6,961	0.70	B							
	80	Street E	University Boulevard to Street A														Residential F	2	E								2	3,122	3,122	0.39	B							

Free-flow speed (*FFS*)	65 mph
Lane capacity	2350 pc/h/ln
Peak hour factor (*PHF*)	0.900
Heavy vehicle factor (f_{HV})	0.976
Driver population factor (f_P)	1.000

Segment	Lanes (N) ML	HOV	Aux	Aux Adj	Total	AM peak hour Raw ML	HOV	Aux	Total	Adjusted Count	ML	HOV	Aux	Trucks	Total	Total (Non-HOV)	Flow v_p (pc/h/ln)	Speed *S* (mph)	Density *D* (pc/mi/ln)	LOS	PM peak hour Raw ML	HOV	Aux	Total	Adjusted Count	ML	HOV	Aux	Trucks	Total	Total (Non-HOV)	Flow v_p (pc/h/ln)	Speed *S* (mph)	Density *D* (pc/mi/ln)	LOS
Existing Conditions																																			
Eastbound U.S. 50																																			
1 Power Inn Road / Howe Avenue to Watt Avenue	4	0	0		4.0	6,111			6,111	7,234	7,234				7,230	7,230	2,058	60.4	34.1	D	8,222			8,222	7,547	7,547				7,550	7,550	2,149	58.4	36.8	E
2 Watt Avenue to Bradshaw Road	4	0	0		4.0	6,044			6,044	7,719	7,719				7,720	7,720	2,197	57.1	38.5	E	7,915			7,915	7,626	7,626				7,630	7,630	2,172	57.8	37.6	E
3 Bradshaw Road to Mather Field Road	4	0	0		4.0	6,337			6,337	7,198	7,198				7,200	7,200	2,049	60.6	33.8	D	8,034			8,034	6,924	6,924				6,920	6,920	1,969	61.9	31.8	D
4 Mather Field Road to Zinfandel Drive	4	0	1	0.6	4.6	5,256			5,256	6,418	6,418				6,420	6,420	1,589	64.9	24.5	C	6,956			6,956	7,188	7,188				7,190	7,190	1,779	64.1	27.8	D
5 Sunrise Boulevard to Hazel Avenue	3	1	0		3.0	3,193	218		3,411	4,754	4,450	304			4,750	4,530	1,719	64.4	26.7	D	5,626	563		6,189	7,062	6,420	642			7,060	6,500	2,467	47.5	52.0	F
Westbound U.S. 50																																			
6 Hazel Avenue to Sunrise Boulevard	3	1	0		3.0	5,749	449		6,198	7,099	6,585	514			7,100	6,650	2,524	44.8	56.3	F	4,196	345		4,541	4,485	4,144	341			4,480	4,140	1,571	64.9	24.2	C
7 Zinfandel Drive to Mather Field Road	4	0	1	0.6	4.6	6,918			6,918	7,422	7,422				7,420	7,420	1,836	63.6	28.9	D	6,230			6,230	6,365	6,365				6,370	6,370	1,576	64.9	24.3	C
8 Mather Field Road to Bradshaw Road	4	0	0		4.0	7,361			7,361	7,291	7,291				7,290	7,290	2,075	60.1	34.5	D	7,320			7,320	6,766	6,766				6,770	6,770	1,927	62.6	30.8	D
9 Bradshaw Road to Watt Avenue	4	0	0		4.0	7,650			7,650	7,868	7,868				7,870	7,870	2,240	55.9	40.1	E	7,291			7,291	7,590	7,590				7,590	7,590	2,160	58.1	37.2	E
10 Watt Avenue to Power Inn Road / Howe Avenue	4	0	1	0.6	4.6	6,574		1,349	7,923	8,353	6,931		1,422		8,350	8,350	2,067	60.2	34.3	D	6,162		1,173	7,335	7,130	5,990		1,140		7,130	7,130	1,765	64.2	27.5	D
Cumulative No Project Conditions																																			
Eastbound U.S. 50																																			
1 Power Inn Road / Howe Avenue to Watt Avenue	4	1	1	0.8	4.8	5,709	746	1,226	7,682		6,758	746	1,226	179	8,910	8,160	1,935	62.4	31.0	D	6,765	953	1,703	9,420		6,210	953	1,703		8,870	7,920	1,878	63.1	29.7	D
2 Watt Avenue to Bradshaw Road	4	1	0		4.0	7,132	614		7,745		9,108	614		179	9,900	9,290	2,644	38.4	68.9	F	8,265	868		9,132		7,963	868			8,830	7,960	2,265	55.1	41.1	E
3 Bradshaw Road to Mather Field Road	4	1	1	0.6	4.6	6,279	636	1,148	8,062		7,132	636	1,148	179	9,090	8,450	2,091	59.7	35.0	E	6,832	868	1,274	8,974		5,888	868	1,274		8,030	7,160	1,772	64.1	27.6	D
4 Mather Field Road to Zinfandel Drive	4	1	1	0.5	4.5	5,732	506	761	6,998		6,999	506	761	179	8,440	7,930	2,006	61.3	32.7	D	6,304	713	1,155	8,172		6,514	713	1,155		8,380	7,670	1,940	62.4	31.1	D
5 Rancho Cordova Parkway to Hazel Avenue	3	1	1	0.4	3.4	4,375	391	913	5,678		6,097	545	913	179	7,730	7,340	2,458	47.9	51.4	F	5,343	685	1,540	7,569		6,097	782	1,540		8,420	7,730	2,588	41.5	62.4	F
Westbound U.S. 50																																			
6 Hazel Avenue to Rancho Cordova Parkway	3	1	1	0.6	3.6	4,984	568	1,455	7,008		5,709	651	1,455	353	8,170	7,600	2,403	50.2	47.9	F	4,461	481	1,063	6,005		4,406	475	1,063		5,940	5,460	1,727	64.4	26.8	D
7 Zinfandel Drive to Mather Field Road	4	1	1	0.8	4.8	6,238	490	920	7,648		6,692	490	920	353	8,460	7,970	1,890	63.0	30.0	D	6,249	663	1,018	7,931		6,384	663	1,018		8,070	7,410	1,757	64.2	27.4	D
8 Mather Field Road to Bradshaw Road	4	1	1		4.0	6,139	612	1,094	7,845		6,081	612	1,094	353	8,140	7,530	2,143	58.5	36.6	E	6,531	946	1,482	8,959		6,037	946	1,482		8,470	7,520	2,140	58.6	36.5	E
9 Bradshaw Road to Watt Avenue	4	1	0		4.0	7,643	612		8,255		7,861	612		353	8,830	8,220	2,339	52.6	44.5	E	8,226	946		9,172		8,564	946			9,510	8,560	2,436	48.8	49.9	F
10 Watt Avenue to Power Inn Road / Howe Avenue	4	1	1	0.6	4.6	6,643	633	1,377	8,654		7,004	633	1,452	353	9,440	8,810	2,180	57.6	37.9	E	6,657	1,036	1,335	9,028		6,471	1,036	1,298		8,810	7,770	1,923	62.6	30.7	D
Cumulative plus Project Conditions																																			
Eastbound U.S. 50																																			
1 Power Inn Road / Howe Avenue to Watt Avenue	4	1	1	0.8	4.8						6,759	828	1,226	179	8,990	8,160	1,935	62.4	31.0	D						6,252	1,124	1,703		9,080	7,960	1,888	63.0	29.9	D
2 Watt Avenue to Bradshaw Road	4	1	0		4.0						9,144	666		179	9,990	9,320	2,653	37.9	70.1	F						7,968	1,096			9,060	7,960	2,265	55.1	41.1	E
3 Bradshaw Road to Mather Field Road	4	1	1	0.6	4.6						7,149	679	1,151	179	9,160	8,480	2,099	59.5	35.2	E						5,899	1,096	1,274		8,270	7,170	1,774	64.1	27.7	D
4 Mather Field Road to Zinfandel Drive	4	1	1	0.5	4.5						7,048	508	761	179	8,500	7,990	2,021	61.1	33.1	D						6,722	716	1,155		8,590	7,870	1,991	61.6	32.3	D
5 Rancho Cordova Parkway to Hazel Avenue	3	1	1	0.4	3.4						6,110	579	997	179	7,870	7,290	2,441	48.6	50.2	F						6,117	800	1,573		8,490	7,690	2,575	42.2	61.0	F
Westbound U.S. 50																																			
6 Hazel Avenue to Rancho Cordova Parkway	3	1	1	0.6	3.6						5,755	651	1,482	353	8,240	7,590	2,400	50.3	47.7	F						4,412	475	1,167		6,050	5,580	1,765	64.2	27.5	D
7 Zinfandel Drive to Mather Field Road	4	1	1	0.8	4.8						6,996	490	920	353	8,760	8,270	1,961	62.1	31.6	D						6,474	663	1,018		8,160	7,500	1,779	64.1	27.8	D
8 Mather Field Road to Bradshaw Road	4	1	1		4.0						6,119	877	1,094	353	8,440	7,560	2,152	58.3	36.9	E						6,041	1,032	1,483		8,560	7,530	2,143	58.5	36.6	E
9 Bradshaw Road to Watt Avenue	4	1	0		4.0						7,883	877		353	9,110	8,230	2,342	52.5	44.6	E						8,611	1,032			9,640	8,610	2,450	48.2	50.9	F
10 Watt Avenue to Power Inn Road / Howe Avenue	4	1	1	0.6	4.6						7,072	819	1,452	353	9,700	8,880	2,198	57.1	38.5	E						6,496	1,132	1,298		8,930	7,800	1,930	62.5	30.9	D
Mitigated																																			
Eastbound U.S. 50																																			
1 Power Inn Road / Howe Avenue to Watt Avenue																																			
2 Watt Avenue to Bradshaw Road	4	1	1	0.6	4.6										9,990	9,320	2,307	53.8	42.9	E										9,060	7,960	1,970	61.9	31.8	D
3 Bradshaw Road to Mather Field Road																																			
4 Mather Field Road to Zinfandel Drive																																			
5 Rancho Cordova Parkway to Hazel Avenue	4	1			4.0										7,870	7,290	2,075	60.1	34.5	D										8,490	7,690	2,189	57.4	38.2	E
Westbound U.S. 50																																			
6 Hazel Avenue to Rancho Cordova Parkway	4	1			4.0										8,240	7,590	2,160	58.1	37.2	E										6,050	5,580	1,588	64.9	24.5	C
7 Zinfandel Drive to Mather Field Road																																			
8 Mather Field Road to Bradshaw Road																																			
9 Bradshaw Road to Watt Avenue	4	1	1	0.6	4.6										9,110	8,230	2,037	60.8	33.5	D										9,640	8,610	2,131	58.8	36.2	E
10 Watt Avenue to Power Inn Road / Howe Avenue																																			
Cumulative plus Pilatus Conditions																																			
Eastbound U.S. 50																																			
1 Power Inn Road / Howe Avenue to Watt Avenue	4	1	1	0.8	4.8						6,760	933	1,226	179	9,100	8,170	1,938	62.4	31.1	D						6,320	1,395	1,703		9,420	8,020	1,902	62.9	30.3	D
2 Watt Avenue to Bradshaw Road	4	1	0		4.0						9,171	750		179	10,100	9,350	2,661	37.4	71.2	F						7,978	1,455			9,430	7,980	2,271	54.9	41.3	E
3 Bradshaw Road to Mather Field Road	4	1	1	0.6	4.6						7,161	758	1,152	179	9,250	8,490	2,101	59.5	35.3	E						5,912	1,455	1,274		8,640	7,190	1,779	64.1	27.8	D
4 Mather Field Road to Zinfandel Drive	4	1	1	0.5	4.5						7,131	509	761	179	8,580	8,070	2,042	60.7	33.6	D						7,061	722	1,155		8,940	8,220	2,080	60.0	34.7	D
5 Rancho Cordova Parkway to Hazel Avenue	3	1	1	0.4	3.4						6,121	651	1,179	179	8,130	7,480	2,505	45.7	54.8	F						6,146	824	1,610		8,580	7,760	2,598	40.9	63.5	F
Westbound U.S. 50																																			
6 Hazel Avenue to Rancho Cordova Parkway	3	1	1	0.6	3.6						5,790	651	1,530	353	8,320	7,670	2,425	49.2	49.3	F						4,430	477	1,324		6,230	5,750	1,818	63.7	28.5	D
7 Zinfandel Drive to Mather Field Road	4	1	1	0.8	4.8						7,573	495	920	353	9,340	8,850	2,099	59.5	35.3	E						6,609	663	1,018		8,290	7,630	1,810	63.8	28.4	D
8 Mather Field Road to Bradshaw Road	4	1	1		4.0						6,166	1,412	1,094	353	9,030	7,620	2,169	57.9	37.5	E						6,046	1,162	1,484		8,690	7,530	2,143	58.5	36.6	E
9 Bradshaw Road to Watt Avenue	4	1	0		4.0						7,917	1,412		353	9,680	8,270	2,354	52.1	45.2	F						8,655	1,162			9,820	8,660	2,465	47.5	51.8	F
10 Watt Avenue to Power Inn Road / Howe Avenue	4	1	1	0.6	4.6						7,190	1,177	1,452	353	10,170	8,990	2,225	56.3	39.5	E						6,531	1,249	1,298		9,080	7,830	1,938	62.4	31.1	D
Mitigated																																			
Eastbound U.S. 50																																			
1 Power Inn Road / Howe Avenue to Watt Avenue																																			
2 Watt Avenue to Bradshaw Road	4	1	1	0.6	4.6										10,100	9,350	2,314	53.5	43.2	E										9,430	7,980	1,975	61.9	31.9	D
3 Bradshaw Road to Mather Field Road																																			
4 Mather Field Road to Zinfandel Drive																																			
5 Rancho Cordova Parkway to Hazel Avenue	4	1			4.0										8,130	7,480	2,129	58.9	36.2	E										8,580	7,760	2,209	56.8	38.9	E
Westbound U.S. 50																																			
6 Hazel Avenue to Rancho Cordova Parkway	4	1			4.0										8,320	7,670	2,183	57.5	38.0	E										6,230	5,750	1,636	64.8	25.3	C
7 Zinfandel Drive to Mather Field Road																																			
8 Mather Field Road to Bradshaw Road																																			
9 Bradshaw Road to Watt Avenue	4	1	1	0.6	4.6										9,680	8,270	2,047	60.6	33.8	D										9,820	8,660	2,143	58.5	36.6	E
10 Watt Avenue to Power Inn Road / Howe Avenue																																			

US-50 Eastbound Off-Ramp to Watt Avenue

Highway Capacity Manual, Special Report 209
2000 Edition

Ramp Analysis Type: Two-Lane Off-Ramp / Eight-Lane Freeway

	Lanes	
	Ex	Cml
Upstream Freeway Lanes:	4	5
Downstream Freeway Lanes:	4	5

Input Data	Existing no Project		Cumulative no Project		Project Volumes		Cumulative plus Project		Project Alternative Volumes		Cumulative plus Project Alt	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7230	7550	9450	9614	83	214	9533	9828	79	232	9529	9846
Freeway Free-Flow Speed (mph):	65	65	65	65			65	65			65	65
Ramp Volume:	1186	1570	1657	2026	0	0	1657	2026	0	0	1657	2026
Peak Hour Factor:	0.900	0.900	0.900	0.900			0.900	0.900			0.900	0.900
Heavy Vehicle Factor:	0.976	0.976	0.976	0.976			0.976	0.976			0.976	0.976
Driver Population Factor:	1.000	1.000	1.000	1.000			1.000	1.000			1.000	1.000
PFD (8 lane fwy, 2 lane exit):	0.26	0.26	0.26	0.26			0.26	0.26			0.26	0.26
Deceleration Lane Length (feet):	2290	2290	2290	2290			2290	2290			2290	2290
Adjusted Freeway Volume (Upstream):	8231	8595	10758	10945			10853	11189			10848	11209
Adjusted Ramp Volume:	1350	1787	1886	2306			1886	2306			1886	2306
V12:	3139	3557	4193	4552			4217	4616			4216	4621
Diverge Area Density (pc/mi/ln):	10.64	14.23	19.70	22.79			19.91	23.34			19.90	23.38
Diverge Area LOS:	B	B	B	C			B	C			B	C
Upstream flow rate (veh/ln):	2058	2149	2152	2189			2171	2238			2170	2242
Actual Speed (mph):	60.4	58.4	58.3	57.3			57.8	56.0			57.8	55.8
Density (pc/mi/ln):	34.08	36.81	36.91	38.17			37.55	40.00			37.51	40.15
Upstream LOS:	D	E	E	E			E	E			E	E

US-50 Eastbound On-Ramp from Southbound Watt Avenue (Loop)

Highway Capacity Manual, Special Report 209
2000 Edition

Ramp Analysis Type: Single-Lane On-Ramp / Eight-Lane Freeway

	Lanes	
	Ex	Cml
Upstream Freeway Lanes:	4	5
Downstream Freeway Lanes:	4	5

Input Data	Existing no		Cumulative no		Project Volumes		Cumulative plus		Project Alternative		Cumulative plus	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6044	5980	7809	8086	83	214	7892	8300	79	232	7888	8318
Freeway Free-Flow Speed (mph):	65	65	65	65			65	65			65	65
Ramp Volume:	1484	1041	1795	1196	4	19	1799	1215	4	20	1799	1216
Peak Hour Factor:	0.900	0.900	0.900	0.900			0.900	0.900			0.900	0.900
Heavy Vehicle Factor:	0.976	0.976	0.976	0.976			0.976	0.976			0.976	0.976
Driver Population Factor:	1.000	1.000	1.000	1.000			1.000	1.000			1.000	1.000
Ramp Free-Flow Speed (mph):	20	20	20	20			20	20			20	20
Acceleration Lane Length (feet):	750	750	750	750			750	750			750	750
Adjusted Freeway Volume (Upstream):	6881	6808	8890	9205			8985	9449			8980	9469
Adjusted Ramp Volume:	1689	1185	2043	1362			2048	1383			2048	1384
PFM (Eight Lane Freeway):	0.425	0.488	0.381	0.466			0.380	0.463			0.380	0.463
V12:	2923	3321	3383	4287			3414	4375			3412	4383
Merge Area Density (pc/mi/ln):	35.97	35.37	42.16	44.21			42.43	45.05			42.42	45.12
Merge Area LOS:	E	E	E	E			E	E			E	E
Downstream flow rate (veh/ln):	2143	1998	2187	2113			2207	2166			2206	2171
Actual Speed (mph):	58.5	61.5	57.4	59.2			56.9	57.9			56.9	57.8
Density (pc/mi/ln):	36.62	32.50	38.10	35.68			38.82	37.38			38.78	37.55
Downstream LOS:	E	D	E	E			E	E			E	E

US-50 Eastbound On-Ramp from Northbound Watt Avenue (Slip)

Highway Capacity Manual, Special Report 209
2000 Edition

Ramp Analysis Type: Single-Lane On-Ramp / Eight-Lane Freeway

	Lanes	
	Ex	Cml
Upstream Freeway Lanes:	4	5
Downstream Freeway Lanes:	4	5

Input Data	Existing no Project		Cumulative no Project		Project Volumes		Cumulative plus Project		Project Alternative Volumes		Cumulative plus Project Alt	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7528	7021	9727	9494	83	214	9810	9708	79	232	9806	9726
Freeway Free-Flow Speed (mph):	65	65	65	65			65	65			65	65
Ramp Volume:	619	475	798	662	0	0	798	662	0	0	798	662
Peak Hour Factor:	0.900	0.900	0.900	0.900			0.900	0.900			0.900	0.900
Heavy Vehicle Factor:	0.976	0.976	0.976	0.976			0.976	0.976			0.976	0.976
Driver Population Factor:	1.000	1.000	1.000	1.000			1.000	1.000			1.000	1.000
Ramp Free-Flow Speed (mph):	40	40	40	40			40	40			40	40
Acceleration Lane Length (feet):	1000	1000	1000	1000			1000	1000			1000	1000
Adjusted Freeway Volume (Upstream):	8570	7993	11074	10808			11168	11052			11163	11072
Adjusted Ramp Volume:	705	541	908	754			908	754			908	754
PFM (Eight Lane Freeway):	0.408	0.429	0.383	0.402			0.383	0.402			0.383	0.402
V12:	3500	3428	4242	4348			4278	4446			4276	4454
Merge Area Density (pc/mi/ln):	31.68	29.91	38.96	38.65			39.24	39.42			39.22	39.48
Merge Area LOS:	F	D	F	F			F	F			F	F
Downstream flow rate (veh/ln):	2319	2134	2396	2312			2415	2361			2414	2365
Actual Speed (mph):	53.3	58.7	50.5	53.6			49.7	51.8			49.7	51.7
Density (pc/mi/ln):	43.48	36.33	47.49	43.15			48.61	45.57			48.55	45.78
Downstream LOS:	E	E	F	E			F	F			F	F

US-50 Westbound Off-Ramp to Watt Avenue

Highway Capacity Manual, Special Report 209
2000 Edition

Ramp Analysis Type: Two-Lane Off-Ramp / Eight-Lane Freeway

	Lanes	
	Ex	Cml
Upstream Freeway Lanes:	4	5
Downstream Freeway Lanes:	4	5

Input Data	Existing no Project		Cumulative no Project		Project Volumes		Cumulative plus Project		Project Alternative Volumes		Cumulative plus Project Alt	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7870	7590	10157	9822	288	134	10445	9956	322	133	10479	9955
Freeway Free-Flow Speed (mph):	65	65	65	65			65	65			65	65
Ramp Volume:	1598	2146	1742	2096	50	13	1792	2109	56	13	1798	2109
Peak Hour Factor:	0.900	0.900	0.900	0.900			0.900	0.900			0.900	0.900
Heavy Vehicle Factor:	0.976	0.976	0.976	0.976			0.976	0.976			0.976	0.976
Driver Population Factor:	1.000	1.000	1.000	1.000			1.000	1.000			1.000	1.000
PFD (8 lane fwy, 2 lane exit):	0.26	0.26	0.26	0.26			0.26	0.26			0.26	0.26
Deceleration Lane Length (feet):	2380	2380	2380	2380			2380	2380			2380	2380
Adjusted Freeway Volume (Upstream):	8959	8641	11563	11182			11891	11334			11930	11333
Adjusted Ramp Volume:	1819	2443	1983	2386			2040	2401			2047	2401
V12:	3675	4054	4474	4673			4601	4724			4617	4723
Diverge Area Density (pc/mi/ln):	14.44	17.70	21.31	23.02			22.40	23.46			22.54	23.45
Diverge Area LOS:	B	B	F	C			F	C			F	C
Upstream flow rate (veh/ln):	2240	2160	2313	2236			2378	2267			2386	2267
Actual Speed (mph):	55.9	58.1	53.5	56.0			51.2	55.1			50.9	55.1
Density (pc/mi/ln):	40.07	37.18	43.20	39.92			46.48	41.17			46.92	41.17
Upstream LOS:	E	E	E	E			F	E			F	E

US-50 Westbound On-Ramp from Northbound Watt Avenue (Loop)

Highway Capacity Manual, Special Report 209
2000 Edition

Ramp Analysis Type: Single-Lane On-Ramp / Eight-Lane Freeway

	Lanes	
	Ex	Cml
Upstream Freeway Lanes:	4	5
Downstream Freeway Lanes:	4	5

Input Data	Existing no Project		Cumulative no Project		Project Volumes		Cumulative plus Project		Project Alternative Volumes		Cumulative plus Project Alt	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6272	5444	8075	7391	288	134	8363	7525	322	133	8397	7524
Freeway Free-Flow Speed (mph):	65	65	65	65			65	65			65	65
Ramp Volume:	708	566	871	718	0	0	871	718	0	0	871	718
Peak Hour Factor:	0.900	0.900	0.900	0.900			0.900	0.900			0.900	0.900
Heavy Vehicle Factor:	0.976	0.976	0.976	0.976			0.976	0.976			0.976	0.976
Driver Population Factor:	1.000	1.000	1.000	1.000			1.000	1.000			1.000	1.000
Ramp Free-Flow Speed (mph):	20	20	20	20			20	20			20	20
Acceleration Lane Length (feet):	750	750	750	750			750	750			750	750
Adjusted Freeway Volume (Upstream):	7140	6198	9193	8414			9521	8567			9559	8566
Adjusted Ramp Volume:	806	644	992	817			992	817			992	817
PFM (Eight Lane Freeway):	0.535	0.555	0.512	0.534			0.512	0.534			0.512	0.534
V12:	3821	3443	4706	4491			4874	4573			4893	4573
Merge Area Density (pc/mi/ln):	36.49	32.35	44.76	41.80			46.07	42.44			46.22	42.44
Merge Area LOS:	E	D	E	E			E	E			E	E
Downstream flow rate (veh/ln):	1987	1711	2037	1846			2103	1877			2110	1877
Actual Speed (mph):	61.7	64.5	60.8	63.5			59.5	63.2			59.3	63.2
Density (pc/mi/ln):	32.22	26.53	33.51	29.08			35.37	29.72			35.58	29.72
Downstream LOS:	D	D	D	D			E	D			E	D

US-50 Eastbound On-Ramp from Southbound Watt Avenue (Slip)

Highway Capacity Manual, Special Report 209
2000 Edition

Ramp Analysis Type: Single-Lane On-Ramp, Lane Addition

	Lanes	
	Ex	Cml
Upstream Freeway Lanes:	4	5
Downstream Freeway Lanes:	4	5

Input Data	Existing no Project		Cumulative no Project		Project Volumes		Cumulative plus Project		Project Alternative Volumes		Cumulative plus Project Alt	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6980	6010	8987	8159	288	134	9275	8293	322	133	9309	8292
Freeway Free-Flow Speed (mph):	65	65	65	65			65	65			65	65
Ramp Volume:	1484	1041	1672	953	3	1	1675	954	4	1	1676	954
Peak Hour Factor:	0.900	0.900	0.900	0.900			0.900	0.900			0.900	0.900
Heavy Vehicle Factor:	0.976	0.976	0.976	0.976			0.976	0.976			0.976	0.976
Driver Population Factor:	1.000	1.000	1.000	1.000			1.000	1.000			1.000	1.000
Ramp Free-Flow Speed (mph):	40	40	40	40			40	40			40	40
Acceleration Lane Length (feet):	1000	1000	1000	1000			1000	1000			1000	1000
Adjusted Freeway Volume (Upstream):	7946	6842	10231	9288			10559	9441			10598	9440
Adjusted Ramp Volume:	1689	1185	1903	1085			1907	1086			1908	1086
Approximate Ramp Capacity	2000	2000	2000	2000			2000	2000			2000	2000
Ramp V/C Ratio:	0.845	0.593	0.952	0.543			0.954	0.543			0.954	0.543
Ramp LOS:	E	C	E	C			E	C			E	C
Downstream flow rate (veh/ln):	2409	2007	2427	2075			2493	2105			2501	2105
Actual Speed (mph):	49.9	61.3	49.2	60.0			46.3	59.4			45.9	59.4
Density (pc/mi/ln):	48.25	32.72	49.35	34.56			53.90	35.43			54.52	35.43
Downstream LOS:	F	D	F	D			F	E			F	E

Cumulative Plus Pilatus Alternative

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

Scenario Report

Scenario:	2035 Plus Pilatus AM wTrucks
Command:	2035 Plus Pilatus AM wTrucks
Volume:	2035 No Project AM wTrucks
Geometry:	2035 No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	2035 No Project AM wTrucks

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 S Watt Ave/Jackson Rd(SR-16)	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000 V/C
# 2 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
# 3 Zinfandel Dr/Mather Blvd	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 4 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 5 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
# 6 Grant Line Rd/Sunrise Blvd	E	xxxxx	0.909	E	xxxxx	0.909	+ 0.000 V/C
# 7 Grant Line Rd/White Rock Rd	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 8 Prairie City Rd/White Rock Rd	B	16.5	0.637	B	16.5	0.637	+ 0.000 D/V
# 9 Scott Rd (W)/White Rock Rd	C	24.5	0.703	C	24.5	0.703	+ 0.000 D/V
# 10 Scott Rd (E)/White Rock Rd	C	35.0	0.784	C	35.0	0.784	+ 0.000 D/V
# 11 Grant Line Rd/Calvine Rd	A	9.5	0.667	A	9.5	0.667	+ 0.000 D/V
# 12 Zinfandel Dr/White Rock Rd	E	xxxxx	0.976	E	xxxxx	0.976	+ 0.000 V/C
# 13 Sunrise Blvd/Folsom Blvd	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 14 Sunrise Blvd/White Rock Rd	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 15 Sunrise Blvd/Douglas Rd	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000 V/C
# 16 Sunrise Blvd/Jackson Rd(SR-16)	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 17 Grant Line Rd/Jackson Rd(SR-16	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 18 Grant Line Rd/Kiefer Blvd	E	xxxxx	0.939	E	xxxxx	0.939	+ 0.000 V/C
# 19 Grant Line Rd/Douglas Rd	F	xxxxx	1.157	F	xxxxx	1.157	+ 0.000 V/C
# 20 Mather Field Rd/US-50 WB Ramps	C	23.5	0.779	C	23.5	0.779	+ 0.000 D/V
# 21 Mather Field Rd/US-50 EB Ramps	C	31.8	0.962	C	31.8	0.962	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 WB Ramps	B	18.0	0.491	B	18.0	0.491	+ 0.000 D/V
# 23 Zinfandel Dr/US-50 EB Ramps	D	45.6	1.054	D	45.6	1.054	+ 0.000 D/V

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sunrise Blvd/US-50 WB Ramps	B	14.7	0.758	B	14.7	0.758	+ 0.000 D/V
# 25 Sunrise Blvd/US-50 EB Ramps	C	22.0	0.871	C	22.0	0.871	+ 0.000 D/V
# 26 Prairie City Rd/US-50 WB Ramps	C	23.6	0.831	C	23.6	0.831	+ 0.000 D/V
# 27 Prairie City Rd/US-50 EB Ramps	B	14.4	0.618	B	14.4	0.618	+ 0.000 D/V
# 28 Scott Rd/US-50 WB Ramps	C	20.1	0.697	C	20.1	0.697	+ 0.000 D/V
# 29 Scott Rd/US-50 EB Ramps	B	18.8	0.602	B	18.8	0.602	+ 0.000 D/V
# 30 Grant Line Rd/North Loop Rd	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 31 Grant Line Rd/Chrysanthy Blvd	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 32 Grant Line Rd/University Blvd	F	xxxxx	1.120	F	xxxxx	1.120	+ 0.000 V/C
# 46 Vineyard Rd/Kiefer Blvd	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 47 Vineyard Rd/Jackson Rd(SR-16)	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
# 48 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 49 Zinfandel Dr/International Rd	F	xxxxx	1.027	F	xxxxx	1.027	+ 0.000 V/C
# 50 Zinfandel Dr/Douglas Rd	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
# 51 Eagles Nest Rd/Kiefer Blvd	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000 V/C
# 52 Sunrise Blvd/International Dr	F	xxxxx	1.111	F	xxxxx	1.111	+ 0.000 V/C
# 53 Sunrise Blvd/Chrysanthy Blvd	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 54 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 55 Rancho Cordova Pkwy/White Rock	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 56 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 57 Rancho Cordova Pkwy/Chrysanthy	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 58 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
# 59 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000 V/C
# 60 International Dr/White Rock Rd	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
# 61 Americanos Blvd/Douglas Rd	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 62 Americanos Blvd/Chrysanthy Blv	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 63 Rancho Cordova Pkwy/US-50 WB R	B	18.1	0.698	B	18.1	0.698	+ 0.000 D/V
# 64 Rancho Cordova Pkwy/US-50 EB R	A	3.9	0.476	A	3.9	0.476	+ 0.000 D/V
# 65 Oak Ave Pkwy/US-50 WB Ramps	A	8.0	0.371	A	8.0	0.371	+ 0.000 D/V
# 66 Oak Ave Pkwy/US-50 EB Ramps	B	18.4	0.401	B	18.4	0.401	+ 0.000 D/V

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #1 S Watt Ave/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	589	1379	49	453	1073	189	68	386	144	90	567	701
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	1379	49	453	1073	189	68	386	144	90	567	701
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	1379	49	453	1073	189	68	386	144	90	567	701
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	1379	49	453	1073	189	68	386	144	90	567	701
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	1379	49	453	1073	189	68	386	144	90	567	701
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.03	0.15	0.24	0.13	0.02	0.13	0.10	0.03	0.19	0.47
Crit Volume:	460			0			34					701
Crit Moves:	****			****			****					****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #2 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	84	2576	19	134	688	268	210	431	39	29	500	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	2576	19	134	688	268	210	431	39	29	500	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	2576	19	134	688	268	210	431	39	29	500	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2576	19	134	688	268	210	431	39	29	500	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2576	19	134	688	268	210	431	39	29	500	287
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.01	0.04	0.15	0.18	0.07	0.14	0.03	0.01	0.17	0.19
Crit Volume:	859			67			105					287
Crit Moves:	****			****			****					****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #3 Zinfandel Dr/Mather Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 0	0	0	3	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	176	1874	0		0	852	0		0	0	53		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	1874	0		0	852	0		0	0	53		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	176	1874	0		0	852	0		0	0	53		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	1874	0		0	852	0		0	0	53		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	176	1874	0		0	852	0		0	0	53		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.40	0.00		0.00	0.18	0.00		0.00	0.00	0.03		0.00	0.00	0.00	
Crit Volume:		625			0						53		0			
Crit Moves:		****			****						****					

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #4 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	118	654	74		8	211	60		41	398	31		108	691	231	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	118	654	74		8	211	60		41	398	31		108	691	231	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	118	654	74		8	211	60		41	398	31		108	691	231	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	118	654	74		8	211	60		41	398	31		108	691	231	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	118	654	74		8	211	60		41	398	31		108	691	231	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.05		0.00	0.07	0.04		0.01	0.13	0.02		0.04	0.23	0.15	
Crit Volume:		327			4				20					346		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #5 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	2	79	10	37	70	5	7	463	0	4	548	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	79	10	37	70	5	7	463	0	4	548	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	79	10	37	70	5	7	463	0	4	548	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	79	10	37	70	5	7	463	0	4	548	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	79	10	37	70	5	7	463	0	4	548	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.01	0.02	0.05	0.00	0.00	0.15	0.00	0.00	0.18	0.01
Crit Volume:		79			37			7			274	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	912	1111	10	17	806	18	2	15	444	18	27	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	912	1111	10	17	806	18	2	15	444	18	27	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	912	1111	10	17	806	18	2	15	444	18	27	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	912	1111	10	17	806	18	2	15	444	18	27	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	912	1111	10	17	806	18	2	15	444	18	27	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.12	0.88	1.00	0.30	0.44	0.26
Final Sat.:	3000	3000	1500	1500	3000	1500	176	1324	1500	443	664	393
Capacity Analysis Module:												
Vol/Sat:	0.30	0.37	0.01	0.01	0.27	0.01	0.01	0.01	0.30	0.04	0.04	0.04
Crit Volume:	456				403				444			61
Crit Moves:	****				****				****			****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #7 Grant Line Rd/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	32	1902	0	0	1384	754	293	0	16	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	32	1902	0	0	1384	754	293	0	16	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	32	1902	0	0	1384	754	293	0	16	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	32	1902	0	0	1384	754	293	0	16	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	32	1902	0	0	1384	754	293	0	16	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	4650	0	0	4650	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.41	0.00	0.00	0.30	0.49	0.09	0.00	0.01	0.00	0.00	0.00				
Crit Volume:	32					754	147				0					
Crit Moves:	****					****	****									

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #8 Prairie City Rd/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	9	Average Delay (sec/veh):	16.5
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	1	0	1	0 2	2	0	3	0 0	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	146	0	561	614	1630	0	0	1679	193				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	146	0	561	614	1630	0	0	1679	193				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	146	0	561	614	1630	0	0	1679	193				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	146	0	561	614	1630	0	0	1679	193				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	146	0	561	614	1630	0	0	1679	193				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.75	0.92	0.91	1.00	1.00	0.91	0.85				
Lanes:	0.00	1.00	0.00	1.00	1.00	2.00	2.00	3.00	0.00	1.00	3.00	1.00				
Final Sat.:	0	1900	0	1805	1900	2842	3502	5187	0	1900	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.18	0.31	0.00	0.00	0.32	0.12				
Crit Moves:				****			****				****					
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.40	0.28	0.78	0.00	0.00	0.51	0.51				
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.49	0.64	0.40	0.00	0.00	0.64	0.24				
Delay/Veh:	0.0	0.0	0.0	47.3	0.0	22.6	33.3	3.5	0.0	0.0	18.4	13.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	47.3	0.0	22.6	33.3	3.5	0.0	0.0	18.4	13.9				
LOS by Move:	A	A	A	D	A	C	C	A	A	A	B	B				
HCM2kAvgQ:	0	0	0	5	0	8	9	6	0	0	14	3				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #9 Scott Rd (W)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 9 Average Delay (sec/veh): 24.5
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	3	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	98	97	66	5	29	255	214	1475	87	45	1520	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	98	97	66	5	29	255	214	1475	87	45	1520	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	98	97	66	5	29	255	214	1475	87	45	1520	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	98	97	66	5	29	255	214	1475	87	45	1520	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	98	97	66	5	29	255	214	1475	87	45	1520	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.94	0.94	0.95	0.87	0.87	0.95	0.91	0.85	0.95	0.91	0.91				
Lanes:	1.00	0.60	0.40	1.00	0.10	0.90	1.00	3.00	1.00	1.00	2.99	0.01				
Final Sat.:	1805	1062	722	1805	168	1476	1805	5187	1615	1805	5170	17				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09	0.00	0.17	0.17	0.12	0.28	0.05	0.02	0.29	0.29				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.08	0.31	0.31	0.01	0.25	0.25	0.17	0.54	0.54	0.05	0.42	0.42				
Volume/Cap:	0.70	0.29	0.29	0.29	0.70	0.70	0.70	0.53	0.10	0.53	0.70	0.70				
Delay/Veh:	60.0	26.2	26.2	58.4	39.9	39.9	46.4	15.0	11.3	52.6	25.0	25.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	60.0	26.2	26.2	58.4	39.9	39.9	46.4	15.0	11.3	52.6	25.0	25.0				
LOS by Move:	E	C	C	E	D	D	D	B	B	D	C	C				
HCM2kAvgQ:	4	4	4	0	9	9	8	11	1	2	15	15				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #10 Scott Rd (E)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 9 Average Delay (sec/veh): 35.0
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 2	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	395	361	74	119	356	489	617	588	397	72	682	59				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	395	361	74	119	356	489	617	588	397	72	682	59				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	395	361	74	119	356	489	617	588	397	72	682	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	395	361	74	119	356	489	617	588	397	72	682	59				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	395	361	74	119	356	489	617	588	397	72	682	59				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.75	0.92	0.91	0.85	0.95	0.91	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1805	1900	1615	1805	1900	2842	3502	5187	1615	1805	5187	1615				
Capacity Analysis Module:																
Vol/Sat:	0.22	0.19	0.05	0.07	0.19	0.17	0.18	0.11	0.25	0.04	0.13	0.04				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.28	0.38	0.38	0.13	0.24	0.46	0.22	0.34	0.34	0.05	0.17	0.17				
Volume/Cap:	0.78	0.49	0.12	0.49	0.78	0.37	0.78	0.34	0.73	0.73	0.78	0.22				
Delay/Veh:	41.2	23.9	19.9	41.8	44.4	17.6	41.7	24.9	34.0	70.3	44.6	36.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	41.2	23.9	19.9	41.8	44.4	17.6	41.7	24.9	34.0	70.3	44.6	36.4				
LOS by Move:	D	C	B	D	D	B	D	C	C	E	D	D				
HCM2kAvgQ:	13	9	1	4	12	6	11	5	12	4	9	2				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #11 Grant Line Rd/Calvine Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 9 Average Delay (sec/veh): 9.5
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	22	1853		0	0	1249	142	327	0	37		0	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1853		0	0	1249	142	327	0	37		0	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1853		0	0	1249	142	327	0	37		0	0		0	0
Reduct Vol:	0	0		0	0	0	0	0	0	0		0	0		0	0
Reduced Vol:	22	1853		0	0	1249	142	327	0	37		0	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1853		0	0	1249	142	327	0	37		0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.85	0.92	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3610		0	0	3610	1615	3502	0	1615		0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.51	0.00	0.00	0.35	0.09	0.09	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****			****								
Green/Cycle:	0.01	0.77	0.00	0.00	0.76	0.76	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.46	0.67	0.00	0.00	0.46	0.12	0.67	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	55.7	6.1	0.0	0.0	4.7	3.3	44.3	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	6.1	0.0	0.0	4.7	3.3	44.3	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A	A	A	A	A
HCM2kAvgQ:	1	15	0	0	8	1	6	0	1	0	0	0	0	0	0	0

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	20	2440		98	756	2100	544	214	182	16	104	173	227			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	20	2440		98	756	2100	544	214	182	16	104	173	227			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	20	2440		98	756	2100	544	214	182	16	104	173	227			
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	20	2440		98	756	2100	544	214	182	16	104	173	227			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	20	2440		98	756	2100	544	214	182	16	104	173	227			
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	2.88	0.12	2.00	3.00	1.00	2.00	2.76	0.24	2.00	1.30	1.70				
Final Sat.:	3000	4326	174	3000	4500	1500	3000	4136	364	3000	1946	2554				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.56	0.56	0.25	0.47	0.36	0.07	0.04	0.04	0.03	0.09	0.09				
Crit Volume:		846		378			107				133					
Crit Moves:		****		****			****				****					

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	4	0 1	2	0	3	0 1	2	0	2	0 1	2	0	1	1 1
Volume Module:																
Base Vol:	259	1898		81	332	2499		625	421	196		156	447	513		145
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	259	1898		81	332	2499		625	421	196		156	447	513		145
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	259	1898		81	332	2499		625	421	196		156	447	513		145
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	1898		81	332	2499		625	421	196		156	447	513		145
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	259	1898		81	332	2499		625	421	196		156	447	513		145
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	6000	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.32	0.05		0.11	0.56	0.42		0.14	0.07	0.10		0.15	0.17	0.10	
Crit Volume:	130					833			211					257		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #14 Sunrise Blvd/White Rock Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	720	1337		123	341	1467		446	254	253		284	274	796		227
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	720	1337		123	341	1467		446	254	253		284	274	796		227
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	720	1337		123	341	1467		446	254	253		284	274	796		227
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	720	1337		123	341	1467		446	254	253		284	274	796		227
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	720	1337		123	341	1467		446	254	253		284	274	796		227
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.30	0.08		0.11	0.33	0.30		0.08	0.06	0.19		0.09	0.18	0.15	
Crit Volume:	360					489					284		137			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #15 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	312	1481	187	408	509	202	219	954	72	106	1515	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1481	187	408	509	202	219	954	72	106	1515	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	1481	187	408	509	202	219	954	72	106	1515	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	1481	187	408	509	202	219	954	72	106	1515	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	1481	187	408	509	202	219	954	72	106	1515	516
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.12	0.14	0.11	0.13	0.07	0.21	0.05	0.04	0.34	0.34
Crit Volume:		494		204			109					516
Crit Moves:		****		****			****					****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #16 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	10	1021	276	116	472	98	87	448	10	244	757	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1021	276	116	472	98	87	448	10	244	757	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1021	276	116	472	98	87	448	10	244	757	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1021	276	116	472	98	87	448	10	244	757	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1021	276	116	472	98	87	448	10	244	757	202
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.18	0.04	0.10	0.07	0.03	0.15	0.01	0.08	0.25	0.13
Crit Volume:		340		58			43				379	
Crit Moves:		****		****			****				****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #17 Grant Line Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	5	1040	51	44	750	382	341	488	0	135	782	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1040	51	44	750	382	341	488	0	135	782	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1040	51	44	750	382	341	488	0	135	782	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1040	51	44	750	382	341	488	0	135	782	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1040	51	44	750	382	341	488	0	135	782	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.03	0.01	0.25	0.25	0.11	0.16	0.00	0.05	0.26	0.07
Crit Volume:		520			22			171			391	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	58	1493	19	183	1429	315	333	80	38	15	127	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1493	19	183	1429	315	333	80	38	15	127	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1493	19	183	1429	315	333	80	38	15	127	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1493	19	183	1429	315	333	80	38	15	127	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1493	19	183	1429	315	333	80	38	15	127	312
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3000	3000	1500	1500	3000	1500	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.01	0.12	0.48	0.21	0.11	0.05	0.03	0.01	0.08	0.21
Crit Volume:		747			183			167				312
Crit Moves:		****			****			****				****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.157
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	1219	1623		0	0	1265	267	218	0	551		0	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1219	1623		0	0	1265	267	218	0	551		0	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1219	1623		0	0	1265	267	218	0	551		0	0		0	0
Reduct Vol:	0	0		0	0	0	0	0	0	0		0	0		0	0
Reduced Vol:	1219	1623		0	0	1265	267	218	0	551		0	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1219	1623		0	0	1265	267	218	0	551		0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3100	3100		0	0	3100	1550	3100	0	1550		0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.39	0.52	0.00	0.00	0.41	0.17	0.07	0.00	0.36	0.00	0.00	0.00				
Crit Volume:	610				633				551		0					
Crit Moves:	****				****				****							

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #20 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	6	Average Delay (sec/veh):	23.5
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	1013	509		0	989	435		0	0		0	990		0	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1013	509		0	989	435		0	0		0	990		0	321
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1013		0	0	989	435		0	0		0	990		0	321
Reduct Vol:	0	0		0	0	0	0		0	0		0	0		0	0
Reduced Vol:	0	1013		0	0	989	435		0	0		0	990		0	321
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1013		0	0	989	435		0	0		0	990		0	321
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.93	1.00	0.93				
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.61	0.00	0.39				
Final Sat.:	0	5187	1900		0	5187	1615		0	0		0	2834		0	694
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00	0.00	0.19	0.27	0.00	0.00	0.00	0.35	0.00	0.46				
Crit Moves:	****					****						****				
Green/Cycle:	0.00	0.35	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.59	0.00	0.59				
Volume/Cap:	0.00	0.56	0.00	0.00	0.55	0.78	0.00	0.00	0.00	0.59	0.00	0.78				
Delay/Veh:	0.0	27.0	0.0	0.0	26.8	36.2	0.0	0.0	0.0	13.1	0.0	17.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	27.0	0.0	0.0	26.8	36.2	0.0	0.0	0.0	13.1	0.0	17.7				
LOS by Move:	A	C	A	A	C	D	A	A	A	B	A	B				
HCM2kAvgQ:	0	10	0	0	9	14	0	0	0	12	0	20				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #21 Mather Field Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	6	Average Delay (sec/veh):	31.8
Optimal Cycle:	151	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1371	502		0	1670	308		310	0	1324		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1371	502		0	1670	308		310	0	1324		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1371	0		0	1670	0		310	0	1324		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1371	0		0	1670	0		310	0	1324		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1371	0		0	1670	0		310	0	1324		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.95	1.00		0.87	1.00	0.87		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	2.00	1.00		1.19	0.00	1.81		0.00	0.00	0.00	
Final Sat.:	0	5187	1900		0	3610	1900		1969	0	2996		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.00	0.46	0.00		0.16	0.00	0.44		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.48	0.00		0.00	0.48	0.00		0.46	0.00	0.46		0.00	0.00	0.00	
Volume/Cap:	0.00	0.55	0.00		0.00	0.96	0.00		0.34	0.00	0.96		0.00	0.00	0.00	
Delay/Veh:	0.0	18.6	0.0		0.0	38.8	0.0		17.4	0.0	40.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	18.6	0.0		0.0	38.8	0.0		17.4	0.0	40.1		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	D	A		B	A	D		A	A	A	
HCM2kAvgQ:	0	11	0		0	32	0		5	0	28		0	0	0	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	6	Average Delay (sec/veh):	18.0
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1180	1133		0	858	605		0	0	0		785	0	259	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1180	1133		0	858	605		0	0	0		785	0	259	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1180	0		0	858	0		0	0	0		785	0	259	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1180	0		0	858	0		0	0	0		785	0	259	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1180	0		0	858	0		0	0	0		785	0	259	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.95	1.00		1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	0.00	3.00	1.00		0.00	2.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	5187	1900		0	3610	1900		0	0	0		3502	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00		0.00	0.24	0.00		0.00	0.00	0.00		0.22	0.00	0.16	
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.48	0.00		0.00	0.48	0.00		0.00	0.00	0.00		0.46	0.00	0.46	
Volume/Cap:	0.00	0.47	0.00		0.00	0.49	0.00		0.00	0.00	0.00		0.49	0.00	0.35	
Delay/Veh:	0.0	17.4	0.0		0.0	17.7	0.0		0.0	0.0	0.0		19.3	0.0	17.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	17.4	0.0		0.0	17.7	0.0		0.0	0.0	0.0		19.3	0.0	17.9	
LOS by Move:	A	B	A		A	B	A		A	A	A		B	A	B	
HCM2kAvgQ:	0	9	0		0	9	0		0	0	0		9	0	5	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #23 Zinfandel Dr/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 6 Average Delay (sec/veh): 45.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1 0	0	0	2	0 1	1	1	0	1 1	0	0	0	0 2
Volume Module:																
Base Vol:	0	2107	18	0	1577	156	460	776	1279	0	0	157				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2107	18	0	1577	156	460	776	1279	0	0	157				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2107	18	0	1577	0	460	776	1279	0	0	157				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2107	18	0	1577	0	460	776	1279	0	0	157				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2107	18	0	1577	0	460	776	1279	0	0	157				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.65	0.65	0.65	1.00	1.00	0.75				
Lanes:	0.00	3.97	0.03	0.00	2.00	1.00	1.00	1.13	1.87	0.00	0.00	2.00				
Final Sat.:	0	6851	59	0	3610	1900	1238	1402	2311	0	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31	0.00	0.44	0.00	0.37	0.55	0.55	0.00	0.00	0.06				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.00	0.41	0.41	0.00	0.41	0.00	0.53	0.53	0.53	0.00	0.00	0.00				
Volume/Cap:	0.00	0.74	0.74	0.00	1.05	0.00	0.71	1.05	1.05	0.00	0.00	xxxx				
Delay/Veh:	0.0	25.8	25.8	0.0	68.1	0.0	18.6	58.2	58.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	25.8	25.8	0.0	68.1	0.0	18.6	58.2	58.2	0.0	0.0	0.0				
LOS by Move:	A	C	C	A	E	A	B	E	E	A	A	A				
HCM2kAvgQ:	0	16	16	0	36	0	12	32	32	0	0	2				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	2829	525	0	2780	2196	0	0	0	584	0	493				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2829	525	0	2780	2196	0	0	0	584	0	493				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2829	0	0	2780	0	0	0	0	584	0	493				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2829	0	0	2780	0	0	0	0	584	0	493				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2829	0	0	2780	0	0	0	0	584	0	493				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.55	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.17	0.00	0.17				
Crit Moves:		****		****						****						
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.22	0.00	0.22				
Volume/Cap:	0.00	0.76	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.76	0.00	0.79				
Delay/Veh:	0.0	9.6	0.0	0.0	9.3	0.0	0.0	0.0	0.0	40.9	0.0	43.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	9.6	0.0	0.0	9.3	0.0	0.0	0.0	0.0	40.9	0.0	43.4				
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D				
HCM2kAvgQ:	0	21	0	0	20	0	0	0	0	10	0	10				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #25 Sunrise Blvd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 6 Average Delay (sec/veh): 22.0
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0 1	0	0	3	0 1	3	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	2029	526		0	2646	534		1327	0	876		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2029	526		0	2646	534		1327	0	876		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2029	0		0	2646	0		1327	0	876		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2029	0		0	2646	0		1327	0	876		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2029	0		0	2646	0		1327	0	876		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	1.00		1.00	0.91	1.00		0.92	1.00	0.75		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		0.00	3.00	1.00		3.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	6916	1900		0	5187	1900		5253	0	2842		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.00		0.00	0.51	0.00		0.25	0.00	0.31		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.59	0.00		0.00	0.59	0.00		0.35	0.00	0.35		0.00	0.00	0.00	
Volume/Cap:	0.00	0.50	0.00		0.00	0.87	0.00		0.71	0.00	0.87		0.00	0.00	0.00	
Delay/Veh:	0.0	12.2	0.0		0.0	20.5	0.0		29.3	0.0	38.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.2	0.0		0.0	20.5	0.0		29.3	0.0	38.5		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	C	A		C	A	D		A	A	A	
HCM2kAvgQ:	0	10	0		0	28	0		13	0	17		0	0	0	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #26 Prairie City Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 6 Average Delay (sec/veh): 23.6
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1514	216		0	704	298		0	0	0		386	0	1027	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1514	216		0	704	298		0	0	0		386	0	1027	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1514	0		0	704	0		0	0	0		386	0	1027	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1514	0		0	704	0		0	0	0		386	0	1027	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1514	0		0	704	0		0	0	0		386	0	1027	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00		1.00	0.95	1.00		1.00	1.00	1.00		0.92	1.00	0.75	
Lanes:	0.00	2.00	1.00		0.00	2.00	1.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3610	1900		0	3610	1900		0	0	0		3502	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.00		0.00	0.20	0.00		0.00	0.00	0.00		0.11	0.00	0.36	
Crit Moves:		****			****										****	
Green/Cycle:	0.00	0.50	0.00		0.00	0.50	0.00		0.00	0.00	0.00		0.44	0.00	0.44	
Volume/Cap:	0.00	0.83	0.00		0.00	0.39	0.00		0.00	0.00	0.00		0.25	0.00	0.83	
Delay/Veh:	0.0	24.5	0.0		0.0	15.4	0.0		0.0	0.0	0.0		18.0	0.0	29.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	24.5	0.0		0.0	15.4	0.0		0.0	0.0	0.0		18.0	0.0	29.9	
LOS by Move:	A	C	A		A	B	A		A	A	A		B	A	C	
HCM2kAvgQ:	0	23	0		0	7	0		0	0	0		4	0	18	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #27 Prairie City Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 Average Delay (sec/veh): 14.4
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	2	0 0	1	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1462	247		0	851	0		636	0	139		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1462	247		0	851	0		636	0	139		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1462	247		0	851	0		636	0	139		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1462	247		0	851	0		636	0	139		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1462	247		0	851	0		636	0	139		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	0.85		1.00	0.95	1.00		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1615		0	3610	0		3618	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.15		0.00	0.24	0.00		0.18	0.00	0.09		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.66	0.66		0.00	0.66	0.00		0.28	0.00	0.28		0.00	0.00	0.00	
Volume/Cap:	0.00	0.62	0.23		0.00	0.36	0.00		0.62	0.00	0.30		0.00	0.00	0.00	
Delay/Veh:	0.0	10.5	7.1		0.0	7.9	0.0		32.2	0.0	28.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	10.5	7.1		0.0	7.9	0.0		32.2	0.0	28.4		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	A	A		C	A	C		A	A	A	
HCM2kAvgQ:	0	14	3		0	6	0		9	0	3		0	0	0	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #28 Scott Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 Average Delay (sec/veh): 20.1
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1200	575		0	962	825		0	0	0		381	0	918	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1200	575		0	962	825		0	0	0		381	0	918	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1200	0		0	962	0		0	0	0		381	0	918	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1200	0		0	962	0		0	0	0		381	0	918	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1200	0		0	962	0		0	0	0		381	0	918	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00		1.00	0.91	1.00		1.00	1.00	1.00		0.92	1.00	0.75	
Lanes:	0.00	2.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3610	1900		0	5187	1900		0	0	0		3502	0	2842	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.00		0.00	0.19	0.00		0.00	0.00	0.00		0.11	0.00	0.32	
Crit Moves:		****													****	
Green/Cycle:	0.00	0.48	0.00		0.00	0.48	0.00		0.00	0.00	0.00		0.46	0.00	0.46	
Volume/Cap:	0.00	0.70	0.00		0.00	0.39	0.00		0.00	0.00	0.00		0.23	0.00	0.70	
Delay/Veh:	0.0	21.8	0.0		0.0	16.9	0.0		0.0	0.0	0.0		16.2	0.0	22.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	21.8	0.0		0.0	16.9	0.0		0.0	0.0	0.0		16.2	0.0	22.9	
LOS by Move:	A	C	A		A	B	A		A	A	A		B	A	C	
HCM2kAvgQ:	0	16	0		0	7	0		0	0	0		4	0	14	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #29 Scott Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 6 Average Delay (sec/veh): 18.8
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1365	624	0	1072	583	567	0	435	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1365	624	0	1072	583	567	0	435	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1365	0	0	1072	0	567	0	435	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1365	0	0	1072	0	567	0	435	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1365	0	0	1072	0	567	0	435	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5187	1900	0	3610	1900	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00	0.00	0.30	0.00	0.16	0.00	0.27	0.00	0.00	0.00				
Crit Moves:					****				****							
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.45	0.00	0.45	0.00	0.00	0.00				
Volume/Cap:	0.00	0.53	0.00	0.00	0.60	0.00	0.36	0.00	0.60	0.00	0.00	0.00				
Delay/Veh:	0.0	17.7	0.0	0.0	18.9	0.0	18.4	0.0	22.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	17.7	0.0	0.0	18.9	0.0	18.4	0.0	22.4	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A				
HCM2kAvgQ:	0	11	0	0	13	0	6	0	11	0	0	0				

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #30 Grant Line Rd/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1628	163	518	1298	0	0	0	0	184	0	1213				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1628	163	518	1298	0	0	0	0	184	0	1213				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	0	1628	163	518	1298	0	0	0	0	184	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1628	163	518	1298	0	0	0	0	184	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	1628	163	518	1298	0	0	0	0	184	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3100	1550	3100	3100	0	0	0	0	1550	0	1550				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.53	0.11	0.17	0.42	0.00	0.00	0.00	0.00	0.12	0.00	0.00				
Crit Volume:		814		259				0		184						
Crit Moves:		****		****						****						

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	591	1441	15		1	1183	298		229	170	564		53	256	121	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	591	1441	15		1	1183	298		229	170	564		53	256	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	591	1441	15		1	1183	298		229	170	564		53	256	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	591	1441	15		1	1183	298		229	170	564		53	256	121	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	591	1441	15		1	1183	298		229	170	564		53	256	121	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.48	0.01		0.00	0.39	0.20		0.08	0.06	0.38		0.02	0.09	0.08	
Crit Volume:	296					592					564		27			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #32 Grant Line Rd/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1207	593		588	1213	0		0	0	0		672	0	839	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1207	593		588	1213	0		0	0	0		672	0	839	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1207	593		588	1213	0		0	0	0		672	0	839	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1207	593		588	1213	0		0	0	0		672	0	839	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1207	593		588	1213	0		0	0	0		672	0	839	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.38		0.19	0.39	0.00		0.00	0.00	0.00		0.22	0.00	0.54	
Crit Volume:		604			294				0						839	
Crit Moves:		****			****										****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #46 Vineyard Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	242	344	0		37	47	1		9	641	0		6	808	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	242	344	0		37	47	1		9	641	0		6	808	90	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	242	344	0		37	47	1		9	641	0		6	808	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	242	344	0		37	47	1		9	641	0		6	808	90	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	242	344	0		37	47	1		9	641	0		6	808	90	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.11	0.00		0.01	0.02	0.00		0.01	0.21	0.00		0.00	0.27	0.06	
Crit Volume:	242					24			9					404		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #47 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	144	377	0		15	39	0		12	497	57		0	660	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	144	377	0		15	39	0		12	497	57		0	660	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	144	377	0		15	39	0		12	497	57		0	660	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	377	0		15	39	0		12	497	57		0	660	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	377	0		15	39	0		12	497	57		0	660	199	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.13	0.00		0.01	0.01	0.00		0.01	0.17	0.04		0.00	0.22	0.13	
Crit Volume:		189				8			12					330		
Crit Moves:		****				****			****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #48 Excelsior Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	0	574	1	0	288	592	459	219	0	2	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	574	1	0	288	592	459	219	0	2	306	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	574	1	0	288	592	459	219	0	2	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	574	1	0	288	592	459	219	0	2	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	574	1	0	288	592	459	219	0	2	306	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	2995	5	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.10	0.39	0.15	0.07	0.00	0.00	0.10	0.00
Crit Volume:	0					592	230				153	
Crit Moves:	****					****	****				****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.027
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	733	1783	164	257	1345	214	157	688	490	115	847	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	733	1783	164	257	1345	214	157	688	490	115	847	647
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	733	1783	164	257	1345	214	157	688	490	115	847	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	733	1783	164	257	1345	214	157	688	490	115	847	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	733	1783	164	257	1345	214	157	688	490	115	847	647
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.40	0.11	0.09	0.30	0.14	0.05	0.15	0.33	0.04	0.19	0.43
Crit Volume:	367				448		79					647
Crit Moves:	****				****		****					****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #50 Zinfandel Dr/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	13	415	116		628	216	60		392	501	11		269	517	1242	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	415	116		628	216	60		392	501	11		269	517	1242	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	13	415	116		628	216	60		392	501	11		269	517	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	415	116		628	216	60		392	501	11		269	517	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	13	415	116		628	216	60		392	501	11		269	517	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.08		0.21	0.07	0.04		0.13	0.11	0.01		0.09	0.11	0.00	
Crit Volume:		208			314				196					172		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #51 Eagles Nest Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	319	0		101	135	0		0	206	0		0	299	147	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	319	0		101	135	0		0	206	0		0	299	147	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	319	0		101	135	0		0	206	0		0	299	147	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	319	0		101	135	0		0	206	0		0	299	147	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	319	0		101	135	0		0	206	0		0	299	147	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	2.00	0.00		1.00	1.34	0.66	
Final Sat.:	1500	1500	0		1500	1500	0		1500	3000	0		1500	2011	989	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00		0.07	0.09	0.00		0.00	0.07	0.00		0.00	0.15	0.15	
Crit Volume:		319			101				0					223		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	358	1204	5		266	921	762		401	351	333		14	1149	525	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	358	1204	5		266	921	762		401	351	333		14	1149	525	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	358	1204	5		266	921	762		401	351	333		14	1149	525	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	358	1204	5		266	921	762		401	351	333		14	1149	525	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	358	1204	5		266	921	762		401	351	333		14	1149	525	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.27	0.00		0.09	0.20	0.51		0.13	0.08	0.22		0.00	0.26	0.35	
Crit Volume:	179						762		201						525	
Crit Moves:	****						****		****						****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #53 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1509	160		163	524	0		0	0	0		177	0	367	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1509	160		163	524	0		0	0	0		177	0	367	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1509	160		163	524	0		0	0	0		177	0	367	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1509	160		163	524	0		0	0	0		177	0	367	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1509	160		163	524	0		0	0	0		177	0	367	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4650	1550		3100	4650	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.10		0.05	0.11	0.00		0.00	0.00	0.00		0.06	0.00	0.24	
Crit Volume:		503			82				0						367	
Crit Moves:		****			****										****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #54 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	1306	7	50	592	57	29	308	0	5	191	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1306	7	50	592	57	29	308	0	5	191	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1306	7	50	592	57	29	308	0	5	191	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1306	7	50	592	57	29	308	0	5	191	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1306	7	50	592	57	29	308	0	5	191	301
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.02	0.13	0.04	0.01	0.10	0.00	0.00	0.06	0.20
Crit Volume:		435			25			15				301
Crit Moves:		****			****			****				****

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #55 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	26	627	0	87	674	510	125	514	46	0	1217	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	627	0	87	674	510	125	514	46	0	1217	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	627	0	87	674	510	125	514	46	0	1217	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	627	0	87	674	510	125	514	46	0	1217	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	627	0	87	674	510	125	514	46	0	1217	134
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.03	0.15	0.34	0.04	0.11	0.03	0.00	0.27	0.09
Crit Volume:	13					510	63				406	
Crit Moves:	****					****	****				****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	768	457	39		76	175	82		143	763	664		43	1187	486	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	768	457	39		76	175	82		143	763	664		43	1187	486	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	768	457	39		76	175	82		143	763	664		43	1187	486	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	768	457	39		76	175	82		143	763	664		43	1187	486	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	768	457	39		76	175	82		143	763	664		43	1187	486	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.84	0.16		1.00	1.36	0.64		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2764	236		1500	2043	957		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.17	0.17		0.05	0.09	0.09		0.05	0.17	0.44		0.01	0.26	0.32	
Crit Volume:	384						129				664		22			
Crit Moves:	****						****				****		****			

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #57 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	37	594	57		334	444	49		92	284	37		59	291	578	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	594	57		334	444	49		92	284	37		59	291	578	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	594	57		334	444	49		92	284	37		59	291	578	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	594	57		334	444	49		92	284	37		59	291	578	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	37	594	57		334	444	49		92	284	37		59	291	578	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.20	0.04		0.11	0.15	0.03		0.03	0.09	0.02		0.02	0.10	0.39	
Crit Volume:		297				167			46						578	
Crit Moves:		****				****			****						****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #58 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	410	47		48	258	269		222	168	0		49	177	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	410	47		48	258	269		222	168	0		49	177	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	410	47		48	258	269		222	168	0		49	177	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	410	47		48	258	269		222	168	0		49	177	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	410	47		48	258	269		222	168	0		49	177	62	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.03		0.02	0.09	0.18		0.07	0.06	0.00		0.02	0.06	0.04	
Crit Volume:	0						269		111					89		
Crit Moves:	****						****		****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #59 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	10	1085	0		0	890	344		246	0	12		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1085	0		0	890	344		246	0	12		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	1085	0		0	890	344		246	0	12		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1085	0		0	890	344		246	0	12		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	10	1085	0		0	890	344		246	0	12		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	3100	0		0	3100	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35	0.00		0.00	0.29	0.22		0.08	0.00	0.01		0.00	0.00	0.00	
Crit Volume:		543			0				123					0		
Crit Moves:		****			****				****							

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #60 International Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	558	365	81		16	230	2		4	156	169		130	345	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	558	365	81		16	230	2		4	156	169		130	345	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	558	365	81		16	230	2		4	156	169		130	345	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	558	365	81		16	230	2		4	156	169		130	345	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	558	365	81		16	230	2		4	156	169		130	345	6	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.08	0.05		0.01	0.05	0.00		0.00	0.03	0.11		0.04	0.08	0.00	
Crit Volume:	279					77					169		65			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #61 Americanos Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	641	390	103		144	109	237		91	521	343		0	863	623	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	641	390	103		144	109	237		91	521	343		0	863	623	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	641	390	103		144	109	237		91	521	343		0	863	623	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	641	390	103		144	109	237		91	521	343		0	863	623	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	641	390	103		144	109	237		91	521	343		0	863	623	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.13	0.07		0.05	0.04	0.16		0.03	0.12	0.23		0.00	0.19	0.42	
Crit Volume:	321						237		46						623	
Crit Moves:	****						****		****						****	

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #62 Americanos Blvd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	34	657		0	177	135		43	29	760		118	0	824		325
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	657		0	177	135		43	29	760		118	0	824		325
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	657		0	177	135		43	29	760		118	0	824		325
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	34	657		0	177	135		43	29	760		118	0	824		325
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	657		0	177	135		43	29	760		118	0	824		325
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.00		0.06	0.05	0.03		0.01	0.25	0.08		0.00	0.27	0.22	
Crit Volume:		329			89				15					412		
Crit Moves:		****			****				****					****		

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #63 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	6	Average Delay (sec/veh):	18.1
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	0	0 0	0	0	0	0 0	0	0	0	0 0	2	0	1	0 0
Volume Module:																
Base Vol:	653	0		0	0	0		0	0	0		0	1472	86		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	653	0		0	0	0		0	0	0		0	1472	86		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	653	0		0	0	0		0	0	0		0	1472	86		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	653	0		0	0	0		0	0	0		0	1472	86		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	653	0		0	0	0		0	0	0		0	1472	86		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.82	1.00	1.00	
Lanes:	2.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00	
Final Sat.:	3502	0		0	0	0		0	0	0		0	3133	1900		0
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.47	0.05	0.00	
Crit Moves:	****												****			
Green/Cycle:	0.27	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.67	0.67	0.00	
Volume/Cap:	0.70	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.70	0.07	0.00	
Delay/Veh:	35.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		11.1	5.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.4	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		11.1	5.6	0.0	
LOS by Move:	D	A	A		A	A	A		A	A	A		B	A	A	
HCM2kAvgQ:	10	0	0		0	0	0		0	0	0		15	1	0	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #64 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 6 Average Delay (sec/veh): 3.9
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	2	0 0	0	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	653	1133		0	1472		0	0	0	112		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	653	1133		0	1472		0	0	0	112		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	653	0		0	1472		0	0	0	112		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	653	0		0	1472		0	0	0	112		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	653	0		0	1472		0	0	0	112		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	1.00		1.00	0.95		1.00	1.00	0.75	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	2.00		0.00	0.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1900		0	3610		0	0	2842	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00		0.00	0.41		0.00	0.00	0.04	0.00		0.00	0.00	0.00	
Crit Moves:	****					****				****						
Green/Cycle:	0.00	0.86	0.00		0.00	0.86		0.00	0.00	0.08	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.21	0.00		0.00	0.48		0.00	0.00	0.48	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	1.3	0.0		0.0	1.8		0.0	0.0	45.3	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	1.3	0.0		0.0	1.8		0.0	0.0	45.3	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A		A	A	D	A		A	A	A	
HCM2kAvgQ:	0	2	0		0	6		0	0	3	0		0	0	0	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #65 Oak Ave Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 6 Average Delay (sec/veh): 8.0
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	2	0	0	1 1
Volume Module:																
Base Vol:	4	1087	0		0	332		853	0	0	0		166	0	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	1087	0		0	332		853	0	0	0		166	0	70	
User Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1087	0		0	332		0	0	0	0		166	0	70	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	4	1087	0		0	332		0	0	0	0		166	0	70	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1087	0		0	332		0	0	0	0		166	0	70	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95		1.00	1.00	1.00	1.00		0.92	1.00	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00		1.00	0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	1805	3610	0		0	3610		1900	0	0	0		3502	0	3230	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.09		0.00	0.00	0.00	0.00		0.05	0.00	0.02	
Crit Moves:		****			****								****			
Green/Cycle:	0.02	0.81	0.00		0.00	0.79		0.00	0.00	0.00	0.00		0.13	0.00	0.13	
Volume/Cap:	0.12	0.37	0.00		0.00	0.12		0.00	0.00	0.00	0.00		0.37	0.00	0.17	
Delay/Veh:	49.7	2.6	0.0		0.0	2.4		0.0	0.0	0.0	0.0		40.4	0.0	39.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.7	2.6	0.0		0.0	2.4		0.0	0.0	0.0	0.0		40.4	0.0	39.1	
LOS by Move:	D	A	A		A	A		A	A	A	A		D	A	D	
HCM2kAvgQ:	0	5	0		0	1		0	0	0	0		3	0	1	

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

Cordova Hills
Year 2035 + Pilatus Alternative With Trucks Conditions
AM Peak Hour

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

Intersection #66 Oak Ave Pkwy/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	6	Average Delay (sec/veh):	18.4
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 1	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	219	49	37	461	0	872	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	219	49	37	461	0	872	0	1	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	219	0	37	461	0	872	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	219	0	37	461	0	872	0	1	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	219	0	37	461	0	872	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1805	3610	0	3502	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.02	0.13	0.00	0.25	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.24	0.00	0.08	0.32	0.00	0.62	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	0.00	0.25	0.00	0.25	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.1	0.0	44.1	26.8	0.0	9.7	0.0	7.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	0.0	44.1	26.8	0.0	9.7	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	C	A	D	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	0	1	6	0	7	0	0	0	0	0

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

Scenario Report

Scenario:	2035 Plus Pilatus PM
Command:	2035 Plus Pilatus PM
Volume:	2035 No Project PM
Geometry:	2035 No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	2035 No Project PM

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 S Watt Ave/Jackson Rd(SR-16)	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
# 2 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.874	D	xxxxx	0.874	+ 0.000 V/C
# 3 Zinfandel Dr/Mather Blvd	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 4 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 5 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C
# 6 Grant Line Rd/Sunrise Blvd	F	xxxxx	1.215	F	xxxxx	1.215	+ 0.000 V/C
# 7 Grant Line Rd/White Rock Rd	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 8 Prairie City Rd/White Rock Rd	B	17.1	0.618	B	17.1	0.618	+ 0.000 D/V
# 9 Scott Rd (W)/White Rock Rd	C	26.6	0.660	C	26.6	0.660	+ 0.000 D/V
# 10 Scott Rd (E)/White Rock Rd	B	19.9	0.500	B	19.9	0.500	+ 0.000 D/V
# 11 Grant Line Rd/Calvine Rd	A	6.5	0.610	A	6.5	0.610	+ 0.000 D/V
# 12 Zinfandel Dr/White Rock Rd	F	xxxxx	1.028	F	xxxxx	1.028	+ 0.000 V/C
# 13 Sunrise Blvd/Folsom Blvd	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
# 14 Sunrise Blvd/White Rock Rd	E	xxxxx	0.987	E	xxxxx	0.987	+ 0.000 V/C
# 15 Sunrise Blvd/Douglas Rd	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000 V/C
# 16 Sunrise Blvd/Jackson Rd(SR-16)	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
# 17 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 18 Grant Line Rd/Kiefer Blvd	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
# 19 Grant Line Rd/Douglas Rd	F	xxxxx	1.365	F	xxxxx	1.365	+ 0.000 V/C
# 20 Mather Field Rd/US-50 WB Ramps	C	21.8	0.650	C	21.8	0.650	+ 0.000 D/V
# 21 Mather Field Rd/US-50 EB Ramps	C	21.7	0.813	C	21.7	0.813	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 WB Ramps	B	17.2	0.651	B	17.2	0.651	+ 0.000 D/V
# 23 Zinfandel Dr/US-50 EB Ramps	C	29.2	0.965	C	29.2	0.965	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Sunrise Blvd/US-50 WB Ramps	B	19.9	0.940	B	19.9	0.940	+ 0.000 D/V
# 25 Sunrise Blvd/US-50 EB Ramps	B	19.5	0.680	B	19.5	0.680	+ 0.000 D/V
# 26 Prairie City Rd/US-50 WB Ramps	D	43.1	1.034	D	43.1	1.034	+ 0.000 D/V
# 27 Prairie City Rd/US-50 EB Ramps	B	16.0	0.571	B	16.0	0.571	+ 0.000 D/V
# 28 Scott Rd/US-50 WB Ramps	B	13.9	0.420	B	13.9	0.420	+ 0.000 D/V
# 29 Scott Rd/US-50 EB Ramps	C	20.2	0.690	C	20.2	0.690	+ 0.000 D/V
# 30 Grant Line Rd/North Loop Rd	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 31 Grant Line Rd/Chrysanthy Blvd	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 32 Grant Line Rd/University Blvd	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000 V/C
# 46 Vineyard Rd/Kiefer Blvd	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 47 Vineyard Rd/Jackson Rd(SR-16)	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 48 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 49 Zinfandel Dr/International Rd	F	xxxxx	1.144	F	xxxxx	1.144	+ 0.000 V/C
# 50 Zinfandel Dr/Douglas Rd	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
# 51 Eagles Nest Rd/Kiefer Blvd	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 52 Sunrise Blvd/International Dr	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 53 Sunrise Blvd/Chrysanthy Blvd	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 54 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 55 Rancho Cordova Pkwy/White Rock	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 56 Rancho Cordova Pkwy/Douglas Rd	F	xxxxx	1.003	F	xxxxx	1.003	+ 0.000 V/C
# 57 Rancho Cordova Pkwy/Chrysanthy	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 58 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
# 59 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 60 International Dr/White Rock Rd	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 61 Americanos Blvd/Douglas Rd	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 62 Americanos Blvd/Chrysanthy Blv	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 63 Rancho Cordova Pkwy/US-50 WB R	C	27.0	0.842	C	27.0	0.842	+ 0.000 D/V
# 64 Rancho Cordova Pkwy/US-50 EB R	B	10.1	0.566	B	10.1	0.566	+ 0.000 D/V
# 65 Oak Ave Pkwy/US-50 WB Ramps	A	7.1	0.478	A	7.1	0.478	+ 0.000 D/V
# 66 Oak Ave Pkwy/US-50 EB Ramps	B	19.0	0.495	B	19.0	0.495	+ 0.000 D/V

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #1 S Watt Ave/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	284	1376	87	425	1536	117	150	529	548	61	338	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1376	87	425	1536	117	150	529	548	61	338	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1376	87	425	1536	117	150	529	548	61	338	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1376	87	425	1536	117	150	529	548	61	338	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1376	87	425	1536	117	150	529	548	61	338	450
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.06	0.14	0.34	0.08	0.05	0.18	0.37	0.02	0.11	0.30
Crit Volume:		459			213				548	31		
Crit Moves:		****			****				****	****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	57	1047	20	304	2725	303	296	560	64	41	452	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1047	20	304	2725	303	296	560	64	41	452	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1047	20	304	2725	303	296	560	64	41	452	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1047	20	304	2725	303	296	560	64	41	452	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1047	20	304	2725	303	296	560	64	41	452	154
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.01	0.10	0.61	0.20	0.10	0.19	0.04	0.01	0.15	0.10
Crit Volume:	29				908		148				226	
Crit Moves:	****				****		****				****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #3 Zinfandel Dr/Mather Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	81	1228	0		0	2031	0		0	0	187		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	1228	0		0	2031	0		0	0	187		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	1228	0		0	2031	0		0	0	187		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	1228	0		0	2031	0		0	0	187		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	81	1228	0		0	2031	0		0	0	187		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		1550	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.00		0.00	0.44	0.00		0.00	0.00	0.12		0.00	0.00	0.00	
Crit Volume:	81					677					187		0			
Crit Moves:	****					****					****					

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

Intersection #4 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																
Base Vol:	36	328	103		10	697	101		105	664	108		103	437	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	328	103		10	697	101		105	664	108		103	437	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	328	103		10	697	101		105	664	108		103	437	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	328	103		10	697	101		105	664	108		103	437	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	328	103		10	697	101		105	664	108		103	437	12	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.07		0.00	0.23	0.07		0.04	0.22	0.07		0.03	0.15	0.01	
Crit Volume:	18					349				332			52			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #5 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	2	107	4	19	108	31	5	838	7	25	564	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	107	4	19	108	31	5	838	7	25	564	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	107	4	19	108	31	5	838	7	25	564	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	107	4	19	108	31	5	838	7	25	564	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	107	4	19	108	31	5	838	7	25	564	49
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.01	0.07	0.02	0.00	0.28	0.00	0.02	0.19	0.03
Crit Volume:		107		19				419		25		
Crit Moves:		****		****				****		****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.215
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	479	663	9	22	971	5	8	71	1048	10	24	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	663	9	22	971	5	8	71	1048	10	24	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	663	9	22	971	5	8	71	1048	10	24	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	663	9	22	971	5	8	71	1048	10	24	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	663	9	22	971	5	8	71	1048	10	24	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.10	0.90	1.00	0.20	0.49	0.31
Final Sat.:	3000	3000	1500	1500	3000	1500	152	1348	1500	306	735	459
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.01	0.01	0.32	0.00	0.05	0.05	0.70	0.03	0.03	0.03
Crit Volume:	240				486				1048			49
Crit Moves:	****				****				****			****

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #7 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0	0	0	0	3	0	1	2	0	0	0	1	0
Volume Module:																
Base Vol:	5	1404	0		0	1718	257		616	0	27		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	1404	0		0	1718	257		616	0	27		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	1404	0		0	1718	257		616	0	27		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	1404	0		0	1718	257		616	0	27		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	5	1404	0		0	1718	257		616	0	27		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	4650	0		0	4650	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.37	0.17		0.20	0.00	0.02		0.00	0.00	0.00	
Crit Volume:	5					573			308					0		
Crit Moves:	****					****			****							

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #8 Prairie City Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 9 Average Delay (sec/veh): 17.1
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	1	0	1	0	2	2	0	3	0	0	
Volume Module:																
Base Vol:	0	0	0		46	0	760		543	1583	0		0	1529	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		46	0	760		543	1583	0		0	1529	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		46	0	760		543	1583	0		0	1529	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		46	0	760		543	1583	0		0	1529	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		46	0	760		543	1583	0		0	1529	109	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.95	1.00	0.75		0.92	0.91	1.00		1.00	0.91	0.85	
Lanes:	0.00	1.00	0.00		1.00	1.00	2.00		2.00	3.00	0.00		1.00	3.00	1.00	
Final Sat.:	0	1900	0		1805	1900	2842		3502	5187	0		1900	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.27		0.16	0.31	0.00		0.00	0.29	0.07	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.18	0.00	0.43		0.25	0.73	0.00		0.00	0.48	0.48	
Volume/Cap:	0.00	0.00	0.00		0.14	0.00	0.62		0.62	0.42	0.00		0.00	0.62	0.14	
Delay/Veh:	0.0	0.0	0.0		34.5	0.0	22.9		34.5	5.4	0.0		0.0	19.9	14.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		34.5	0.0	22.9		34.5	5.4	0.0		0.0	19.9	14.7	
LOS by Move:	A	A	A		C	A	C		C	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		1	0	11		8	7	0		0	13	2	

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #9 Scott Rd (W)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 9 Average Delay (sec/veh): 26.6
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	3	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	33	53	25		5	108	300		160	1389	80		82	1305	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	53	25		5	108	300		160	1389	80		82	1305	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	53	25		5	108	300		160	1389	80		82	1305	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	53	25		5	108	300		160	1389	80		82	1305	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	53	25		5	108	300		160	1389	80		82	1305	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.89	0.89		0.95	0.91	0.85		0.95	0.91	0.91	
Lanes:	1.00	0.68	0.32		1.00	0.26	0.74		1.00	3.00	1.00		1.00	2.99	0.01	
Final Sat.:	1805	1229	580		1805	448	1243		1805	5187	1615		1805	5162	20	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.04		0.00	0.24	0.24		0.09	0.27	0.05		0.05	0.25	0.25	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.03	0.37	0.37		0.02	0.37	0.37		0.13	0.44	0.44		0.07	0.38	0.38	
Volume/Cap:	0.66	0.12	0.12		0.12	0.66	0.66		0.66	0.61	0.11		0.61	0.66	0.66	
Delay/Veh:	76.4	20.9	20.9		49.0	29.2	29.2		47.7	21.7	16.4		52.4	26.3	26.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	76.4	20.9	20.9		49.0	29.2	29.2		47.7	21.7	16.4		52.4	26.3	26.3	
LOS by Move:	E	C	C		D	C	C		D	C	B		D	C	C	
HCM2kAvgQ:	2	2	2		0	11	11		6	12	1		3	13	13	

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #10 Scott Rd (E)/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 9 Average Delay (sec/veh): 19.9
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 2	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	2	13	3		180	22	502		794	612	4		5	630	200	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	13	3		180	22	502		794	612	4		5	630	200	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	13	3		180	22	502		794	612	4		5	630	200	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	13	3		180	22	502		794	612	4		5	630	200	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	13	3		180	22	502		794	612	4		5	630	200	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	1.00	0.75		0.92	0.91	0.85		0.95	0.91	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	2.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1805	1900	1615		1805	1900	2842		3502	5187	1615		1805	5187	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.00		0.10	0.01	0.18		0.23	0.12	0.00		0.00	0.12	0.12	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.02	0.01	0.01		0.20	0.19	0.65		0.45	0.68	0.68		0.02	0.24	0.24	
Volume/Cap:	0.06	0.50	0.14		0.50	0.06	0.27		0.50	0.17	0.00		0.17	0.50	0.51	
Delay/Veh:	49.0	63.3	51.5		36.7	32.9	7.6		19.5	5.8	5.1		51.4	32.9	33.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.0	63.3	51.5		36.7	32.9	7.6		19.5	5.8	5.1		51.4	32.9	33.8	
LOS by Move:	D	E	D		D	C	A		B	A	A		D	C	C	
HCM2kAvgQ:	0	1	0		5	1	4		9	2	0		0	6	6	

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #11 Grant Line Rd/Calvine Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 9 Average Delay (sec/veh): 6.5
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	31	1101	0	0	1793	342	175	0	47	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	31	1101	0	0	1793	342	175	0	47	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	31	1101	0	0	1793	342	175	0	47	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	1101	0	0	1793	342	175	0	47	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	31	1101	0	0	1793	342	175	0	47	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.85	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3502	3610	0	0	3610	1615	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.00	0.00	0.50	0.21	0.05	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.01	0.83	0.00	0.00	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00				
Volume/Cap:	0.61	0.37	0.00	0.00	0.61	0.26	0.61	0.00	0.36	0.00	0.00	0.00				
Delay/Veh:	68.8	2.2	0.0	0.0	3.8	2.3	48.2	0.0	45.1	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	68.8	2.2	0.0	0.0	3.8	2.3	48.2	0.0	45.1	0.0	0.0	0.0				
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A				
HCM2kAvgQ:	1	5	0	0	11	3	4	0	2	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	38	2413	81	453	1916	315	501	165	14	203	239	460				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	38	2413	81	453	1916	315	501	165	14	203	239	460				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	38	2413	81	453	1916	315	501	165	14	203	239	460				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	38	2413	81	453	1916	315	501	165	14	203	239	460				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	38	2413	81	453	1916	315	501	165	14	203	239	460				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.90	0.10	2.00	3.00	1.00	2.00	2.77	0.23	2.00	1.03	1.97				
Final Sat.:	3000	4354	146	3000	4500	1500	3000	4148	352	3000	1539	2961				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.55	0.15	0.43	0.21	0.17	0.04	0.04	0.07	0.16	0.16				
Crit Volume:			831	227			251				233					
Crit Moves:			****	****			****				****					

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	2 0	1	2 0	1 1	1
Volume Module:												
Base Vol:	133	2054	111	260	1493	424	553	683	224	167	201	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2054	111	260	1493	424	553	683	224	167	201	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2054	111	260	1493	424	553	683	224	167	201	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2054	111	260	1493	424	553	683	224	167	201	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2054	111	260	1493	424	553	683	224	167	201	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	1.57
Final Sat.:	3000	6000	1500	3000	4500	1500	3000	3000	1500	3000	2148	2352
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.07	0.09	0.33	0.28	0.18	0.23	0.15	0.06	0.09	0.09
Crit Volume:		514			130			342			84	
Crit Moves:		****			****			****			****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #14 Sunrise Blvd/White Rock Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	465	1249	327	315	1315	134	409	847	612	395	472	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	1249	327	315	1315	134	409	847	612	395	472	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	1249	327	315	1315	134	409	847	612	395	472	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1249	327	315	1315	134	409	847	612	395	472	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	1249	327	315	1315	134	409	847	612	395	472	248
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.22	0.11	0.29	0.09	0.14	0.19	0.41	0.13	0.10	0.17
Crit Volume:	233				438				612	197		
Crit Moves:	****				****				****	****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #15 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	568	933	157		565	1027	134		422	1329	603		393	947	439	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	568	933	157		565	1027	134		422	1329	603		393	947	439	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	568	933	157		565	1027	134		422	1329	603		393	947	439	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	568	933	157		565	1027	134		422	1329	603		393	947	439	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	568	933	157		565	1027	134		422	1329	603		393	947	439	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.21	0.10		0.19	0.23	0.09		0.14	0.30	0.40		0.13	0.21	0.29	
Crit Volume:	284					342					603		197			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #16 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	18	485	287		231	1148	117		117	643	17		330	466	115	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	485	287		231	1148	117		117	643	17		330	466	115	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	485	287		231	1148	117		117	643	17		330	466	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	485	287		231	1148	117		117	643	17		330	466	115	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	485	287		231	1148	117		117	643	17		330	466	115	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.19		0.08	0.26	0.08		0.04	0.21	0.01		0.11	0.16	0.08	
Crit Volume:			287		116					322			165			
Crit Moves:			****		****					****			****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #17 Grant Line Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	1	654	47		78	946	393		386	946	4		66	462	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	654	47		78	946	393		386	946	4		66	462	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	654	47		78	946	393		386	946	4		66	462	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	654	47		78	946	393		386	946	4		66	462	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	654	47		78	946	393		386	946	4		66	462	32	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.03		0.03	0.32	0.26		0.13	0.32	0.00		0.02	0.15	0.02	
Crit Volume:	1					473				473			33			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	2	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	1240	3		243	1492	432		370	159	103		14	94	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	1240	3		243	1492	432		370	159	103		14	94	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	45	1240	3		243	1492	432		370	159	103		14	94	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	1240	3		243	1492	432		370	159	103		14	94	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	45	1240	3		243	1492	432		370	159	103		14	94	199	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3000	3000	1500		1500	3000	1500		3000	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.41	0.00		0.16	0.50	0.29		0.12	0.11	0.07		0.01	0.06	0.13	
Crit Volume:		620			243				185						199	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.365
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	736	1228	0	0	1486	211	145	0	1005	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	736	1228	0	0	1486	211	145	0	1005	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	736	1228	0	0	1486	211	145	0	1005	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	736	1228	0	0	1486	211	145	0	1005	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	736	1228	0	0	1486	211	145	0	1005	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3100	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.40	0.00	0.00	0.48	0.14	0.05	0.00	0.65	0.00	0.00	0.00				
Crit Volume:	368				743				1005	0						
Crit Moves:	****				****				****							

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #20 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	6	Average Delay (sec/veh):	21.8
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	1282	1221	0	1123	431	0	0	0	423	0	380				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1282	1221	0	1123	431	0	0	0	423	0	380				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1282	0	0	1123	431	0	0	0	423	0	380				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1282	0	0	1123	431	0	0	0	423	0	380				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1282	0	0	1123	431	0	0	0	423	0	380				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.90	1.00	0.90				
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.36	0.00	0.64				
Final Sat.:	0	5187	1900	0	5187	1615	0	0	0	2334	0	1104				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00	0.00	0.22	0.27	0.00	0.00	0.00	0.18	0.00	0.34				
Crit Moves:	****					****						****				
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.53	0.00	0.53				
Volume/Cap:	0.00	0.60	0.00	0.00	0.53	0.65	0.00	0.00	0.00	0.34	0.00	0.65				
Delay/Veh:	0.0	23.6	0.0	0.0	22.4	26.0	0.0	0.0	0.0	13.6	0.0	18.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	23.6	0.0	0.0	22.4	26.0	0.0	0.0	0.0	13.6	0.0	18.1				
LOS by Move:	A	C	A	A	C	C	A	A	A	B	A	B				
HCM2kAvgQ:	0	12	0	0	10	11	0	0	0	5	0	14				

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #21 Mather Field Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 0	1	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	2254	1123	0	1073	351	567	0	899	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2254	1123	0	1073	351	567	0	899	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2254	0	0	1073	0	567	0	899	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2254	0	0	1073	0	567	0	899	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2254	0	0	1073	0	567	0	899	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.39	0.00	1.61	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	3610	1900	2347	0	2730	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.30	0.00	0.24	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	0.00	0.00	0.56	0.00	0.60	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	0.0	0.0	15.8	0.0	23.7	0.0	29.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	0.0	0.0	15.8	0.0	23.7	0.0	29.3	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	23	0	0	12	0	10	0	17	0	0	0

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	6	Average Delay (sec/veh):	17.2
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	2 0	1	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1932	1747	0	969	521	0	0	0	569	0	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1932	1747	0	969	521	0	0	0	569	0	386
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1932	0	0	969	0	0	0	0	569	0	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1932	0	0	969	0	0	0	0	569	0	386
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1932	0	0	969	0	0	0	0	569	0	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.16	0.00	0.24
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.65	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.44	0.00	0.65
Delay/Veh:	0.0	15.1	0.0	0.0	12.7	0.0	0.0	0.0	0.0	24.1	0.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	0.0	0.0	12.7	0.0	0.0	0.0	0.0	24.1	0.0	28.9
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	0	9	0	0	0	0	7	0	11

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #23 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	6	Average Delay (sec/veh):	29.2
Optimal Cycle:	155	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1 0	0	0	2	0 1	1	1	0	1 1	0	0	0	0 2
Volume Module:																
Base Vol:	0	2835	0	0	1419	511	699	94	930	0	0	1302				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	2835	0	0	1419	511	699	94	930	0	0	1302				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	2835	0	0	1419	0	699	94	930	0	0	1302				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2835	0	0	1419	0	699	94	930	0	0	1302				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2835	0	0	1419	0	699	94	930	0	0	1302				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.49	0.49	0.49	1.00	1.00	0.75				
Lanes:	0.00	4.00	0.00	0.00	2.00	1.00	1.76	0.24	2.00	0.00	0.00	2.00				
Final Sat.:	0	6916	0	0	3610	1900	1649	222	1871	0	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.00	0.00	0.39	0.00	0.42	0.42	0.50	0.00	0.00	0.46				
Crit Moves:		****		****					****	****						
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.52	0.52	0.52	0.00	0.00	0.00				
Volume/Cap:	0.00	0.96	0.00	0.00	0.93	0.00	0.82	0.82	0.96	0.00	0.00	xxxx				
Delay/Veh:	0.0	37.8	0.0	0.0	37.1	0.0	23.2	23.2	37.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	37.8	0.0	0.0	37.1	0.0	23.2	23.2	37.3	0.0	0.0	0.0				
LOS by Move:	A	D	A	A	D	A	C	C	D	A	A	A				
HCM2kAvgQ:	0	29	0	0	26	0	13	13	20	0	0	21				

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	6	Average Delay (sec/veh):	19.9
Optimal Cycle:	123	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	3435	485	0	1866	1375	0	0	0	338	0	628				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	3435	485	0	1866	1375	0	0	0	338	0	628				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	3435	0	0	1866	0	0	0	0	338	0	628				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	3435	0	0	1866	0	0	0	0	338	0	628				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	3435	0	0	1866	0	0	0	0	338	0	628				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75				
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00				
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.10	0.00	0.22				
Crit Moves:		****		****								****				
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.24	0.00	0.24				
Volume/Cap:	0.00	0.94	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.41	0.00	0.94				
Delay/Veh:	0.0	18.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	32.7	0.0	58.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	32.7	0.0	58.8				
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	E				
HCM2kAvgQ:	0	39	0	0	10	0	0	0	0	5	0	15				

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #25 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	6	Average Delay (sec/veh):	19.5
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	0	0	3	0	1	3	0
Volume Module:												
Base Vol:	0	2476	479	0	1526	504	1477	0	533	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2476	479	0	1526	504	1477	0	533	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2476	0	0	1526	0	1477	0	533	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2476	0	0	1526	0	1477	0	533	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2476	0	0	1526	0	1477	0	533	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.29	0.00	0.28	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.56	0.00	0.68	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	0.0	0.0	16.1	0.0	24.8	0.0	21.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	0.0	0.0	16.1	0.0	24.8	0.0	21.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	16	0	0	12	0	13	0	7	0	0	0

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #26 Prairie City Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	6	Average Delay (sec/veh):	43.1
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	0	1587	126	0	2110	632	0	0	0	267	0	1102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1587	126	0	2110	632	0	0	0	267	0	1102
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1587	0	0	2110	0	0	0	0	267	0	1102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	0	0	2110	0	0	0	0	267	0	1102
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1587	0	0	2110	0	0	0	0	267	0	1102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.08	0.00	0.39
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.78	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.20	0.00	1.03
Delay/Veh:	0.0	18.8	0.0	0.0	51.1	0.0	0.0	0.0	0.0	21.2	0.0	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	0.0	0.0	51.1	0.0	0.0	0.0	0.0	21.2	0.0	68.0
LOS by Move:	A	B	A	A	D	A	A	A	A	C	A	E
HCM2kAvgQ:	0	21	0	0	45	0	0	0	0	3	0	28

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #27 Prairie City Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 6 Average Delay (sec/veh): 16.0
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	2	0 0	1	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1100	374		0	1204		0	734		0	118	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1100	374		0	1204		0	734		0	118	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1100	374		0	1204		0	734		0	118	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1100	374		0	1204		0	734		0	118	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1100	374		0	1204		0	734		0	118	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00	0.95	0.85		1.00	0.95		1.00	0.95		1.00	0.85	1.00		1.00	1.00
Lanes:	0.00	2.00	1.00		0.00	2.00		0.00	2.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	0	3610	1615		0	3610		0	3618		0	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.23		0.00	0.33		0.00	0.20		0.00	0.07	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.00	0.58	0.58		0.00	0.58		0.00	0.36		0.00	0.36	0.00		0.00	0.00
Volume/Cap:	0.00	0.52	0.40		0.00	0.57		0.00	0.57		0.00	0.21	0.00		0.00	0.00
Delay/Veh:	0.0	12.7	11.5		0.0	13.3		0.0	26.7		0.0	22.6	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	12.7	11.5		0.0	13.3		0.0	26.7		0.0	22.6	0.0		0.0	0.0
LOS by Move:	A	B	B		A	B		A	C		A	C	A		A	A
HCM2kAvgQ:	0	11	6		0	12		0	10		0	3	0		0	0

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #28 Scott Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 Average Delay (sec/veh): 13.9
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	3	0 1	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1000	171		0	605		493	0		0	0	335		0	334
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1000	171		0	605		493	0		0	0	335		0	334
User Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1000	0		0	605		0	0		0	0	335		0	334
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1000	0		0	605		0	0		0	0	335		0	334
PCE Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00		0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1000	0		0	605		0	0		0	0	335		0	334
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00	0.95	1.00		1.00	0.91		1.00	1.00		1.00	1.00	0.92		1.00	0.75
Lanes:	0.00	2.00	1.00		0.00	3.00		1.00	0.00		0.00	0.00	2.00		0.00	2.00
Final Sat.:	0	3610	1900		0	5187		1900	0		0	0	3502		0	2842
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.12		0.00	0.00		0.00	0.00	0.10		0.00	0.12
Crit Moves:		****														****
Green/Cycle:	0.00	0.66	0.00		0.00	0.66		0.00	0.00		0.00	0.00	0.28		0.00	0.28
Volume/Cap:	0.00	0.42	0.00		0.00	0.18		0.00	0.00		0.00	0.00	0.34		0.00	0.42
Delay/Veh:	0.0	8.1	0.0		0.0	6.6		0.0	0.0		0.0	0.0	28.9		0.0	29.7
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0		0.0	6.6		0.0	0.0		0.0	0.0	28.9		0.0	29.7
LOS by Move:	A	A	A		A	A		A	A		A	A	C		A	C
HCM2kAvgQ:	0	8	0		0	3		0	0		0	0	4		0	5

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #29 Scott Rd/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 6 Average Delay (sec/veh): 20.2
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	888	686	0	1240	1091	1067	0	389	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	888	686	0	1240	1091	1067	0	389	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	888	0	0	1240	0	1067	0	389	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	888	0	0	1240	0	1067	0	389	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	888	0	0	1240	0	1067	0	389	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5187	1900	0	3610	1900	3502	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00	0.00	0.34	0.00	0.30	0.00	0.24	0.00	0.00	0.00				
Crit Moves:					****		****									
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.44	0.00	0.44	0.00	0.00	0.00				
Volume/Cap:	0.00	0.34	0.00	0.00	0.69	0.00	0.69	0.00	0.55	0.00	0.00	0.00				
Delay/Veh:	0.0	15.3	0.0	0.0	20.3	0.0	23.7	0.0	21.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.3	0.0	0.0	20.3	0.0	23.7	0.0	21.4	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	C	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	6	0	0	16	0	14	0	9	0	0	0				

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #30 Grant Line Rd/North Loop Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1090	112	1025	1480	0	0	0	0	163	0	674				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1090	112	1025	1480	0	0	0	0	163	0	674				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	0	1090	112	1025	1480	0	0	0	0	163	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1090	112	1025	1480	0	0	0	0	163	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	1090	112	1025	1480	0	0	0	0	163	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3100	1550	3100	3100	0	0	0	0	1550	0	1550				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.07	0.33	0.48	0.00	0.00	0.00	0.00	0.11	0.00	0.00				
Crit Volume:		545		513				0		163						
Crit Moves:		****		****						****						

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	604	1097	35		111	1274	258		71	490	289		19	384	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	604	1097	35		111	1274	258		71	490	289		19	384	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	604	1097	35		111	1274	258		71	490	289		19	384	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	604	1097	35		111	1274	258		71	490	289		19	384	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	604	1097	35		111	1274	258		71	490	289		19	384	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.37	0.02		0.04	0.42	0.17		0.02	0.16	0.19		0.01	0.13	0.02	
Crit Volume:	302					637					289		10			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #32 Grant Line Rd/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1265	694		637	945	0		0	0	0		629	0	471	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1265	694		637	945	0		0	0	0		629	0	471	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1265	694		637	945	0		0	0	0		629	0	471	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1265	694		637	945	0		0	0	0		629	0	471	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1265	694		637	945	0		0	0	0		629	0	471	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		3100	0	1550	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.45		0.21	0.30	0.00		0.00	0.00	0.00		0.20	0.00	0.30	
Crit Volume:			694		319				0						471	
Crit Moves:			****		****										****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #46 Vineyard Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	98	7		89	388	15		2	826	220		0	852	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	98	7		89	388	15		2	826	220		0	852	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	98	7		89	388	15		2	826	220		0	852	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	98	7		89	388	15		2	826	220		0	852	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	98	7		89	388	15		2	826	220		0	852	81	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1500	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.03	0.00		0.03	0.13	0.01		0.00	0.28	0.15		0.00	0.28	0.05	
Crit Volume:	0					194			2					426		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #47 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	72	65	1		141	457	9		0	702	162		9	576	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	72	65	1		141	457	9		0	702	162		9	576	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	72	65	1		141	457	9		0	702	162		9	576	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	65	1		141	457	9		0	702	162		9	576	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	65	1		141	457	9		0	702	162		9	576	29	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.05	0.15	0.01		0.00	0.23	0.11		0.01	0.19	0.02	
Crit Volume:	36					228				351			9			
Crit Moves:	****					****				****			****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #48 Excelsior Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	0	417	2	0	723	568	614	299	0	3	323	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	417	2	0	723	568	614	299	0	3	323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	417	2	0	723	568	614	299	0	3	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	417	2	0	723	568	614	299	0	3	323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	417	2	0	723	568	614	299	0	3	323	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	2986	14	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.24	0.38	0.20	0.10	0.00	0.00	0.11	0.00
Crit Volume:	0					568	307				162	
Crit Moves:	****					****	****				****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	527	1679	147	579	1548	237	385	845	749	236	813	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	527	1679	147	579	1548	237	385	845	749	236	813	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	527	1679	147	579	1548	237	385	845	749	236	813	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	1679	147	579	1548	237	385	845	749	236	813	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	527	1679	147	579	1548	237	385	845	749	236	813	335
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.37	0.10	0.19	0.34	0.16	0.13	0.19	0.50	0.08	0.18	0.22
Crit Volume:		560		290					749	118		
Crit Moves:		****		****					****	****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #50 Zinfandel Dr/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	4	256	236		1334	384	500		178	700	17		193	667	974	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	256	236		1334	384	500		178	700	17		193	667	974	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	4	256	236		1334	384	500		178	700	17		193	667	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	256	236		1334	384	500		178	700	17		193	667	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	4	256	236		1334	384	500		178	700	17		193	667	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.16		0.44	0.13	0.33		0.06	0.16	0.01		0.06	0.15	0.00	
Crit Volume:			236		667					233			97			
Crit Moves:			****		****					****			****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #51 Eagles Nest Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	194	0		173	347	0		0	293	0		0	320	147	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	194	0		173	347	0		0	293	0		0	320	147	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	194	0		173	347	0		0	293	0		0	320	147	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	194	0		173	347	0		0	293	0		0	320	147	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	194	0		173	347	0		0	293	0		0	320	147	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	2.00	0.00		1.00	1.37	0.63	
Final Sat.:	1500	1500	0		1500	1500	0		1500	3000	0		1500	2056	944	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.12	0.23	0.00		0.00	0.10	0.00		0.00	0.16	0.16	
Crit Volume:		194			173				0						234	
Crit Moves:		****			****				****						****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	431	1253	17	340	1286	618	518	1192	418	10	461	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	1253	17	340	1286	618	518	1192	418	10	461	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	1253	17	340	1286	618	518	1192	418	10	461	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1253	17	340	1286	618	518	1192	418	10	461	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	1253	17	340	1286	618	518	1192	418	10	461	188
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.01	0.11	0.29	0.41	0.17	0.26	0.28	0.00	0.10	0.13
Crit Volume:	215					618	259					188
Crit Moves:	****					****	****					****

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #53 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	2	0	3 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	935	201	356	1582	0	0	0	0	216	0	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	935	201	356	1582	0	0	0	0	216	0	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	201	356	1582	0	0	0	0	216	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	201	356	1582	0	0	0	0	216	0	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	935	201	356	1582	0	0	0	0	216	0	282
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.13	0.11	0.34	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Volume:	0				527		0					282
Crit Moves:	****				****							****

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #54 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	0	732	7	201	1430	79	156	221	0	10	256	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	732	7	201	1430	79	156	221	0	10	256	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	732	7	201	1430	79	156	221	0	10	256	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	732	7	201	1430	79	156	221	0	10	256	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	732	7	201	1430	79	156	221	0	10	256	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.07	0.32	0.05	0.05	0.07	0.00	0.00	0.09	0.07
Crit Volume:	0				477		78				128	
Crit Moves:	****				****		****				****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #55 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	6	598	0	157	766	331	593	1207	41	0	679	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	598	0	157	766	331	593	1207	41	0	679	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	598	0	157	766	331	593	1207	41	0	679	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	598	0	157	766	331	593	1207	41	0	679	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	598	0	157	766	331	593	1207	41	0	679	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.05	0.17	0.22	0.20	0.27	0.03	0.00	0.15	0.08
Crit Volume:	3					331	297				226	
Crit Moves:	****					****	****				****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	644	230	59		337	452	52		78	1154	900		62	875	112	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	644	230	59		337	452	52		78	1154	900		62	875	112	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	644	230	59		337	452	52		78	1154	900		62	875	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	644	230	59		337	452	52		78	1154	900		62	875	112	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	644	230	59		337	452	52		78	1154	900		62	875	112	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.59	0.41		1.00	1.79	0.21		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2388	612		1500	2690	310		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.10	0.10		0.22	0.17	0.17		0.03	0.26	0.60		0.02	0.19	0.07	
Crit Volume:	322					252					900		31			
Crit Moves:	****					****					****		****			

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #57 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	43	324	74		473	760	101		171	331	93		77	359	357	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	324	74		473	760	101		171	331	93		77	359	357	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	324	74		473	760	101		171	331	93		77	359	357	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	324	74		473	760	101		171	331	93		77	359	357	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	324	74		473	760	101		171	331	93		77	359	357	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.05		0.16	0.25	0.07		0.06	0.11	0.06		0.03	0.12	0.24	
Crit Volume:		162				237				86					357	
Crit Moves:		****				****				****					****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #58 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	296	53		56	614	232		129	300	0		53	334	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	296	53		56	614	232		129	300	0		53	334	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	296	53		56	614	232		129	300	0		53	334	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	296	53		56	614	232		129	300	0		53	334	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	296	53		56	614	232		129	300	0		53	334	49	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.04		0.02	0.20	0.15		0.04	0.10	0.00		0.02	0.11	0.03	
Crit Volume:	0					307			65					167		
Crit Moves:	****					****			****					****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #59 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	16	1053	0		0	1325	280		230	0	15		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	1053	0		0	1325	280		230	0	15		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	1053	0		0	1325	280		230	0	15		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	1053	0		0	1325	280		230	0	15		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	1053	0		0	1325	280		230	0	15		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	3100	0		0	3100	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.00		0.00	0.43	0.18		0.07	0.00	0.01		0.00	0.00	0.00	
Crit Volume:	16					663			115					0		
Crit Moves:	****					****			****							

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #60 International Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	269	308	150	20	389	6	4	233	612	75	136	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	308	150	20	389	6	4	233	612	75	136	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	308	150	20	389	6	4	233	612	75	136	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	308	150	20	389	6	4	233	612	75	136	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	308	150	20	389	6	4	233	612	75	136	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.10	0.01	0.09	0.00	0.00	0.05	0.41	0.03	0.03	0.01
Crit Volume:	135				130				612	38		
Crit Moves:	****				****				****	****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #61 Americanos Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	247	211	0	569	418	52	247	581	758	0	599	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	211	0	569	418	52	247	581	758	0	599	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	211	0	569	418	52	247	581	758	0	599	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	211	0	569	418	52	247	581	758	0	599	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	211	0	569	418	52	247	581	758	0	599	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.00	0.19	0.14	0.03	0.08	0.13	0.51	0.00	0.13	0.21
Crit Volume:		106		285					758	0		
Crit Moves:		****		****					****	****		

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #62 Americanos Blvd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	124	109	0	486	598	30	27	843	263	0	873	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	109	0	486	598	30	27	843	263	0	873	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	109	0	486	598	30	27	843	263	0	873	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	109	0	486	598	30	27	843	263	0	873	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	109	0	486	598	30	27	843	263	0	873	322
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.16	0.20	0.02	0.01	0.28	0.18	0.00	0.29	0.21
Crit Volume:	62				299		13				436	
Crit Moves:	****				****		****				****	

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #63 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	6	Average Delay (sec/veh):	27.0
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	0	0 0	0 0	0	0 0	0 0	0	2 0	1 0	0
Volume Module:												
Base Vol:	1134	0	0	0	0	0	0	0	0	1464	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1134	0	0	0	0	0	0	0	0	1464	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1134	0	0	0	0	0	0	0	0	1464	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1134	0	0	0	0	0	0	0	0	1464	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1134	0	0	0	0	0	0	0	0	1464	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	0	0	3133	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.56	0.00
Volume/Cap:	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00
Delay/Veh:	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	9.9	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	19	0	0	0	0	0	0	0	0	22	0	0

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #64 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 Average Delay (sec/veh): 10.1
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	0	0	2	0 0	0	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	1134	1311		0	1464			0		0	0 360	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
Initial Bse:	0	1134	1311		0	1464			0		0	0 360	0		0	0
User Adj:	1.00	1.00	0.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
PHF Volume:	0	1134	0		0	1464			0		0	0 360	0		0	0
Reduct Vol:	0	0	0		0	0			0		0	0 0	0		0	0
Reduced Vol:	0	1134	0		0	1464			0		0	0 360	0		0	0
PCE Adj:	1.00	1.00	0.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
FinalVolume:	0	1134	0		0	1464			0		0	0 360	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900			1900		1900	1900 1900	1900		1900	1900
Adjustment:	1.00	0.95	1.00		1.00	0.95			1.00		1.00	1.00 0.75	1.00		1.00	1.00
Lanes:	0.00	2.00	1.00		0.00	2.00			0.00		0.00	0.00 2.00	0.00		0.00	0.00
Final Sat.:	0	3610	1900		0	3610			0		0	0 2842	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.00	0.41			0.00		0.00	0.00 0.13	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green/Cycle:	0.00	0.72	0.00		0.00	0.72			0.00		0.00	0.00 0.22	0.00		0.00	0.00
Volume/Cap:	0.00	0.44	0.00		0.00	0.57			0.00		0.00	0.00 0.57	0.00		0.00	0.00
Delay/Veh:	0.0	6.0	0.0		0.0	7.1			0.0		0.0	0.0 35.7	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	6.0	0.0		0.0	7.1			0.0		0.0	0.0 35.7	0.0		0.0	0.0
LOS by Move:	A	A	A		A	A			A		A	A D	A		A	A
HCM2kAvgQ:	0	8	0		0	11			0		0	0 6	0		0	0

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #65 Oak Ave Pkwy/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 6 Average Delay (sec/veh): 7.1
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	2	0	0	1 1
Volume Module:																
Base Vol:	3	1436	0		0	365	1030		0		0	0	182		0	56
Growth Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
Initial Bse:	3	1436	0		0	365	1030		0		0	0	182		0	56
User Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
PHF Volume:	3	1436	0		0	365			0		0	0	182		0	56
Reduct Vol:	0	0	0		0	0			0		0	0	0		0	0
Reduced Vol:	3	1436	0		0	365			0		0	0	182		0	56
PCE Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
FinalVolume:	3	1436	0		0	365			0		0	0	182		0	56
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900			1900		1900	1900 1900	1900		1900	1900
Adjustment:	0.95	0.95	1.00		1.00	0.95			1.00		1.00	1.00 1.00	0.92		1.00	0.85
Lanes:	1.00	2.00	0.00		0.00	2.00			1.00		0.00	0.00 0.00	2.00		0.00	2.00
Final Sat.:	1805	3610	0		0	3610			1900		0	0 0	3502		0	3230
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.10			0.00		0.00	0.00 0.00	0.05		0.00	0.02
Crit Moves:		****			****								****			
Green/Cycle:	0.01	0.83	0.00		0.00	0.82			0.00		0.00	0.00 0.00	0.11		0.00	0.11
Volume/Cap:	0.12	0.48	0.00		0.00	0.12			0.00		0.00	0.00 0.00	0.48		0.00	0.16
Delay/Veh:	51.0	2.5	0.0		0.0	1.9			0.0		0.0	0.0 0.0	42.9		0.0	40.6
User DelAdj:	1.00	1.00	1.00		1.00	1.00			1.00		1.00	1.00 1.00	1.00		1.00	1.00
AdjDel/Veh:	51.0	2.5	0.0		0.0	1.9			0.0		0.0	0.0 0.0	42.9		0.0	40.6
LOS by Move:	D	A	A		A	A			A		A	A A	D		A	D
HCM2kAvgQ:	0	7	0		0	1			0		0	0 0	3		0	1

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

Cordova Hills
Year 2035 Cumulative Plus Pilatus Alternative Conditions
PM Peak Hour

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

Intersection #66 Oak Ave Pkwy/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	6	Average Delay (sec/veh):	19.0
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	1	0	2	0 0	2	0	0	1 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	263	91	78	467	0	1175	0	4	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	263	91	78	467	0	1175	0	4	0	0	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	263	0	78	467	0	1175	0	4	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	263	0	78	467	0	1175	0	4	0	0	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	263	0	78	467	0	1175	0	4	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	0.92	1.00	0.85	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	0	3610	1900	1805	3610	0	3502	0	3230	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00	0.04	0.13	0.00	0.34	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.00	0.16	0.00	0.10	0.26	0.00	0.68	0.00	0.68	0.00	0.00	0.00				
Volume/Cap:	0.00	0.44	0.00	0.44	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.00				
Delay/Veh:	0.0	38.2	0.0	44.4	31.7	0.0	7.9	0.0	5.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	38.2	0.0	44.4	31.7	0.0	7.9	0.0	5.2	0.0	0.0	0.0				
LOS by Move:	A	D	A	D	C	A	A	A	A	A	A	A				
HCM2kAvgQ:	0	4	0	3	7	0	9	0	0	0	0	0				

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

Mitigation – Cumulative Plus Proposed Action

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Scenario Report

Scenario:	2035 Plus Project AM wTrucks
Command:	2035 Plus Project AM wTrucks
Volume:	2035 Plus Project AM wTrucks
Geometry:	2035 Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	2035 Plus Project AM wTrucks

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 6 Grant Line Rd/Sunrise Blvd	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000
# 12 Zinfandel Dr/White Rock Rd	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
# 19 Grant Line Rd/Douglas Rd	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
# 49 Zinfandel Dr/International Rd	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000
# 52 Sunrise Blvd/International Dr	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000
# 56 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 2	0	0	1!	0 0
Volume Module:																
Base Vol:	912	1124	10		15	786	18		2	15	444		18	27	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	912	1124	10		15	786	18		2	15	444		18	27	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	912	1124	10		15	786	18		2	15	444		18	27	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	912	1124	10		15	786	18		2	15	444		18	27	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	912	1124	10		15	786	18		2	15	444		18	27	16	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.12	0.88	2.00		0.30	0.44	0.26	
Final Sat.:	3000	3000	1500		1500	3000	1500		176	1324	3000		443	664	393	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.37	0.01		0.01	0.26	0.01		0.01	0.01	0.15		0.04	0.04	0.04	
Crit Volume:	456					393					222				61	
Crit Moves:	****					****					****				****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	20	2402	98		756	2104	544		214	182	16		104	173	226	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	2402	98		756	2104	544		214	182	16		104	173	226	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	2402	98		756	2104	544		214	182	16		104	173	226	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	2402	98		756	2104	544		214	182	16		104	173	226	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	2402	98		756	2104	544		214	182	16		104	173	226	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.84	0.16		2.00	3.00	1.00		2.00	2.76	0.24		2.00	1.30	1.70	
Final Sat.:	1500	5765	235		3000	4500	1500		3000	4136	364		3000	1951	2549	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.42	0.42		0.25	0.47	0.36		0.07	0.04	0.04		0.03	0.09	0.09	
Crit Volume:			625		378				107					133		
Crit Moves:			****		****				****					****		

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	1104	1552	0	0	1291	267	218	0	575	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1104	1552	0	0	1291	267	218	0	575	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1104	1552	0	0	1291	267	218	0	575	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1104	1552	0	0	1291	267	218	0	575	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1104	1552	0	0	1291	267	218	0	575	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	3100	4650	0	0	4650	1550	3100	0	3100	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.36	0.33	0.00	0.00	0.28	0.17	0.07	0.00	0.19	0.00	0.00	0.00				
Crit Volume:	552				430		109				0					
Crit Moves:	****				****		****									

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	728	1769	164	257	1348	214	157	687	493	115	840	623				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	728	1769	164	257	1348	214	157	687	493	115	840	623				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	728	1769	164	257	1348	214	157	687	493	115	840	623				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	728	1769	164	257	1348	214	157	687	493	115	840	623				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	728	1769	164	257	1348	214	157	687	493	115	840	623				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	6000	1500	3000	6000	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.29	0.11	0.09	0.22	0.14	0.05	0.15	0.33	0.04	0.19	0.42				
Crit Volume:	364				337		79					623				
Crit Moves:	****				****		****					****				

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	354	1203	5		266	928	762		401	351	335		14	1116	514	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	354	1203	5		266	928	762		401	351	335		14	1116	514	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	354	1203	5		266	928	762		401	351	335		14	1116	514	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	354	1203	5		266	928	762		401	351	335		14	1116	514	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	354	1203	5		266	928	762		401	351	335		14	1116	514	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.27	0.00		0.09	0.21	0.51		0.13	0.08	0.22		0.00	0.25	0.34	
Crit Volume:	177						762		0						514	
Crit Moves:	****						****		****						****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
AM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	749	448	39		77	175	82		143	779	672		43	1148	467	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	749	448	39		77	175	82		143	779	672		43	1148	467	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	749	448	39		77	175	82		143	779	672		43	1148	467	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	749	448	39		77	175	82		143	779	672		43	1148	467	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	749	448	39		77	175	82		143	779	672		43	1148	467	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.84	0.16		1.00	1.36	0.64		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2760	240		1500	2043	957		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.16	0.16		0.05	0.09	0.09		0.05	0.17	0.45		0.01	0.26	0.31	
Crit Volume:	375						129				672		22			
Crit Moves:	****						****				****		****			

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Scenario Report

Scenario:	2035 Plus Project PM
Command:	2035 Plus Project PM
Volume:	2035 Plus Project PM
Geometry:	2035 Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	2035 Plus Project PM

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 6 Grant Line Rd/Sunrise Blvd	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000
# 12 Zinfandel Dr/White Rock Rd	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000
# 19 Grant Line Rd/Douglas Rd	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 49 Zinfandel Dr/International Rd	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000
# 52 Sunrise Blvd/International Dr	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000
# 56 Rancho Cordova Pkwy/Douglas Rd	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 2	0	0	1!	0 0
Volume Module:																
Base Vol:	479	648	9		22	971	5		8	71	1048		10	24	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	479	648	9		22	971	5		8	71	1048		10	24	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	479	648	9		22	971	5		8	71	1048		10	24	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	479	648	9		22	971	5		8	71	1048		10	24	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	479	648	9		22	971	5		8	71	1048		10	24	14	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.10	0.90	2.00		0.21	0.50	0.29	
Final Sat.:	3000	3000	1500		1500	3000	1500		152	1348	3000		313	750	438	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.22	0.01		0.01	0.32	0.00		0.05	0.05	0.35		0.03	0.03	0.03	
Crit Volume:	240					486					524			48		
Crit Moves:	****					****					****			****		

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	38	2414	81		452	1897	315		501	165	14		203	239	460	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	38	2414	81		452	1897	315		501	165	14		203	239	460	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	38	2414	81		452	1897	315		501	165	14		203	239	460	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	2414	81		452	1897	315		501	165	14		203	239	460	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	38	2414	81		452	1897	315		501	165	14		203	239	460	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.87	0.13		2.00	3.00	1.00		2.00	2.77	0.23		2.00	1.03	1.97	
Final Sat.:	1500	5805	195		3000	4500	1500		3000	4148	352		3000	1539	2961	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.42	0.42		0.15	0.42	0.21		0.17	0.04	0.04		0.07	0.16	0.16	
Crit Volume:		624			226				251					233		
Crit Moves:		****			****				****					****		

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	738	1229	0	0	1438	211	145	0	940	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	738	1229	0	0	1438	211	145	0	940	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	738	1229	0	0	1438	211	145	0	940	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	738	1229	0	0	1438	211	145	0	940	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	738	1229	0	0	1438	211	145	0	940	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	3100	4650	0	0	4650	1550	3100	0	3100	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.26	0.00	0.00	0.31	0.14	0.05	0.00	0.30	0.00	0.00	0.00				
Crit Volume:	0				479				470	0						
Crit Moves:	****				****				****							

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 173 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0	4	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	527	1679	147	565	1542	237	385	839	746	236	813	335				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	527	1679	147	565	1542	237	385	839	746	236	813	335				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	527	1679	147	565	1542	237	385	839	746	236	813	335				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	527	1679	147	565	1542	237	385	839	746	236	813	335				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	527	1679	147	565	1542	237	385	839	746	236	813	335				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	6000	1500	3000	6000	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.28	0.10	0.19	0.26	0.16	0.13	0.19	0.50	0.08	0.18	0.22				
Crit Volume:		420		283					746	118						
Crit Moves:		****		****					****	****						

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	431	1254		17	336	1286		618	518	1170		417	10	461		188
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	431	1254		17	336	1286		618	518	1170		417	10	461		188
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	431	1254		17	336	1286		618	518	1170		417	10	461		188
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	431	1254		17	336	1286		618	518	1170		417	10	461		188
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	431	1254		17	336	1286		618	518	1170		417	10	461		188
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.28	0.01		0.11	0.29	0.41		0.17	0.26	0.28		0.00	0.10	0.13	
Crit Volume:	215					429			259						188	
Crit Moves:	****					****			****						****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Project Conditions
PM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	1	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	645	230		59	325	448		52	78	1130		891	62	876		112
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	645	230		59	325	448		52	78	1130		891	62	876		112
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	645	230		59	325	448		52	78	1130		891	62	876		112
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	645	230		59	325	448		52	78	1130		891	62	876		112
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	645	230		59	325	448		52	78	1130		891	62	876		112
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.59	0.41		1.00	1.79	0.21		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	2388		612	1500	2688		312	3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.10	0.10		0.22	0.17	0.17		0.03	0.25	0.59		0.02	0.19	0.07	
Crit Volume:	323					250					891		31			
Crit Moves:	****					****					****		****			

Mitigation – Cumulative Plus Pilatus Alternative

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

Scenario Report

Scenario:	2035 Plus Pilatus AM wTrucks
Command:	2035 Plus Pilatus AM wTrucks
Volume:	2035 No Project AM wTrucks
Geometry:	2035 No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	2035 No Project AM wTrucks

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 6 Grant Line Rd/Sunrise Blvd	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000
# 12 Zinfandel Dr/White Rock Rd	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000
# 18 Grant Line Rd/Kiefer Blvd	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000
# 19 Grant Line Rd/Douglas Rd	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000
# 31 Grant Line Rd/Chrysanthy Blvd	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000
# 32 Grant Line Rd/University Blvd	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000
# 49 Zinfandel Dr/International Rd	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000
# 52 Sunrise Blvd/International Dr	E	xxxxx	0.977	E	xxxxx	0.977	+ 0.000
# 56 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 2	0	0	1!	0 0
Volume Module:																
Base Vol:	912	1111	10		17	806	18		2	15	444		18	27	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	912	1111	10		17	806	18		2	15	444		18	27	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	912	1111	10		17	806	18		2	15	444		18	27	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	912	1111	10		17	806	18		2	15	444		18	27	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	912	1111	10		17	806	18		2	15	444		18	27	16	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.12	0.88	2.00		0.30	0.44	0.26	
Final Sat.:	3000	3000	1500		1500	3000	1500		176	1324	3000		443	664	393	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.37	0.01		0.01	0.27	0.01		0.01	0.01	0.15		0.04	0.04	0.04	
Crit Volume:	456					403					222				61	
Crit Moves:	****					****					****				****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	20	2440	98		756	2100	544		214	182	16		104	173	227	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	2440	98		756	2100	544		214	182	16		104	173	227	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	2440	98		756	2100	544		214	182	16		104	173	227	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	2440	98		756	2100	544		214	182	16		104	173	227	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	2440	98		756	2100	544		214	182	16		104	173	227	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.85	0.15		2.00	3.00	1.00		2.00	2.76	0.24		2.00	1.30	1.70	
Final Sat.:	1500	5768	232		3000	4500	1500		3000	4136	364		3000	1946	2554	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.42	0.42		0.25	0.47	0.36		0.07	0.04	0.04		0.03	0.09	0.09	
Crit Volume:		635			378				107					133		
Crit Moves:		****			****				****					****		

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	58	1493	19	183	1429	315	333	80	38	15	127	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1493	19	183	1429	315	333	80	38	15	127	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1493	19	183	1429	315	333	80	38	15	127	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1493	19	183	1429	315	333	80	38	15	127	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1493	19	183	1429	315	333	80	38	15	127	312
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3000	4500	1500	1500	4500	1500	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.01	0.12	0.32	0.21	0.11	0.05	0.03	0.01	0.08	0.21
Crit Volume:		498			183			167				312
Crit Moves:		****			****			****				****

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	3	0	1	2	0	0	0	2	0	0	0	0	0
Volume Module:																				
Base Vol:	1219	1623	0	0	1265	267	218	0	551	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1219	1623	0	0	1265	267	218	0	551	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1219	1623	0	0	1265	267	218	0	551	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1219	1623	0	0	1265	267	218	0	551	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1219	1623	0	0	1265	267	218	0	551	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3100	4650	0	0	4650	1550	3100	0	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.35	0.00	0.00	0.27	0.17	0.07	0.00	0.18	0.00	0.00	0.00
Crit Volume:	610				422		109				0	
Crit Moves:	****				****		****					

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	591	1441	15		1	1183	298		229	170	564		53	256	121	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	591	1441	15		1	1183	298		229	170	564		53	256	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	591	1441	15		1	1183	298		229	170	564		53	256	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	591	1441	15		1	1183	298		229	170	564		53	256	121	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	591	1441	15		1	1183	298		229	170	564		53	256	121	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.48	0.01		0.00	0.39	0.20		0.08	0.06	0.38		0.02	0.09	0.08	
Crit Volume:	0					592					564		27			
Crit Moves:	****					****					****		****			

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #32 Grant Line Rd/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1207	593		588	1213	0		0	0	0		672	0	839	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1207	593		588	1213	0		0	0	0		672	0	839	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1207	0		588	1213	0		0	0	0		672	0	839	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1207	0		588	1213	0		0	0	0		672	0	839	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1207	0		588	1213	0		0	0	0		672	0	839	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		3100	0	3100	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.00		0.19	0.39	0.00		0.00	0.00	0.00		0.22	0.00	0.27	
Crit Volume:		604			294				0						420	
Crit Moves:		****			****										****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	733	1783	164	257	1345	214	157	688	490	115	847	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	733	1783	164	257	1345	214	157	688	490	115	847	647
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	733	1783	164	257	1345	214	157	688	490	115	847	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	733	1783	164	257	1345	214	157	688	490	115	847	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	733	1783	164	257	1345	214	157	688	490	115	847	647
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	6000	1500	3000	6000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.30	0.11	0.09	0.22	0.14	0.05	0.15	0.33	0.04	0.19	0.43
Crit Volume:	367				336		79					647
Crit Moves:	****				****		****					****

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	358	1204	5	266	921	762	401	351	333	14	1149	525
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	1204	5	266	921	762	401	351	333	14	1149	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1204	5	266	921	762	401	351	333	14	1149	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1204	5	266	921	762	401	351	333	14	1149	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	1204	5	266	921	762	401	351	333	14	1149	525
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.00	0.09	0.20	0.51	0.13	0.08	0.22	0.00	0.26	0.35
Crit Volume:	179					762	0					525
Crit Moves:	****					****	****					****

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus With Trucks Conditions
AM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	768	457	39	76	175	82	143	763	664	43	1187	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	768	457	39	76	175	82	143	763	664	43	1187	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	768	457	39	76	175	82	143	763	664	43	1187	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	457	39	76	175	82	143	763	664	43	1187	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	768	457	39	76	175	82	143	763	664	43	1187	486
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	1.00	1.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	2764	236	1500	2043	957	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.17	0.17	0.05	0.09	0.09	0.05	0.17	0.44	0.01	0.26	0.32
Crit Volume:	384					129	72					486
Crit Moves:	****					****	****					****

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

Scenario Report

Scenario:	2035 Plus Pilatus PM
Command:	2035 Plus Pilatus PM
Volume:	2035 No Project PM
Geometry:	2035 No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	2035 No Project PM

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 6 Grant Line Rd/Sunrise Blvd	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000
# 12 Zinfandel Dr/White Rock Rd	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000
# 18 Grant Line Rd/Kiefer Blvd	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000
# 19 Grant Line Rd/Douglas Rd	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000
# 31 Grant Line Rd/Chrysanthy Blvd	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000
# 32 Grant Line Rd/University Blvd	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000
# 49 Zinfandel Dr/International Rd	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000
# 52 Sunrise Blvd/International Dr	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000
# 56 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #6 Grant Line Rd/Sunrise Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	1	0	2	0 1	0	1	0	0 2	0	0	1!	0 0
Volume Module:																
Base Vol:	479	663	9		22	971	5		8	71	1048		10	24	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	479	663	9		22	971	5		8	71	1048		10	24	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	479	663	9		22	971	5		8	71	1048		10	24	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	479	663	9		22	971	5		8	71	1048		10	24	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	479	663	9		22	971	5		8	71	1048		10	24	15	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		0.10	0.90	2.00		0.20	0.49	0.31	
Final Sat.:	3000	3000	1500		1500	3000	1500		152	1348	3000		306	735	459	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.22	0.01		0.01	0.32	0.00		0.05	0.05	0.35		0.03	0.03	0.03	
Crit Volume:	240					486					524				49	
Crit Moves:	****					****					****				****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #12 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	1 0	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	38	2413	81		453	1916	315		501	165	14		203	239	460	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	38	2413	81		453	1916	315		501	165	14		203	239	460	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	38	2413	81		453	1916	315		501	165	14		203	239	460	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	2413	81		453	1916	315		501	165	14		203	239	460	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	38	2413	81		453	1916	315		501	165	14		203	239	460	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.87	0.13		2.00	3.00	1.00		2.00	2.77	0.23		2.00	1.03	1.97	
Final Sat.:	1500	5805	195		3000	4500	1500		3000	4148	352		3000	1539	2961	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.42	0.42		0.15	0.43	0.21		0.17	0.04	0.04		0.07	0.16	0.16	
Crit Volume:			624		227				251					233		
Crit Moves:			****		****				****					****		

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #18 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	1	0	3	0 1	2	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	1240		3	243	1492		432	370	159		103	14		94	199
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	1240		3	243	1492		432	370	159		103	14		94	199
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	45	1240		3	243	1492		432	370	159		103	14		94	199
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	45	1240		3	243	1492		432	370	159		103	14		94	199
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	45	1240		3	243	1492		432	370	159		103	14		94	199
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	3000	4500	1500		1500	4500	1500		3000	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.00		0.16	0.33	0.29		0.12	0.11	0.07		0.01	0.06	0.13	
Crit Volume:		413			243				185						199	
Crit Moves:		****			****				****						****	

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #19 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	736	1228		0	0	1486		211	145		0	1005	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	736	1228		0	0	1486		211	145		0	1005	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	736	1228		0	0	1486		211	145		0	1005	0		0	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	736	1228		0	0	1486		211	145		0	1005	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	736	1228		0	0	1486		211	145		0	1005	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	3100	4650		0	0	4650	1550		3100		0	3100	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.24	0.26	0.00		0.00	0.32	0.14		0.05	0.00	0.32		0.00	0.00	0.00	
Crit Volume:	0					495					503		0			
Crit Moves:	****					****					****					

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #31 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	604	1097	35		111	1274	258		71	490	289		19	384	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	604	1097	35		111	1274	258		71	490	289		19	384	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	604	1097	35		111	1274	258		71	490	289		19	384	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	604	1097	35		111	1274	258		71	490	289		19	384	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	604	1097	35		111	1274	258		71	490	289		19	384	34	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.37	0.02		0.04	0.42	0.17		0.02	0.16	0.19		0.01	0.13	0.02	
Crit Volume:	302					637				245			10			
Crit Moves:	****					****				****			****			

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #32 Grant Line Rd/University Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	1265	694		637	945	0		0	0	0		629	0	471	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1265	694		637	945	0		0	0	0		629	0	471	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1265	0		637	945	0		0	0	0		629	0	471	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1265	0		637	945	0		0	0	0		629	0	471	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1265	0		637	945	0		0	0	0		629	0	471	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3100	1550		3100	3100	0		0	0	0		3100	0	3100	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.00		0.21	0.30	0.00		0.00	0.00	0.00		0.20	0.00	0.15	
Crit Volume:		633			319					0			315			
Crit Moves:		****			****								****			

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #49 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	527	1679	147	579	1548	237	385	845	749	236	813	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	527	1679	147	579	1548	237	385	845	749	236	813	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	527	1679	147	579	1548	237	385	845	749	236	813	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	1679	147	579	1548	237	385	845	749	236	813	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	527	1679	147	579	1548	237	385	845	749	236	813	335
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	6000	1500	3000	6000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.10	0.19	0.26	0.16	0.13	0.19	0.50	0.08	0.18	0.22
Crit Volume:		420		290					749	118		
Crit Moves:		****		****					****	****		

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #52 Sunrise Blvd/International Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	431	1253	17	340	1286	618	518	1192	418	10	461	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	1253	17	340	1286	618	518	1192	418	10	461	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	1253	17	340	1286	618	518	1192	418	10	461	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1253	17	340	1286	618	518	1192	418	10	461	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	1253	17	340	1286	618	518	1192	418	10	461	188
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.01	0.11	0.29	0.41	0.17	0.26	0.28	0.00	0.10	0.13
Crit Volume:	215				429		259					188
Crit Moves:	****				****		****					****

Cordova Hills
Mitigation - Year 2035 Cumulative Plus Pilatus Alterntiave Conditions
PM Peak Hour

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

Intersection #56 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	644	230	59	337	452	52	78	1154	900	62	875	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	230	59	337	452	52	78	1154	900	62	875	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	644	230	59	337	452	52	78	1154	900	62	875	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	230	59	337	452	52	78	1154	900	62	875	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	644	230	59	337	452	52	78	1154	900	62	875	112
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.59	0.41	1.00	1.79	0.21	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	2388	612	1500	2690	310	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.10	0.10	0.22	0.17	0.17	0.03	0.26	0.60	0.02	0.19	0.07
Crit Volume:	0				252				900	31		
Crit Moves:	****				****				****	****		

APPENDIX K

Sewer Master Plan for Cordova Hills

Sewer Master Plan

For

Cordova Hills

County of Sacramento, CA

December, 2010

PREPARED FOR:
SACRAMENTO AREA SEWER DISTRICT
10060 GOETHE RD.
SACRAMENTO, CA 95827

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EXHIBITS INDEX

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Exhibit A:	Cordova Hills Vicinity Map	X	
Exhibit B:	Cordova Hills Land Use Plan	X	
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Exhibit K:	Development Phasing	X	
Exhibit L1 - 4:	On-site Sewer Master Plan…Phases 1, 2, 3 & RIPS (LCPS1) buildout	X	X
Exhibit M:	Phase 1, 2, and 3 Infrastructure	X	
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Exhibit O:	Conceptual Plan for Alternative Service to Upstream Sewer Sheds	X	

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Appendix	Description	Bound	Folded at rear
A	Sewer Flow Information & Sewer Master Plan		X
	Table A.1…Sewer Flow Summary	X	
	Table A.2…Land Use Area / ESD Summary	X	
	Table A.3…Sanitary Sewer Calculations	X	
B	Sewer Infrastructure Preliminary Opinion of Probable Construction Cost	X	
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G	Sunrise/ Douglas Developments ~ Absorption Rate Projection	X	
H	SASD “Plan” to Provide Service to Cordova Hills	X	

ABBREVIATIONS

ADWF	Average dry weather flow
AJS	AJ Sunrise Douglas
BI	Bradshaw Interceptor
cfs	cubic feet per second
CH	Cordova Hills
CPS	Chrysanthy Pump Station
CSD-1	County Sanitation District 1 (now SASD)
DCU	DC Upper Deer Creek
d/D	Depth of flow/diameter of pipe
DS	Downstream
ESD	Equivalent single family dwelling unit
fps	Feet per second
gpd	Gallons per day
GWI	Groundwater infiltration
LCI	Laguna Creek Interceptor
LCU	LC Upper Laguna Creek
mgd	Million gallons per day
MSL	Mean sea level
NEI	Northeast Interceptor
PF	Peaking factor
PDWF	Peak dry weather flow
POC	Point of Connection
POPCC	Preliminary Opinion of Probable Construction Cost
PS	Pump Station
PWWF	Peak wet weather flow
RI PS	Regional Interceptor Pump Station
SASD	Sacramento Area Sewer District
SCSP	SunCreek Specific Plan
SFEMP	Sewerage Facilities Expansion Master Plan
SMP	Sanitary Sewer Master Plan
SPA	Special Planning Area
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant
US	Upstream
USB	Urban Services Boundary (for Sacramento County)
2000 MP	SRCSD 2000 Interceptor System Master Plan and March 2003 Reconciliation Report

EXECUTIVE SUMMARY

Project Description / Location

This sewer study is prepared for Cordova Hills (CH), aka, the Project, a 2668.5-acre Special Planning Area (SPA) in east Sacramento County. The site is a proposed mixed-use community consisting of low, medium and high residential parcels, retail, mixed-use areas, schools, parks, open space preserve, community facilities, and a campus for the private University of Sacramento. Reference the following exhibits for a Project overview:

- **Exhibit A: Cordova Hills Vicinity Map**
- **Exhibit B: Cordova Hills Land Use Plan dated June 21, 2010**

Purpose and "Level" of SASD Sewer Study

The CH SPA is seeking Sacramento County approval to create large lot parcels with entitlements that will subsequently be further subdivided through the small lot tentative map process. This sewer study is prepared to satisfy Sacramento Area Sewer District (SASD) **Level Two** Minimum Sewer Study Requirements dated February 25, 2009, and includes sufficient detail to confirm that sewer service is available to the SPA. **Level Two** study **topics** include:

- **Technical compliance:** comply with the latest SASD Master Plan
- **Impacts:** identify impacts to support EIR/EIS documentation
- **Point(s) of connection (POC):** identify and discuss POC alternatives
- **Sewer capacity:** confirm existing and future sewer capacity to serve the Project
- **Sewer sheds:** set sheds within Project limits & identify off-site tributary sheds
- **Backbone infrastructure:** size and locate sewer trunk, force main (FM), sewer pump station (PS), determine preliminary pipe depth, verify pipe cover
- **Capacity reservations:** prepare a plan to serve the Project, and identify the quantity of wastewater flow the Project will generate.
- **Base line infrastructure cost and phasing:** quantify for the Project finance plan.
- **Shed shifts:** identify and process interim and permanent shed shifts, if required

The sewer flow allocated to each phase of Cordova Hills, as outlined in this Master Sewer Study, is for planning purposes only. SASD cannot guarantee any sewer capacity for any development until the development pays the sewer impact fees. Until the impact fees are paid, it is considered as first come first served. SASD acknowledges that the development needs to have a plan for its sewer discharge and will work with the developer to serve the sewer needs at each phase with optimum cost to the community.

Sewer Shed Basin and Phased Development Overview

- **On-site sewer shed: see Exhibit C.** Cordova Hills is overlaid on Figure 4 from the Sacramento Regional County Sanitation District (SRCSD) 2000 Interceptor System Master Plan Reconciliation Report (2000 MP). The site lies within the Aerojet (AJ) and Laguna Creek Interceptor (LCI) sheds. See **Appendix A** for the CH sewer master plan and wastewater calculations, and **Appendix B** for the phased infrastructure Preliminary Opinion of Probable Construction Cost

- **Approved permanent shed shifts: see Appendices C and D.** Two shed shifts moving areas within CH from the AJ Sunrise Douglas (AJS) to the LC Upper Laguna Creek (LCU) shed have previously been approved by SASD.
- **Proposed permanent shed shift: see Appendix E** for the application. A shed shift is proposed by CH to permanently shift a portion of basin LCK from the LCU to DCU trunk shed.
- **Proposed Interim sewer shed shift: see Appendix F** for the application. Although Cordova Hills lies entirely within the LCI shed, the LCI stub is located 20 miles SW along the future LCI route, at the Sacramento Regional Wastewater Treatment Plant. Consistent with SASD/SRCSD's strategic plan to utilize nearby existing facilities with capacity, Cordova Hills will pump its wastewater across sewer shed boundaries from the Laguna Creek Interceptor (LCI) shed to the Bradshaw Interceptor (BI) shed on an interim basis.
- **Local ESD projection: Appendix G** is a projection of ESD development in the Sunrise Douglas sewer shed. Although an estimate, SASD may find this useful in planning infrastructure needs for the area.
- **POC Alternatives: see Exhibit D** which depicts six POCs and sewer FM routing options to serve Phases 1, 2, and 3. All FM alternatives begin at the future interim SASD and ultimate Regional Interceptor Pump Station (RIPS) site, located at the southwest corner of CH.
  - **POC 1:** the existing 18-inch trunk sewer in Douglas Rd approximately 3900 feet west of Grant Line Rd, provided there is sufficient idle capacity in this trunk sewer and the Chrysanthy PS to handle the interim flows from Cordova Hills. If there isn't sufficient idle capacity, then POC-2 or POC-3 will be utilized. Phase 1 connection to the ASD is consistent with a recent "plan" (see **Appendix H**) by SASD to provide service to the East Rancho Cordova area including Cordova Hills.

    If capacity at POC-1 is available at the time of connection, and discharges from other developments within the East Rancho Cordova Area have increased, additional improvements to the Chrysanthy PS may be needed. Depending on development timing and available capacity, the developers who will be using Chrysanthy PS and related sewer facilities will participate in the funding of these improvements. The actual timing of these improvements will be determined by SASD using SASD's Under Capacity Failure Mode Strategy (UCFMS)

  - **POC 2:** the Bradshaw Interceptor near Sunrise Blvd and Monier Circle
  - **POC 3:** the Bradshaw Interceptor in the vicinity of Zinfandel Drive. The actual point of connection will need to be coordinated with the South Mather Development since the approved POC for this development is at this same location. Since these two connections can't exist at the same point, the actual point of connection for POC-3 will be determined during final design.
  - **POC 4:** the Mather Interceptor (MI) at Sunrise Blvd and Douglas Rd. If POC-4 isn't available, then POC-3 will be utilized. This is a possible future SRCSD interceptor with no current design or construction schedule.

- **POC 5:** the existing 18-inch force main at Sunrise and Kiefer Blvds. This alternate is dependent on construction of the MI which will eliminate current force main loading from the Chrysanthy PS
- **POC 6:** the downstream LCI-5 and Suncreek PS system. This off-site interceptor is dependent on construction of LCI-5 and SunCreek PS by others.

- **Phase 1 recommended alternative per Table 1 and Exhibit D** is to pump wastewater via a FM system north in Grant Line Rd and west in Douglas Rd to POC 1**;** the existing 18-inch Aerojet-Sunrise-Douglas (ASD) trunk sewer. The ASD trunk flows to the existing Chrysanthy PS which pumps west to the Northeast Interceptor (NEI). If POC 1 is not available, POCs 2 and 3, that can connect to the BI are backup Phase 1 alternatives. If MI is not on-line in time to handle these flows, then POC-2 or POC-3 will be utilized.
- **Phase 2 and 3 sewer facilities per Table 1 and Exhibit D**, assume that POC 1 cannot serve in excess of Phase 1 flows. Dependent on timing of construction of LCI-5 and/or the MI, four scenarios in **Table 1** are identified to serve Phases 1, 2 and 3.

Table 1: Phase 1, 2, and 3 ~ POC Alternatives Matrix

Scenario	CH	Chrysanthy PS & 18" FM have capacity	MI is const.	LCI-5 is const.	Recommended POC
A	1	Y	N	N	POC **1** (AJS)
	2	N	Y	N	POC **4** (MI)
	2	N	N	N	POC 2 or 3 (BI)
	3	N	Y	Y	POC **6** (LCI-5)
B	1	N	N	N	POC **2 or 3** (BI)
	2	N	Y	N	POC **4** (MI)
	2	N	N	N	POC 2 or 3 (BI)
	3	N	Y	Y	POC **6** (LCI-5)
C	1,2	N	Y	N	POC **4** (MI)
	3	N	Y	Y	POC **6** (LCI-5)
D	1,2,3	N	N	Y	POC **6** (LCI-5)

Near the completion of the effort to prepare this Sewer Study, SASD and SRCSD suggested an alternative method of serving those portions of the sewer sheds lying uphill from Cordova Hills.[1] This alternative would intercept the future flows from the sewer sheds lying uphill of Cordova Hills and direct them westerly in SASD facilities to Grantline Road where the flows would be conveyed southerly to the Laguna Creek Interceptor.

Since development of the sewer sheds lying northerly (uphill) of Cordova Hills isn't envisioned to occur in the reasonably foreseeable future, SASD Staff believes it doesn't

[1] This new alternative was the subject of SASD's East Rancho Cordova Project – Mid Range Planning Report (September 15, 2010).

make economic sense to construct oversized facilities in Cordova Hills that will remain idle for many years to come to serve these areas. While not a part of the master plans of either agency, this alternative merits further study. This alternative would most likely reduce both the size and depth of sewers within the Cordova Hills development.

This new alternative, though, isn't evaluated in this Sewer Study. After consultation with SASD and SRCSD, it was decided that this current Sewer Study provides for the worst case in terms of facilities required to serve Cordova Hills. Implementation of this alternative, if found feasible and cost effective, would in all likelihood result in the redesign of the on-site sewer system within Cordova Hills, a corresponding reduction in pipe sizes and depths, smaller pumping facilities, and a reduction in total system costs. Also, it was determined that no significant change in downstream sewer facilities would result from evaluation of this alternative at a later date.

Accordingly, it was agreed this alternative would be evaluated and included in an update to this Sewer Study. The timing of the updated sewer study (a Level III Sewer Study) would become a condition precedent to the recording of any small or large lot final maps for the project. This updated sewer study will address this alternative in detail as the alternatives are developed and approved by SASD and SRCSD in the near future.

In concept, this alternative would include a SASD PS and an on-site collection and trunk system within Cordova Hills sized to serve Cordova Hills only, and future PS's to pump the upstream shed areas westerly to the future trunk system in Grant Line Road or the LCI-5 if constructed and a separate PS for areas south of Cordova Hills. See Exhibit O for this concept.

Calculated Wastewater Flows for Cordova Hills & Tributary Areas

SASD criteria for base ESD flow rates, peaking factors, and inflow and infiltration (I/I) rates were used to calculate CH average daily and peak wet weather flows (ADWF / PWWF). . Calculated Cordova Hills only, build out flow per **Appendix A** is summarized as:

Area Description	SRCSD Shed Designation	Sewered Area (ac)	ESDs	ADWF (mgd)	PF	PDWF (mgd)	I/I mgd	PWWF mgd
Cordova Hills	AJ11, LC52, 61, 62	1912.6	16,094	7.99	1.55	7.73	2.68	**10.41**

Tributary areas from the north, south, and east (LC 61 and 62) are included to size CH trunk sewers and downstream facilities. **Future RIPS flow** is summarized as:

RIPS Flow Summary	SRCSD Shed Designation	Sewered Area (ac)	ESDs	ADWF (mgd)	PF	PDWF (mgd)	I/I mgd	PWWF mgd
LCPS1 Total	AJ11, LC52, 61, 62	4861.5	32,122	9.96	1.48	14.75	6.81	**21.55**

When CH and tributary areas ultimately connect to LCI-5, the NW corner of CH and the shed-shifted area of AJ11 north of CH will sewer by gravity to LCI-5. Therefore, LCI-5 PWWF at Grant Line Rd will be somewhat greater than the design capacity of the RIPS**.** **LCI-5 build out flow at Grant Line Rd** is summarized as:

LCI-5 Flow at Grant Line Rd	SRCSD Shed Designation	Sewered Area (ac)	ESDs	ADWF (mgd)	PF	PDWF (mgd)	I/I mgd	PWWF mgd
LCI-5 Total	AJ11, LC52, 61, 62	5198	35,805	11.10	1.47	16.31	7.28	**23.59**

The proposed permanent natural space within Cordova Hills will be preserved and granted to a third party (the Nature Conservancy or other agency) with an endowment to maintain the lands in a natural state in perpetuity. These lands will not be developed and, therefore, there is no reason to assign ESD's to these lands. Adding these ESD's and the resulting flows to the downstream system would artificially increase them accordingly. It is not feasible to build capacity in the downstream collection, trunk, and interceptor systems for these areas.

The open space areas include permanent agricultural lands (189.3 acres) transitional lands (1.8 acres) and the wetlands avoidance lands (493.1 acres), for a total of 684.2 acres. At 6 ESD's per acre, these areas would otherwise get assigned 4,105 ESD's and generate 1.27 mgd of ADWF. If at some later date it turns out these lands are not preserved as open space, then these areas would require a separate sewer system independent of the currently proposed developable area within Cordova Hills. If this area were to ever develop, then a downstream connection point with available capacity would have to be identified and these flows would be conveyed to that point of connection in the sewer system.

The Regional Interceptor Pump Station (RIPS)

The 2000 MP planned a large regional 20 mgd RIPS to collect flows from the Upper Deer Creek (DCU) shed including Cordova Hills. To avoid overbuild of a regional PS should SRCSD and/or SASD reroute future DCU trunk sewers, a 2.02 mgd PS is proposed to serve CH Phase 1. The Phase 1 PS is sited at the location of the future RIPS.

Summary and Conclusion

Summary: Cordova Hills will follow the SASD/SRCSD regional strategic plan to utilize, on an interim basis, available capacity in nearby trunk and interceptor sewers. Phase 1 service requires SASD approval of an interim shed shift with pump station and force main facilities to transport wastewater from the Laguna Creek shed to the Bradshaw Interceptor shed. Sewer service to Cordova Hills will be phased as follows:

- **Phase 1:** The recommended POC for Initial service is the 18-inch ASD trunk sewer stub at Douglas Road. If POC 1 is not available, POCs 2 and 3, which can connect to the Bradshaw Interceptor, are backup Phase 1 alternatives.
- **Phases 2 and 3:** Five alternative POCs, (No. 2 thru 6), are considered for Phases 2 and 3. The selected POC will be determined by SASD in the future, and is dependent on construction of the downstream Laguna Creek and Mather Interceptors. If neither LCI-5 nor the MI is constructed, the POC will default to connection to the BI. In any event, the proposed POC will require approval by SRCSD as the POC will ultimately connect to the interceptor system.

Conclusion: Based on analysis of the SRCSD 2000 MP, the 2006 CSD-1 Sewerage Facilities Expansion Master Plan, and implementation of the SASD/SRCSD strategic plan to utilize capacity in existing facilities, service to Cordova Hills is not constrained.

Cordova Hills

Special Planning Area
Level Two Sewer Study

Section 1: Introduction and Background

1.1. Project Description

This sewer study is prepared for Cordova Hills (CH), aka, the Project, a 2668.5-acre Special Planning Area (SPA) in east Sacramento County. The site is a proposed mixed-use community consisting of low, medium and high residential parcels, retail, mixed-use areas, schools, parks, open space preserve, and community facilities. Reference the following exhibits for a Project overview:

- **Exhibit A: Cordova Hills Vicinity Map**.
- **Exhibit B: Cordova Hills Land Use Plan dated June 21, 2010**

1.2. Purpose and "Level" of SASD Sewer Study

The CH SPA is seeking Sacramento County approval to create large lot parcels with entitlements that will subsequently be further subdivided through the small lot tentative map process. This sewer study is prepared to satisfy Sacramento Area Sewer District (SASD) **Level Two** Minimum Sewer Study Requirements dated February 25, 2009, and includes sufficient detail to confirm that sewer service is available to the SPA. **Level Two** study topics include:

- **Technical compliance:** comply with the latest SASD Master Plan
- **Impacts:** identify impacts to support EIR/EIS documentation
- **Point(s) of connection (POC):** identify and discuss POC alternatives
- **Sewer capacity:** confirm existing and future sewer capacity to serve the Project
- **Sewer sheds:** set sheds within Project limits & identify off-site tributary sheds
- **Backbone infrastructure:** size and locate sewer trunk, force main (FM), sewer pump station (PS), determine preliminary pipe depth, verify pipe cover
- **Capacity reservations:** prepare a plan to serve the Project, and identify the quantity of wastewater flow the Project will generate.
- **Base line infrastructure and phasing:** quantify for the Project finance plan
- **Shed shifts:** identify and process interim and permanent shed shifts, if required

1.3. Project Location

See **Exhibit A** for the Project vicinity map. Cordova Hills is located in east Sacramento County, adjacent to and east of Grant Line Rd. The northwest corner of the site lies approximately 1800 feet south of the intersection of Grant Line, and Douglas Rds. The site is irregular in shape, but is generally 2.5 miles east-west by 2.0 miles north-south.

1.4 Sewer Shed Basin and Phased Development Overview

- **On-site sewer shed: see Exhibit C.** Cordova Hills is overlaid on Figure 4 from the Sacramento Regional County Sanitation District (SRCSD) 2000 Interceptor System Master Plan Reconciliation Report (2000 MP). The site lies within the Aerojet (AJ) and Laguna Creek Interceptor (LCI) sheds. See **Appendix A** for the CH sewer master plan and wastewater calculations, and **Appendix B** for the phased infrastructure Preliminary Opinion of Probable Construction Cost.
- **Approved permanent shed shifts:** A permanent shed shift approved by SASD (Feb 13, 2009) with the adjacent SunCreek Sanitary Sewer Master Plan (SMP), shifted the southeast corner of the AJ11 shed in Cordova Hills to the LCI shed See **Appendix C**. A small portion of CH, however, remained in AJ11. On March 24, 2010, SASD approved a request to shift the remainder area of AJ11 in CH to the LCI shed. See **Appendix D**.
- **Proposed permanent shed shift: see Appendix E** for the application. A shed shift is proposed by CH to permanently shift the south portion of basin LCK from the LCU to DCU trunk shed.
- **Proposed Interim sewer shed shift: see Appendix F** for the application. Although Cordova Hills lies entirely within the LCI shed, the LCI stub is located 20 miles southwest along the future LCI route, at the Sacramento Regional Wastewater Treatment Plant. Consistent with SASD/SRCSD's strategic plan to utilize nearby existing facilities with capacity, Cordova Hills will pump its wastewater across sewer shed boundaries from the Laguna Creek Interceptor (LCI) shed to the Bradshaw Interceptor (BI) shed on an interim basis.
- **Local ESD projection: Appendix G** is a projection of ESD development in the Sunrise Douglas sewer shed. Although an estimate, SASD may find this useful in planning infrastructure needs for the Sunrise Douglas area.
- **Cordova Hills Phase 1** proposes an interim shed shift and use of available capacity in other local trunk and interceptor sewers. SASD has prepared a "plan" to provide Phase 1 service to CH Phase 1. See **Appendix H**. The shed shift, capacities, and other details are discussed in Section 2, Design Approach and Criteria**.**

1.5 Site Topography Considerations

1.5.1 General: See **Exhibit E** which depicts:

- On-site and regional topography (USGS Buffalo Creek Quad)
- SRCSD sewer shed boundaries
- SunCreek approved shed shift (portion of AJ11 to LC51)
- Cordova Hills approved shed shift (portion of AJ11 to LC51)
- Cordova Hills proposed shed shift (portion of LCK from the LCU to DCU trunk shed

1.5.2 On-site features: Topography in the northwest portion of the site ranges from 1 to 3± percent slope from Grant Line Rd easterly for 5000± feet. A flat plateau and vernal pool complex are prominent features in the NW corner. The plateau zone transitions to low rolling hills with 5 to 12± percent natural slopes over the eastern two thirds and southern portions of the site. Over the entire site, elevations range from 140 to 300 feet above mean sea level (MSL).

An un-named tributary of Deer Creek flows north to south through the central area of the Project with elevations ranging from approximately 240 feet to 170 above MSL.

The Carson/Deer Creek FEMA floodplain defines a large portion of the eastern limit of development for Cordova Hills.

1.5.3 On-site topographic constraints: To achieve on-site density targets, yet still preserve the general character of the natural topography, **SRCSD** sheds AJ11, LC52, 61, and 62 will be graded to generally follow the natural land form. Existing topography dictates that wastewater would be naturally collected at an estimated eighteen (18) low points (see **Exhibit E**) at the Project's west, south and east boundaries.

Land form grading and gravity sewer routing through local ridges provide the opportunity to reduce the number of sewer shed low points from eighteen to four. Three collection points in LC62, one at the CH south boundary, and two at the east boundary will be served by small interim pump stations. These PSs will remain in service until construction of the SASD LCQ/LCM/LCN trunk sewers (by others). See **Exhibit I** for the SASD schematic location of off-site trunk sewers.

Cordova Hills Phase 1 will route its wastewater to an interim SASD PS at the site of the future Regional Interceptor Pump Station (RIPS) near the southwest (SW) corner of the University of Sacramento site. Routing of the Phase 1 trunk sewer along the west boundary of the University will require special design consideration through a 350 foot section where natural topography drops 60 feet. Land form grading within the trunk sewer corridor will be used with the goal to reduce excessively deep sewers and minimize drop structures.

1.5.4 RIPS and related topographic / location constraints. Figure 4 in the 2000 MP planned a 20 mgd RIPS aka Load Point LCPS1 at the southern limit of LC61. Based on a conceptual grading study, this SMP proposes to relocate LCPS1 an estimated 6200 feet NW to a site in the Kiefer Landfill buffer lands near the southwest corner of the University of Sacramento campus. **Exhibit F-1** shows a schematic design for trunk sewers north of Cordova Hills. **Exhibit F-2** shows conceptual grading and the ability to route the LCQ/LCM/LCN trunk sewers by gravity at reasonable depths from the south limit of the DCU shed to the relocated RIPS.

Consistent with the recent SASD "plan" to provide sewer service to the East Rancho Cordova area, a 2.02 mgd PS will serve CH Phase 1. The Phase 1 PS is sited at the location of the future RIPS.

The SASD PS will be built in phases as increases in demand occur over time. Additionally, the SASD PS will be converted into a flow diversion structure at such point in time the flows reach 10.0 MGD. At that time the first phase of LCPS1 will be constructed in a separate but adjacent site. Similar to the SASD PS, LCPS1 will be expanded in phases as flows increase over time. Refer to Exhibit N for a schematic plan of these pump stations.

1.6 Site Specific Design Considerations

1.6.1 On-site sewer sheds (shed numbers are per SRCSD): The Project is divided into three on-site sewer sheds (see **Exhibit G**) described in this SMP as:

- **West shed:** Portion of AJ11 (approved SunCreek and proposed CH shed shift) and a north portion of LC52. The west shed will <u>initially</u> be 100% sewered by gravity to LCPS1. The on-site sewer system north of Laguna Creek will be designed to ultimately connect by gravity to the future LCI-5.
- **Central shed:** the un-named Deer Creek tributary LC61 shed. The entirety of this sub-shed will be sewered by gravity to LCPS1.
- **East shed:** the Carson/Deer Creek LC62 shed. Approximately 161 acres of the east shed will be directed by gravity through the LC61 shed to LCPS1. Three local low points at the Project south and east boundaries will be initially served by small PS's until the LC62 trunk sewer is constructed.

1.6.2 Off-site sewer sheds, north of and tributary to Cordova Hills: To accommodate potential future growth within the USB, flows based on SASD standards for tributary areas to the north are included in CH sewer lines and LCPS1. Trunk and collector sewers will be stubbed at CH north boundary (see **Exhibit E**), or a corridor reserved for future construction as follows:

- **AJ11 north of Cordova Hills;** a 76.4 acre shed sized at 6 EDS/acre. A local sewer will be stubbed in Grant Line Rd at the CH north boundary.

- **LC61 north of Cordova Hills;** an 1123 acre shed sized at 6 ESD/acre. The SASD LCO trunk sewer will be split into two trunk systems, east and west of the central open space drainage corridor and stubbed at the CH north boundary.

- **LC62 north of Cordova Hills;** a 1337 acre shed sized at 6 ESD/acre. The SASD LCN trunk sewer to serve this area will not be constructed by CH. A corridor will be reserved along the eastern limit of Cordova Hills for future LCN trunk construction when LC62 north of CH develops.

1.6.3 Off-site areas, LC61 and 62, south and east of CH and tributary to LCPS1

South and east of CH is a combined 729.5 shed sized at 6 ESD/acre that will sewer by gravity to the RIPS at Load Pt LCPS1(see **Exhibit E**). A conceptual contour grading plan, **Exhibit F-2** depicts how this area could be graded with a suggested corridor for the LC61 and 62 trunk sewers. Conceptual inverts with depths for SASD trunks LCQ, LCM, and LCN are projected, to support the proposed relocation of LCPS1 to a site 6200± feet northwest of the 2000 MP location.

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1.6.4 Regional Interceptor Pump Station (LCPS1) and force main: From LCPS1, a 2.02 mgd Phase 1 PS and force main system will transport Project wastewater NW to POC 1 at the existing 18-inch ASD trunk sewer in Douglas Rd, or to POC 2 or 3 at the Bradshaw Interceptor. The on-site FM will be designed to ultimately connect to LCI-5 when the LCI is extended by SunCreek to Grant Line Rd.

When the CH force main is connected to LCI-5, the CH west shed area (see **Exhibit G**) will be connected by gravity to LCI-5 to minimize build out pumping requirements at LCPS1**.**

1.7 Permitting for construction in the "buffer lands"

The 2.02 mgd Phase 1 pump station, the future RIPS, and a portion of the force main system from LCPS1 will be constructed in the "buffer lands" located between the Kiefer Landfill and the Urban Services Boundary. Construction of pump stations and force main system within the buffer lands will be addressed at the programmatic level in the Cordova Hills environmental document. Impacts will be identified, and permitting and mitigation measures will be summarized in the EIR.

Since sewer service per se cannot be provided to the "buffer lands", it is proposed that the sports park and corporation yard proposed for portions of the "buffer lands" will be serviced via on-site septic tanks and leach fields. These on-site and private facilities will be appropriated sized to handle the anticipated sewer flows generated by these land uses.

1.8 Land Use and Zoning

- **Current On-site Zoning:** Per the Sacramento County General Plan Land Use Diagram revised April 9, 2003, the Cordova Hills site is currently zoned General Agriculture (80 ac). Historically, lands within Cordova Hills and surrounding properties have been used for grazing purposes.

- **Proposed On-site Zoning:** Cordova Hills is a proposed mixed-use community consisting of low, medium and high residential parcels, retail, mixed-use areas, schools, parks, permanent open space preserve, community facilities, and a campus for the private University of Sacramento. ESDs by land use category is summarized in Section 3, **Table 3**.

- **Surrounding Land Zoning:** Lands west of the Project limit at Grant Line Road are currently being processed as part of the SunCreek and SunRidge Specific Plans. Proposed land uses include open space / drainage channel and low density residential.

  North, south and east of the project limits, lands are currently zoned AG 80. Per the current General Plan update process, the county is evaluating new growth opportunities, including Cordova Hills as part of the larger Grantline East Planning Area.

Section 2: Level 2 Design

2.1 Assumptions

- **Off-site Tributary Flow from Future Development**

  Future trunk sheds tributary to Cordova Hills are shown on the SASD DC Upper Deer Creek Trunk Shed. Tributary flows are limited to lands within the Sacramento County Urban Services Boundary.

  Source: Exhibit B from the 2006 CSD-1 Sewer Facilities Expansion Master Plan Update (SFEMP).

  Off-site tributary sheds without current entitled land use will be sized at 6 ESDs per acre, per Section 3 of the Sacramento Area Sewer District Design Standards dated February 25, 2009.

- **Downstream Capacity and Interim Service**

  - **Ultimate service point**. Per the SRCSD 2000 MP and the adjacent SunCreek SMP, the Cordova Hills' POC is the Laguna Creek Interceptor at Grant Line Rd. The current LCI stub, however, is 20 miles southwest at the Sacramento Regional Wastewater Treatment Plant.

  - **Interim point of connection...Phase 1**. SASD has prepared a "plan" to provide sewer service to the East Rancho Cordova area (including Cordova Hills) for at least the next 10 years. The SASD plan includes a 2.02 mgd pump station discharging to the Douglas Trunk sewer. See **Appendix H** which briefly summarizes the SASD plan. Consistent with the SASD "plan," this sewer MP proposes Phase 1 connection to the 18-inch ASD trunk sewer in Douglas Rd, approximately 3900 feet west of Grant Line Rd. This location is AJS shed Node SDA280, and is defined as Cordova Hills POC 1. As mentioned earlier in this SMP, if sufficient idle capacity at POC-1 isn't available when needed, then POC-2 or POC-3 are alternatives for connection by extension of the proposed force main westerly along Douglas Road with further extension to POC-2 or POC-3.

    If capacity at POC-1 is available at the time of connection, and discharges from other developments within the East Rancho Cordova Area have increased, additional improvements to the Chrysanthy PS may be needed. Depending on development timing and available capacity, the developers who will be using Chrysanthy PS and related sewer facilities will participate in the funding of these improvements. The actual timing of these improvements will be determined by SASD using SASD's UCFMS.

- **Interim trunk and pump station capacity downstream of POC 1**. The SASD "plan" will provide service for Cordova Hills Phase 1 up to 2.02 mgd. Phase 2 and 3 service alternatives are discussed later in this report. Likewise, If POC-1 isn't available, then POC-2 or POC-3 are viable alternatives.

- **LCI-5 Alignment / Future Cordova Hills Service Point**

  The SunCreek project, adjacent to and west of Grant Line Rd, has established a corridor for future construction of LCI Segment 5. SunCreek will construct LCI-5 to the Chrysanthy Drive / Grant Line Rd intersection.
  When the LCI is extended to Grant Line Rd, Cordova Hills' wastewater will be directed to the LCI.

2.2 Design Approach and Criteria

2.2.1 Design Task One: Compile Record Data

The design approach for the Cordova Hills sewer study began with compilation of known data and resources, previously prepared studies, and land use summary with densities for the proposed Project. Resources include the following:

- Cordova Hills proposed Land Use Plan with acreages and densities
- SASD Design Standards, Version 2.00, February 25, 2009
- 2006 Draft CSD-1 (now SASD) Sewerage Facilities Expansion Master Plan Update (SFEMP)
- SRCSD Interceptor System Master Plan 2000 (MP 2000) and the MP 2000 Executive Summary Reconciliation Report, July 2003
- Sewer Master Plan for SunRidge Park, March 2004 by Wood Rodgers
- SunRidge East Exhibit C; Off-site Sewer Master Plan by Wood Rodgers, Nov 2003
- Sewer Master Plan for SunCreek SP, March 2009, by MacKay & Somps
- Two foot contour LiDAR topo prepared by Sacramento County (NGVD 1988)

2.2.2 Design Task Two: Identify POC(s) & Trunk / Interceptor / PS Capacities

Ultimate points of connection for Cordova Hills were identified from the SRCSD 2000 MP, and the CSD-1 (SASD) 2006 SFEMP. Results are summarized as follows:

- **Interceptor sewers**: The **SRCSD** 2000 MP designates the Aerojet and Laguna Creek Interceptors as service providers to the site. Shed shifts approved with the SunCreek Specific Plan (SCSP),and Cordova Hills have consolidated the entirety of Cordova Hills into the LCI shed with an ultimate POC to LCI-5 at Grant Line Rd. See **Appendices C and D** for the SASD shed shift approval letters.

Since the LCI is not constructed / not available to initially serve CH, an alternate POC is required.

- **Trunk sewer load points**: The 2006 **CSD-1** SFEMP indicates CH trunk POCs (Load Pts) as shown on **Exhibits H, I, and J** and described as follows:

  - **AJ Sunrise Douglas Sheds SDA047, 048, 049** / **Load Pts SDA046 & 47**. A shed shift approved with the SCSP SMP shifted these three sheds to the LC Upper Laguna Creek LCK Shed with a POC at Load Point LC5150. See **Appendix C** for the SunCreek shed shift approval.

  - **AJ Sunrise Douglas Shed** / **Load Pt SDA300.** Cordova Hills has received approval from SASD to shed shift the southerly portion of SDA300 to LCK150 in the revised (by SunCreek) LCU (Upper Laguna Creek Shed). See **Appendix D** for the CH shed shift approval.

  - **DC Upper Deer Creek Trunk Shed** / **Load Pt LCPS1.** Cordova Hills central and east sheds are served by the LCO/LCQ and LCM/LCN trunk systems respectively.

    CH central shed will construct the LCO and LCQ trunk systems to connect to Load Point LCPS1 as shown in the 2006 SFEMP. **See Exhibit I**.

    CH east shed connects to the LCM / LCN trunk system which sewers to LCPS1. Cordova Hills proposes that construction of the LCM / LCN trunk be deferred. The portion of the LCN shed within Cordova Hills will be pumped to the LCQ trunk on an interim basis. **See Exhibit I**.

  - **LC Upper Laguna Creek Shed** / **Load Pt LCK183**. Load Pt LCK183 was relocated to Pt LC5160 by the approved SCSP shed shift. Topography dictates that the south portion of this shed cannot be served by gravity. A shed shift, therefore, is proposed to shift the south portion of LCK183 from the LC Upper Laguna Creek shed to Load Pt LCPS1 in the DC Upper Deer Creek Shed. See **Exhibit J**. A shed shift application is included in **Appendix E**.

- **Recommended deferral of the LCM/LCN trunk is based on the following**:

Pro-construct LCM / LCN	• SASD infrastructure in place for upstream development • A wider construction easement may be available at time of Phase 1 resulting in a lower initial capital cost • One interim pump station instead of two at the east edge
Pro-defer LCM / LCN	• Preserves SASD trunk line size and routing options • Low flow in a large trunk has potential maintenance issues • Does not tie up capital in an oversized SASD trunk facility

Preservation of SASD routing and sizing options, and reduced current capital cost are primary considerations in recommending deferral of LCM / LCN trunk construction.

- **Available interim capacity** to serve Phase 1 has been confirmed by SASD in the Aerojet Sunrise Douglas (ASD) Trunk and the downstream Chrysanthy PS / 18-inch force main system that connects to the NEI. Reference **Appendix H**, the sewer service "plan" by SASD.

  This study does not perform any evaluation of the Chrysanthy PS or the downstream force main. It does, however, include an inventory of the AJS trunk sewer size and capacity by segment from the 18-inch stub in Douglas Road to the AJS discharge to the Chrysanthy PS may be needed. Refer to **Table 14** in Section 3 which summarizes the existing AJS off-site trunk sewer. Again, as pointed out above, POC-2 or POC-3 are alternatives if POC-1 isn't available.

- **POC Alternatives: see Exhibit D** which depicts six POCs and sewer routing options to serve Phases 1, 2, and 3.

  - **POC 1:** the existing 18-inch ASD trunk sewer in Douglas Rd approximately 3900 feet west of Grant Line Rd. (POC-2 or POC-3 are viable alternaties to POC-1 if it isn't available). If capacity at POC-1 is available at the time of connection, and discharges from other developments within the East Rancho Cordova Area have increased, additional improvements to the Chrysanthy PS. Depending on development timing and available capacity, the developers who will be using Chrysanthy PS and related sewer facilities will participate in the funding of these improvements. The actual timing of these improvements will be determined by SASD using SASD's UCFMS.
  - **POC 2:** the Bradshaw Interceptor (BI) near Sunrise Blvd & Monier Circle
  - **POC 3:** the Bradshaw Interceptor in the vicinity of Zinfandel Drive. The actual point of connection will need to be coordinated with the South Mather Development since the approved POC for this development is at this same location. Since these two connections can't exist at the same point, the actual point of connection for POC-3 will be determined during final design.
  - **POC 4:** the Mather Interceptor (MI) at Sunrise Blvd and Douglas Rd. This is a possible future interceptor with no current design or construction schedule. If MI isn't available, then POC-2 and POC-3 are viable alternatives.
  - **POC 5:** the existing 18-inch force main at Sunrise and Kiefer Blvds. This alternate is dependent on construction of the MI and would eliminate current force main loading from the Chrysanthy PS which provides capacity for CH. If MI isn't available, then POC-2 and POC-3 are viable alternatives.

- **POC 6:** the downstream LCI and SunCreek PS system. This off-site interceptor is dependent on construction of the LCI and SunCreek PS by others.

- **Recommended POC**: Detailed discussion of off-site sewer alignments and the recommended POC for CH Phases 1, 2, and 3 is located in Section 4.

2.2.3 Design Task Three: Obtain Criteria to Calculate ESDs and Design Flows

The following tables are a summary of ESD data, formulas used to calculate average dry weather and PWWF, and design/capacity criteria to size pipelines.

Table 2: Land Uses and ESD Densities

Land Use (per Cordova Hills SPA)	Abbreviation	ESD / acre or Unit Count
Public/Quasi-public	P/QP	6
Recreation	R	6
Rec. 2	R2	6
Permanent Natural Preserve & Central Drainage Corridor	AV	0 (3), (5) & (8)
Estates Res (1-4 du/ac)	ER	6
Low Density Res (4-7 du/ac)	LDR	6 min. or actual unit count (1)
Med Density Res (7-15 du/ac)	MDR	Actual unit count
Residential-20 (15-23 du/ac)	RD-20	Actual unit count x 0.75 (2)
High Density Res (23-30 du/ac)	HDR	Actual unit count x 0.75 (2)
Flex Commercial	FC	11.0 (6)
Town Center	TC	6+ (4)
Park	P	6
Detention Basin	DB	6
University of Sacramento	UOS	6
High School	HS	> of 0.080 mgd or 6 ESD / acre
Middle School	MS	> of 0.060 mgd or 6 ESD / acre
Elementary School	ES	> of 0.025 mgd or 6 ESD / acre
Major Roads	Road	6
Agriculture Lands	AG	0

Sources:

- Cordova Hills Land Use Plan
- SASD Design Standards, Version 2.00, dated February 25, 2009
- CSD-1 2006 Draft SFEMP

Notes:

1) ESDs per parcel is based on the > of parcel size (acres) x density, or 6 ESD/ac.
2) ESDs for RD-20 and HDR are based on actual unit count for the parcel x 0.75.
3) "Preserve Lands" will be grant-deeded to a third party, the Nature Conservancy or other agency, with an endowment to maintain the lands in a natural state in perpetuity. See Note 8 for more explanation.
4) ESDs for TC are based on a residential and commercial components:
   - Residential: the > of 0.75 x actual unit count or 6 ESD/ac
   - Commercial: the > of 0.2 ESD/1000 Gross Square Feet (GSF) or 6 ESD/ac
5) Zero (0) ESDs and I/I are applied to Permanent Natural Preserve and Central Drainage Corridor Lands within the CH boundary. The Preservation limit is consistent with the South Sac County HCP hard line map. Sac County HCP manager is Rich Radmacher. See Note 8 for more explanation.
6) The FC ESD/ac is based on a combined residential/commercial use as follows:
   - Residential FC ESDs = 25% x ac x 20 ESD/ac. Therefore FC Res = 5 ESD/ac
   - Commercial FC ESDs = 6 ESD/ac
   - The FC ESD/ac rate is therefore 5 + 6 = 11 ESD/ac

7) The Sports Park and corporation yard planned for the “buffer lands” will be served by private, on-site septic tank and leach field systems.
8) The proposed permanent natural space within Cordova Hills will be preserved and granted to a third party (the Nature Conservancy or other agency) with an endowment to maintain the lands in a natural state in perpetuity. These lands will not be developed and, therefore, there is no reason to assign ESD's to these lands. Adding these ESD's and the resulting flows to the downstream system would be artificially increase them accordingly. It is not feasible to build capacity in the downstream collection, trunk, and interceptor systems for these areas.

   The open space areas include permanent agricultural lands (189.3 acres) transitional lands (1.8 acres) and the wetlands avoidance lands (493.1 acres), for a total of 684.2 acres. At 6 ESD's per acre, these areas would otherwise get assigned 4,105 ESD's and generate 1.27 mgd of ADWF. If at some later date it turns out these lands are not preserved as open space, then these areas would require a separate sewer system independent of the currently proposed developable area within Cordova Hills. If this area were to ever develop, then a downstream connection point with available capacity would have to be identified and these flows would be conveyed to that point of connection to the sewer system.

Table 3: ESD Count by Land Use Summary

Land Use Description	Abbr.	Acres	Sewered Acres	Sewered ESD's
Public/Quasi Public	PQP	104.7	104.7	712
Recreation	R	98.4	48.4	290
Rec. 2	R-2	142.6	142.6	866
Avoided	AV	493.1	0	0
Estate Residential	ER	64.7	64.7	389
Low Density Residential	LDR	439.3	439.3	2644
Medium Density Residential	MDR	299	299	3115
Residential - 20	RD-20	51	51	675
High Density Residential	HDR	77.5	77.5	1553
Flex Commercial	FC	32.2	32.2	354
Town Center	TC	197.1	197.1	2772
Transitional Lands	-	1.8	0	0
University of Sacramento	-	223.5	223.5	1343
Agriculture	AG	189.3	0	0
Misc. Roads and Open Space	-	254.3	232.6	1381
TOTAL		**2,668.5**	**1912.6**	**16,094**

Table 4: Design Flow Factors

Item	Value
ESD Flow Factor ~ PDWF	310 GPD per ESD
Inflow & Infiltration (I/I) rate	1400 GPD / acre

Source*:* SASD Design Standards, Version 2.00, dated February 25, 2009

Table 5: Design Flow Formulas

Collector and Trunk Sewers	Formula or Value
ESDs	Equivalent single family dwelling units
ADWF (mgd) =	(ESDs X 310) ÷ 1,000,000
I/I (gpd) =	1400 x sewer shed area
PF =	3.5 - (1.8 x ADWF $^{0.05}$), Minimum is 1.2
PDWF (mgd) =	ADWF x PF
PWWF (mgd) =	PDWF + $Q_{I/I}$

Source*:* SASD Design Standards, Version 2.00, dated February 25, 2009

Table 6: Hydraulic Design Criteria

Sanitary Sewer ~ Design flow	Value
Manning "n"	0.013
Minimum Velocity at PWWF	2.0 fps
Maximum Velocity	8.0 fps
Maximum d/D ~ diameter < or = 12" with service connections	0.7
Maximum d/D ~diameter = or > 12" without service connections	1.0

Source*:* SASD Design Standards, Version 2.00, dated February 25, 2009

Table 7: Minimum Pipe Slopes & Capacities

Sanitary Sewer ~ Design flow			
Pipe Diameter	Minimum Design Slope	Minimum Schematic Slope	Design Capacity (MGD)
8”	0.0035	0.0060	0.38
10”	0.0025	0.0035	0.58
12”	0.0020	0.0024	1.03
15”	0.0015	0.0018	1.60
18”	0.0012	0.0014	2.35
21”	0.0011	0.0012	3.40
24”	0.0010	0.0011	4.50
27”	0.0010	0.0010	6.20
30”	0.0010	0.0010	8.20
33”	0.0010	0.0010	10.50
36”	0.0010	0.0010	13.63

Source*:* SASD Design Standards, Version 2.00, dated February 25, 2009

Table 8: Manhole Elevation Criteria

Pipe Condition	**Minimum Flow line criteria**
Same pipe diameter in / out	0.05 foot invert drop
Direction change of 20 degree or greater	0.10 foot invert drop
Pipes in /out are not the same size	Match crown
Collector to Trunk connection	Collector invert to match Trunk crown
Trunk to Interceptor connection	Trunk invert to match Interceptor crown

Source*:* SASD Design Standards, Version 2.00, dated February 25, 2009

Table 9: Pump Station Criteria

PS Size mgd / std	**PS No.**	**Location**
0.81	DO (1)	1500’± south of NE corner of site near the east boundary
0.60	FO (1)	South boundary near center of site
1.59	EO (2)	4450’+ south of NE corner of site near the east boundary
21.55	BO (2)…aka LCPS1	SW corner of the site in the Kiefer Landfill “buffer lands”

Reference:

(1) SASD Design Standards, Version 2.00, dated February 25, 2009
(2) SRCSD Sewage Pump Station Design Manual, by Nolte Associates, February 2005

2.2.4 Design Task Four: Calculate ESDs, Peak Flows, Determine Pipe Sizes

The task of laying out the backbone trunk and collector system followed this sequence:

- **Point of connection:** confirm the size, capacity, invert elevation, and location.
- **Establish on-site grading pattern**. A preliminary grading plan was prepared for Cordova Hills. The grading plan generally follows the "lay of the land" draining to three distinct drainage sheds, west, central, and east.
- **Lay out on-site sewers**. Utilizing the preliminary grading plan and land use plan, determine alignments for internal trunk sewers and collector pipelines.
- **Establish on-site sewer shed basins** based on preliminary grading plan, street network and pipeline network.
- **Calculate ESDs at load points** using the Cordova Hills Land Use Map, sewer pipeline network and ESD criteria.
- **Size sewer trunk and collector lines** using ESD counts to calculate PWWF's. Compare total PWWF flow to the available capacity at the proposed POC.
- **Confirm service to the top of sewer sheds**. Extend schematic pipelines to the upstream ends of on-site and off-site shed areas to verify serviceability
- **Pipe cover**. Verify cover on all sewer lines using a minimum depth of 6.33 feet to invert per SASD Sewer Study Requirement K.2b.

Section 3: Sewer Flow Results

3.1 Current on-site flows

Cordova Hills is currently undeveloped. It lacks sewer facilities and generates no wastewater flow.

3.2 Projected phasing, on-site flows, and infrastructure

- **Phasing**: As proposed, the 2668.5-acre mixed use Project will be developed in three (3) phases shown in **Exhibit K**.

- **ESD and PWWFs**: At build out, Cordova Hills will generate 16,094 ESDs and a PWWF of 10.41 mgd. The complete sewer flow calculation summary and sewer master plan are located in **Appendix A**.

- **Trunk and collector system**: Reference **Exhibit L1 - L4**; the Cordova Hills' trunk and collector sewer network with preliminary design shed limits, shed acres, ESDs, pipe sizes, slopes, inverts, rim elevations, and three interim pump stations to serve local low points at the south and east boundaries.

3.3 Projected upstream off-site flows tributary to Cordova Hills

Upstream flows: From the SRCSD 2000 MP and the CSD-1 2006 SFEMP, CH will accept flows from three (3) tributary sewer sheds north of the site:

- **SRCSD Shed AJ11. A portion of SASD trunk shed SDA300** was shed shifted to Cordova Hills and additive to the SDA 047, 048, 049 shed shift approved with the SunCreek Specific Plan SMP. The Load Point for the shed shift portion of SDA300 is Grant Line Rd at the CH north boundary (Glory Lane). See **Exhibit H.**

- **SRCSD Shed LC 61. From the 2000 MP, the SASD LCO trunk sewer** schematically enters CH at Load Point LCO020 which is the approximate midpoint of the CH central drainage corridor. See **Exhibit I.** Because the CH drainage corridor will be preserved, longitudinal crossings are limited, and CH has split the LCO trunk into two systems east and west of the drainage corridor. It is anticipated that the corridor will be extended north when upstream development occurs. The LCO trunk is therefore split and stubbed at the CH north boundary and sized based on a topographic division of the upstream shed.

- **SRCSD Shed LC 62. The SASD LCN trunk sewer** enters CH at the east edge of the Project limits at Load Point LCN060. See **Exhibit I.**

A summary of upstream off-site flows tributary to CH is as follows:

Table 10: Upstream Tributary Flows to CH

Tributary to CH Shed	SRCSD Shed	SASD Trunk	Sewered Area (ac)	ESDs	ADWF (mgd)
West	AJ11	SDA	95.8	575	0.18
Central	LC61	LCO	1123	6739	2.09
East	LC62	LCN	1337	8022	2.49
Totals North of CH			**2555.8**	**15,336**	**4.76**

See **Exhibit E** for upstream shed locations.

3.4 Projected downstream off-site flows tributary to the RIPS (LCPS1)

At the time of this study, there is no known proposed development for lands within the DCU shed, south and/or east of Cordova Hills. Downstream trunk sewers, therefore, are assumed to not be available.

Tributary sheds south of CH follow natural topography and are depicted in the DCU trunk shed map from the CSD-1 2006 SFEMP. See **Exhibit I.**

When lands to the south and southeast of Cordova Hills are developed by others, the LCM/LCN trunk sewers in the SASD DC Upper (DCU) Shed will be constructed. When the LCM/LCN trunk sewers reach Cordova Hills' south boundary, the three local interim PS flows can be connected by gravity to these trunk sewers, and the interim PSs can be removed from service.

A summary of **downstream off-site flows** (south and east), tributary to off-site systems and LCPS1 is as follows:

Table 11: Downstream Tributary Flows to LCPS1

SRCSD Shed	SASD Trunk	Sewered Area (ac)	ESDs	ADWF (mgd)
LC61 (south)	LCQ	118.2	709	0.22
LC62 (south)	LCM	296.2	1777	0.55
LC 62 (east)	LCM	315.2	1891	0.59
Totals south & east of CH		**729.6**	**4377**	**1.36**

See **Exhibit E** for downstream shed locations.

3.5 Projected On-site Flows

Cordova Hills is divided into three sewer sheds; west, central and east as shown on **Exhibit G**. The west shed will be collected in a gravity trunk sewer that initially flows to the proposed LCPS1 near the southwest corner of the University of Sacramento campus. When LCI-5 is extended to Cordova Hills, the CH west shed will flow by gravity to LCI-5 at Grant Line Rd.

Cordova Hills' on-site flows will be collected in a system of local sewers and trunk systems. Until downstream trunk sewers are constructed south of CH, three small pump stations at local low points will pump wastewater to gravity systems that flow to LCPS1.

Table 12: Cordova Hills On-site Flow Summary

SRCSD Shed Designation	Sewered Area (ac	ESDs	ADWF (mgd)	PF	PDWF (mgd)	I/I mgd	PWWF mgd
Totals of AJ11+ LC52, 61 & 62	**1912.6**	**16,094**	**4.99**	**1.55**	**7.73**	**2.68**	**10.41**

3.6 Build out Cumulative Flows at the RIPS (LCPS1)

Should the entire DCU shed develop, and SASD and SRCSD choose to follow the 2000 MP, then the cumulative flow from Sheds LC52, 61, 62, and shed shifted AJ11 + LCK183 areas to LCPS1 (deduct ultimate gravity flows to LCI-5) is as follows:

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Table 13: Regional Flows at the RIPS (LCPS1)

Regional Area	Source	Sewered Area (ac)	ESDs	ADWF (mgd)
Upstream flows north of CH	Table 10	2555.8	15,336	4.754
Downstream flows so & east of CH	Table 11	729.6	4377	1.357
Cordova Hills Total	Table 12	1912.6	16,094	4.989
Subtotals		**5198.0**	**35,807**	**11.10**
MINUS				
CH gravity on-site to LCI-5 (incl. AJ11)	Sewer MP	(240.7)	(3110)	(0.960)
Upstream gravity AJ11 to LCI-5	Table 10	(95.8)	(575)	(0.178)
Totals at LCPS1		**4861.5**	**32,122**	**9.96**

LCPS1 Flow Calculation

Q_{PWWF} = Q_{ADWF} x PF + I/I

PF = 3.5 - (1.8 x ADWF $^{0.05}$) = 3.5 – (1.8) x (9.96 $^{0.05}$) **= 1.48**

I/I = 4861.5 ac x 1400 gal per ac / 10^6 **= 6.81 mgd**

LCPS1 Q_{PWWF} = 9.96 (ADWF) x 1.48 (PF) + 6.81 (I/I) = 21.55 mgd

3.7 Regional Interceptor Pump Station (LCPS1) Relocation

The SRCSD 2000 MP locates the future RISP (LCPS1) near the lowest point in the LC61 / LC62 basin. This SMP produced a conceptual grading plan for lands south of Cordova Hills. **See Exhibit F-2.** That plan shows LCPS1 can be cost effectively relocated to the Kiefer Landfill buffer lands near the southwest corner of the University of Sacramento site. Estimated infrastructure impacts related to LCPS1 relocation are as follows:

- Upsize 6200± feet of LCQ trunk from 30 to 36-inch (est. Q_{PWWF}<13 mgd)
- Delete 6200± feet of 20+ mgd force main system
- Pumping head is reduced at LCPS1

Note: It has been determined by DERA and SASD/SRCSD that both the SASD PS and LCPS1, along with associated facilities, can be located outside of the USB so long as they don't provide actual sewer service to lands outside of the USB.

3.8 Downstream Sewer(s), Ultimate and Phase 1 POC

- **Ultimate service;** connect to the Laguna Creek Interceptor:

  There are currently no downstream sewers constructed within the Laguna Creek shed to serve Cordova Hills. The Laguna Creek Interceptor POC is 20 miles downstream at the SRWTP. Extension of the LCI to the project boundary is projected to occur after 2020. **Reference:** SASD 2009 Standards and Specifications, Attachment 1, SRCSD "Phased Construction of the Interceptor System." January 2009.

  Without an initial POC to the LCI, an alternate POC with capacity is required to provide interim service to CH.

- **Phase 1 Recommended POC;** consistent with the SASD "plan" to provide sewer service to the East Rancho Cordova area, Cordova Hills Phase 1 will connect to the existing 18-inch Aerojet Sunrise Douglas trunk sewer stub at Douglas Rd, approximately 3900 feet west of Grant Line Rd.

Capacity of the downstream AJS trunk sewer and Chrysanthy Pump Station is summarized by segment as follows:

Table 14: ASD Trunk Sewer; Infrastructure Summary

Location	Pipe Size inches	DS Node	US Node	Controlling Pipe Slope	Length ft or mi	Capacity mgd (2)
Douglas Rd	18 SS	SDA270	SDA280	0.0054	590	4.99
Douglas Rd	24 SS	SDA130	SDA270	0.0021	6216	6.70
Jaeger Rd (1)	24 SS	SDA100	SDA130	0.0020	1192	6.54
Jaeger Rd (1)	27 SS	SDA080	SDA100	0.0020	940	8.95
Jaeger Rd (1)	27 SS	SDA040	SDA080	0.0095	1257	19.50
Chrysanthy Blvd	36 SS	067050009	SDA040	.0015	2690	16.69
Chrysanthy Blvd	36 SS	067043001	067050009	0.001	1630	13.63
Chrysanthy Blvd	21 SS	PS	067043001	0.0097	60±	10.08
Chrysanthy PS						<9.0 (3)
Sunrise / Kiefer	18 FM	NEI	Chrysanthy PS		7.4± mile	<9.0 (3)

(1) Jaeger Rd is now Rancho Cordova Parkway
(2) Trunk line at 1.0 full capacity
(3) From **Appendix H**…the SASD plan

ASD trunk sewer capacity notes:

1. **Table 14** Data source: SunRidge East SMP by Wood Rodgers, November 2003, and Record Drawings for Chrysanthy Blvd, Aerojet Interceptor 1B, Douglas Rd, and Rancho Cordova Parkway.

2. The available capacity in each infrastructure segment is dependent on connected ESDs within the shed. As noted earlier in this Sewer Master Plan, if adequate idle capacity is not available at a proposed POC at the time of connection, then an alternative POC will be utilized (e.g., if POC-1 isn't available due to capacity limitations, then POC-2 or POC-3 will be utilized).

   If capacity at POC-1 is available at the time of connection, and discharges from other developments within the East Rancho Cordova Area have increased, additional improvements to the Chrysanthy PS may be needed. Depending on development timing and available capacity, the developers who will be using Chrysanthy PS and related sewer facilities will participate in the funding of these improvements. The actual timing of these improvements will be determined by SASD using SASD's Under Capacity Failure Mode Strategy.

3. An estimated 2010 through 2025 (16 year) absorption rate of ESDs for Cordova Hills and developments tributary to the ASD trunk sewer and Chrysanthy PS is located in **Appendix G**.

3.9 Laguna Creek Interceptor Segment 5 (LCI-5)

Cordova Hills will connect to the LCI-5 as a force main from the intersection of Chrysanthy Blvd to Town Center Dr. westerly along Chrysanthy Blvd. to Grant Line Road at such time LCI-5 is extended to up to Grant Line Road (by others). The inactivated portions of the LCPS1 force main lying northerly of this intersection will be abandoned in place.

3.10 Interim and Permanent Shed Shifts: See Exhibits I & J

- **Approved SCSP shed shift:** A shed shift approved with the SCSP SMP shifted AJS sheds SDA047, 048, 049 to the LC Upper Laguna Creek (LCU)…LCK Trunk Shed. The former AJS sheds east of Grant Line Rd were renamed LCK 150, 160, and 170. See **Appendix C** for the SASD approval.
  - **Interim shed shift LCU to DCU:** Until construction of LCI-5, sheds LCK 150, 160, 170 will sewer by gravity to Load Pt LCPS1 in the DC Upper Deer Creek Shed (DCU). See **Exhibit I**.
  - **Future:** When LCI-5 is constructed and operational, LCK 150, 160, and 170 sheds will be directed by gravity to Load Pt LC5150 as shown in the approved SunCreek LCK Trunk shed shift**.**
- **Approved Cordova Hills shed shift:** A shed shift by CH was approved by SASD to shift 88.6 acres / 532 ESDs in the southerly portion of AJS / Load Pt SDA300 to LCU / Load Pt LCK150 in the revised (by SunCreek) LCU shed. See **Appendix D** for the SASD approval.
  - **Interim shed shift**, **LCU to DCU:** Until construction of LCI-5, Interim sewer by gravity this 88.6 acre shed to LCPS-1.
  - **Future:** gravity flow the 88.6 acre shed to LCI-5 at Load Pt LC5150.
- **Proposed CH shed shift:** LC Upper Laguna Creek Shed / Load Pt LCK183 was relocated to LC5160 by the approved SCSP shed shift. Topography dictates that the south portion of LCK183 cannot be served by gravity. A permanent shed shift, therefore, is proposed to shift the south portion of LCK183 from the LC Upper Laguna Creek shed to the DC Upper Deer Creek Trunk. See **Appendix E** for the SASD application for shed shift.

3.11 Project Phasing and Flow Generation

A summary of Cordova Hills **stand alone** flow generation by phase is as follows:

Table 15: Project Phasing, On-site Flow Summary

Phase	Sewered Area (1) Cum (ac)	Phased ESDs	Cum ESDs	Cum ADWF (mgd)	PF	Cum PDWF (mgd)	Cum I/I mgd	Cum PWWF mgd
1	349.7	2879	2879	0.89	1.71	1.53	0.49	2.02
2	949.4	5681	8560	2.65	1.61	4.27	1.33	5.60
3	1912.6	7532	16,094	4.99	1.55	7.73	2.88	10.41

(1) Sewered area:

- Excludes the habitat preserve (plateau area) located between Phases 1 and 2, and the central drainage corridor located between Phases 2 and 3. Use of zero ESDs for these areas is based on the proposed recordation of a permanent conservation easement over the preserve area. Refer to Note 8 of Table 2.
- Includes proposed shed shifted areas within Cordova Hills

Section 4: Sewer Alignments and Facilities

Overview:

- **Section 1:** identified sewer basins and shed shifts
- **Section 2:** identified three possible POCs for Phase 1
- **Section 3:** calculated Q_{PWWF} to range from zero to 2.02 mgd
- **Section 4:** discusses POC alternatives for Phases 1, 2, 3, including off-site alignments and factors affecting alternatives

4.1 Phase 1 Service

4.1.1 Phase 1 Flows range from **zero to 2.02 mgd.**

4.1.2 Phase 1 POC Alternatives: Assuming the LCI-5 and MI are not constructed, three alternate POCs are possible to serve Phase 1.

POC	Trunk or Interceptor	Comment or POC is Dependent on
1	ASD trunk	SASD approval
2	Bradshaw Interceptor	No restrictions
3	Bradshaw Interceptor	No restrictions

4.1.3 Phase 1 ~ POC 1: See **Exhibit D** (routing) & **Exhibit M** (infrastructure segments)

- POC 1 Assumptions:
  - LCI-5 and the SunCreek PS are not constructed
  - the Mather Interceptor is not constructed
  - the ASD trunk and the DS Chrysanthy PS both have available capacity. **Appendix G** summarizes the projected cumulative connections to the AJS trunk system / Chrysanthy PS, and supports the interim Phase 1 connection at POC 1.

- POC 1 Location: Connect to the 18-inch ASD trunk sewer at SASD Node SDA280. Since the inlet pipe (projected El. 110) to LCPS1 is 72+ feet lower than the ASD trunk sewer (El. 182), a gravity connection from CH is not possible. A FM will be constructed beginning at LCPS1 near the SW corner of the University of Sacramento site. The FM alignment follows this route:

Seg-ment	Dia (in)	FM Route / Alignment…LCPS1 to POC 1	Land Owner	L (ft)
1-1	14 + 24	Parallel to & west of the University of Sacramento	(1)	4120
1-2	14 + 24	Town Center Rd	(1)	4090
1-3	14	Town Center & North Loop Rds	SacCo	3620
1-4	14	Grant Line Rd	SacCo	2520
1-5	14	Douglas Rd to **POC 1** (Node SDA280)	SacCo	3650
Total				**18,000**

(1) Grantline LLC

If capacity at POC-1 is available at the time of connection, and discharges from other developments within the East Rancho Cordova Area have increased, additional improvements to the Chrysanthy PS. Depending on development timing and available capacity, the developers who will be using Chrysanthy PS and related sewer facilities will participate in the funding of these improvements. The actual timing of these improvements will be determined by SASD using SASD's UCFMC.

Phase 1 ~ POC 2 See **Exhibit D** (routing) / **Exhibit M** (infrastructure segments)

- POC 2 Assumptions:
  - LCI-5 and the SunCreek PS are not constructed
  - The ASD trunk and/or DS Chrysanthy PS do not have available capacity
  - The Mather Interceptor is not constructed
- POC 2 Location: Connect to the Bradshaw Interceptor at the west side of the Folsom South Canal. This route is identical to POC 1, except the FM is extended from SASD Node SDA280 to the BI. The FM alignment follows this route:

Seg-ment	Dia (in)	FM Route / Alignment…LCPS1 to POC 2	Land Owner	L (ft)
1-1	14 + 24	Parallel to & west of the University of Sacramento	(1)	4120
1-2	14 + 24	Town Center Rd	(1)	4090
1-3	14	Town Center & North Loop Rds	SacCo	3620
1-4	14	Grant Line Rd to CH boundary (end of on-site FM)	SacCo	1800
1-5	14	Grant Line Rd (begin off-site FM)	SacCo	720
1-6	14	Douglas Rd to Node SDA280	SacCo	3650
2-1	14	Douglas Rd. Node SDA280 to Douglas/Sunrise	SacCo	12,300
2-2a	14	Sunrise Blvd NE to **POC 2** at the BI	(2)	11,300
Total				**41,600**

(1) Grantline LLC (2) SacCo, et al

4.1.4 Phase 1 ~ POC 3 See Exhibit D (routing) / Exhibit M (infrastructure segments)

- POC 3 Assumptions:
  - LCI-5 and the SunCreek PS are not constructed
  - The Mather Interceptor is not constructed
  - The ASD trunk and/or DS Chrysanthy PS do not have available capacity
- POC 3 Location: Connect to the Bradshaw Interceptor at the west side of the Folsom South Canal. This route is identical to POC 2, except from Douglas/Sunrise, the FM follows the conceptual route of the existing Bradshaw Interceptor.

Seg-ment	Dia (in)	FM Route / Alignment…LCPS1 to POC 3	Land Owner	L (ft)
1-1	14 + 24	Parallel to & west of the University of Sacramento	(1)	4120
1-2	14 + 24	Town Center Rd	(1)	4090
1-3	14	Town Center & North Loop Rds	SacCo	3620
1-4	14	Grant Line Rd to CH boundary (end of on-site FM)	SacCo	1800
1-5	14	Grant Line Rd (begin off-site FM)	SacCo	720
1-6	14	Douglas Rd to Node SDA280	SacCo	3650
2-1	14	Douglas Rd…Node SDA280 to Douglas/Sunrise	SacCo	12,300
2-2b	14	Sunrise Blvd NE to **POC 3** at the BI	(2)	11,200
Total				**41,500**

(1) Grantline LLC (2) SacCo, et al

Note: The actual point of connection will need to be coordinated with the South Mather Development since the approved POC for this development is at this same location. Since these two connections can't exist at the same point, the actual point of connection for POC-3 will be determined during final design.

4.2 Phase 2 Service

4.2.1 Phase 2 flows range from **2.02 to 5.60 mgd.** Based on projected ESD connections within the ASD trunk basin, POC 1, the 18-inch ASD trunk is not considered a viable Phase 2 point of service. Dependent on construction timing of the MI and/or LCI-5, five POC alternatives are indentified to serve Phase 2.

4.2.2 Phase 2 ~ POC Alternatives:

POC	Trunk or Interceptor	Comment or POC is Dependent on
2	Bradshaw Interceptor	No restrictions
3	Bradshaw Interceptor	No restrictions
4	Mather interceptor	Construction of the MI
5	18-inch FM at Sunrise / Kiefer	Construction of the MI
6	Laguna Creek interceptor -5	Construction of LCI-5 & SunCreek PS

4.2.3 Phase 2 ~ POC 2 or 3: same routing / alignment as Phase 1

4.2.4 Phase 2 ~ POC 4: See **Exhibit D** (routing) / **Exhibit M** (infrastructure segments)

- POC 4 Assumptions:
  - LCI-5 and the SunCreek PS are not constructed
  - The ASD trunk does not have available capacity
  - The Mather Interceptor is constructed to the Sunrise / Douglas intersection
- POC-4 Location: Connect to the Mather Interceptor at Sunrise / Douglas: This route is identical to POC 1, except the FM is extended from SASD Node SDA280 to Sunrise / Douglas. The FM alignment follows this route:

Seg-ment	Dia (in)	FM Route / Alignment…LCPS1 to POC 4	Land Owner	L (ft)
1-1	14 + 24	Parallel to & west of the University of Sacramento	(1)	4120
1-2	14 + 24	Town Center Rd	(1)	4090
1-3	14	Town Center & North Loop Rds	SacCo	3620
1-4	14	Grant Line Rd to CH boundary (end of on-site FM)	SacCo	1800
1-5	14	Grant Line Rd (begin off-site FM)	SacCo	720
1-6	14	Douglas Rd to Node SDA280	SacCo	3650
2-1	14	Douglas Rd at Node SDA280 to **POC 4** (the MI)	SacCo	12,300
Total				**30,300**

(1)Grantline LLC

Note: if MI is not available, then flows will be routed to the BI.

4.2.5 Phase 2 ~ POC 5: See **Exhibit D** (routing) / **Exhibit M** (infrastructure segments)

- POC 5 Assumptions:
  - LCI-5 and the SunCreek PS are not constructed
  - ASD trunk does not have available capacity
  - The Mather Interceptor is constructed to the Sunrise/Douglas intersection
  - Chrysanthy PS flows are redirected by gravity flow to the MI (if MI is not available, then flows will be directed to BI)

- POC 5 Location: Connect to the 18-inch force main at Sunrise / Kiefer Blvds. This alignment also begins at LCPS1, but the FM turns west in University Blvd. to Grant Line Rd and Kiefer Blvd. POC-5 includes a route along 7000± lf of unimproved Kiefer Blvd roadway from Grant Line to Jaeger Rds. Although roadway repair appears minimal in this segment, environmental impacts and permitting may be greater. The FM alignment follows this route:

Seg-ment	Dia (in)	FM Route / Alignment…LCPS1 to POC 5	Land Owner	L (ft)
1-1	14 + 24	Parallel to & west of the University of Sacramento	SCM	4120
3-1	14	University Blvd…Town Center to Grant Line Rd	SCM	2460
3-2	14	Grant Line Rd…University Blvd to Kiefer Blvd	SacCo	4710
3-3	14	Kiefer Blvd…Grant Line Rd to Sunrise to **POC 5**	SacCo	12,850
Total				**24,140**

- **Note: POC 5 is considered an unlikely selection because**:
  - POC 5 is viable only if the MI is constructed and flows from the Chrysanthy PS no longer pump to the Kiefer 18-inch FM.
  - If POC 1 is used for Phase 1, the Douglas Rd FM can be extended 12,300 lf from SDA280 to the MI (POC 4) compared to 20,000+ lf of new FM from CH to POC 5.
  - If POC 2 or 3 is used for Phase 1, the FM can easily be intercepted at the Sunrise / Douglas intersection and directed to the MI

Note: If MI or POC-5 are not available, then flows will be routed to BI.

4.2.6 Phase 2 ~ POC-6. See **Exhibit D**. (routing) / **Exhibit M** (infrastructure segments)

- POC-6 Assumptions**:**
  - SunCreek develops prior to, or in the general time schedule of Cordova Hills. SunCreek will likely begin with construction of sewer infrastructure from Sunrise Blvd easterly including the SunCreek PS and the lower segment(s) of LCI-5.

- POC-6 Location is the upstream stub of LCI-5.This POC may be at any location between Sunrise Blvd and Grant Line Rd, dependent on stage of SunCreek development. If extension of a downstream LCI-5 stub to Grant Line Rd by Cordova Hills is considered, additional cost/benefit study is required.

4.3 Phase 3 Service

4.3.1 Phase 3 flows range from 5.61 to 10.41 mgd

4.3.2 Phase 3 POC: See **Exhibit D** (routing) / **Exhibit M** (infrastructure segments)

- If the Phase 2 POC was the Bradshaw or Mather Interceptor, a POC change at the time of Phase 3 may be considered for the following reasons:

Phase 2 POC	Phase 3 POC	Reason for POC change
2 or 3 (the BI)	4 (the MI)	The MI is constructed. Connection to the MI eliminates 11,300 lf of FM
4 (the MI)	6 (LCI-5)	LCI-5 is constructed. Gravity connection to LCI-5 eliminates 33,400 lf of FM

4.3.3 Phase 3 ~ POC 5: consistent with the Phase 2 discussion, POC 5 is not considered viable and is not included in the scenarios

4.4 Phases 1, 2, and 3 ~ Off-site Infrastructure Summary.

Dependent on the selected POC, the distance to connect from LCPS1 (the RIPS) to existing infrastructure varies from 3.5 to nearly 8 miles.

A summary of distance to off-site POCs is as follows:

Table 16: Phases 1, 2, and 3

On-site + Off-site Force Main Length Summary ~ POC 1 thru 6

Description	POC 1	POC 2	POC 3	POC 4	POC 5	POC 6
(1) Length (feet)	18,000	41,600	41,500	30,300	24,140	(2) varies
(1) Length (mile)	3.41	7.88	7.86	5.74	4.57	(2) varies

(1) Measured from LCPS1 to the respective POC
(2) Length is dependent on distance to downstream LCI-5 stub in SunCreek

4.5 Phases 1, 2, and 3 ~ POC Summary and Recommendations

4.5.1 Phases 1, 2, and 3 have multiple POC alternatives based on the availability of interim capacity in exiting trunk systems, and/or construction of future interceptor sewers. From the best information currently available, **Table 1** summarizes POC alternatives and recommendations based on various timing scenarios:

Table 1: Phase 1, 2, and 3 ~ POC Alternatives Matrix

Scenario	CH	Chrysanthy PS & 18" FM have capacity	MI is const.	LCI-5 is const.	Recommended POC
A	1	Y	N	N	POC **1** (AJS)
	2	N	Y	N	POC **4** (MI)
	2	N	N	N	POC 2 or 3 (BI)
	3	N	Y	Y	POC **6** (LCI-5)
B	1	N	N	N	POC **2 or 3** (BI)
	2	N	Y	N	POC **4** (MI)
	2	N	N	N	POC 2 or 3 (BI)
	3	N	Y	Y	POC **6** (LCI-5)
C	1,2	N	Y	N	POC **4** (MI)
	3	N	Y	Y	POC **6** (LCI-5)
D	1,2,3	N	N	Y	POC **6** (LCI-5)

(1) POC 2 and 3 have similar off-site lengths, but POC 3, the future Mather Interceptor alignment, at Zinfandel has less construction in existing roadways. Additional easements west of the Folsom South Canal for POC 3 may be required.

(2) Scenario D is limited by capacity of the 18-inch force main in Kiefer Blvd that connects to the NEI.

Note: If MI or POC-5 are not available, then flows will be routed to BI.

Section 5: Infrastructure Summary / Construction Cost

5.1 Total Infrastructure Cost by Scenario & By Acre / By Phase

A Preliminary Opinion of Probable Construction Cost (POPCC) for CH backbone sanitary sewer infrastructure by phase has been prepared In **Exhibit B** for the following four assumed scenarios described in Section 4, Table1:

Scenario A: assume Phase 1 connection to the ASD trunk

Description	Phase 1	Phase 2	Phase 3
Capital Imp Cost Total (Incremental by Phase)	**$23,393,466**	**$23,446,597**	**$14,427,84**
Capital Improvement Cost Total (Cumulative)	**$23,393,466**	**$44,710,941**	**$59,138,78**
ESD's (Incremental Per Phase)	2,879	5,681	
ESD's (Cumulative)	2,879	8,560	
Estimated Cost Per ESD (Incremental Per Phase)	$ 7,084	$ 4,127	
Estimated Cost Per ESD (Cumulative)	$ 7,084	$ 5,223	

Scenario B: assumes Phase 1 connection to the Bradshaw Interceptor

Description	Phase 1	Phase 2	Phase 3
Capital Imp Cost Total (Incremental Per Phase)	**$31,793,653**	**$17,850,097**	**$14,427,847**
Capital Improvement Cost Total (Cumulative)	**$31,793,653**	**$50,514,628**	**$64,942,475**
ESD's (Incremental Per Phase)	2,879	5,681	7,534
ESD's (Cumulative)	2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)	$ 11,043	$ 3,142	$ 1,915
Estimated Cost Per ESD (Cumulative)	$ 11,043	$ 5,910	$ 4,035

Scenario C: assumes Phase 1 connection to the Mather Interceptor

Description	Phase 1	Phase 2	Phase 3
Capital Imp Cost Total (Incremental Per Phase)	**$25,941,216**	**$17,817,597**	**$14,427,847**
Capital Improvement Cost Total (Cumulative)	**$25,941,216**	**$44,629,691**	**$59,057,538**
ESD's (Incremental Per Phase)	2,879	5,681	7,534
ESD's (Cumulative)	2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)	$ 9,010	$ 3,136	$ 1,915
Estimated Cost Per ESD (Cumulative)	$ 9,010	$ 5,214	$ 3,670

Scenario D: assumes Phase 1 connection to the LCI-5

Description	Phase 1	Phase 2	Phase 3
Capital Imp Cost Total (Incremental by Phase)	**$18,356,366**	**$17,720,097**	**$14,395,347**
Capital Improvement Cost Total (Cumulative)	**$18,356,366**	**$36,947,341**	**$51,342,688**
ESD's (Incremental Per Phase)	2,879	5,681	7,534
ESD's (Cumulative)	2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)	$ 6,376	$ 3,119	$ 1,911
Estimated Cost Per ESD (Cumulative)	$ 6,376	$ 4,316	$ 3,190

The POPCC is based on the backbone sanitary sewer infrastructure depicted on **Exhibit M.** The estimate includes trunk sewer pipelines, manholes, sewer pump stations and force mains with projected flows $\geq$ 1.0 mgd. Local collection systems that provide sanitary sewer service to each lot are excluded.

Section 6: Summary and Conclusion

6.1 Summary of Purpose

This sewer study is prepared to satisfy Sacramento Area Sewer District (SASD) **Level Two** Minimum Sewer Study Requirements dated February 25, 2009, and includes sufficient detail to confirm that sewer service is available to the Cordova Hills SPA. **Level Two** study topics include:

SASD Requirement	Done	Results
• **Technical compliance:** comply with the latest SASD Master Plan	Yes	• Prepared a Level Two study consistent with SASD requirements
• **Impacts:** identify impacts to support EIR documentation	Yes	• Alternate off-site force main routes include Grant Line Road, Douglas Road, Sunrise Blvd, Kiefer Blvd & lands west of the Folsom So. Canal
• **Base line infrastructure and phasing:** quantify for the Project finance plan	Yes	• Identified infrastructure by phase
• **Point(s) of connection (POC):** identify alternatives and confirm	Yes	Dependent on the timing of downstream development: & available trunk capacity; • POC at the 18" ASD trunk sewer, or • The Bradshaw Interceptor • the Mather Interceptor, or • the 18-in force main at Sunrise/Kiefer • LCI-5 downstream of/or at Grant Line Rd
• **Sewer capacity:** confirm existing and future sewer capacity to serve the Project	Yes	• Confirmed current interim capacity of the Douglas Blvd 18" ASD trunk sewer, and the18-inch FM from Kiefer/ Sunrise to the NEI…(the SASD 'plan"…Appendix H)
• **Sewer sheds:** establish within Project limits & identify off-site tributary sheds	Yes	• Prepared exhibits with shed boundaries and acres per shed noted • Identified off-site tributary sheds
• **Backbone infrastructure:** size and locate sewer trunk, force main (FM), sewer pump station (PS), determine preliminary pipe depth, verify pipe cover	Yes	• Prepared exhibits with backbone sewer sizes, slopes, depths, and verified minimum cover was achieved
• **Capacity reservations:** identify any trunk and/or interceptor sewer reservations	Yes	• Calculated (identified) the projected flows by phase from Cordova Hills
• **Shed shift(s):** identify and process interim and permanent shed shifts, if required	Yes	• Processed one approved shed shift • Proposed a 2nd permanent shed shift • Proposed an interim shed shift

6.2 Summary Results of Study (On-site Flows): Reference Table 12

A summary of Cordova Hills' **on-site** wastewater flow by phase is as follows:

Phase	Sewered Area * Cum (ac)	Cumulative ESDs	Cumulative PWWF mgd
1	349.7	2879	2.02
2	949.4	8560	5.60
3	1912.6	16,094	10.41

***Sewered area**:

- Excludes the habitat preserve (plateau area) located between Phases 1 and 2, and the central drainage preserve corridor located between Phases 2 and 3. This area will be permanent open space with a preservation easement.
- Includes proposed shed shifted areas within CH
- See Note 8 of Table 2 for explanation of assignment of o ESD's for the open space and preserve areas.

6.3 Summary Results (On-site + Tributary Flows to LCPS1): Reference Table 13

A summary of wastewater flows to the Regional Interceptor PS is as follows:

Regional Area	Source	Sewered Area (ac)	ESDs	ADWF (mgd)
Upstream flows north of CH	Table 10	2555.8	15,336	4.754
Downstream flows south & east of CH	Table 11	729.6	4377	1.357
Cordova Hills Total	Table 12	1912.6	16,094	4.989
Subtotals		**5198.0**	**35807**	**11.10**
MINUS				
CH gravity on-site to LCI-5 (incl. AJ11)	Sewer MP	(240.7)	(3110)	(0.960)
Upstream gravity AJ11 to LCI-5	Table 10	(95.8)	(575)	(0.178)
Totals at LCPS1		**4861.5**	**32,122**	**9.96**

6.4 Summary of Phasing and Interim Service

- Phase 1 sewer service: SASD has performed a recent study and prepared a "plan" to provide service to the East Rancho Cordova area including Cordova Hills. SASD proposes that CH Phase 1 construct a 2.02 mgd pump station at the site of the future RIPS. The Phase 1 PS will pump flows to the 18- inch ASD trunk sewer in Douglas Rd. (if capacity isn't available at POC-1, then POC-2 or POC-3 are viable alternatives). Phase 2 and 3 service alternatives were evaluated and discussed in this report and are dependent on connection to future interceptors, the MI or LCI, or a possible connection to the Bradshaw Interceptor.

- Lands for a Regional Interceptor Pump Station will be reserved at the SW corner of the University of Sacramento site within the Kiefer Landfill buffer lands. Construction and phasing of the RIPS will be determined by SASD / SRCSD at a reasonable time prior to Phase 1 buildout. Separate but adjacent pump station sites will be reserved for the SASD PS and LCPS1.

6.5 Conclusion

From the wastewater flow calculations and review of local trunk and interceptor sewers, this study concludes that SASD and SRCSD have adequate interim capacity to serve Phase 1, and long term options to provide service to Phases 2 and 3. Based on available information and SASD and SRCSD review, service to this project is not constrained.

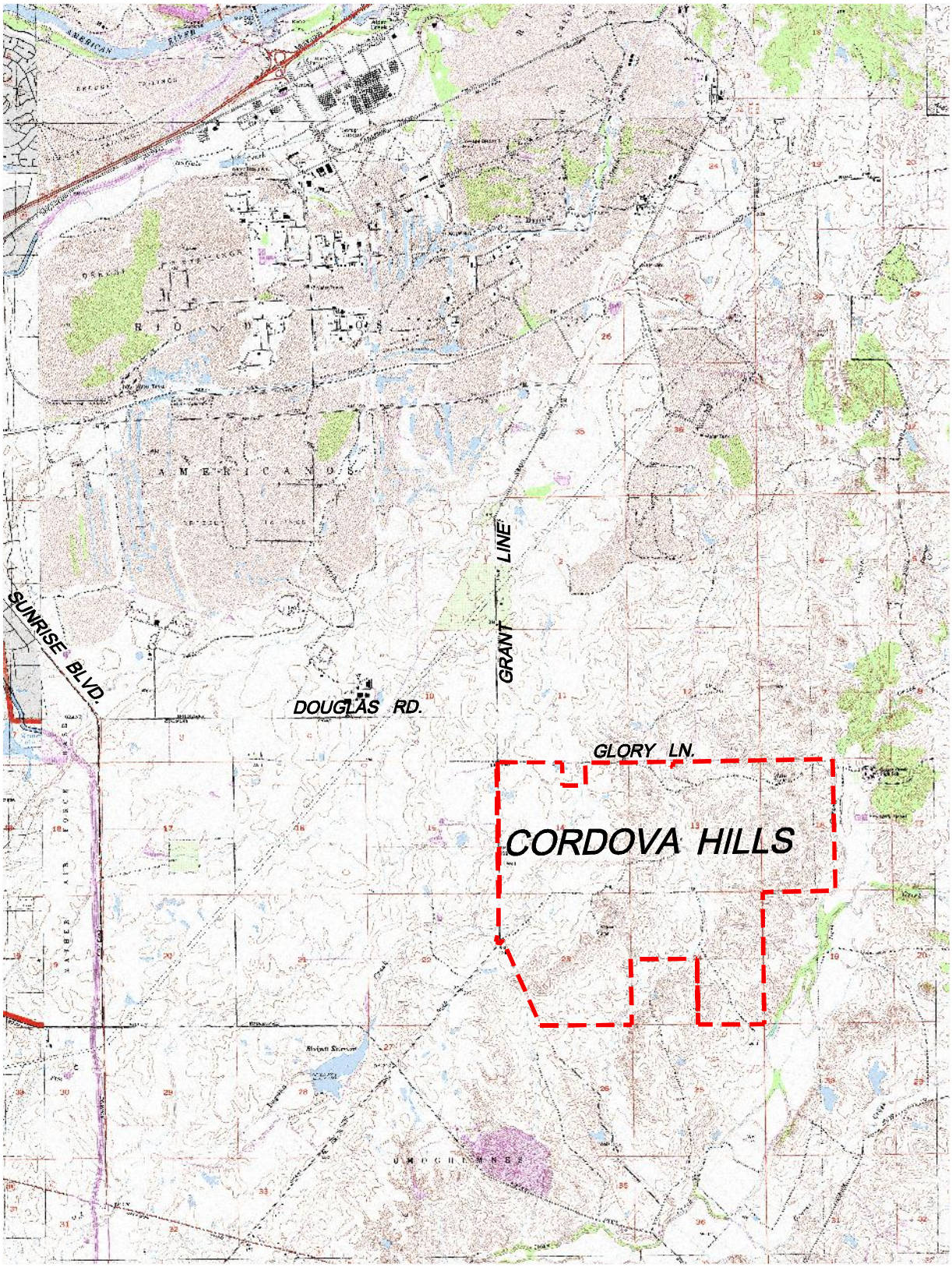

EXHIBIT 'A'

Vicinity Map

Cordova Hills SPA

County of Sacramento, California

Scale: 1" = 6000'

December, 2010

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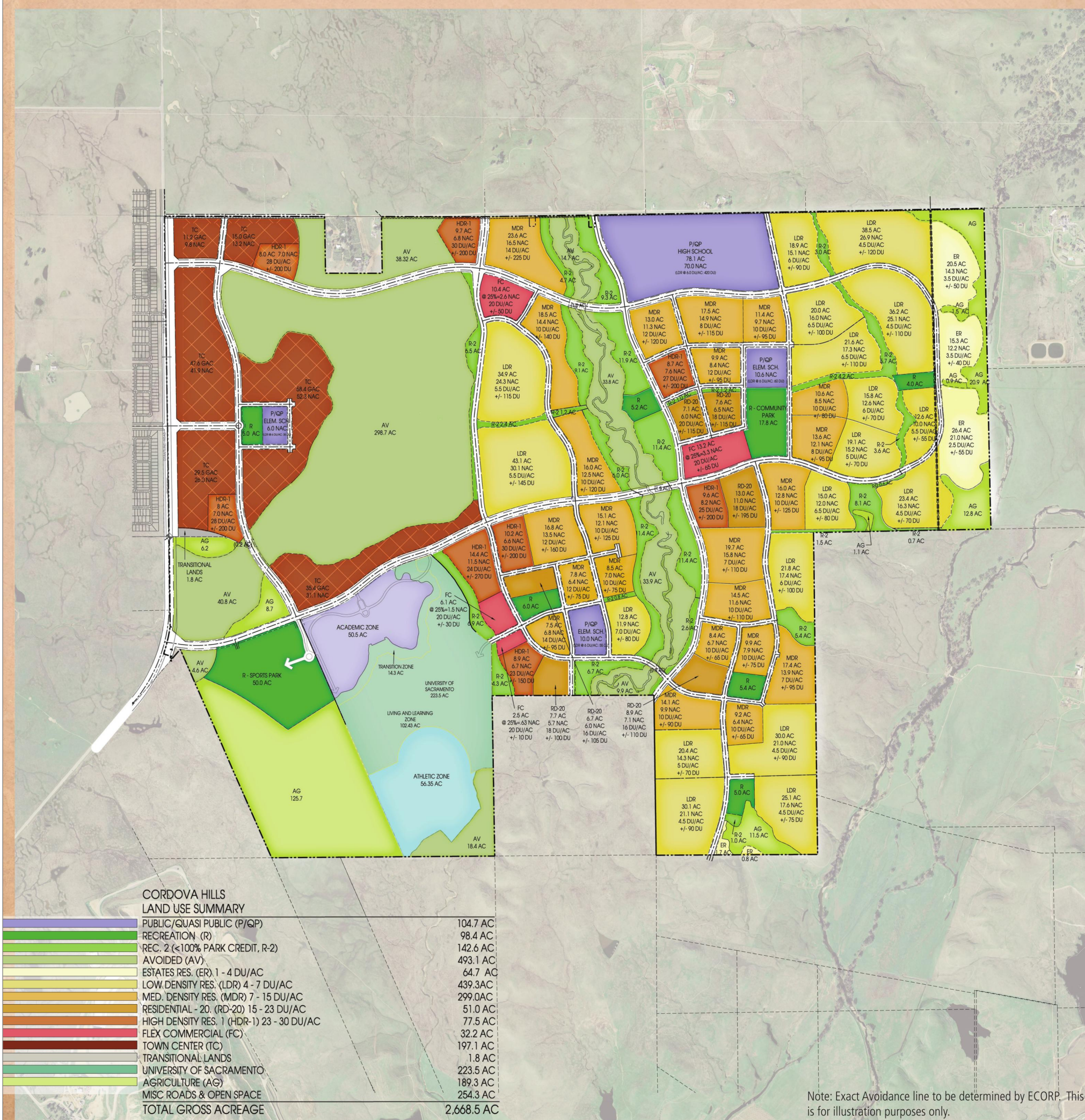
Cordova Hills

LAND USE PLAN



CORDOVA HILLS
LAND USE SUMMARY

PUBLIC/QUASI PUBLIC (P/QP)	104.7 AC
RECREATION (R)	98.4 AC
REC. 2 (<100% PARK CREDIT, R-2)	142.6 AC
AVOIDED (AV)	493.1 AC
ESTATES RES. (ER) 1 - 4 DU/AC	64.7 AC
LOW DENSITY RES. (LDR) 4 - 7 DU/AC	439.3AC
MED. DENSITY RES. (MDR) 7 - 15 DU/AC	299.0AC
RESIDENTIAL - 20. (RD-20) 15 - 23 DU/AC	51.0 AC
HIGH DENSITY RES. 1 (HDR-1) 23 - 30 DU/AC	77.5 AC
FLEX COMMERCIAL (FC)	32.2 AC
TOWN CENTER (TC)	197.1 AC
TRANSITIONAL LANDS	1.8 AC
UNIVERSITY OF SACRAMENTO	223.5 AC
AGRICULTURE (AG)	189.3 AC
MISC ROADS & OPEN SPACE	254.3 AC
TOTAL GROSS ACREAGE	2,668.5 AC

Note: Exact Avoidance line to be determined by ECORP. This is for illustration purposes only.

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EXHIBIT 'B'

EXHIBIT 'B'

Land Use Map

Cordova Hills SPA

County of Sacramento, California

Scale: 1" = 2000' L.U.P. Date: June 21, 2010

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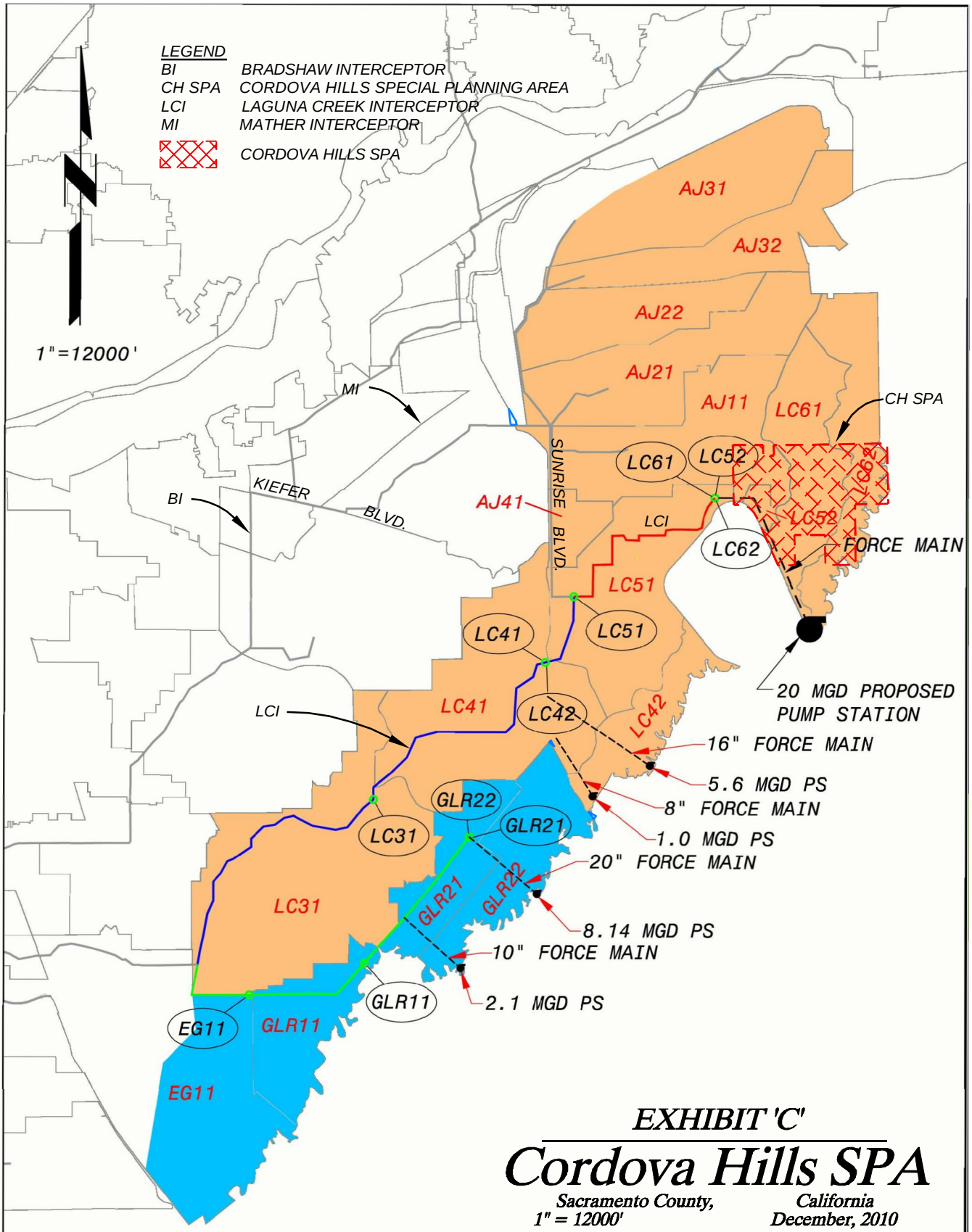

EXHIBIT 'C'

Cordova Hills SPA

Sacramento County, California
1" = 12000' December, 2010

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BLACK & VEATCH Corporation	MASTER PLAN 2000	06/05/2002
	LAGUNA CREEK & GRANT LINE ROAD INTERCEPTOR REVISED BASIN LOADING POINTS	FIGURE 4

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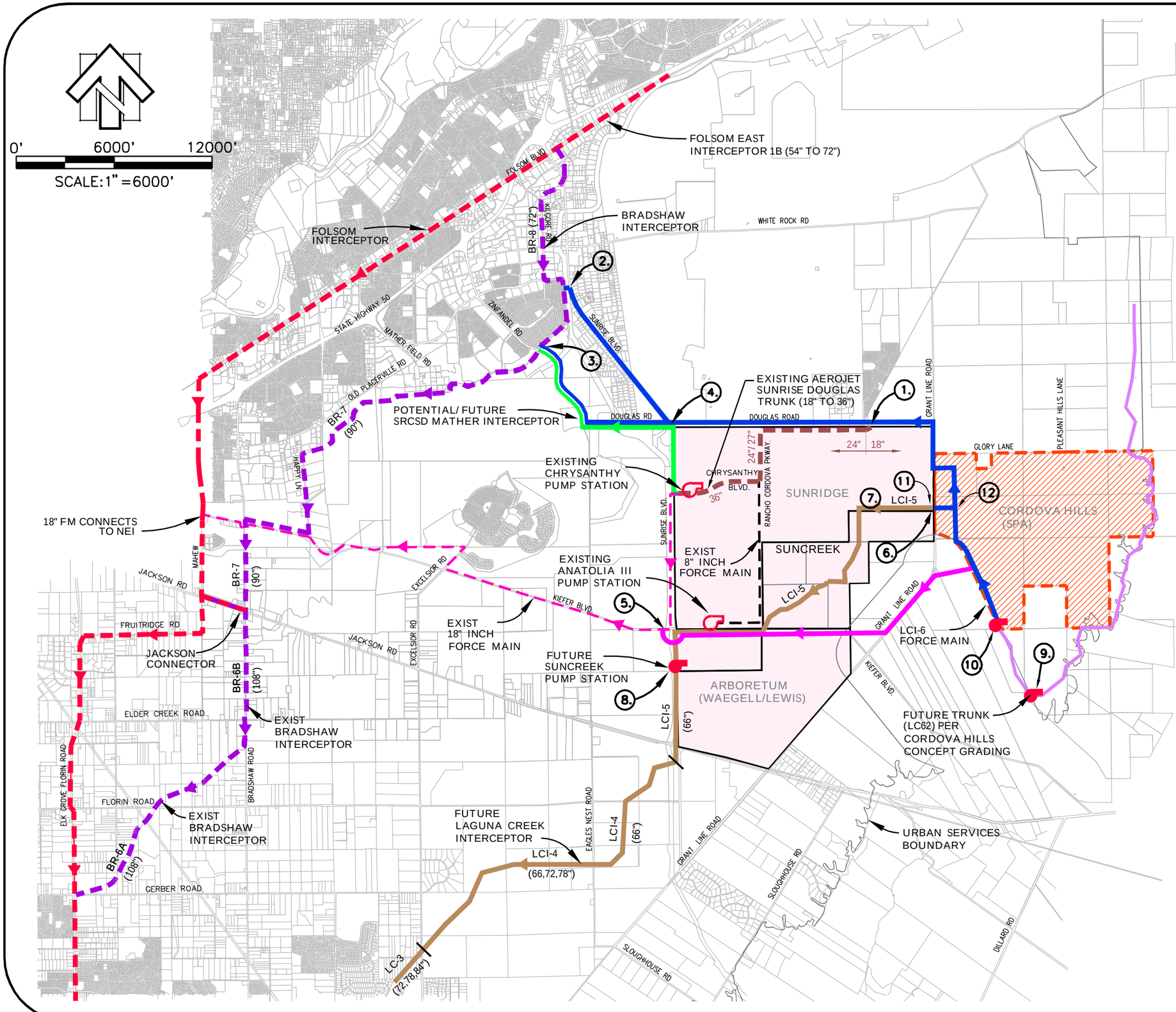

KEYNOTES

1. CORDOVA HILLS POC 1 (PHASE 1)
POC LOCATION AT ASD TRUNK SEWER AT DOUGLAS ROAD
2. ALTERNATE CORDOVA HILLS POC 2 (PHASE 1, 2 AND 3)
POC LOCATION AT BRADSHAW INTERCEPTOR AT SUNRISE BLVD
3. ALTERNATE CORDOVA HILLS POC 3 (PHASE 1, 2 AND 3)
POC LOCATION AT BRADSHAW INTERCEPTOR AT ZINFANDEL
COORDINATION REQUIRED FOR RECEPTION MH LOCATION
4. ALTERNATE CORDOVA HILLS POC 4 (PHASE 1, 2 AND 3)
POC LOCATION AT MATHER INTERCEPTOR AT DOUGLAS/SUNRISE
5. ALTERNATE CORDOVA HILLS POC 5 (PHASE 1, 2 AND 3) POC
LOCATION AT 18" FORCE MAIN AT SUNRISE/KIEFER
6. ALTERNATE CORDOVA HILLS POC 6 (PHASE 1, 2, AND 3) POC
LOCATION AT LCI-5 STUB
7. FUTURE LAGUNA CREEK INTERCEPTOR
(LCI-5) – 36/42"/48"/54"/66"SS (BY OTHERS)
8. FUTURE SUNCREEK PUMP STATION (BY OTHERS)
9. PROPOSED REGIONAL 20 MGD PUMP STATION PER
BLACK & VEACH SRCSD INTERCEPTOR SYSTEM REPORT.
MASTER PLAN 2000 RECONCILIATION REPORT
10. PROPOSED PHASE 1 ~ 2.02 (SASD) MGD PUMP STATION AND
ULTIMATE 21.6 MGD REGIONAL INTERCEPTOR PUMP STATION.
LOCATION PER CORDOVA HILLS SEWER MASTER PLAN.
11. ULTIMATE LCI-6 FORCE MAIN CONNECTION TO LCI-5 GRAVITY

LEGEND

- EXISTING NORTHEAST INTERCEPTOR
- EXISTING BRADSHAW INTERCEPTOR
- EXISTING 18" KIEFER FORCE MAIN
- EXISTING AJ SUNRISE DOUGLAS TRUNK
- POC 1, 2, 3, 4 or 6 PROPOSED FORCE MAIN
- POC 5 PROPOSED FORCE MAIN
- POC 6 FUTURE LAGUNA CREEK INTERCEPTOR (LCI-5)
- FUTURE MATHER INTERCEPTOR
- FUTURE LC-62 TRUNK SEWER
- FUTURE SEWER PUMP STATION
- EXISTING SEWER PUMP STATION
- CORDOVA HILLS SPA BOUNDARY

EXHIBIT 'D'

OFFSITE ROUTING & POC OPTIONS PHASES 1, 2, AND 3

Cordova Hills SPA

County of Sacramento, California

Scale: 1"=6000' *December, 2010*

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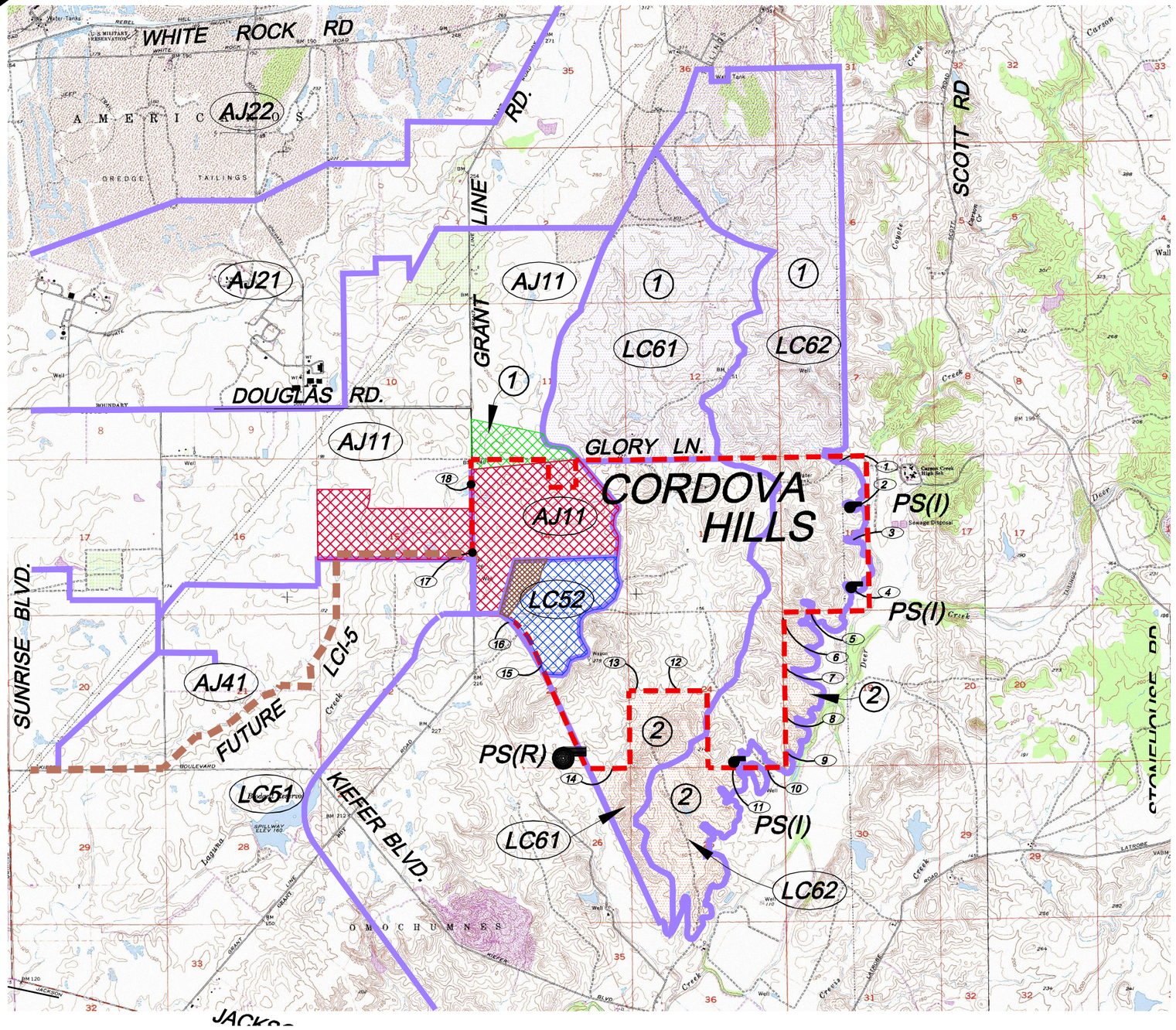

Legend

- Cordova Hills Boundary
- LC52 — SRCSD 2000 Master Plan Shed
- 1 – 18 — Topography Low Point at Project Boundary
- SRCSD Shed Boundary
- Shed Shift Approved with the Suncreek Sewer Master Plan.
  - SRCSD Shed AJ11 (portion) shifted to LCU
  - SASD Sheds SDA047, 048, 049, 051 Shifted to the LC Upper Laguna Creek Shed (LCU)
- LC - Upper Laguna Creek Shed (LCK183) Proposed Shed Shift - LCU to DCU
- Portion of LCK 183 remains in LCU
- Approved Shed Shift
  - SRCSD Shed (portion) of AJ11 to LCU
  - SASD Shed SDA310 (portion) to LCU
- PS (R) — Pump Station (Regional Interceptor)
- PS (I) — Pump Station (Interim)
- Laguna Creek Interceptor Segment 5 (LCI-5)
- LCU — LC Upper Laguna Creek Shed

Keynotes: Specific Design Considerations

1. AJ11, LC61, LC62 Offsite sheds upstream / tributary to Cordova Hills trunk and collector sewers.
2. LC61 and LC62 Offsite sheds downstream / tributary to the Regional Interceptor Pump Station.

EXHIBIT 'E'

SRCSD SHEDS W/TOPOGRAPHY

Cordova Hills SPA

Sacramento County, California

December 2010

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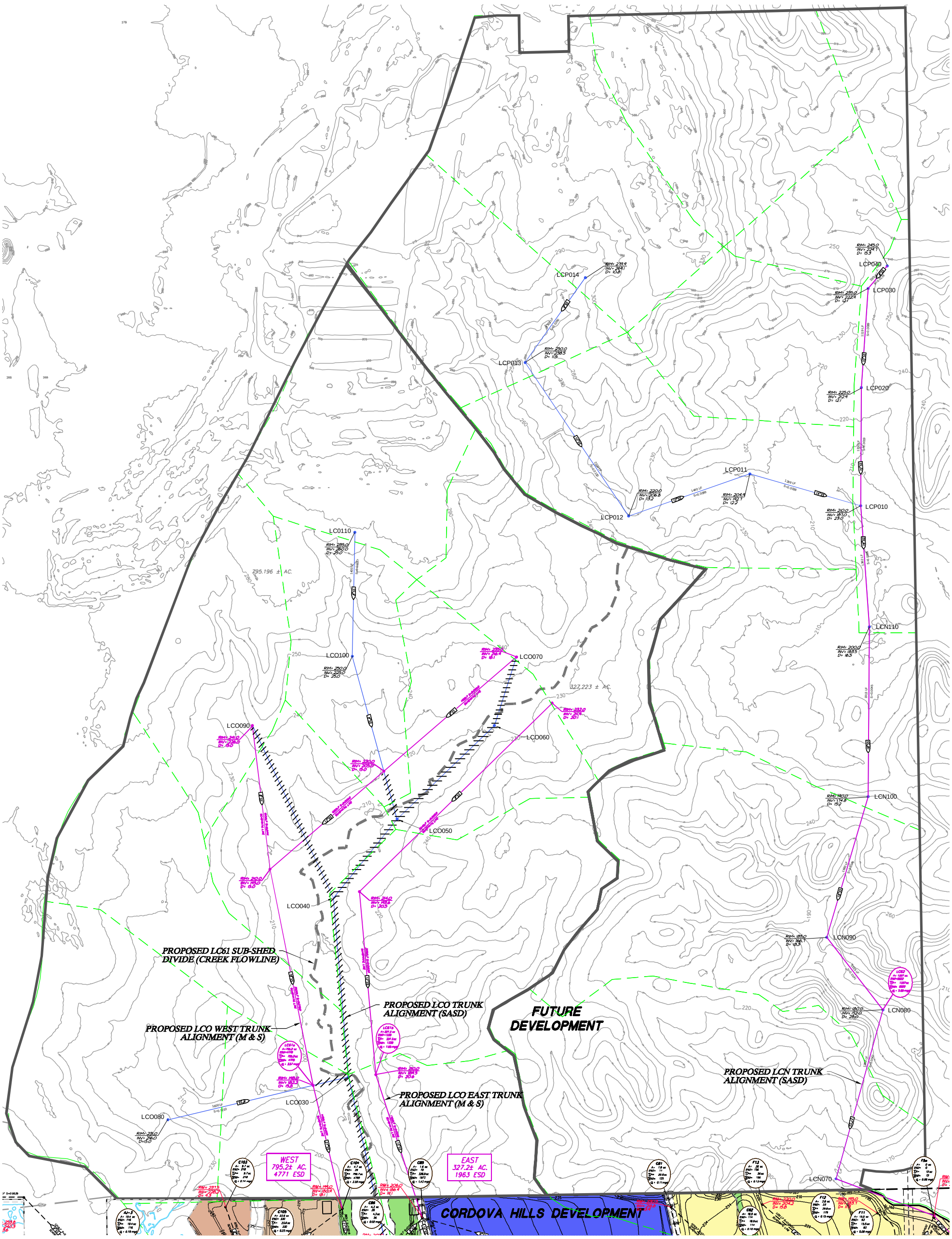
Scale: 1" = 4000'



NOTES/ASSUMPTIONS:

1. 'LC' NODE NUMBERS AND SUB-SHEDS SHOWN, ARE TAKEN FROM THE LATEST DC UPPER DEER CREEK TRUNK SHED MAP (SASD).
2. ASSUMES THE FUTURE LCO TRUNKS WILL BE INSTALLED ON EACH SIDE (EAST AND WEST) OF THE DRAINAGE CORRIDOR.
3. A PROPOSED SUB SHED BOUNDARY LINE WITHIN THE LCO/DC61 DESIGNATED SHED ALONG THE EXTENDED DRAINAGE CORRIDOR CREEK FLOW LINE IS ASSUMED. FURTHER IS ANALYSIS REQUIRED TO CALCULATE REVISED LCO SUB SHED ESD'S.
4. UPSTREAM INVERT GRADES FOR THE LCO TRUNK, ARE CALCULATED FROM THE EXTENSION OF CORDOVA HILLS MASTER PLAN INVERT GRADES AT NODES C85 AND C104.
5. INVERT GRADES NOTED, ARE ONLY INTENDED TO SHOW CONCEPTUAL SYSTEM FUNCTIONALITY. ALIGNMENTS AND SLOPES ARE SCHEMATIC, AND SUBJECT TO CHANGE.

LEGEND

- FUTURE TRUNK ALIGNMENT (FTRP, BY M & S)
- PROPOSED TRUNK ALIGNMENT (BY SASD)
- EXISTING/ CONSTRUCTED SEWER
- LCO080 — NODE ID's PER SASD TRUNK SHED MAP
- SHED MAJOR TRUNK SHED = NORTH OF PROJECT
- PROPOSED LC61 SUB-SHED DIVIDE
- SUB-SHED DESIGNATIONS PER SASD
- A1 — NODE SEQUENCE
- 0.0 ac — AREA TRIBUTARY TO THIS NODE
- 0 — ESD
- 170.0 ac — SUMMATION OF AREAS
- 2542 — SUMMATION OF ESD
- 1.48 mgd — DESIGN STORM EVENT
- RIM= / INV= / D= — GRADE INFO. PER SSMP - WITHIN CORDOVA HILLS PROJECT
- RIM= / INV= / D= — GRADE INFO. PER SSMP - UPSTREAM/OFFSITE PROJECTS
- RIM= / INV= / D= — GRADE INFO. PER SASD MASTER PLAN

SEE 400 SCALE EXHIBIT 'F-1' FOLDED AT REAR OF THIS STUDY

EXHIBIT F-1

Offsite Trunk Sewer North of Project

Cordova Hills SPA

County of Sacramento, California

Scale: 1"=NTS

December, 2010

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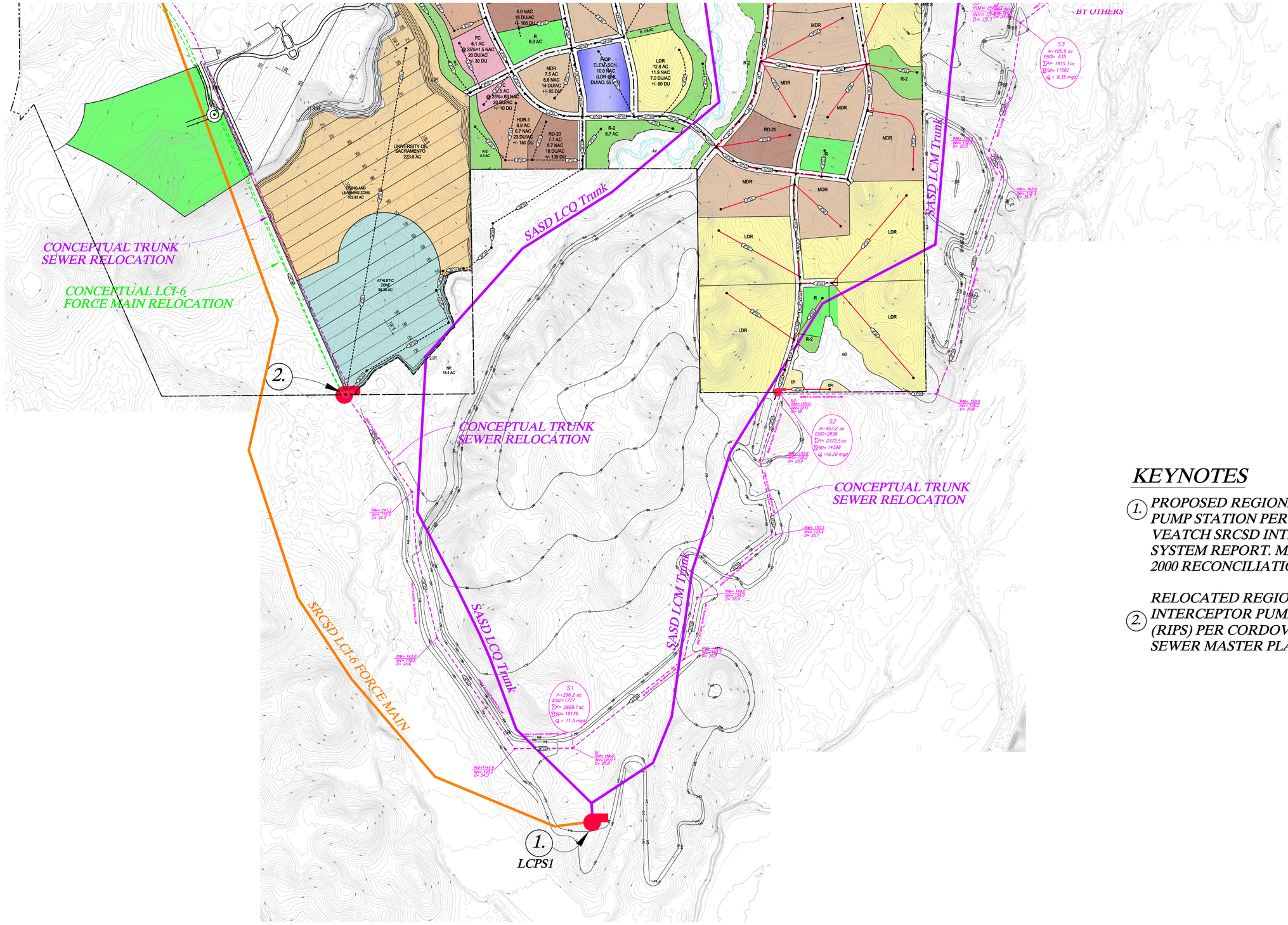

KEYNOTES

1. PROPOSED REGIONAL 20 MGD PUMP STATION PER BLACK AND VEATCH SRCSD INTERCEPTOR SYSTEM REPORT. MASTER PLAN 2000 RECONCILIATION REPORT

2. RELOCATED REGIONAL INTERCEPTOR PUMP STATION (RIPS) PER CORDOVA HILLS SEWER MASTER PLAN

0 200 400 800
SCALE:1" =400'

Exhibit F-2
Offsite Trunk/Interceptor Routing and Conceptual Grading (South)

Cordova Hills
Sanitary Sewer Study- Level II
Cordova Hills SPA

County of Sacramento, California

Scale: 1"=400'

December, 2010

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1552 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1199

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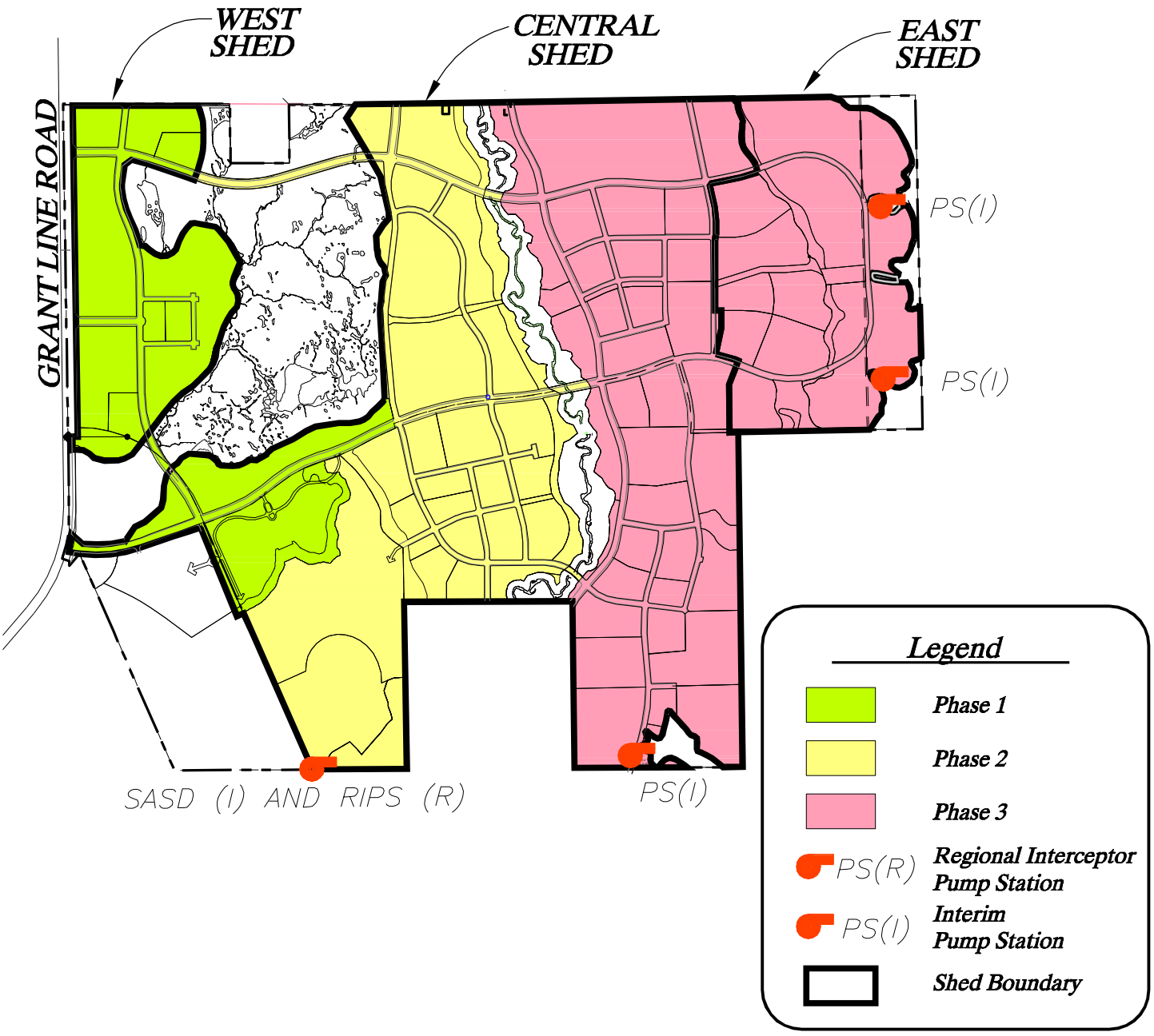

EXHIBIT 'G'

On-site West, Central, and East Sheds

Cordova Hills SPA

Sacramento County, California

Scale: 1"=2500' *December, 2010*

0 1250 2500 5000

SCALE: 1" = 2500'

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
ROSEVILLE, CALIFORNIA (916) 773-1189

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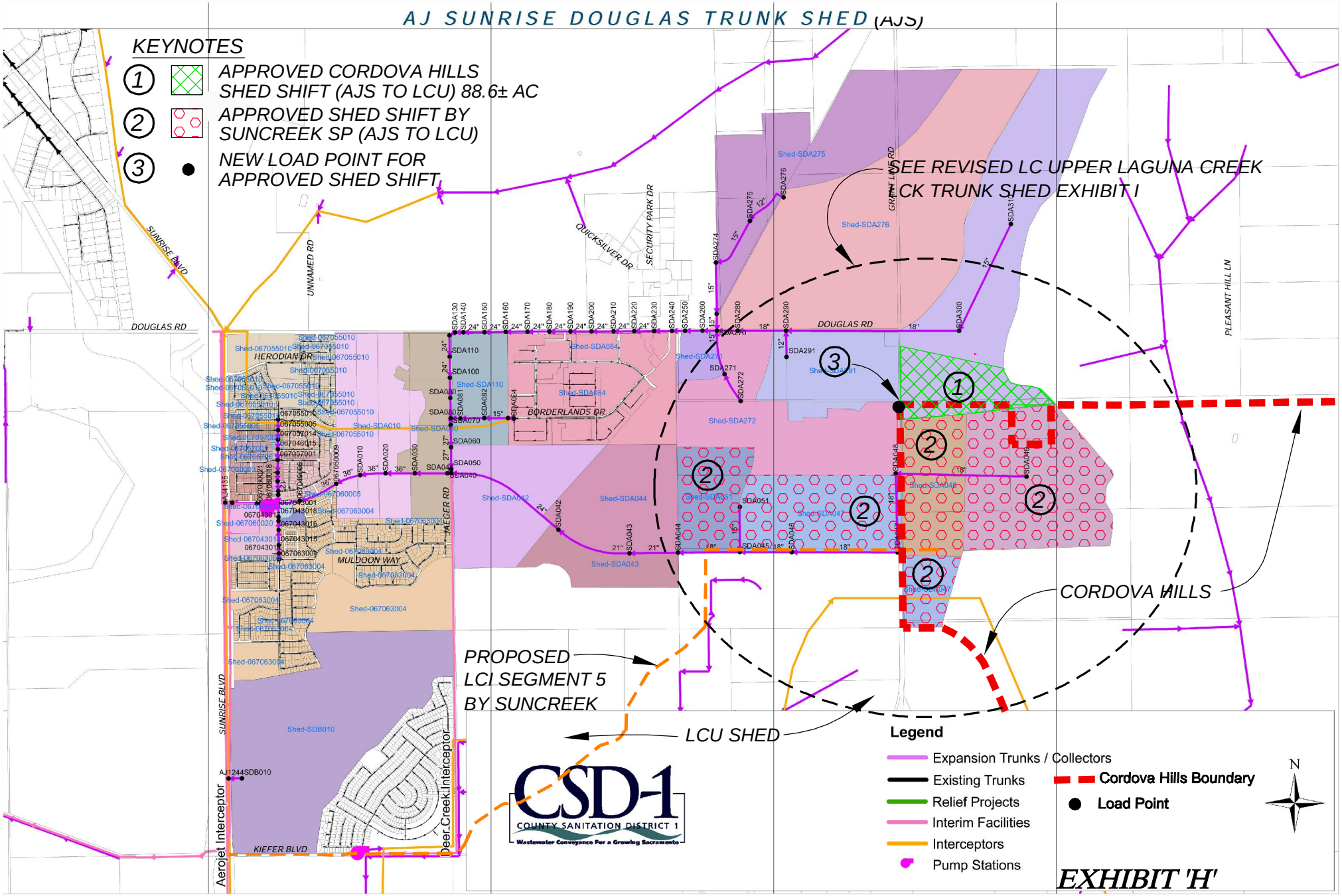


EXHIBIT 'H'

Shed Shift Summary - AJS Shed

Cordova Hills SPA

Sacramento County, California
Not to Scale
December 2010

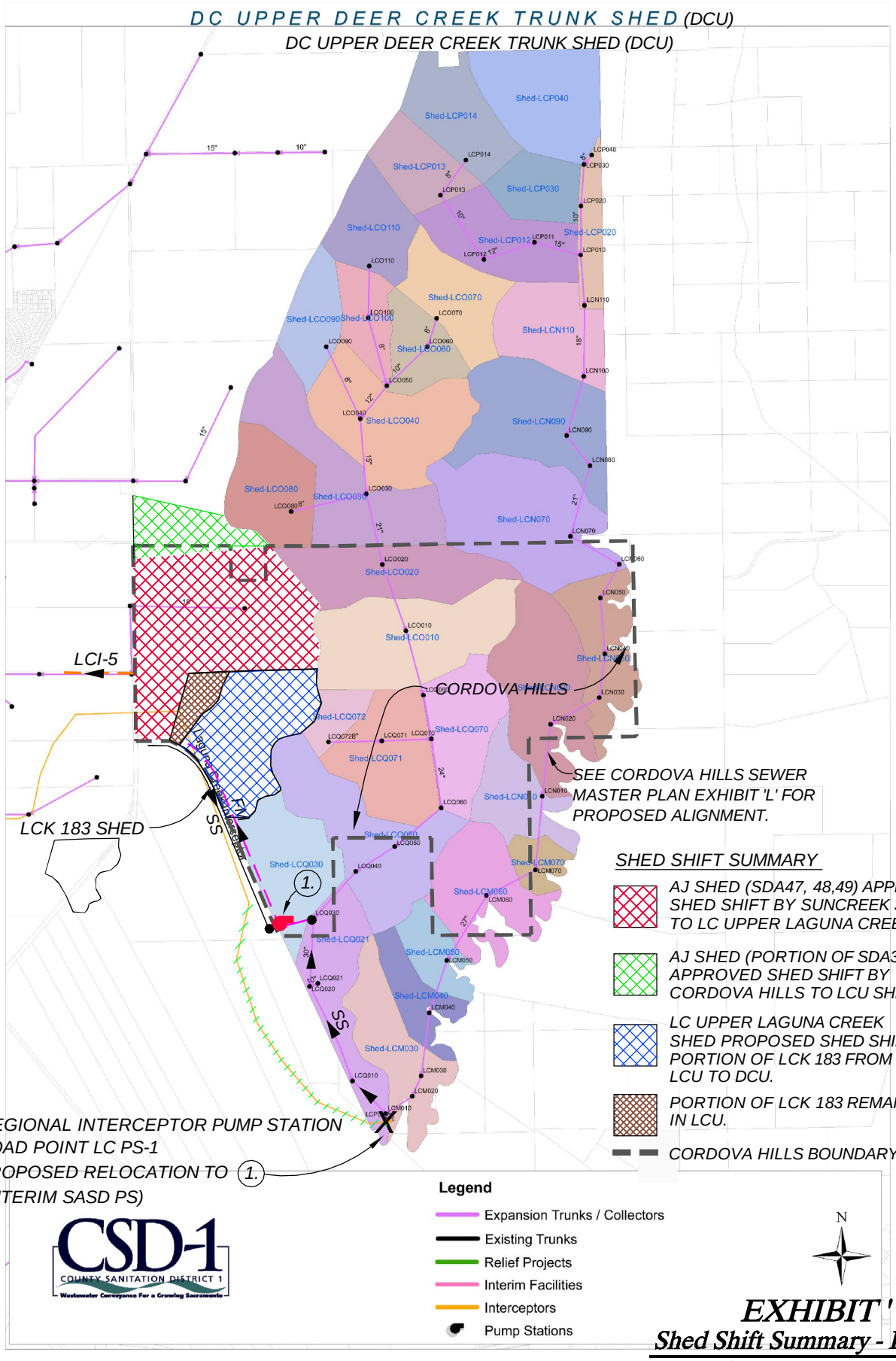


EXHIBIT ' I '

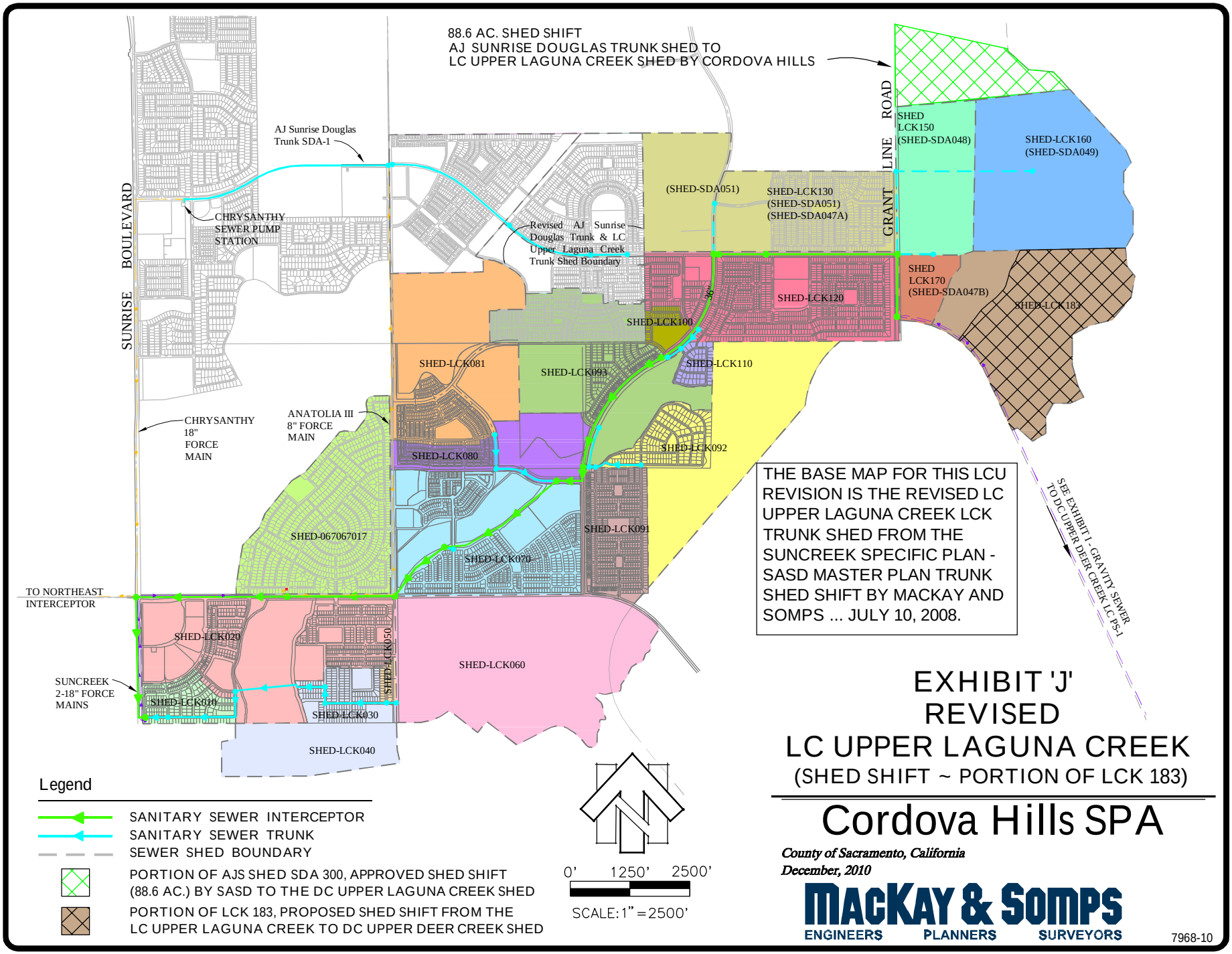
Shed Shift Summary - DCU Shed

Cordova Hills SPA

Sacramento County, California

Not to Scale

December 2010



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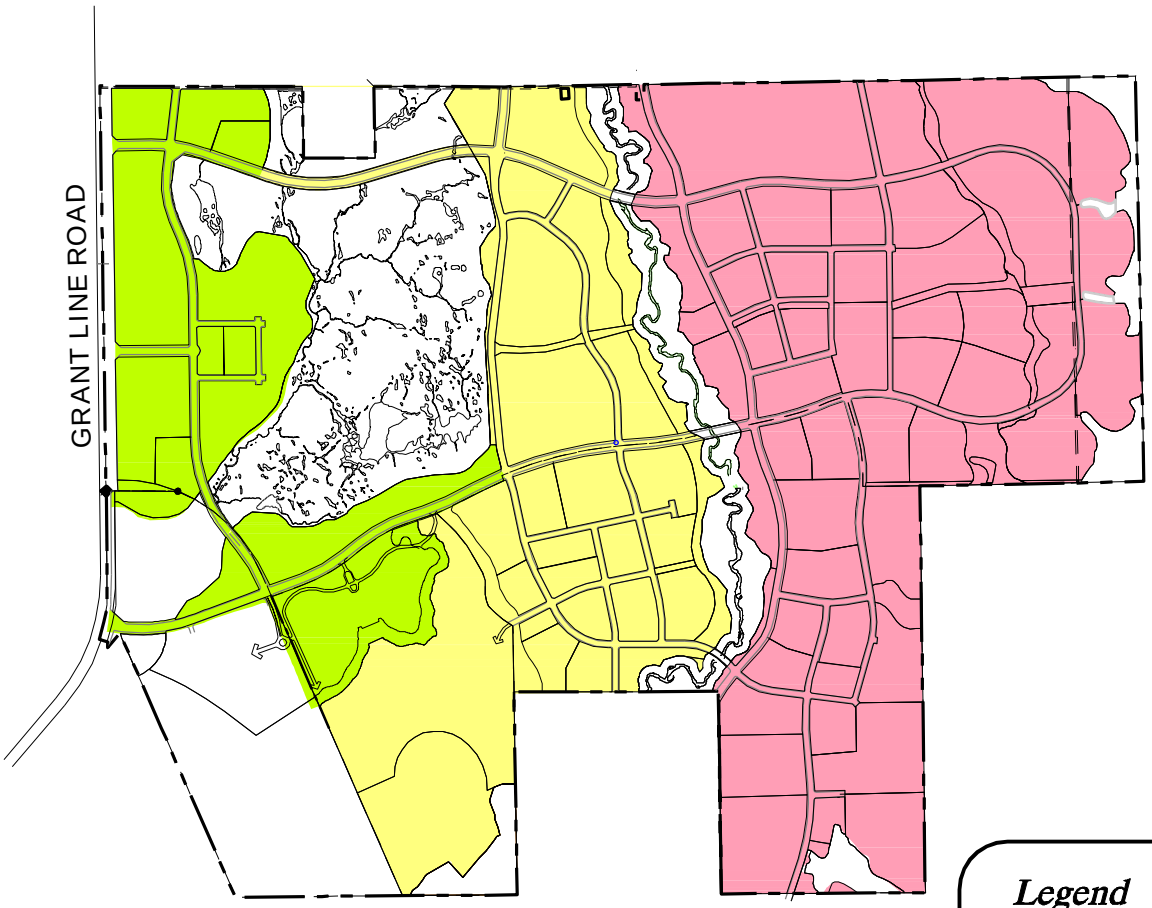

Legend

- Phase 1
- Phase 2
- Phase 3

EXHIBIT 'K'

DEVELOPMENT PHASING

Revised L.U.P. June 21, 2010

Cordova Hills SPA

Sacramento County, California

Scale: 1"=2500' *December, 2010*

0 1250 2500 5000

SCALE: 1" = 2500'

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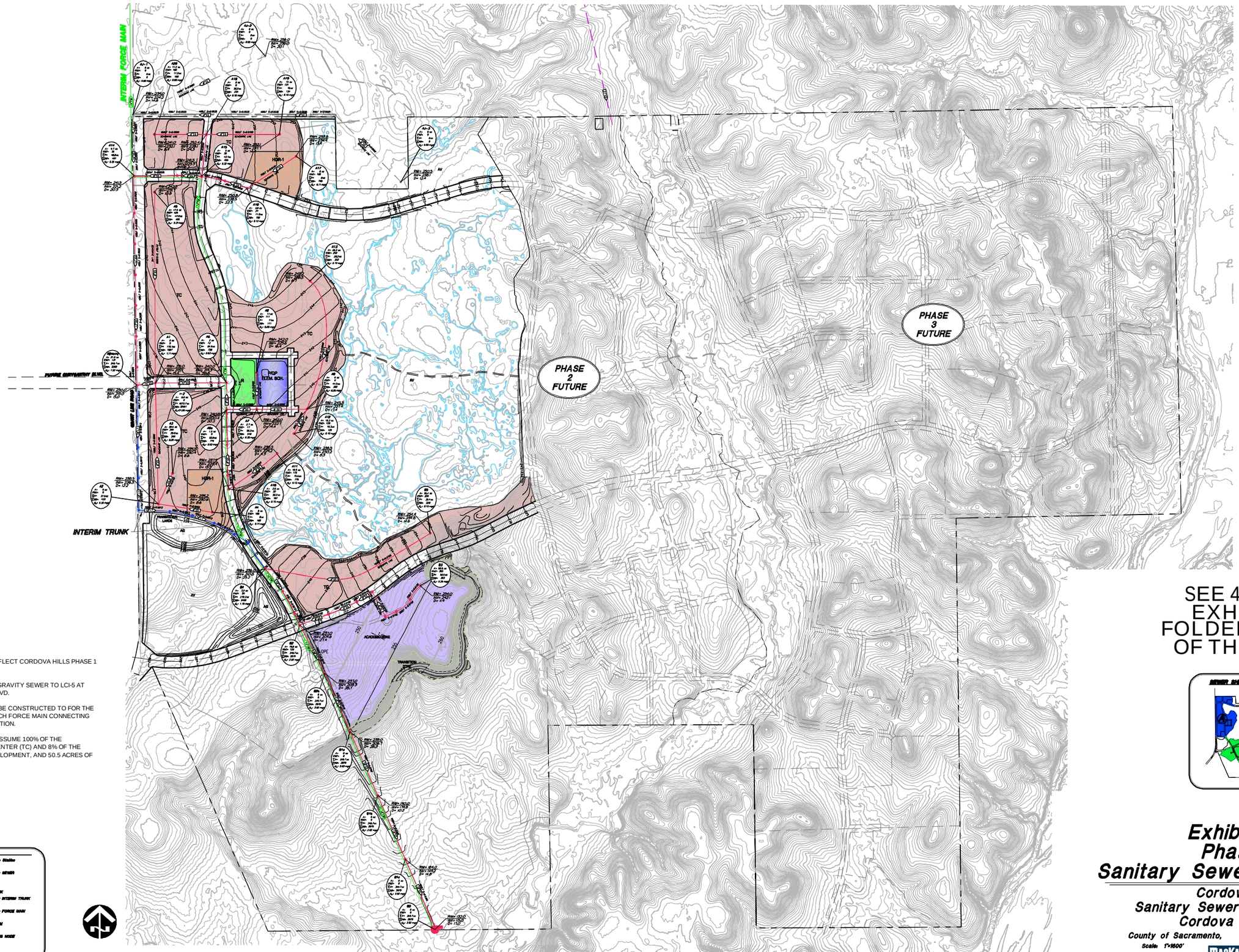
7968-10



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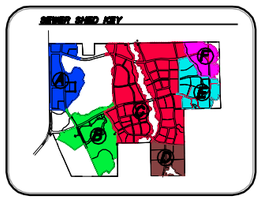

NOTES/ASSUMPTIONS:

1. FLOW NODES, AS SHOWN, REFLECT CORDOVA HILLS PHASE 1 CONDITIONS ONLY.

2. AT BUILDOUT, SHED A WILL GRAVITY SEWER TO LCI-5 AT GRANT LINE ROAD/CHRYSANTHY BLVD.

3. A MAINTENANCE ROAD IS TO BE CONSTRUCTED TO FOR THE 18-INCH GRAVITY SEWER AND 14-INCH FORCE MAIN CONNECTING TO THE LCPS1 (NODE B0) PUMP STATION.

4. PEAK FLOW CALCULATIONS ASSUME 100% OF THE RESIDENTIAL PORTION OF TOWN CENTER (TC) AND 8% OF THE COMMERCIAL PORTION OF TC DEVELOPMENT, AND 50.5 ACRES OF UNIVERSITY.

LEGEND

RIPS	Regional Interceptor Pump Station
	PROPOSED SEWER
	EXISTING/ CONSTRUCTED SEWER
	FUTURE SEWER
	ABANDONED SEWER
	PROPOSED INTERIM TRUNK
	EXISTING/ CONSTRUCTED INTERIM TRUNK
	PROPOSED FORCE MAIN
	EXISTING/ CONSTRUCTED FORCE MAIN
	SS SHED BOUNDARY
	PROPOSED PUMP STATION
A1	NODE SEQUENCE
A= 0.0 ac	AREA TRIBUTARY TO THIS NODE
EXD= 0	EXD
T= 170.0 ac	SUMMATION OF AREAS
TXD= 2342	SUMMATION OF EXD
Q= 1.49 mgd	DESIGN STORM EVENT

Exhibit L-1
Phase 1
Sanitary Sewer Master Plan

Cordova Hills
Sanitary Sewer Study- Level II
Cordova Hills SPA

County of Sacramento, California

Scale: 1"=1600'

December, 2010

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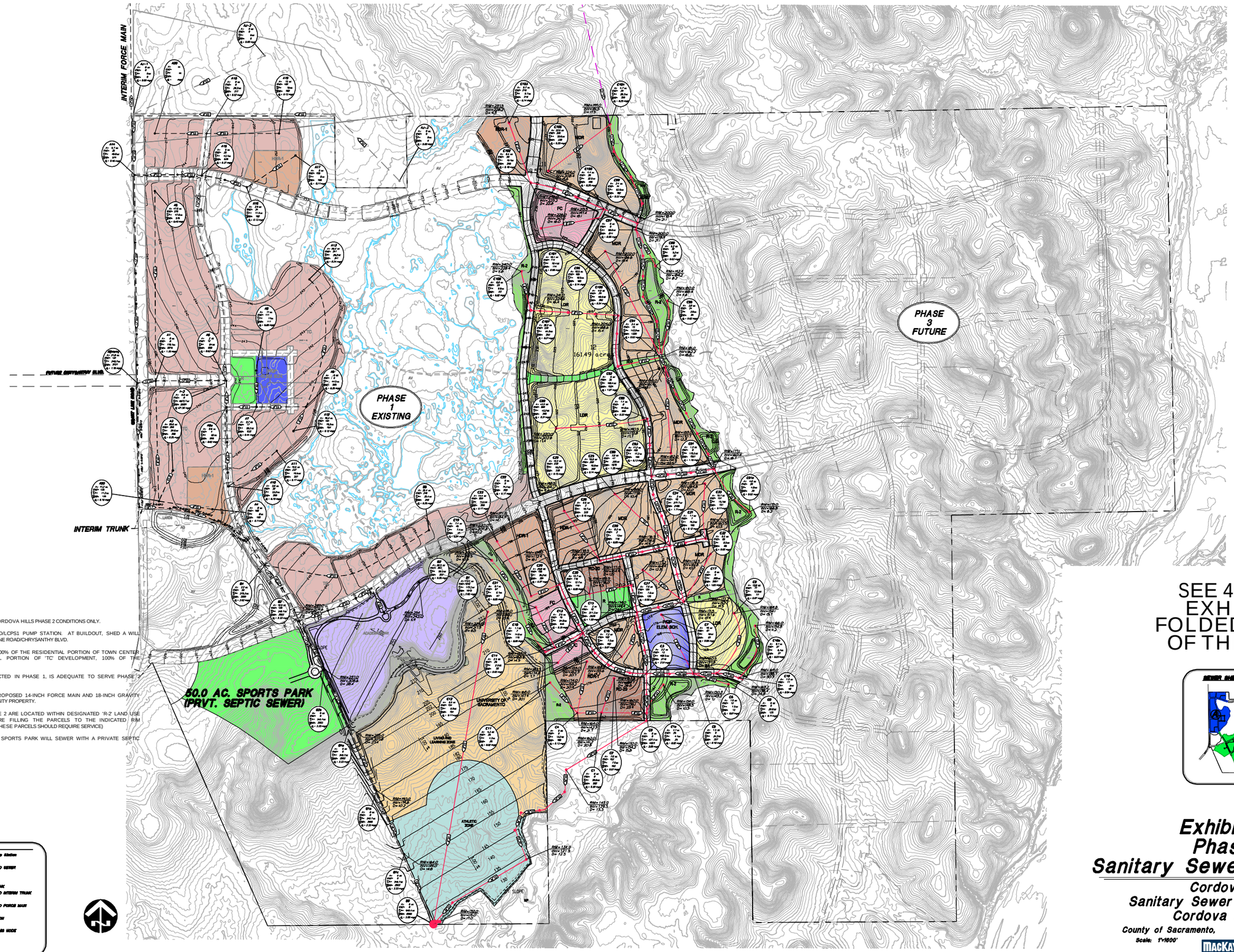
ENGINEERS PLANNERS SURVEYORS
1600 Exeter Road, Suite 100, Roseville, CA 95661 (916) 773-1100

7968-10



NOTES/ASSUMPTIONS:

1. FLOW NODES, AS SHOWN, REFLECT CORDOVA HILLS PHASE 2 CONDITIONS ONLY.
2. PHASE 1 SHED A FLOWS TO THE SASD/LCPS1 PUMP STATION. AT BUILDOUT, SHED A WILL GRAVITY SEWER TO LCI-5 AT GRANT LINE ROAD/CHRYSANTHY BLVD.
3. PEAK FLOW CALCULATIONS ASSUME 100% OF THE RESIDENTIAL PORTION OF TOWN CENTER (TC) AND 60% OF THE COMMERCIAL PORTION OF 'TC' DEVELOPMENT, 100% OF THE UNIVERSITY.
4. THE 14-INCH FORCE MAIN, CONSTRUCTED IN PHASE 1, IS ADEQUATE TO SERVE PHASE 2 BUILDOUT.
5. THE MAINTENANCE ROAD FOR THE PROPOSED 14-INCH FORCE MAIN AND 18-INCH GRAVITY SEWER IS SITED OUTSIDE THE UNIVERSITY PROPERTY.
6. THE FOLLOWING NODES WITHIN PHASE 2 ARE LOCATED WITHIN DESIGNATED 'R-2' LAND USE AREAS AND WILL REQUIRE REQUIRE FILLING THE PARCELS TO THE INDICATED RIM ELEVATION: C98, C95, C91A, C10A. (IF THESE PARCELS SHOULD REQUIRE SERVICE)
7. IT IS ASSUMED THAT THE PROPOSED SPORTS PARK WILL SEWER WITH A PRIVATE SEPTIC TANK.

LEGEND

RPS	Regional Interceptor Pump Station
	PROPOSED SEWER
	EXISTING/ CONSTRUCTED SEWER
	FUTURE SEWER
	ABANDONED SEWER
	PROPOSED INTERIM TRUNK
	EXISTING/ CONSTRUCTED INTERIM TRUNK
	PROPOSED FORCE MAIN
	EXISTING/ CONSTRUCTED FORCE MAIN
	SS SHED BOUNDARY
	PROPOSED PUMP STATION
A1	NODE SEQUENCE
A1 0.0 ac	AREA TRIBUTARY TO THIS NODE
EDD 0	EDD
170.0 ac	SUMMATION OF AREAS
2.0	SUMMATION OF EDD
1.49 mgd	DESIGN STORM EVENT

SEE 400 SCALE EXHIBIT 'L-2' FOLDED AT REAR OF THIS STUDY

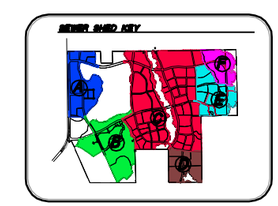


Exhibit L-2
Phase 2
Sanitary Sewer Master Plan

Cordova Hills
Sanitary Sewer Study- Level II
Cordova Hills SPA

County of Sacramento, California
Scale: 1"=1600' December, 2010

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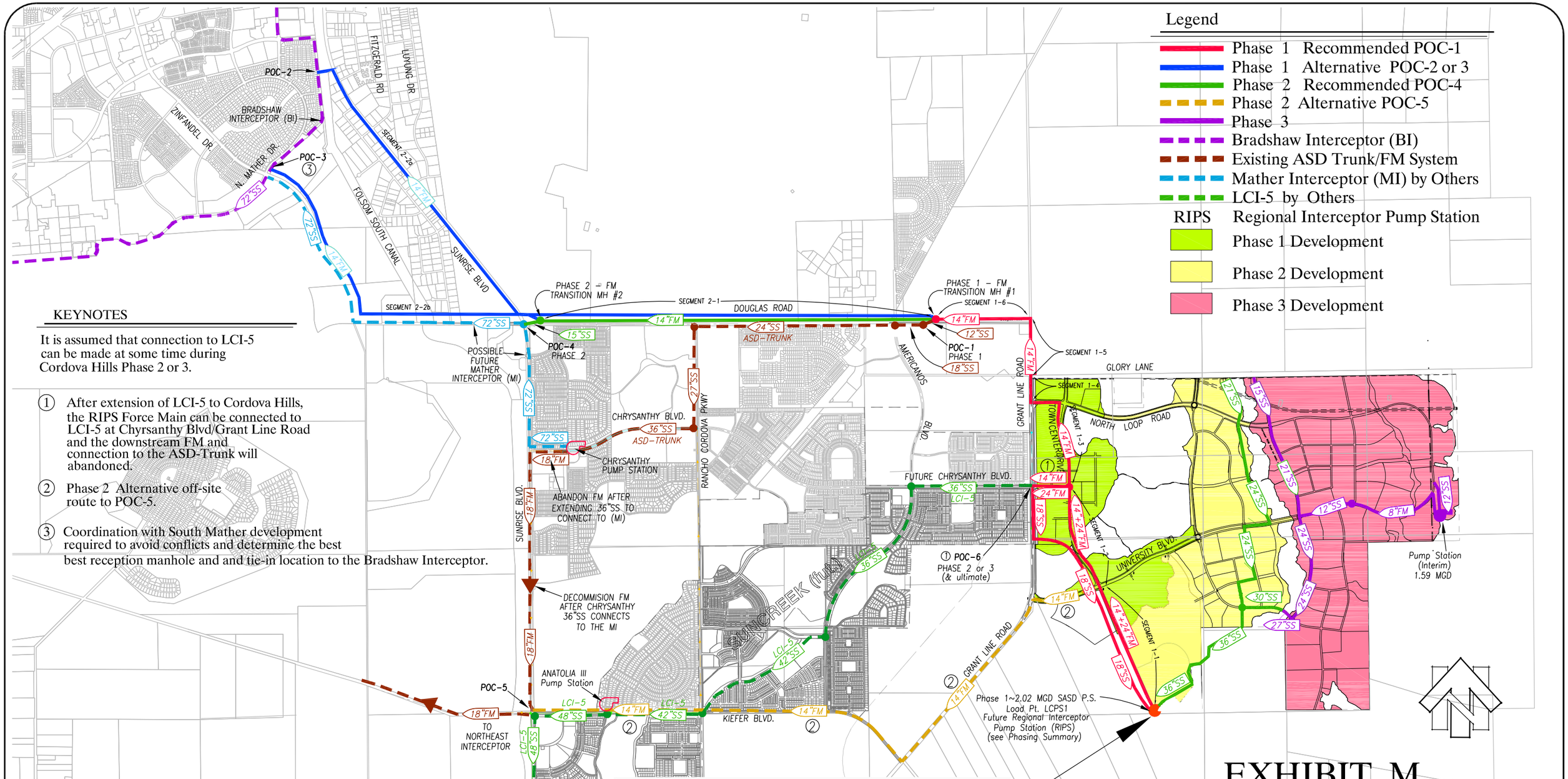


KEYNOTES

It is assumed that connection to LCI-5 can be made at some time during Cordova Hills Phase 2 or 3.

1. After extension of LCI-5 to Cordova Hills, the RIPS Force Main can be connected to LCI-5 at Chrysanthy Blvd/Grant Line Road and the downstream FM and connection to the ASD-Trunk will abandoned.
2. Phase 2 Alternative off-site route to POC-5.
3. Coordination with South Mather development required to avoid conflicts and determine the best best reception manhole and and tie-in location to the Bradshaw Interceptor.

PHASE 1 PS & RIPS SUMMARY

CORDOVA HILLS PHASE	FM DIA	Q(PWWF) MGD	VELOCITY @PWWF
1	14"	0 - 2.02	3.0±
2	14"	2.03 - 5.60	8.0±
3	24"	5.61 - 8.66	4.5±
BASIN	14"+	5.6(14")	8.0±(14")
ULTIMATE	24"	15.95(24")	8.0±(24")
		21.55	

EXHIBIT M
PHASE 1, 2 and 3 INFRASTRUCTURE PLAN

Cordova Hills SPA

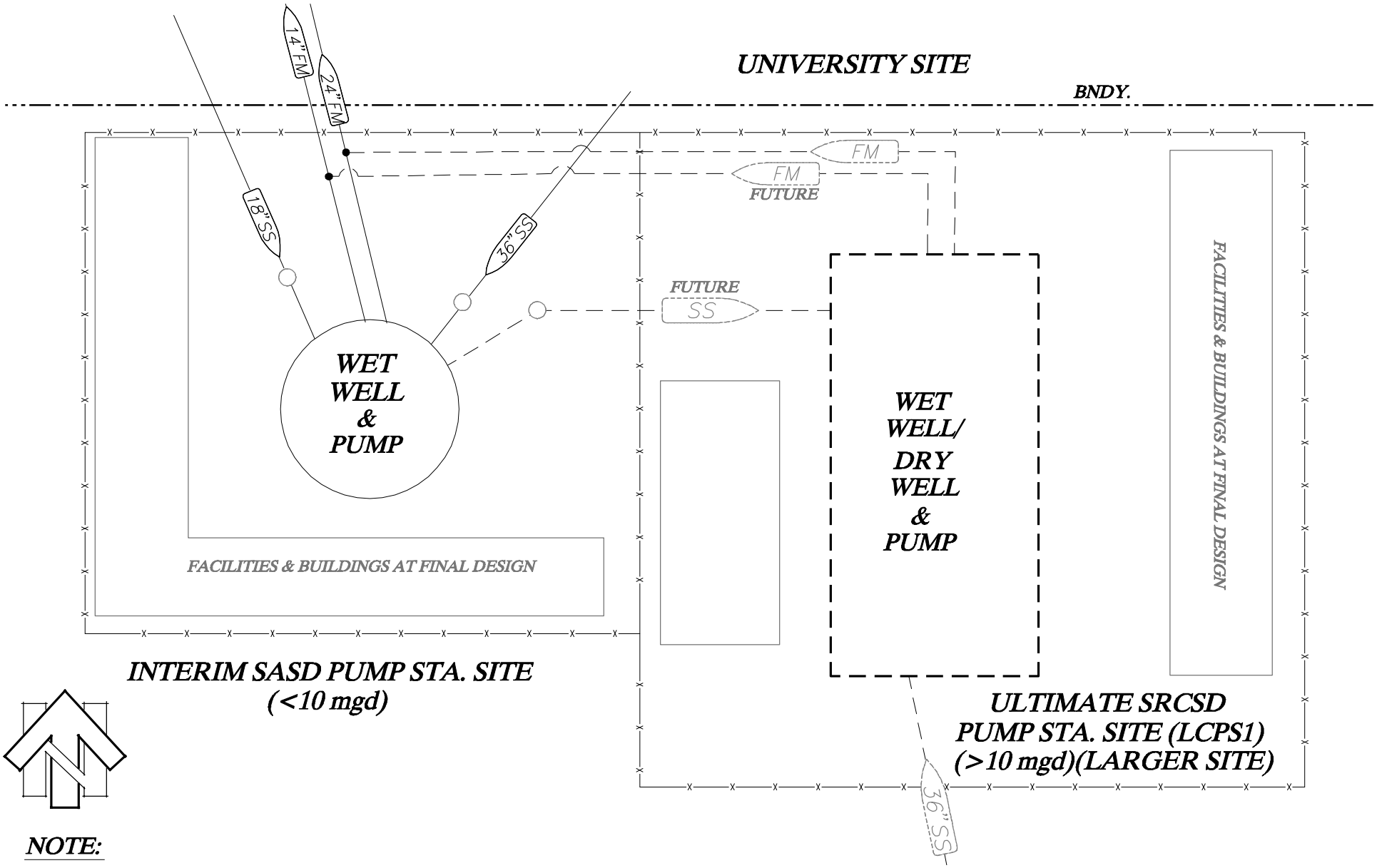
County of Sacramento, California

Scale: 1"=3000'

March, 2011

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
ROSEVILLE, CALIFORNIA (916) 773-1189

7968-10



NOTE:

1.) Buildings and appurtenances are concetual only. The exhibit is intended to show how the SASD & LCPS1 could be phased in over time to handle increasing flows.

2.) Pump station capacities to be phased by iinstallation of additional pumps.

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EXHIBIT 'N'
SASD & SRCSD (LCPS1) CONCEPTURAL PUMP STATION LAYOUT

Cordova Hills SPA

Sacramento County, California
Scale: NTS December, 2010

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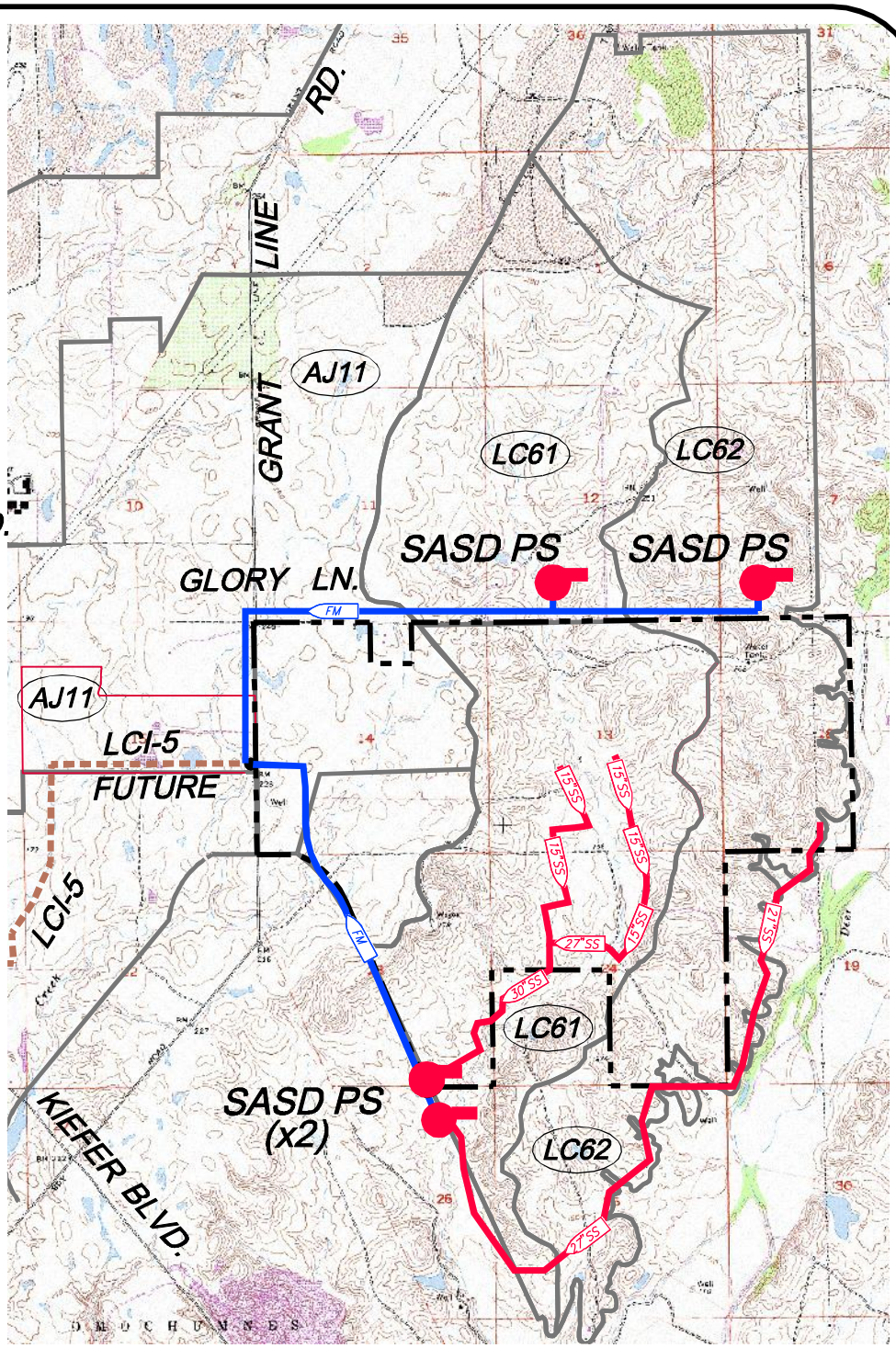
There are no references in this drawing.



Legend

- Cordova Hills Boundary
- LC52 — SRCSD 2000 Master Plan Shed
- SRCSD Shed Boundary
- FM — SASD Force Main
- 15"SS — SASD Trunk (Gravity)
- SASD PS
- Laguna Creek Interceptor Segment 5 (LCI-5)

0 2000 4000 8000

SCALE:1"=4000'

NOTE:

1.) This exhibit shows the conceptual implementation of the SASD "Plan" with no SRCSD facilities constructed in the LC Basin.

2.)Trunk sizes shown reflect the reduction in flows from the LC61 shed north of the project, which are directed into local pump stations.

3.)All pump stations are sized for less than 10 mgd.

EXHIBIT 'O'

Conceptual Plan for Alternative Service to Upstream Sewer Sheds

Cordova Hills SPA

Sacramento County, California

Scale: 1"=4000' *December, 2010*

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
ROSEVILLE, CALIFORNIA (916) 773-1189

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There are no xreferences in this drawing.

APPENDIX A

Sewer Flow Information & Sewer Master Plan
Table A.1…Sewer Flow Summary
Table A.2…Land Use Area / ESD Summary
Table A.3…Sanitary Sewer Calculations

Table A.2 ~ Cordova Hills - Phase 1

Land Use (Area/ESD)

Node ID	ER (6 ESD/AC)		LDR (6 ESD/AC)		MDR (# DU's =ESD's)			RD-20 (# DU's x 0.75 = ESD)				HDR-1 (# DU's x 0.75 = ESD)				FLEX COM. (FC) (11.0 ESD/AC)		TOWN CNTR. (TC) Residential		Commercial (.2ESD/1000sf) or 6 ESD/AC				E. School (0.025 MGD)		M. School (0.060 MGD)		H. School (0.080 MGD)		Rec. R (6 ESD/AC)		R-2 (6 ESD/AC)		Roadway (6 ESD/AC)		Future Offsite (6 ESD/AC)		Node Area (AC)	Node ESD
	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	DU/AC	ESD	Area (AC)	DU/AC	ESD/AC	ESD	Area (AC)	DU/AC	ESD/AC	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	BLDG SF	ESD	total ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD		
Phase 1 (Assumes 100% of Residential portion of TC, and 8% of Commercial portion of TC)																																							
A0f				0			0				0				0		0		0				0		0		0		0		0		0	21.8	131		0	21.8	131
A1				0			0				0			0	0		0		0				0		0		0		0		0		0		0		0	0.0	0
A2				0			0				0			0	0		0		0				0		0		0		0		0		0		0		0	0.0	0
A3				0			0				0			0	0		0	29.6	252	2.2	25,634	13	265		0		0		0		0		0		0		0	29.6	265
A4				0			0				0	8	28	21	168		0		0				0		0		0		0		0		0		0		0	8.0	168
A5				0			0				0			0	0		0	47.6	405	3.6	314,432	22	426		0		0		0		0		0		0		0	47.6	426
A6				0			0				0			0	0		0		0				0		0		0		0		0		0	2.0	12		0	2.0	12
A6a				0			0				0			0	0		0		0				0		0		0		0		0		0	1.5	9		0	1.5	9
A7				0			0				0			0	0		0		0				0		0		0		0		0		0	2.7	17		0	2.7	17
A8				0			0				0			0	0		0		0				0	6.0	81		0		0	5.0	30		0		0		0	11.0	111
A9				0			0				0			0	0		0		0				0		0		0		0		0		0		0		0	0.0	0
A10				0			0				0			0	0		0		0				0		0		0		0		0		0	3.6	22		0	3.6	22
A11				0			0				0			0	0		0	19.6	167	1.4	1,014	8	175		0		0		0		0		0		0		0	19.6	175
A12				0			0				0			0	0		0	10.6	90	0.7	7,388	4	94		0		0		0		0		0	5.7	35		0	16.3	129
A13				0			0				0			0	0		0	28.2	240	2.1	25,509	13	252		0		0		0		0		0		0		0	28.2	252
A14				0			0				0			0	0		0		0				0		0		0		0		0		0	5.7	35		0	5.7	35
A15				0			0				0			0	0		0		0				0		0		0		0		0		0	5.0	30		0	5.0	30
A16				0			0				0			0	0		0		0				0		0		0		0		0		0	3.9	24		0	3.9	24
A17				0			0				0	8	28	21	168		0		0				0		0		0		0		0		0		0		0	8.0	168
A18				0			0				0			0	0		0		0						0		0		0		0		0		0		0	0.0	0
A19				0			0				0			0	0		0	15.0	128	1.0	15,485	6	134		0		0		0		0		0		0		0	15.0	134
A20				0			0				0			0	0		0	11.2	95	0.8	11,355	5	100		0		0		0		0		0		0		0	11.2	100
Total:			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	16.0		0	336	0.0	0.0	161.8	1375	12	400,817	71	1446	6.0	81.0	0.0	0.0	0.0	0.0	5.0	30.0	0.0	0.0	51.9	315.0	0.0	0.0	240.7	2208

Table A.2 ~ Cordova Hills - Phase 1

Land Use (Area/ESD)

Node ID	ER (6 ESD/AC)		LDR (6 ESD/AC)		MDR (# DU's = ESD's)			RD-20 (# lots x 0.75 = ESD's)			HDR-1 (# lots x 0.75 = ESD's)			FLEX COM. (FC) (11.0 ESD/AC)		TOWN CNTR. (TC) Residential		TOWN CNTR. (TC) Commercial (.2ESD/1000sf) or 6 ESD/AC				E. School (0.025 MGD)		M. School (0.060 MGD)		H. School (0.080 MGD)		Rec. R (6 ESD/AC)		R-2 (6 ESD/AC)		Roadway (6 ESD/AC)		University (6 ESD/AC)		Node Area (AC)	Node ESD
	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	DU/AC	ESD	Area (AC)	DU/AC	ESD/AC	ESD	Area (AC)	DU/AC	ESD/AC	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	BLDG SF	ESD	total ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD	Area (AC)	ESD		
Phase 1 (Assumes 100% of Residential portion of TC, and 8% of Commercial portion of TC, and 50.5 acres of University)																																						
B0		0		0			0			0			0		0										0		0		0		0		0		0		0	0.0	0
B1a		0		0			0			0			0		0										0		0		0		0		0		0		0	0.0	0
B1		0		0			0			0			0		0										0		0		0		0		0		0	0	0	0.0	0
B2		0		0			0			0			0		0										0		0		0		0		0	19.9	120		0	19.9	120
BLANK		0		0			0			0			0		0										0		0		0	0.0	0		0		0		0	0.0	0
B2b															0										0		0		0		0		0		0		0	0.0	0
B3		0		0			0			0			0		0										0		0		0		0		0		0	50.5	303	50.5	303
B4		0		0			0			0			0		0										0		0		0		0		0	3.2	20		0	3.2	20
B5		0		0			0			0			0		0	35.4	212	2.6	198,588	16	228				0		0		0		0		0		0		0	35.4	228
Total:	0.0	0	0.0	0	0.0		0	0.0		0	0.0		0	0.0	0	35.4	212	2.6	198,588	16	228	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	23	140	50.5	303	109.0	671

Table A.3 ~ Cordova Hills - Phase 1

Sanitary Sewer Calculations

Node ID	Down-stream Node	Area		ESD		Q_{ADWF} (mgd)	Peaking Factor (PF)	Q_{PDWF} (mgd)	$Q_{I/I}$ (mgd)	Q_{PWWF} (mgd)	Pipe Size (in)	Slope (ft/ft)	Pipe Length (ft)	Upstream Invert	Downstream Invert	Upstream Rim Elevation	Depth @ Upstream Invert	Cum PWWF Velocity	Depth of Flow (ft.)	(d/D)%
		Per Node (AC)	Cum. (AC)	Dir.	Cum.															
Phase 1 (Assumes 100% of Residential portion of TC, and 8% of Commercial portion of TC, and 50.5 acres of University)																				
A20	A18	11.2	11.2	100	100	0.03	1.99	0.06	0.02	0.08	8	0.0060	650	232.12	228.22	241.0	8.9	1.84	0.16	24.1
A19	A18	15.0	15.0	134	134	0.04	1.96	0.08	0.02	0.10	8	0.0100	950	237.72	228.22	252.1	14.4	2.39	0.16	24.4
A17	A16	8.0	8.0	168	168	0.05	1.95	0.10	0.01	0.11	8	0.0150	755	239.93	228.60	253.8	13.9	2.84	0.15	23.2
A18	A15	0.0	26.2	0	234	0.07	1.92	0.14	0.04	0.18	8	0.0050	550	228.12	225.37	252.4	24.3	2.17	0.26	38.8
A16	A15	3.9	11.9	24	192	0.06	1.94	0.12	0.02	0.13	8	0.0050	595	228.50	225.37	250.8	22.3	2.01	0.22	33.3
AJ-3	AJ-1	0.0	0.0	0	0	0.00	3.50	0.00	0.00	0.00	8	0.0035	3815	238.06	224.40	250.5	12.4	0.00	0.00	0.0
AJ-2	AJ-1	0.0	0.0	0	0	0.00	3.50	0.00	0.00	0.00	8	0.0060	1900	235.95	224.40	256.0	20.1	0.00	0.00	0.0
AJ-1	A14	0.0	0.0	0	0	0.00	3.50	0.00	0.00	0.00	10	0.0025	790	224.23	222.20	239.0	14.8	0.00	0.00	0.0
A15	A14	5.0	43.1	30	456	0.14	1.87	0.26	0.06	0.32	8	0.0035	875	225.27	222.20	241.5	16.2	2.22	0.41	61.7
A11	A10	19.6	19.6	175	175	0.05	1.94	0.11	0.03	0.13	8	0.0060	780	229.20	224.52	238.5	9.3	2.15	0.21	31.8
A13	A9	28.2	28.2	252	252	0.08	1.92	0.15	0.04	0.19	8	0.0060	1750	238.51	228.01	245.2	6.7	2.37	0.26	38.4
A12	A9	16.3	16.3	129	129	0.04	1.97	0.08	0.02	0.10	8	0.0060	355	230.19	228.01	238.5	8.3	1.99	0.18	27.7
A9	A7	0.0	44.5	0	382	0.12	1.88	0.22	0.06	0.28	8	0.0080	645	227.91	222.75	245.3	17.4	2.94	0.30	44.5
A8	A7	11.0	11.0	111	111	0.03	1.98	0.07	0.02	0.08	8	0.0060	475	225.60	222.75	242.0	16.4	1.88	0.17	25.1
A7	A6a	2.7	58.2	17	510	0.16	1.86	0.29	0.08	0.38	8	0.0085	380	222.65	219.42	242.0	19.4	3.22	0.34	51.2
A10	A6a	3.6	23.2	22	197	0.06	1.93	0.12	0.03	0.15	8	0.0035	1385	224.42	219.42	237.9	13.5	1.83	0.26	39.3
A6a	A6	1.5	82.9	9	716	0.22	1.83	0.41	0.12	0.52	10	0.0025	400	220.35	219.35	240.5	20.2	2.20	0.53	63.9
A4	A2	8.0	8.0	168	168	0.05	1.95	0.10	0.01	0.11	8	0.0060	700	230.56	226.36	239.2	8.6	2.05	0.19	29.2
A3	A2	29.6	29.6	265	265	0.08	1.91	0.16	0.04	0.20	8	0.0100	450	230.86	226.36	239.5	8.6	2.89	0.23	34.4
A6	A1	2.0	84.9	12	728	0.23	1.83	0.41	0.12	0.53	10	0.0025	920	219.25	216.90	240.0	20.8	2.20	0.54	64.6
A5	A1	47.6	47.6	426	426	0.13	1.87	0.25	0.07	0.31	8	0.0060	2470	231.72	216.90	242.5	10.8	2.71	0.34	51.1
A2	A1	0.0	37.6	0	433	0.13	1.87	0.25	0.05	0.30	8	0.0060	1560	226.26	216.90	238.5	12.2	2.68	0.33	50.1
A14	A0f	5.7	48.8	35	491	0.15	1.86	0.28	0.07	0.35	12	0.0020	2680	221.20	215.54	241.5	20.3	1.84	0.40	40.3
A1	A0f	0.0	170.1	0	1587	0.49	1.76	0.87	0.24	1.11	15	0.0015	235	215.65	215.29	231.0	15.4	2.19	0.76	60.7
Interim Option (Gravity to PS)																				
A0(interim)	B4	21.8	240.7	131	2208	0.68	1.73	1.19	0.34	1.52	18	0.0012	3525	215.04	210.81	230	15.0	2.19	0.88	58.6

Table A.3 ~ Cordova Hills - Phase 1

Sanitary Sewer Calculations

Node ID	Down-stream Node	Area		ESD		Q_{ADWF} (mgd)	Peaking Factor (PF)	Q_{PDWF} (mgd)	$Q_{I/I}$ (mgd)	Q_{PWWF} (mgd)	Pipe Size (in)	Slope (ft/ft)	Pipe Length (ft)	Upstream Invert	Downstream Invert	Upstream Rim Elevation	Depth @ Upstream Invert	Cum PWWF Velocity	Depth of Flow (ft.)	(d/D)%
		Per Node (AC)	Cum. (AC)	Dir.	Cum.															
Phase 1 (Assumes 100% of Residential portion of TC, and 8% of Commercial portion of TC, and 50.5 acres of University)																				
A0	B4	21.8	240.7	131	2208	0.68	1.73	1.19	0.34	1.52	18	0.0012	3525	215.04	210.81	231.0	16.0	2.19	0.88	58.6
B5	B4	35.4	35.4	228	228	0.07	1.92	0.14	0.05	0.19	8	0.0150	1830	239.76	212.31	254.4	14.6	3.28	0.20	29.8
B4	B2	3.2	279.3	20	2456	0.76	1.72	1.31	0.39	1.70	18	0.0012	860	210.81	209.67	236.0	25.2	2.24	0.95	63.1
B3	B2	50.5	50.5	303	303	0.09	1.90	0.18	0.07	0.25	8	0.0150	2070	242.12	211.07	254.0	11.9	3.57	0.23	34.8
B2	B2b	19.9	349.7	120	2879	0.89	1.71	1.53	0.49	2.02	18	0.0018	700	209.57	208.31	237.0	27.4	2.73	0.92	61.6
B2b	B1a	0.0	349.7	0	2879	0.89	1.71	1.53	0.49	2.02	18	0.0018	840	208.21	206.69	237.0	28.8	2.73	0.92	61.6
B1a	B1b	0.0	349.7	0	2879	0.89	1.71	1.53	0.49	2.02	18	0.0298	900	206.69	179.90	235.0	28.3	7.67	0.42	28.1
B1b	B1c	0.0	349.7	0	2879	0.89	1.71	1.53	0.49	2.02	18	0.0340	900	179.80	149.20	190.0	10.2	8.05	0.41	27.1
B1c	B0	0.0	349.7	0	2879	0.89	1.71	1.53	0.49	2.02	18	0.0360	950	149.20	115.00	164.0	14.8	8.21	0.40	26.7
B1	B0	0.0	0.0	0	0	0.00	3.50	0.00	0.00	0.00	8	0.0250	4100	217.50	115.00	224.0	6.5	0.00	0.00	0.0
B0	I-2	0.0	349.7	0.0	2879	0.89	1.71	1.53	0.49	2.02										
FORCE MAIN - to POC								New 14-inch FM		2.02	14	FM						2.92	1.17	100.0

Appendix B

Phased POC ~ Scenario A

Sewer Infrastructure Preliminary Opinion of Probable Construction Cost

Assumptions: **(See Table1)**

	POC	Location
Phase 1	**1**	**ASD Trunk**
Phase 2	**4**	**Mather Interceptor**
Phase 3	**6**	**LCI-5**

Description	Quantity by Phase			Unit	Unit Cost	Total by Phase		
	PH 1	Ph 2	Ph 3		($)	PH 1	Ph 2	Ph 3
ON-SITE	**POC 1**	**POC 4**	**POC 6**					
12- inch Sanitary Sewer (20-24 ft depth)			1,575	lf	215			$ 338,625
15-inch Sanitary Sewer (<16 ft depth)	235			lf	245	$ 57,575		
15-inch Sanitary Sewer (16-20 ft depth)				lf	270			
15-inch Sanitary Sewer (20-24 ft depth)			3,110	lf	280			$ 870,800
18- inch Sanitary Sewer (16-20 ft depth)	630			lf	300	$ 189,000		
18- inch Sanitary Sewer (20-24 ft depth)	4,150			lf	325	$ 1,348,750		
18- inch Sanitary Sewer (>24 ft depth)	3,900			lf	345	$ 1,345,500		
21- inch Sanitary Sewer (20-24 ft depth)		1,395	1,400	lf	380		$ 530,100	$ 532,000
24- inch Sanitary Sewer (20-24 ft depth)		7,375	3,445	lf	410		$ 3,023,750	$ 1,412,450
27-inch Sanitary Sewer (> 24 ft depth)		600	430	lf	490		$ 294,000	$ 210,700
30-inch Sanitary Sewer (16-20 ft depth)				lf	450			
30-inch Sanitary Sewer (20-24 ft depth)				lf	485	$ -		
30-inch Sanitary Sewer (>24 ft depth)		605		lf	535		$ 323,675	
33-inch Sanitary Sewer (>24 ft depth)				lf	590			
36-inch Sanitary Sewer (<16 ft depth)				lf	520			
36-inch Sanitary Sewer (16-20 ft depth)		4,890		lf	535		$ 2,616,150	
36-inch Sanitary Sewer (20-24 ft depth)				lf	580			
36-inch Sanitary Sewer (>24 ft depth)				lf	645			
8-inch Force Main			3,430	lf	120			$ 411,600
14-inch Force Main	13,630			lf	210	$ 2,862,300		$ -
24-inch Force Main	8,210			lf	360	$ 2,955,600		$ -
Phase 3 Reception MH at POC-6…(36" LCI-5)			1	ea	45,000			$ 45,000
2.03 mgd BO RI Pump Sta	2.03			mgd	1,250,000	$ 2,537,500	$ -	$ -
Upgrade Node BO PS…2.02 mgd to 5.60 mgd		3.58		mgd	1,150,000	$ -	$ 4,117,000	$ -
Upgrade Node BO PS…5.61 mgd to 8.66 mgd			3.05	mgd	1,000,000	$ -	$ -	$ 3,050,000
1.59 mgd Node EO Pump Sta			1.59	mgd	1,250,000	$ -	$ -	$ 1,987,500
Subtotal On-site						**$ 11,296,225**	**$10,904,675**	**$ 8,858,675**
OFF-SITE								
14-inch Force Main (in existing roadway)	4,370	12,300		lf	280	$ 1,223,600	$ 3,444,000	$ -
27-inch Jacked Casing at Folsom So Canal					1,350			
Phase 1 Reception MH at POC-1 (18" ASD Trunk)	1			ea	30,000	$ 30,000	$ -	$ -
Phase 2 Reception MH at POC-4…(est 42" MI)		1		ea	60,000	$ -	$ 60,000	$ -
Abandon Phased Connection		1	1	ea	20,000	$ -	$ 20,000	$ 20,000
Subtotal Off-site						**$ 1,253,600**	**$ 3,524,000**	**$ 20,000**
Subtotal On-site + Off-site						**$ 12,549,825**	**$14,428,675**	**$ 8,878,675**
Constr. Cost Contingency (20%)						$ 2,509,965	$ 2,885,735	$ 1,775,735
Surveys & Design (10%)						$ 1,254,983	$ 1,442,868	$ 887,868
Inspections & Material Testing (5%)						$ 627,491	$ 721,434	$ 443,934
Capital Improvement Cost Total (Incremental Per Phase)						**$ 16,942,264**	**$19,478,711**	**$ 11,986,211**
Capital Improvement Cost Total (Cumulative)						**$ 16,942,264**	**$36,420,975**	**$ 48,407,186**
ESD's (Incremental Per Phase)						2,879	5,681	7,534
ESD's (Cummulative)						2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)						$ 5,885	$ 3,429	$ 1,591
Estimated Cost Per ESD (Cumulative)						$ 5,885	$ 4,255	$ 3,008

Notes:

1.) Unit costs are based on the SASD (Formerly CSD-1) Sewerage Facilities Expansion Master Plan 2006 Update estimate, and escalated using ENR CCI to December 2009.

2.) Manhole cost is included in the pipeline unit cost.

Appendix B

Phased POC ~ Scenario B

Sewer Infrastructure Preliminary Opinion of Probable Construction Cost

Assumptions: **(See Table1)**

	POC	Location
Phase 1	**2 or 3**	**Bradshaw Interceptor**
Phase 2	**4**	**Mather Interceptor**
Phase 3	**6**	**LCI-5**

Description	Quantity by Phase			Unit	Unit Cost	Total by Phase		
	PH 1	Ph 2	Ph 3		($)	PH 1	Ph 2	Ph 3
ON-SITE	**POC 2**	**POC 4**	**POC 6**					
12- inch Sanitary Sewer (20-24 ft depth)			1,575	lf	215			$ 338,625
15-inch Sanitary Sewer (<16 ft depth)	235			lf	245	$ 57,575		
15-inch Sanitary Sewer (16-20 ft depth)				lf	270			
15-inch Sanitary Sewer (20-24 ft depth)			3,110	lf	280			$ 870,800
18- inch Sanitary Sewer (16-20 ft depth)	630			lf	300	$ 189,000		
18- inch Sanitary Sewer (20-24 ft depth)	4,150			lf	325	$ 1,348,750		
18- inch Sanitary Sewer (>24 ft depth)	3,900			lf	345	$ 1,345,500		
21- inch Sanitary Sewer (20-24 ft depth)		1,395	1,400	lf	380		$ 530,100	$ 532,000
24- inch Sanitary Sewer (20-24 ft depth)		7,375	3,445	lf	410		$ 3,023,750	$ 1,412,450
27-inch Sanitary Sewer (> 24 ft depth)		600	430	lf	490		$ 294,000	$ 210,700
30-inch Sanitary Sewer (16-20 ft depth)				lf	450			
30-inch Sanitary Sewer (20-24 ft depth)				lf	485	$ -		
30-inch Sanitary Sewer (>24 ft depth)		605		lf	535		$ 323,675	
33-inch Sanitary Sewer (>24 ft depth)				lf	590			
36-inch Sanitary Sewer (<16 ft depth)				lf	520			
36-inch Sanitary Sewer (16-20 ft depth)		4,890		lf	535		$ 2,616,150	
36-inch Sanitary Sewer (20-24 ft depth)				lf	580			
36-inch Sanitary Sewer (>24 ft depth)				lf	645			
8-inch Force Main			3,430	lf	120			$ 411,600
14-inch Force Main	13,630			lf	210	$ 2,862,300		$ -
24-inch Force Main	8,210			lf	360	$ 2,955,600		$ -
Phase 3 Reception MH at POC-6…(36" LCI-5)			1	ea	45,000			$ 45,000
2.03 mgd BO RI Pump Sta	2.03			mgd	1,250,000	$ 2,537,500	$ -	$ -
Upgrade Node BO PS…2.03 mgd to 5.60 mgd		3.58		mgd	1,150,000	$ -	$ 4,117,000	$ -
Upgrade Node BO PS…5.61 mgd to 8.66 mgd			3.05	mgd	1,000,000	$ -	$ -	$ 3,050,000
1.59 mgd Node EO Pump Sta			1.59	mgd	1,250,000	$ -	$ -	$ 1,987,500
Subtotal On-site						**$ 11,296,225**	**$10,904,675**	**$ 8,858,675**
OFF-SITE								
14-inch Force Main (in existing roadway)	27,970			lf	280	$ 7,831,600	$ -	$ -
27-inch Jacked Casing at Folsom So Canal	250			lf	1,350	$ 337,500		
Phase 1 Reception MH at POC-2...(72" BI)	1			ea	100,000	$ 100,000	$ -	$ -
Phase 2 Reception MH at POC-4…(est 42" MI)		1		ea	60,000	$ -	$ 60,000	$ -
Abandon Phased Connection		1	1	ea	20,000	$ -	$ 20,000	$ 20,000
Subtotal Off-site						**$ 8,269,100**	**$ 80,000**	**$ 20,000**
Subtotal On-site + Off-site						**$ 19,565,325**	**$10,984,675**	**$ 8,878,675**
Constr. Cost Contingency (20%)						$ 3,913,065	$ 2,196,935	$ 1,775,735
Surveys & Design (10%)						$ 1,956,533	$ 1,098,468	$ 887,868
Inspections & Material Testing (5%)						$ 978,266	$ 549,234	$ 443,934
Capital Improvement Cost Total (Incremental Per Phase)						**$ 26,413,189**	**$14,829,311**	**$ 11,986,211**
Capital Improvement Cost Total (Cumulative)						**$ 26,413,189**	**$41,242,500**	**$ 53,228,711**
ESD's (Incremental Per Phase)						2,879	5,681	7,534
ESD's (Cummulative)						2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)						$ 9,174	$ 2,610	$ 1,591
Estimated Cost Per ESD (Cumulative)						$ 9,174	$ 4,818	$ 3,307

Notes:

1.) Unit costs are based on the SASD (Formerly CSD-1) Sewerage Facilities Expansion Master Plan 2006 Update estimate, and escalated using ENR CCI to December 2009.

2.) Manhole cost is included in the pipeline unit cost.

Appendix B

Phased POC ~ Scenario C

Sewer Infrastructure Preliminary Opinion of Probable Construction Cost

Assumptions: **(See Table1)**

	POC	Location
Phases 1, 2	**4**	**Mather Interceptor**
Phase 3	**6**	**LCI-5**

Description	Quantity by Phase			Unit	Unit Cost	Total by Phase		
	PH 1	Ph 2	Ph 3		($)	PH 1	Ph 2	Ph 3
ON-SITE	**POC 1**	**POC 4**	**POC 6**					
12- inch Sanitary Sewer (20-24 ft depth)			1,575	lf	215			$ 338,625
15-inch Sanitary Sewer (<16 ft depth)	235			lf	245	$ 57,575		
15-inch Sanitary Sewer (16-20 ft depth)				lf	270			
15-inch Sanitary Sewer (20-24 ft depth)			3,110	lf	280			$ 870,800
18- inch Sanitary Sewer (16-20 ft depth)	630			lf	300	$ 189,000		
18- inch Sanitary Sewer (20-24 ft depth)	4,150			lf	325	$ 1,348,750		
18- inch Sanitary Sewer (>24 ft depth)	3,900			lf	345	$ 1,345,500		
21- inch Sanitary Sewer (20-24 ft depth)		1,395	1,400	lf	380		$ 530,100	$ 532,000
24- inch Sanitary Sewer (20-24 ft depth)		7,375	3,445	lf	410		$ 3,023,750	$ 1,412,450
27-inch Sanitary Sewer (> 24 ft depth)		600	430	lf	490		$ 294,000	$ 210,700
30-inch Sanitary Sewer (16-20 ft depth)				lf	450			
30-inch Sanitary Sewer (20-24 ft depth)				lf	485	$ -		
30-inch Sanitary Sewer (>24 ft depth)		605		lf	535		$ 323,675	
33-inch Sanitary Sewer (>24 ft depth)				lf	590			
36-inch Sanitary Sewer (<16 ft depth)				lf	520			
36-inch Sanitary Sewer (16-20 ft depth)		4,890		lf	535		$ 2,616,150	
36-inch Sanitary Sewer (20-24 ft depth)				lf	580			
36-inch Sanitary Sewer (>24 ft depth)				lf	645			
8-inch Force Main			3,430	lf	120			$ 411,600
14-inch Force Main	13,630			lf	210	$ 2,862,300		$ -
24-inch Force Main	8,210			lf	360	$ 2,955,600		$ -
Phase 3 Reception MH at POC-6…(36" LCI-5)			1	ea	45,000			$ 45,000
2.03 mgd BO RI Pump Sta	2.03			mgd	1,250,000	$ 2,537,500	$ -	$ -
Upgrade Node BO PS…2.03 mgd to 5.60 mgd		3.58		mgd	1,150,000	$ -	$ 4,117,000	$ -
Upgrade Node BO PS…5.61 mgd to 8.66 mgd			3.05	mgd	1,000,000	$ -	$ -	$ 3,050,000
1.59 mgd Node EO Pump Sta			1.59	mgd	1,250,000	$ -	$ -	$ 1,987,500
Subtotal On-site						**$ 11,296,225**	**$10,904,675**	**$ 8,858,675**
OFF-SITE								
14-inch Force Main (in existing roadway)	16,670			lf	280	$ 4,667,600	$ -	$ -
27-inch Jacked Casing at Folsom So Canal				lf	1,350	$ -		
Phase 1 Reception MH at POC-4 (est. 42" MI)		1		ea	60,000	$ -	$ 60,000	$ -
Abandon Phased Connection			1	ea	20,000	$ -	$ -	$ 20,000
Subtotal Off-site						**$ 4,667,600**	**$ 60,000**	**$ 20,000**
Subtotal On-site + Off-site						**$ 15,963,825**	**$10,964,675**	**$ 8,878,675**
Constr. Cost Contingency (20%)						$ 3,192,765	$ 2,192,935	$ 1,775,735
Surveys & Design (10%)						$ 1,596,383	$ 1,096,468	$ 887,868
Inspections & Material Testing (5%)						$ 798,191	$ 548,234	$ 443,934
Capital Improvement Cost Total (Incremental Per Phase)						**$ 21,551,164**	**$14,802,311**	**$ 11,986,211**
Capital Improvement Cost Total (Cumulative)						**$ 21,551,164**	**$36,353,475**	**$ 48,339,686**
ESD's (Incremental Per Phase)						2,879	5,681	7,534
ESD's (Cummulative)						2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)						$ 7,486	$ 2,606	$ 1,591
Estimated Cost Per ESD (Cumulative)						$ 7,486	$ 4,247	$ 3,004

Notes:

1.) Unit costs are based on the SASD (Formerly CSD-1) Sewerage Facilities Expansion Master Plan 2006 Update estimate, and escalated using ENR CCI to December 2009.

2.) Manhole cost is included in the pipeline unit cost.

Appendix B

Phased POC ~ Scenario D

Sewer Infrastructure Preliminary Opinion of Probable Construction Cost

Assumptions: **(See Table1)**

	POC	Location
Phase 1	**6**	**LCI-5**
Phase 2	**6**	**LCI-5**
Phase 3	**6**	**LCI-5**

Description	Quantity by Phase			Unit	Unit Cost	Total by Phase		
	PH 1	Ph 2	Ph 3		($)	PH 1	Ph 2	Ph 3
ON-SITE	**POC 1**	**POC 4**	**POC 6**					
12- inch Sanitary Sewer (20-24 ft depth)			1,575	lf	215			$ 338,625
15-inch Sanitary Sewer (<16 ft depth)	235			lf	245	$ 57,575		
15-inch Sanitary Sewer (16-20 ft depth)				lf	270			
15-inch Sanitary Sewer (20-24 ft depth)			3,110	lf	280			$ 870,800
18- inch Sanitary Sewer (16-20 ft depth)	630			lf	300	$ 189,000		
18- inch Sanitary Sewer (20-24 ft depth)	4,150			lf	325	$ 1,348,750		
18- inch Sanitary Sewer (>24 ft depth)	3,900			lf	345	$ 1,345,500		
21- inch Sanitary Sewer (20-24 ft depth)		1,395	1,400	lf	380		$ 530,100	$ 532,000
24- inch Sanitary Sewer (20-24 ft depth)		7,375	3,445	lf	410		$ 3,023,750	$ 1,412,450
27-inch Sanitary Sewer (> 24 ft depth)		600	430	lf	490		$ 294,000	$ 210,700
30-inch Sanitary Sewer (16-20 ft depth)				lf	450			
30-inch Sanitary Sewer (20-24 ft depth)				lf	485	$ -		
30-inch Sanitary Sewer (>24 ft depth)		605		lf	535		$ 323,675	
33-inch Sanitary Sewer (>24 ft depth)				lf	590			
36-inch Sanitary Sewer (<16 ft depth)				lf	520			
36-inch Sanitary Sewer (16-20 ft depth)		4,890		lf	535		$ 2,616,150	
36-inch Sanitary Sewer (20-24 ft depth)				lf	580			
36-inch Sanitary Sewer (>24 ft depth)				lf	645			
8-inch Force Main			3,430	lf	120			$ 411,600
14-inch Force Main	13,630			lf	210	$ 2,862,300		$ -
24-inch Force Main	8,210			lf	360	$ 2,955,600		$ -
Phase 3 Reception MH at POC-6…(36" LCI-5)			1	ea	45,000			$ 45,000
2.03 mgd BO RI Pump Sta	2.03			mgd	1,250,000	$ 2,537,500	$ -	$ -
Upgrade Node BO PS…2.03 mgd to 5.60 mgd		3.58		mgd	1,150,000	$ -	$ 4,117,000	$ -
Upgrade Node BO PS…5.61 mgd to 8.66 mgd			3.05	mgd	1,000,000	$ -	$ -	$ 3,050,000
1.59 mgd Node EO Pump Sta			1.59	mgd	1,250,000	$ -	$ -	$ 1,987,500
Subtotal On-site						**$ 11,296,225**	**$10,904,675**	**$ 8,858,675**
OFF-SITE								
14-inch Force Main (in existing roadway)				lf	280	$ -	$ -	$ -
27-inch Jacked Casing at Folsom So Canal				lf	1,350	$ -		
Abandon Phased Connection				ea	20,000	$ -	$ -	$ -
Subtotal Off-site						**$ -**	**$ -**	**$ -**
Subtotal On-site + Off-site						**$ 11,296,225**	**$10,904,675**	**$ 8,858,675**
Constr. Cost Contingency (20%)						$ 2,259,245	$ 2,180,935	$ 1,771,735
Surveys & Design (10%)						$ 1,129,623	$ 1,090,468	$ 885,868
Inspections & Material Testing (5%)						$ 564,811	$ 545,234	$ 442,934
Capital Improvement Cost Total (Incremental Per Phase)						**$ 15,249,904**	**$14,721,311**	**$ 11,959,211**
Capital Improvement Cost Total (Cumulative)						**$ 15,249,904**	**$29,971,215**	**$ 41,930,426**
ESD's (Incremental Per Phase)						2,879	5,681	7,534
ESD's (Cummulative)						2,879	8,560	16,094
Estimated Cost Per ESD (Incremental Per Phase)						$ 5,297	$ 2,591	$ 1,587
Estimated Cost Per ESD (Cumulative)						$ 5,297	$ 3,501	$ 2,605

Notes:

1.) Unit costs are based on the SASD (Formerly CSD-1) Sewerage Facilities Expansion Master Plan 2006 Update estimate, and escalated using ENR CCI to December 2009.

2.) Manhole cost is included in the pipeline unit cost.

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

February 13, 2008~~9~~
E225.000

Craig Zoller
MacKay & Somps
1771 Tribute Road, Suite E
Sacramento, CA 95815-4487

Subject: **Shed Shift Request for 'SunCreek Specific Plan' Approval**

Board of Directors
Representing:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento

Dear Mr. Zoller:

Sacramento Area Sewer District (formerly CSD-1) staff reviewed the last submittal of the Shed Shift Request for the 'SunCreek Specific Plan' and finds it sufficiently addresses previous comments, and is considered approved. Any significant change in the proposed and/or assumed land use presented in this document, which impacts the sewer design, may require a revision to this study.

A sewer study associated with this project may be submitted for review and/or approval. If you have any questions regarding these comments, please call Amandeep Singh at (916) 876-6296 or myself at (916) 876-6094.

Mary K. Snyder
District Engineer

Christoph Dobson
Collection System Manager

Wendell H. Kido
District Manager

Marcia Maurer
Chief Financial Officer

Sincerely,

Salam Khan, P.E.
Sacramento Area Sewer District
Development Services

SK: ms

cc: SRCSD Development Services

10545 Armstrong Avenue
Mather, California 95655
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

zoller.021309.ltr

APPENDIX C

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

March 24, 2010
E225.000

Bruce Jacks
MacKay & Somps
1771 Tribute Road, Suite E
Sacramento, CA 95815-4487

Subject: Shed Shift Request for 'Cordova Hills -SASD Master Plan Trunk Shed Shift (AJS to LCU)' Approval

Board of Directors
Representing:

County of Sacramento
City of Citrus Heights
City of Elk Grove
City of Folsom
City of Rancho Cordova
City of Sacramento

Dear Mr. Jacks:

Sacramento Area Sewer District staff reviewed the last submittal of the Shed Shift Request for 'Cordova Hills –SASD Master Plan Trunk Shed Shift (AJS to LCU)' and finds it sufficiently addresses previous comments, and is considered approved. Any significant change in the proposed and/or assumed land use presented in this document, which impacts the sewer design, may require a revision to this study.

A sewer study associated with this project has been submitted and is in the review stages. If you have any questions regarding these comments, please call Celeste Mondor at 876-6011 or myself at 876-6094.

Sincerely,

Salam Khan, P.E.
Sacramento Area Sewer District
Development Services

Mary K. Snyder
District Engineer

Christoph Dobson
Director of Operations

Stan R. Dean
Director of Policy and Planning

Marcia Maurer
Chief Financial Officer

Claudia Goss
Director of Communications

SK: ms

cc: SRCSD Development Services
Capacity Management

10060 Goethe Road
Sacramento, CA 95827-3553
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

jacks.032410.ltr

APPENDIX D

PERMANENT Project Name: Cordova Hills SPA

SACRAMENTO AREA SEWER DISTRICT
SERVING YOU 24/7

Capacity Plan Permanent Shed Shift Request Form

☐ **Expansion Area** ☐ **Relief Area** Note: (Capacity Plan does not have cost estimates or plan & profiles)

*Originator: BRUCE JACKS, Mackay & Somps	Date: 06-02-10

Requested change:

Shift 206.8 AC OF LCK183 FROM THE LCU to DCU Shed

Describe related facilities: (Pump station, storage tank force main, trunks, etc.)

Shifted acres will sewer south by gravity to the DCU low point... the future Regional Interceptor Pump Station

Reason for change:

Cannot gravity sewer approximately 206.8 ACRES OF THE 241.4 AC LCK183 Shed to the LCI. A large open space drainage corridor bisects the sewer shed.

List of Trunk Sheds Impacted: Reduced Acres - LCU Shed -206.8 Ac
Added Acres - DCU Shed +206.8 Ac

Summary of Total Cost Impact to District, Total change in PWWF, Acreage, ESDs:

- Added ESD's and PWWF at the future Regional Interceptor Pump Station
- No impact to the Laguna Creek Interceptor
- See the Cordova Hills Sewer Master Plan

* *Originator completes this side of the form.*

APPENDIX E

INTERIM Project Name: Cordova Hills SPA

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

Capacity Plan Interim Shed Shift Request Form

☐ **Expansion Area** ☐ **Relief Area** Note: (Capacity Plan does not have cost estimates or plan & profiles)

*Originator: BRUCE JACKS, Mackay & Somps	Date: 08-02-10

Requested change: (Duration of interim connection, interim connection point)

Shift Cordova Hills Special Planning Area (2668.5 Ac) FROM THE Laguna Creek Interceptor (LCI) shed to the Bradshaw Interceptor (BI) shed

Describe related facilities and the duration: (Pump station, storage tank force main, trunks, etc.)

The Cordova Hills Pump Station will discharge Phase 1 to the 18-inch ASD Trunk Sewer in Douglas Rd. Phase 1 will construct a 2.02 mgd pump station at the site of the future Regional Interceptor Pump Station

Reason for change:

The Laguna Creek Interceptor is not constructed

List of Trunk Sheds Impacted:

AJS TRUNK
BRADSHAW INTERCEPTOR

Summary of Total Cost Impact to District, Total change in PWWF, Acreage, ESDs:

Cordova Hills	Phase	Cum Ac	Cum. ESDs	CUM PWWF (mgd)
	1	349.7	2879	2.02
	2	999.4	9460	6.09
	3	1962.6	16,992	10.88

* *Originator completes this side of the form.*

APPENDIX F

Sunrise / Douglas Developments

Absorption Rate Projection (ESD's)

MacKay & Somps Civil Enginers, Inc.

December, 2010

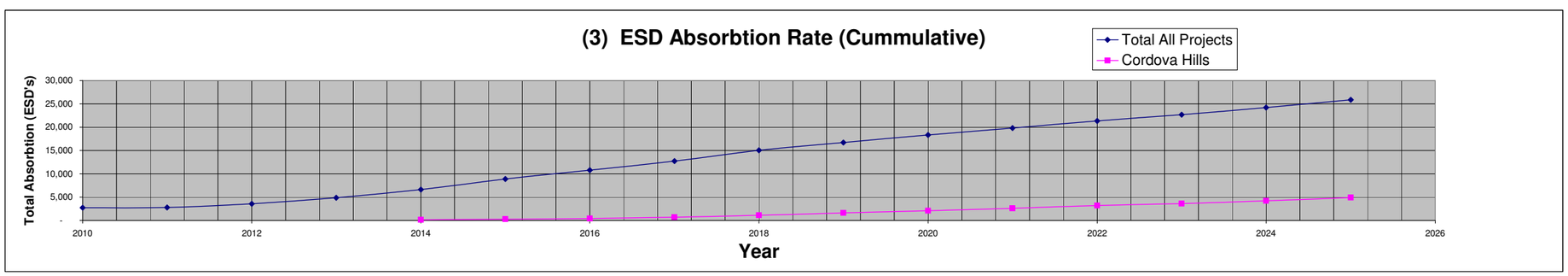
Project	Status (1)	Residential ESD's Approved or Prelim	2010 (2)	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
			Cummulative by Year															
Absorption Projection:																		
Arboretum	P	5000					100	250	500	750	1150	1550	1950	2350	2750	3150	3550	3950
Anatolia I	A	931	931	931	931	931	931	931	931	931	931	931	931	931	931	931	931	931
Anatolia II	A	881	869	881	881	881	881	881	881	881	881	881	881	881	881	881	881	881
Anatolia III	A	798	160	200	250	350	450	550	650	750	798	798	798	798	798	798	798	798
Anatolia IV	A	203		30	80	130	180	203	203	203	203	203	203	203	203	203	203	203
Anatolia Commons	A	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
Anthology at Anatolia	A	118	13	40	80	118	118	118	118	118	118	118	118	118	118	118	118	118
Arista Del Sol	P	906			50	100	200	350	550	750	906	906	906	906	906	906	906	906
Douglas 98	P	442			50	100	150	350	442	442	442	442	442	442	442	442	442	442
Douglas 103	P	301			50	100	150	301	301	301	301	301	301	301	301	301	301	301
Grantline 208	P	855			50	100	200	350	550	750	855	855	855	855	855	855	855	855
Montelena	P	869		100	150	250	400	600	750	869	869	869	869	869	869	869	869	869
North Douglas	A	680	0	50	150	250	400	550	680	680	680	680	680	680	680	680	680	680
North Douglas II	P	161		100	125	161	161	161	161	161	161	161	161	161	161	161	161	161
SunCreek	P	4,697			50	150	300	500	750	1,000	1,400	1,800	2,200	2,600	3,000	3,400	3,800	4,200
Sunridge J	P	342			50	150	250	342	342	342	342	342	342	342	342	342	342	342
Sunridge Park	A	950	432	100	200	350	500	650	700	850	950	950	950	950	950	950	950	950
The Preserve	P	1,930				200	400	600	800	1,000	1,500	1,700	1,900	1,930	1,930	1,930	1,930	1,930
Cordova Hills		**16,094**					**150**	**300**	**400**	**700**	**1,100**	**1600**	**2,100**	**2,600**	**3,200**	**3,600**	**4,200**	**4,900**
Total Residential		**36,257**	**2,504**	**2,531**	**3,246**	**4,420**	**6,020**	**8,086**	**9,808**	**11,577**	**13,686**	**15,186**	**16,686**	**18,016**	**19,416**	**20,616**	**22,016**	**23,516**
Parks & Commercial		@ 10% of Resid.	250	253	325	442	602	809	981	1158	1369	1519	1669	1802	1942	2062	2202	2352
Grand Total (ESD's)			**2,754**	**2,784**	**3,571**	**4,862**	**6,622**	**8,895**	**10,789**	**12,735**	**15,055**	**16,705**	**18,355**	**19,818**	**21,358**	**22,678**	**24,218**	**25,868**

1.) Status…**A** = Approved…**P** = Preliminary / not approved

2.) Base line residential connected ESDs as of August 2, 2010 per SASD

Active project with approval as of August 2010

Projected project activity in cummulative ESDs



Note:

3.) Assumes uptrending economic expansion after 2012 and Cordova Hills beginning in 2014.

APPENDIX G

SUNRISE/DOUGLAS DEVELOPMENTS ABSORPTION RATE CALCULATION

Cordova Hills SPA

Bruce Jacks

From: Carlson. Roy (SDA) [carlsonr@sacsewer.com]
Sent: Tuesday, July 13, 2010 3:57 PM
To: Bruce Jacks; Singh. Amandeep (SDA)
Cc: hfuerst@msce.com; khan. Salam (SDA)
Subject: RE: Cordova Hills Sewer Master Plan

Bruce,

SASD has prepared a "plan" to provide sewer service to the East Rancho Cordova area (including Cordova Hills) for at least the next 10 years. The plan utilizes existing facilities (e.g., the Chrysanthy PS and a spare force main at the S070 pump station) to accommodate projected new flows in the area. We are presenting the plan to our Project Authorization Committee for approval in August. For the first phase of Cordova Hills, we have planned a 2 MGD pump station discharging to the Douglas Trunk...to the Chrysanthy Pump Station. We have identified triggers for future upgrades to the Chrysanthy PS based on flow, with an ultimate capacity of just under 9 MGD... assuming the force main is shortened to discharge into the Bradshaw Interceptor at Happy Lane and two larger pumps are installed.

We were planning on meeting with developers/engineers when the plan was approved, but could meet earlier, if needed.

Thanks.

Roy

APPENDIX H

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

REQUEST FOR DEVIATION FROM STANDARDS/SPECIFICATIONS

Improvement Plan Title:	Billing No.(District Use Only)
Cordova Hills Sewer Master Plan Level 2	
Project Description/Location: Cordova Hills Sewer Master Plan Level 2 Engineer of Record: Kenneth C. Giberson (Print Name) RCE No. 25,573 (Signature) Nov. 12, 2010 (Date)	REGISTERED PROFESSIONAL ENGINEER KENNETH C. GIBERSON No. 25573 CIVIL STATE OF CALIFORNIA EXP 12/31/11 Place RCE Stamp Here

Description of Deviation:

Assign 0 ESD's to the open space preserve areas within Cordova Hills. The open space areas include permanant agricultural lands (189s.3 acres) transitional lands (1.8 acres) and the wetlands avoidance lands (439.1 acres), for a total of 630.2 acres. At 6 ESD's per acre, these areas would otherwise get assigned 3,781.2 ESD's and generate 1.17 mgd of ADWF.

Reason for Deviation:

The proposed permanent natural space within Cordova Hills will be preserved and granted to a third party (the Nature Conservancy or other agency) with an endowment to maintain the lands in a natural state in perpetuity. These lands will not be developed and, therefore, there is no reason to assign ESD's to these lands. Adding these ESD's and the resulting flows to the downstream system would result an increased ADWF of 1.17 mgd. It makes no sense to build capacity in the downstream collection, trunk, and interceptor systems for this area. Finally, Cordova Hills won't get approved unless these areas are preserved.

Mitigation Measures for Deviation:

In the slim chance that these lands are not preserved as open space, then these areas would require a separate sewer system independent of the currently proposed developable area within Cordova Hills. if this area were to ever develop, then a downstream connection point with available capacity would have to be identified and these flows would be conveyed to that point of connection to the sewer system..

Attachments:

Plan Checker/Project Manager: _____ Date Received: _____ Comments: _____ Reviewed by: _____ Approved: Yes or No (circle) Comments: _____	Place RCE Stamp Here

February 25, 2009

APPENDIX L

Cordova Hills Technical Dry Utilities Study

CapitolUtility Specialists

CORDOVA HILLS

TECHNICAL DRY UTILITIES STUDY

April 2010

1989 SHEFFIELD DRIVE • EL DORADO HILLS, CALIFORNIA • 95762
PHONE: (916) 933-9323 • FAX: (916) 933-9626 • GKRAUSE@CAPITOLUTILITY.COM

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SECTION 1 – OVERVIEW

Background Information

The Cordova Hills Plan Area encompasses about 2,668 acres in Sacramento County. It's located in the southeastern portion of Sacramento County and lies east of Grant Line Road and adjacent to and south of Glory Lane, roughly 7 miles south of Hwy 50. At buildout, the project will have approximately 8000 low, medium and high density residential units, three grade schools and one joint middle school/high school, public facilities and over 1,300,000 square feet of commercial, retail, mixed use and office park.

The University of Sacramento, a Catholic University, is a major component of the project. Completion of the University will add another 1,870,000 square feet to the development.

Natural gas, telephone, electric and cable television services will be extended in joint trenches along all the major roads, making these services available to all parcels in the Plan Area. Joint trenches will be placed in franchise or public utility easements (PUE's) parallel and adjacent to the road rights of way. To accommodate the joint trench, boxes, transformers, switches and other pedestals, PUE's along both sides of public roadways should be a minimum of 12.5' wide. Smaller PUE's (typically 10' wide) can sometimes be designated with medium density and other land uses with reduced yard setbacks. All new distribution facilities will be underground, with the exception of transformers, switches, telephone cabinets and other pedestals and pad-mounted equipment. SMUD's 69 kV subtransmission facilities will be overhead, unless the owners decide to place some sections underground.

Sacramento Municipal Utility District (SMUD), Pacific Gas & Electric Company (PG&E), AT&T and Comcast Communications will serve the project. All four utilities received preliminary land use plans and other pertinent information for their long range planning. SureWest Broadband initially indicated it might participate, but has withdrawn.

Project Phasing

The Cordova Hills Plan Area is designed to allow the backbone infrastructure to be phased. Initial plans call for the phasing to be from west to east, along Grant Line Road and including the first phases of the University of Sacramento, though phases may be developed in any sequence provided 1) Public safety, health and welfare issues are addressed and 2) Sacramento County approves.

Parcel specific improvements will be determined with small lot tentative maps or subsequent entitlements.

SECTION 2 – ELECTRIC SERVICE

SMUD

In accordance with its rules and regulations, SMUD will supply electric service to the Cordova Hills Plan Area. Peak electric demand at buildout is estimated at approximately 63.2 megavolt amperes (MVA).

Table 1 -- Estimated Electric Demand at Buildout (MVA)

LAND USE	Residential (8,000 Units)	Commercial Mixed Use (1,039,020SF)	Business Professional (310,400SF)	Schools (426,500SF)	Catholic University (1,870,000SF)	TOTAL DEMAND (MVA)
Average Demand	20.3	2.9	.7	0.5	5.5	29.9
Peak Demand	41.1	6.6	1.9	2.4	11.2	**63.2**

SMUD is building a new bulk 230 kV to 69 kV substation (Cordova Bulk Substation) under its 230 kV transmission lines near the point where the transmission corridor crosses Douglas Road, so abundant power is assured for this project.

Existing Facilities

Transmission: The PG&E Halsey–Newark double circuit 115kV electric transmission line (Figure 1) extends north-south through the eastern portion of the development. Since the land plan calls for all residential uses in this eastern portion of the project, and since the project is all within SMUD service territory, there is no practical value in having the PG&E line on site. However, there are no changes planned for the 115kV transmission line.

PG&E has restrictions related to its transmission facilities and easements. Following are some of the issues that must be considered if any construction work is planned for this corridor:

- Ground clearance under electrical conductors
- Grade changes, particularly fills
- All weather access for maintenance and operations
- Digging or construction near tower footings
- Tree planting
- Acceptable uses of land within transmission easements

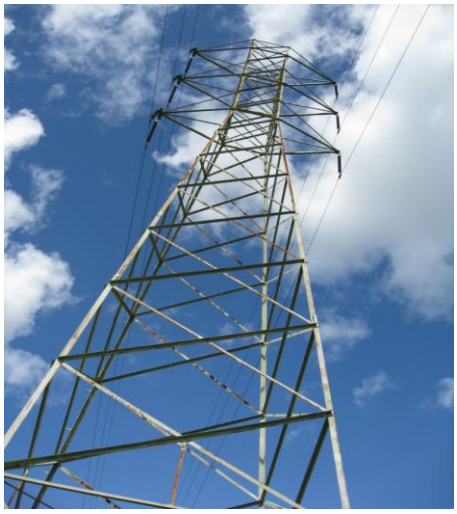


Figure 1 - PG&E 115 kV Tower

We recommend that the developers coordinate closely with the PG&E anytime it is necessary to operate within its transmission easement.

Distribution: A SMUD 12kV overhead three phase line extends north-south on Grant Line Road (Figure 5) adjacent to the westernmost boundary of the project, with one small tap that extends east into the project, where it serves a pump. This circuit extends from the Anatolia Chrysanthy substation on Sunrise Blvd. and has a maximum load capacity of 5 to 6 MW's (or about 1000 to 1200 homes). It serves a large but sparsely populated area west of the site. It's uncertain what capacity, if any, will still be available at the time the first phases of Cordova Hills develop.

Figure 2 - SMUD's Glory Lane 12 kV Tap (looking east)

Concurrent with improvement and widening of Grant Line Road, new electric mainline facilities will be installed underground and sized to serve that portion of the Plan Area. SMUD will take that opportunity to remove the existing overhead 12 kV distribution lines on Grant Line Road.

A SMUD 12kV overhead three phase radial tap (Figure 2) extends east along Glory Lane (the northern boundary of the project) off the Grant Line Road circuit. The line serves a few residences and pumps along Glory Lane, then dips into the project and continues east. It serves a few pumps and at least one residence outside the development to the north, and continues east through the project where it ends at the Boys Ranch east of the project. The line will be converted to underground and routed through the new streets as the project develops. Similar to Grant Line Road, new electric mainline facilities will be installed underground and sized to serve that portion of the Plan Area. And SMUD will use any new facility extension designs on Glory Lane as an opportunity to remove the existing overhead 12 kV lines.

Offsite Bring-Up

Beginning near the point near where the transmission corridor crosses Douglas Road (Figure 3), SMUD envisions a 69 kV overhead line extending east on Douglas Road, then south along Grant Line Road to the project. SMUD is responsible for all its transmission and subtransmission costs, so developer costs for the 69 kV subtransmission offsite bring-up will be zero.

Figure 3 – 69 kV Take-off Point on Douglas Road for Extension to Site

System Design

At least two neighborhood electric substations are planned to serve the site, with the possibility of a third substation dedicated to serving the University. The substations will be served from the 1.2 mile 69 kV line extended to the site south along Douglas Road and Grant Line Road.

The 69 kV overhead line will continue south adjacent to the project on Grant Line Road, with a single circuit 69 kV line planned into the project, then south into one substation, on to the next substation, and to possible 3rd substation at the University, then west and back out to Grant Line Road, forming a loop. The line will continue south on Grant Line Road to a proposed 40 MVA substation (2-20 MVA banks) near the intersection of Kiefer Boulevard and Grant Line Road.

SMUD will require a 15' easement outside the road right of way for the overhead single circuit 69 kV line. The normal 12.5' PUE required for the underground joint trench can be within the 15'. Should the owners prefer the 69 kV facilities somewhere other than alongside a paved road, they should plan for an all weather access road alongside the 69kV facilities.

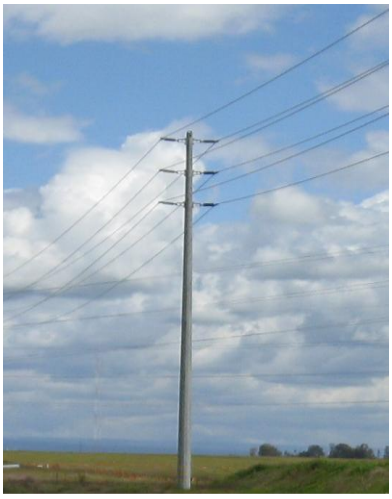


Figure 4 – SMUD 69 kV Pole - Double Circuit

SMUD agrees with locating the northerly most 69 kV circuit along Glory Lane, assuming appropriate easements are available. Note that school sites must be located at least 100 feet from the edge of a 69kV power line easement. Should Glory Lane be chosen for the 69 kV (which we recommend), the high school site must be considered in that planning process.

For aesthetic purposes the 69 kV circuit can be placed underground. If so, plan on costs of $225 to $250/foot (single circuit) to include the cabling, splicing, a dedicated trench with 4-6" conduits and 1-2" conduit, concrete encased, and either 8' x 14' or 8' x 16' manholes spaced every 700 to 1000 feet. SMUD will contribute costs it would have incurred to build the line overhead towards the underground construction.

To maintain ampacity ratings, an adjacent 15' dedicated easement must be added to the standard 12.5' PUE. All other utilities are excluded from the 69 kV easement, which will also have strict vegetation requirements. So the required easement for a road with an underground single circuit 69kV line adjacent to a standard distribution joint trench is 27.5' (12.5' + 15'). And SMUD requires that the 69kV easement be located at back of curb (BOC) with the 12.5' easement adjacent to and behind the 69 kV easement. That allows SMUD easy access to its subtransmission facilities for installation, operation and maintenance.

Substations typically take about 2 years to plan, design, fabricate and construct. SMUD will work with the developers on substation locations, and prefers they be placed in the commercial and open space areas (as opposed to residential areas). The University may want to consider starting its SMUD applications for service in the near future, particularly if it is interested in having its own substation. If the University breaks ground first, that may necessitate its having its own substation. (Note: The University and the town center are scheduled to break ground concurrently).

Each substation will have two 25 MVA banks (50 MVA total) and 8 underground 12kV mainline circuits. Plan for ½ to ¾ acres per substation site, depending on the shape and orientation of the parcels (squares and rectangles are preferred). SMUD's ideal substation is 150' X 150' (~0.5 acre). Should a third substation be placed for the University, it will likely be sized at 12.5 MVA (assumes an 11.2 MVA demand).

SMUD has some limited excess capacity in its 12 kV electric distribution circuit on Grant Line Road, but growth there will likely use up what little is available. SMUD intends to build the first substation when the Plan Area begins developing. It will do all the civil site preparation work for buildout, extend 69 kV overhead to the site, but only install one transformer bank initially. Capacity will be added as demand increases. For reliability, SMUD prefers a substation on site sooner, rather than later.

Figure 5 – SMUD 12 kV Line with Telephone - Grant Line Road (looking south)

SMUD usually designs mainline circuits for 10 megawatts (MW) and above, depending on conductor size and other factors, but normally only loads them to 5 or 6 MW's. This allows for future load growth and provides SMUD with a high degree of reliability in emergency scenarios. If a circuit is lost, load from the damaged circuit is shed to other nearby circuits, thereby maintaining integrity of the overall distribution system and keeping as many customers in service as possible. Once repairs are made, load is shifted back to the original circuits so the additional capacity is available for future emergencies. And since mainline circuits from one substation typically interconnect with those of neighboring substations, the systems from one substation to a degree back up the systems from neighboring substations. It's a very reliable system.

Light wire 12kV circuits will be looped off mainline circuits via pad mounted fused switches (cubicles), and will distribute electric service to commercial and residential neighborhoods in the development. Transformers will be located in residential

neighborhoods and at commercial sites to serve individual users.

Street lighting will be on all public streets as part of the roadway frontage improvements per Sacramento County's current standards.

Green Energy

Cordova Hills and SMUD are evaluating a solar farm with virtual net energy metering providing benefits to all its residents. Just how that may work is not yet determined, though models exist elsewhere in California. (For example, PG&E offers a rate schedule for virtual net energy metering to multifamily affordable housing projects with Solar Generators. All residents of the multifamily complex enjoy reduced energy bills due to the solar generators). While SMUD may not offer such a program now, it may at a later time.

Also under discussion is a methane plant. But those discussions are in the early stages.

All residential homes in Cordova Hills must provide 20% of their needs through renewable energy. Homes and businesses must also provide neighborhood electric vehicle charging stations.

SECTION 3 – NATURAL GAS SERVICE

PG&E

Pacific Gas & Electric Company (PG&E) will supply natural gas service to the Plan Area upon request and in accordance with the rules and tariffs on file with the California Public Utilities Commission (CPUC). We estimate peak gas demand at buildout at approximately 583 thousand cubic feet per hour (MCFH).

Table 2 -- Estimated Natural Gas Peak Demand at Buildout (MCFH)

LAND USE	Residential (8,000 Units)	Commercial Mixed Use (1,039,020SF)	Business Professional (310,400SF)	Schools (426,500SF)	Catholic University (1,870,000SF)	PEAK DEMAND (CFH)
Peak Demand	400.0	51.9	15.9	21.3	93.5	582.6

Existing Facilities

PG&E has no existing natural gas facilities adjacent to the site. But it maintains an 8-inch high-pressure gas main (60 psig Maximum Operating Pressure) on Douglas Road approximately 0.8 miles west of Grant Line Road (Figure 7) and will install a new 12-inch transmission pressure main extension (720 psig MOP) to the intersection of Douglas Road and Sunrise Boulevard in 2010.

Construction of a new gas transmission main to eastern Sacramento County has been a challenge. PG&E planned a new transmission main on Kiefer Boulevard for the Sunrise Douglas area three years ago, but environmental issues scuttled that effort. As an alternate, PG&E began work on an alternate route that would eventually go east on Douglas Road. Now, federal regulations are confronting that extension due to its proximity to Mather Airport.

Pending completion of a new line and regulator stations, PG&E has to inject vaporized liquid natural gas (LNG) (peak load shaving) from portable trailers into its system on high usage days (e.g., low temperatures when gas demand for heating is high). This should be a non-issue later this year when the transmission main is complete.

Offsite Bring-Up

Service will be extended to various parcels within the Cordova Hills area from an existing plastic 8” gas main (pressures range up to 60 psig) stubbed about .8 miles west of Grant Line Road on Douglas Road, which will be fed from the proposed gas regulator station at Douglas Road and Sunrise Boulevard. That system is fed from natural gas regulator stations at Folsom Boulevard and Sunrise Boulevard in Rancho Cordova and Mayhew Road and Kiefer Boulevard in Sacramento.

The 8” plastic gas main will be extended east on Douglas Road then south on Grant Line Road (all within existing right of way) to the project in a joint trench. We estimate upfront costs for the 1.2 mile offsite extension (to the northwest corner of the development) at $134,000 (includes utility fees and contractor costs for pipe and pro-rata share of trench, and assumes PG&E’s 50% Discount Option).

A second natural gas regulator station at the intersection of Douglas Road and Grant Line Road maybe required for the Cordova Hills Plan Area. If so, it will be fed via a distribution feeder main (DFM) extension from the regulator station planned at Sunrise and Douglas.

System Design

Eight inch, six inch and four inch plastic distribution mains will distribute natural gas throughout the Plan Area via the major roads. Distribution lines and services will extend off the mains and will be sized based on anticipated gas loads to the various parcels. Residential neighborhoods will have two inch plastic mains and one inch services.

SECTION 4 – TELEPHONE/ BROADBAND

AT&T

AT&T is the incumbent local exchange carrier (ILEC) and will be the primary provider of telephone service. It will provide service upon request and in accordance with the rules and tariffs on file with the CPUC.

The Plan Area will receive service from the Folsom Nimbus Central Office (CO) located on Folsom Blvd near the auto dealerships.

Existing Facilities

AT&T has only outdated copper facilities in the immediate area. An SAI (Service Area Interface, copper fed) box (Figure 6) is located on the southeast corner of Glory Lane at Grant Line Road. Two 25 pair underground cables extend east from the SAI along the north side of Glory Lane for the few residences along this road. AT&T just converted the existing pedestals to underground last week as cows kept knocking them over, resulting in frequent outages. These existing cables are old, undersized and of little value. They will be upgraded and expanded when Cordova Hills is developed and Glory Lane widened and improved.

Figure 6 – AT&T SAI Box & Tesco Panel at Glory Lane & Grant Line Road (looking south)

An overhead phone cable (copper) extends south for a few spans on the existing SMUD 12kV lines on the west side of Grant Line Road from the SAI and serves a farmhouse. Again, it's obsolete, undersized and of little value to the development.

Offsite Bring-Up

AT&T has fiber facilities on Douglas Road near the electric transmission corridor crossing, roughly .8 miles west of Grant Line Road (Figure 7). It anticipates pushing out a 432 pair fiber cable to the site in the proposed joint trench that will extend east on Douglas Blvd then south on Grant Line Road within the existing road right of way (ROW). Fiber will terminate at the remote terminal (RT) site discussed below. Plan for a conduit backbone system (3-4" conduits) with manholes (primarily PTS-65's) about every 750' for the offsite extension. Line extensions to subdivisions and developments are made per a formula which requires AT&T to partially subsidize the extension costs. We estimate upfront costs for the 1.2 mile offsite extension to the northwest corner of the development at $306,000 (includes utility fees and contractor costs for trench, conduit and manholes). Net cost after refunds is estimated at $146,000.

System Design

One RT site in the Plan Area along a major road near the northwest corner of the University should serve the entire PSA (PON Serving Area). The RT will require a 10 x 20 foot exclusive easement. Electric service is required, so anticipate a transformer and Tesco style pedestal at his location.

Based on telephone demand, the RT will likely be a controlled environmental vault (CEV), though one or more controlled environmental cabinets (CEC's) are possible. Aesthetically, we prefer the vault as most of the facilities are underground. Plan for backbone conduit (4-4" conduits) and manholes (PTS-65's and 38Y's) in all the arterial roadways capable of supporting both copper and fiber systems. AT&T will place Primary Flex Points (PFP's) throughout the project. Each PFP will be fed with 1-4" conduit, and will have a 4878 box located adjacent. We anticipate ~27 PFP's spread strategically throughout the development.

AT&T will offer a "triple play" of services (dial tone, video and internet access).

Residential: Service to residential customers will be via fiber-optic cable. There are two types of fiber systems currently employed for residential projects: Fiber to the premises (FTTP) extends fiber from the CO directly to the residence. Fiber to the node (FTTN) extends fiber from the CO to a serving area interface (SAI) with copper pairs the final leg to the residence. Either service will provide the desired AT&T U-verse triple play package (internet, dial tone and video), though we prefer and expect FTTP for the Plan Area. The FTTP cable will be placed in flexible 1¼" poly duct provided by AT&T with 17" x 30" boxes located strategically within the neighborhoods.

All costs for AT&T facilities in buildout/production residential areas – engineering, cabling, splicing, vaults, pedestals, conduit, and inspections (including trenching) are AT&T's responsibility. In most cases the developer installs the infrastructure (trenching and any required conduits & vaults) and invoices the utility for its share of the costs. AT&T pulls the cable, splices and lights up the services. Costs for AT&T facilities on arterial roads within residential areas are addressed on a case by case basis. Custom home neighborhoods are served under a different section of the line extension rule and can be quite expensive.

Commercial & Retail: Service to commercial and retail customers will be based on their requirements, and can be either copper or fiber. Until very recently, AT&T has continued with copper pairs for traditional business telephone and T-1 services, but that is changing. Based on advancing technology and the timing of this project, we expect all commercial, office and retail will be fiber fed from the CEV. AT&T supplies the cabling, conduit, manhole rings and covers at its expense for extensions in commercial and retail projects. The developer furnishes and installs the trench and vaults/manholes, and installs the conduit.

SECTION 5 – CABLE TELEVISION/ BROADBAND

COMCAST COMMUNICATIONS

Comcast is the cable television provider for this area and will serve the Plan Area with cable and broadband. It has no facilities in the immediate area.

Comcast's main fiber trunk (144 count) extends south on Sunrise Boulevard to a point where it splits, and a cable (also 144 count) extends east on Douglas Road to a location just east of the 230 kV transmission corridor crossing. Cable also continues down Sunrise Boulevard where it again splits on Kiefer Blvd. This large fiber cable is designed to serve the growth anticipated in this entire area.

Offsite Bring-Up

The fiber on Douglas Road ends at the same location (Figure 7) where PG&E and AT&T have facilities stubbed (e.g., .8 miles west of Grant Line Road).

Comcast will participate in the joint trench (with PG&E gas and AT&T telecom) that will extend east on Douglas Road then south on Grant Line Road. Assume 2-2" conduits for the fiber extension, with pedestals (and in some cases splice boxes) located approximately every 500'. We estimate contractor costs for Comcast's share of the 1.2 mile offsite trench at $25,000. Net cost to developers after refunds - $0.

Figure 7 – Take off point for Natural Gas, Cable TV &Telephone to site – Douglas Road (looking north)

<u>Reimbursement for Trench</u>: As indicated above and if past practice holds true, the offsite bring-up costs should be available for full refund. But that issue is in contention. Sacramento County is one of the few places in the nation where Comcast is required to pay for its share of trench costs, and it is contesting this obligation. Comcast believes trench should be a developer responsibility (just as trench and conduit are a developer responsibility with SMUD electric). We disagree. Each utility is governed by rules or legislation which dictate utility responsibility versus developer responsibility. PG&E, SMUD and AT&T all have clearly defined responsibilities for trench and substructure costs, and Comcast has no authority to occupy a trench at developer expense. And absent a franchise agreement with the Sacramento Cable Commission or a statewide franchise agreement granting it that right (there isn't one), we believe Comcast has no such rights. This may change as Comcast is pursuing this right through legislation.

System Design

Comcast will place its own conduit, boxes and pedestals. Developers will provide the trench. Comcast will place fiber nodes throughout the project; each node will be fed with 6 fibers. We anticipate 26 to 30 nodes spread strategically through the development.

Comcast will install a fiber/coax hybrid system and offer a “triple play” of services (dial tone, video and internet access).

SECTION 6 – OTHER CONSIDERATIONS

Construction Trailer Location

A possible location for a construction trailer is the northwest corner of the site, as it has electric and telephone service currently available. The main switch size of the construction trailer could be an issue depending on the size of the SMUD pole bolt transformer. Wireless internet service is also available (see below). This requires further investigation.

Wireless Internet

Wireless internet service is available to most of the site via a line of site connection (through a dish) with the towers located just off Hwy 50 in Folsom through Zeta Broadband (www.zetabroadband.com).

SECTION 7 – SUMMARY & CONCLUSIONS

All the major dry utilities (natural gas, electric, telephone and cable television) are available.

Offsite Bring-Up Costs

As noted throughout the report, the majority of the required facilities are some distance away. The owners will want to be sure to include off site bring-up costs in their budgets.

Issues Requiring Further Attention:

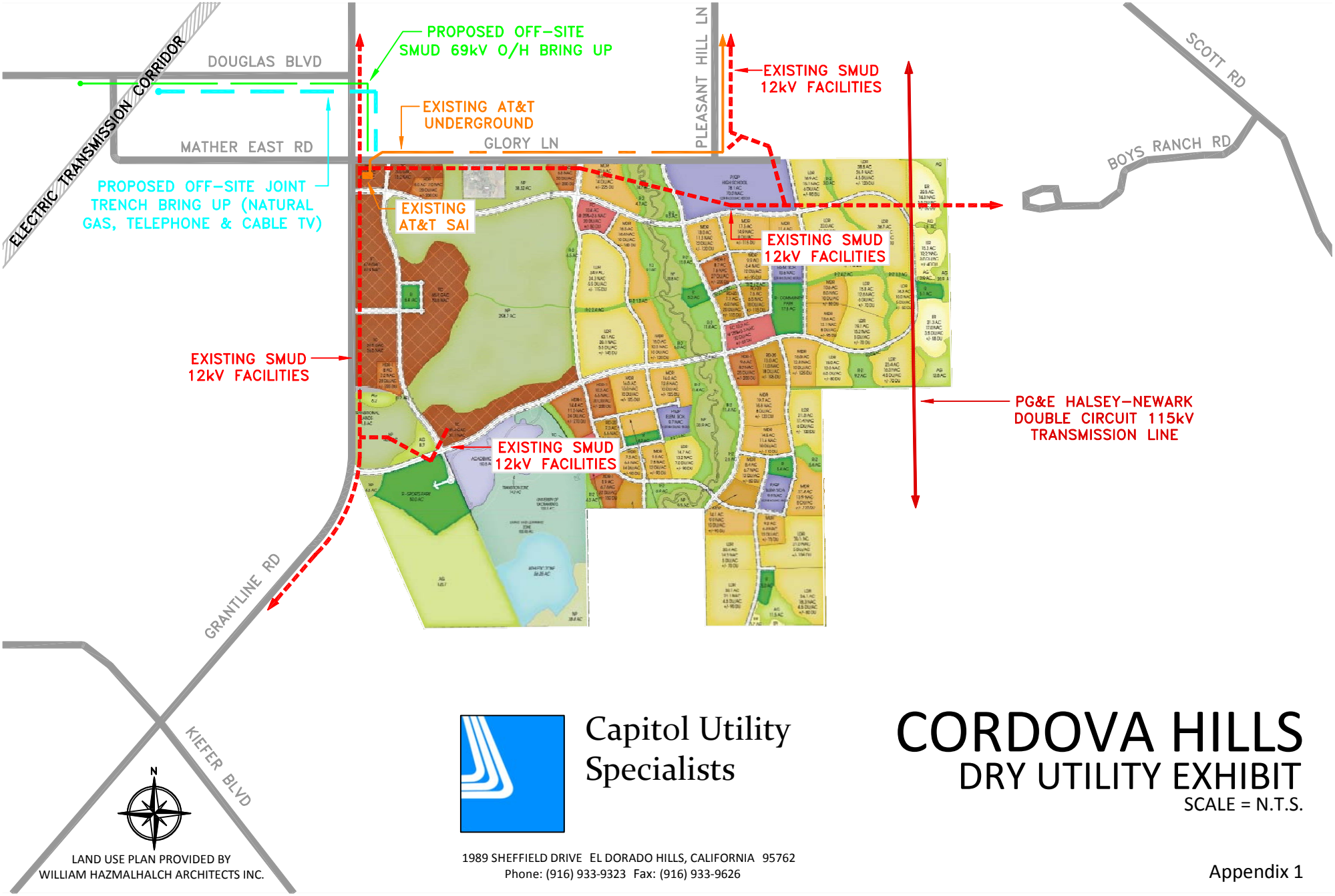
- Determining and negotiating substation sites and 69kV subtransmission routing with SMUD
- Determining and negotiating the remote terminal (CEC & CEV) site location (or locations) with AT&T

Environmental Documents

We recommend the environmental documents include evaluation of the cumulative impacts of existing and proposed utility facilities, particularly:

- New electric transmission-related facilities such as 69 kV lines and substation locations
- Any potential environmental issues associated with offsite bring-up of the dry utilities (69kV overhead, and natural gas, telephone and cable television/broadband underground joint trench) on Douglas Road and Grant Line Road, to and within the Plan Area

Evaluating and including these issues in any ongoing or proposed studies now will assure the project's compliance with CEQA, and reduce potential delays and added costs as the development proceeds.



LAND USE PLAN PROVIDED BY
WILLIAM HAZMALHALCH ARCHITECTS INC.

Capitol Utility Specialists

1989 SHEFFIELD DRIVE EL DORADO HILLS, CALIFORNIA 95762
Phone: (916) 933-9323 Fax: (916) 933-9626

CORDOVA HILLS
DRY UTILITY EXHIBIT
SCALE = N.T.S.

Appendix 1

APPENDIX M

Mather Core Area Refinements Memo

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

MEMORANDUM

TO: Mark Hanson / Cordova Hills, LLC.

FROM: Ben Watson / ECORP Consulting, Inc.

DATE: 7 August 2013

RE: ***Refinements to the Mather Core Area at Cordova Hills***

A portion of the Mather Core Recovery Area (MCA), as defined in the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (USFWS 2005), is located on the Cordova Hills project site. In reviewing the polygon of the current MCA, there does not appear to be consistency in the existing MCA boundary based on topography, wetland type/density, watersheds, geology, or soil types. As such, it appears that the MCA boundary on the Cordova Hills site was originally drawn on a small scale map prior to the advent of high quality digital mapping analysis tools, and was never refined to reflect biotic or abiotic conditions on the ground.

In an attempt to determine what was intended for inclusion in the MCA, we reviewed the description of the MCA in the documents that reference it. The only thorough description we identified was located in the *Vernal Pool Tadpole Shrimp 5-Year Review* (USFWS 2007):

> *Prior to urban development, vernal pools in the Mather core area of Southeastern Sacramento Valley were hydrologically connected during high rainfall years. Vernal pools in this area exist in a "sub-watershed" matrix, roughly delineated by Highway 50 to the north and the Cosumnes River to the south. High rainfall leads to surface flooding, which connects old terrace vernal pools into large, shallow, slow-flowing, temporary lakes. This hydrologic system of connectivity during flooding supports the metapopulation dynamic of recolonization of vernal pools that are subject to localized extirpation during drought years. The hydrological connectivity in this area comprises a functioning ecosystem, underlain by old terrace soils, that is characterized by one of the densest and highest quality vernal pools areas in California (Service 2007; C. Witham, CNPS, pers. comm., 2007; R. Radmacher, Sacramento County, pers. comm., 2007).*

The emphasis in this description appears to be on both the hydrologic connectivity of vernal pools and the presence of old terrace soils. ECORP Consulting, Inc. (ECORP) reviewed available hydrology and soils data, and conducted additional biological surveys in an attempt to refine the MCA boundary to better reflect the existing biotic and abiotic conditions at Cordova Hills. The results are described below, and we believe that this information supports a Refined Mather Core Area (RMCA) boundary at the Cordova Hills site (Figure 1).

Hydrologic Connectivity

While vernal pools in complexes throughout California have some degree of connectivity, the vernal pools on the western terrace of Cordova Hills have a high degree of connectivity, and interconnectivity, not found on many other sites in the region. The western terrace of the Cordova Hills project site is within the Laguna Creek watershed, which flows to the Sacramento River, while the remainder of the site is in the Carson Creek and Deer Creek watersheds, which flow to the Cosumnes River (Figure 1). Due to this significant watershed break, the western terrace vernal pools, while connected to vernal pools west of the project boundary, lack hydrologic and geologic connectivity with features on the eastern portion of the site. It appears that the boundary of the MCA might have been more appropriately drawn as terminating at this watershed break, which also closely corresponds to the extent of the Laguna Formation soils on-site.

Geology

The western terrace of Cordova Hills seems to be consistent with soil horizon characteristics of "old terrace" restrictive layers. The western terrace is comprised exclusively of one geologic unit – the Laguna Formation, which is the oldest alluvialy-deposited surface in the Central Valley (CNPS 2009). The remaining geologic units on-site are Mehrten Formation, Valley Springs Formation, Lower Modesto Formation, and Gopher Ridge Volcanics. The Mehrten Formation is derived from volcanic mudflow deposits, the Valley Springs Formation is derived from volcanic ash flow deposits, the Lower Modesto Formation is comprised of recent alluvial deposits, and the Gopher Ridge Volcanics are comprised of metamorphic rocks. The Laguna Formation is clearly the only geologic formation on-site that fits the description of "old terrace." Furthermore, 73% of the greater MCA occurs on the Laguna Formation. Although there are a few pockets of Laguna formation on the Cordova Hills project site east of the western terrace, the majority corresponds with the watershed break discussed above (Figure 1).

Biology

In 2009, ECORP conducted a California Rapid Assessment Method (CRAM) analysis of a subset of wetlands at Cordova Hills in order to determine their relative habitat quality values. A total of 24 Assessment Areas (AA) were identified, and the AA's that received the highest scores were located on the western terrace. The average CRAM scores for the MCA were 80.7, and the average CRAM scores for the RMCA were 84.7 (out of a possible 100) (Figure 2).

ECORP biologists conducted assessment level wet season surveys for large vernal pool branchiopods during the 2012-2013 wet season. During surveys, approximately 50% of all depressional wetlands (vernal pools and seasonal wetlands) and 100% of ephemeral and intermittent drainages were surveyed once. In addition, 41 vernal pools and seasonal wetlands east of the western terrace (and the RMCA) were subsequently targeted for protocol-level dry season surveys. These wetlands were selected, in consultation with Mr. Terry Adelsbach of the U.S. Fish and Wildlife Service, because they appeared to provide the highest quality habitat for listed vernal pool branchiopods east of the western terrace.

All vernal pool tadpole shrimp (*Lepidurus packardi*) identified during surveys were located within the RMCA, and all but six (83%) of the vernal pool fairy shrimp (*Branchinecta lynchi*) occurrences were located within the RCMA. No listed vernal pool branchiopod cysts were detected during dry season surveys outside of the RMCA (Figure 3). Rare plant surveys were conducted throughout the Cordova Hills site in 2007 and 2008, and Sacramento Orcutt grass was detected in two vernal pools in the northeastern corner of the RMCA. The results of the rare plant surveys, the vernal pool branchiopod surveys, and the wetland CRAM scores support the premise that the highest quality wetlands within the Cordova Hills site occur in the RMCA, and that the habitat for listed species to the east is much different and of lower value than the habitat located in the RMCA.

Conclusion

While it appears that the MCA boundary was intended to be defined based on the hydrologic connectivity of the vernal pools in the region, as well as by soil type, the actual boundary appears to include topography, soil types and upland habitat not consistent with the objectives of MCA preservation goals. Based on mapped soil types, watershed breaks, wetland CRAM scores, and survey data for federally listed species on the Cordova Hills site, it appears that the RMCA boundary is a more valid representation of what the MCA boundary was intended to be.

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California Native Plant Society (CNPS). 2009. Vernal Pool Geology. Published by the Sacramento Valley Chapter of the California Native Plant Society at: http://www.sacvalleycnps.org/conservation/vernalpools/mather3.htm

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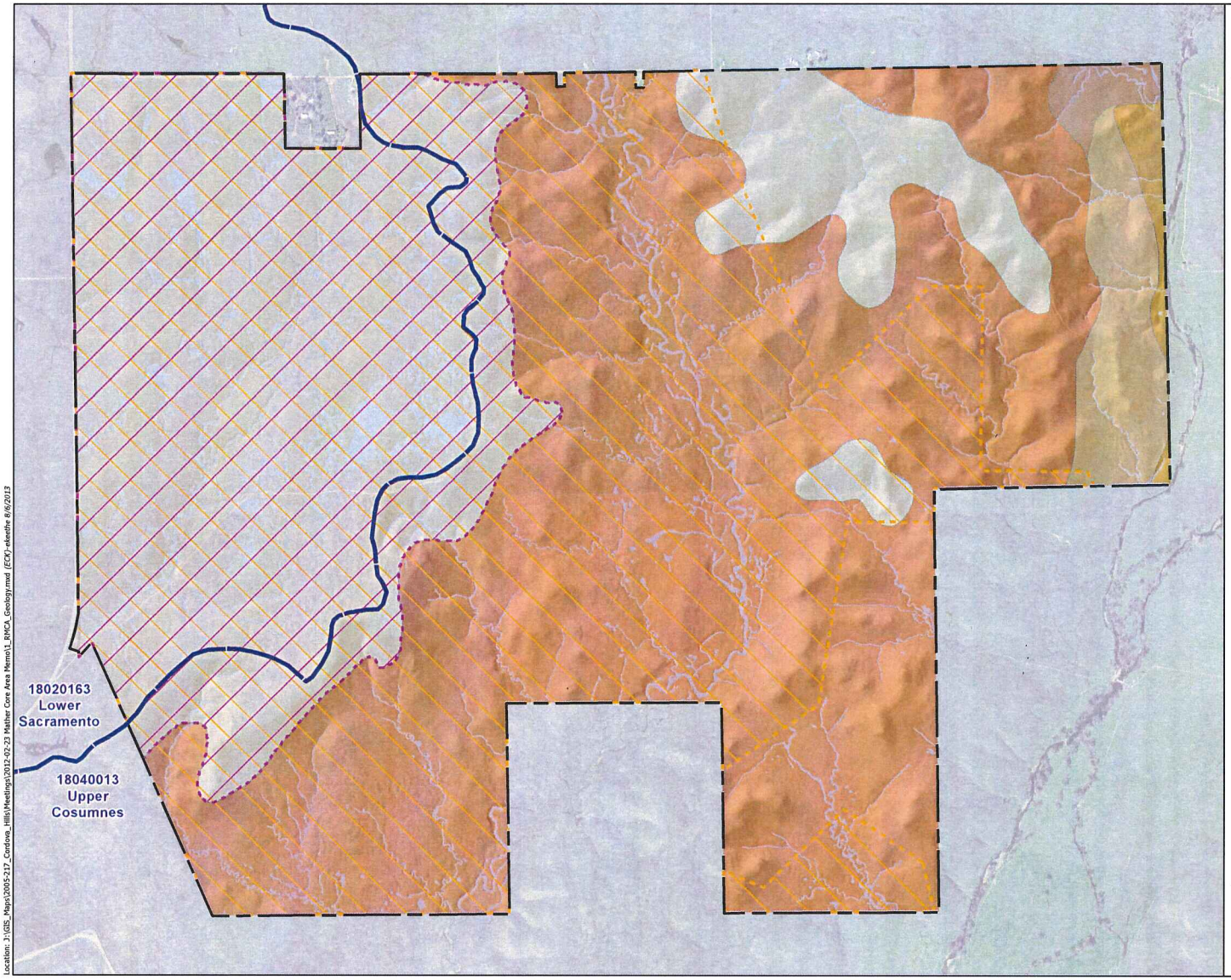

Figure 1.
Cordova Hills - Mather Core Areas

Map Features

- Project Boundary
- Wetlands
- Mather Core Area from Recovery Plan (2,015 acres on-site)
- Refined Mather Core Area (905 acres on-site)
- HUC 08 Boundary

Geologic Features

- Jgo - Gopher Ridge Volcanics: 21 ac. on-site
- Qm2 - Lower Modesto Formation (alluvium): 21 ac. on-site
- Tl - Laguna Formation: 1087 ac. on-site
- Tm - Mehrten Formation: 1451 ac. on-site
- Tvs - Valley Springs Formation: 89 ac. on-site

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Location: J:\GIS_Maps\2005-217_Cordova_Hills\Meetings\2012-02-23 Mather Core Area Memo\1_RMCA_Geology.mxd (ECK)-ekeathe 8/6/2013

2005-217 Cordova Hills

Scale in Feet
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Photo Source: Aerials Express, 2006

Map Date: 8/6/2013

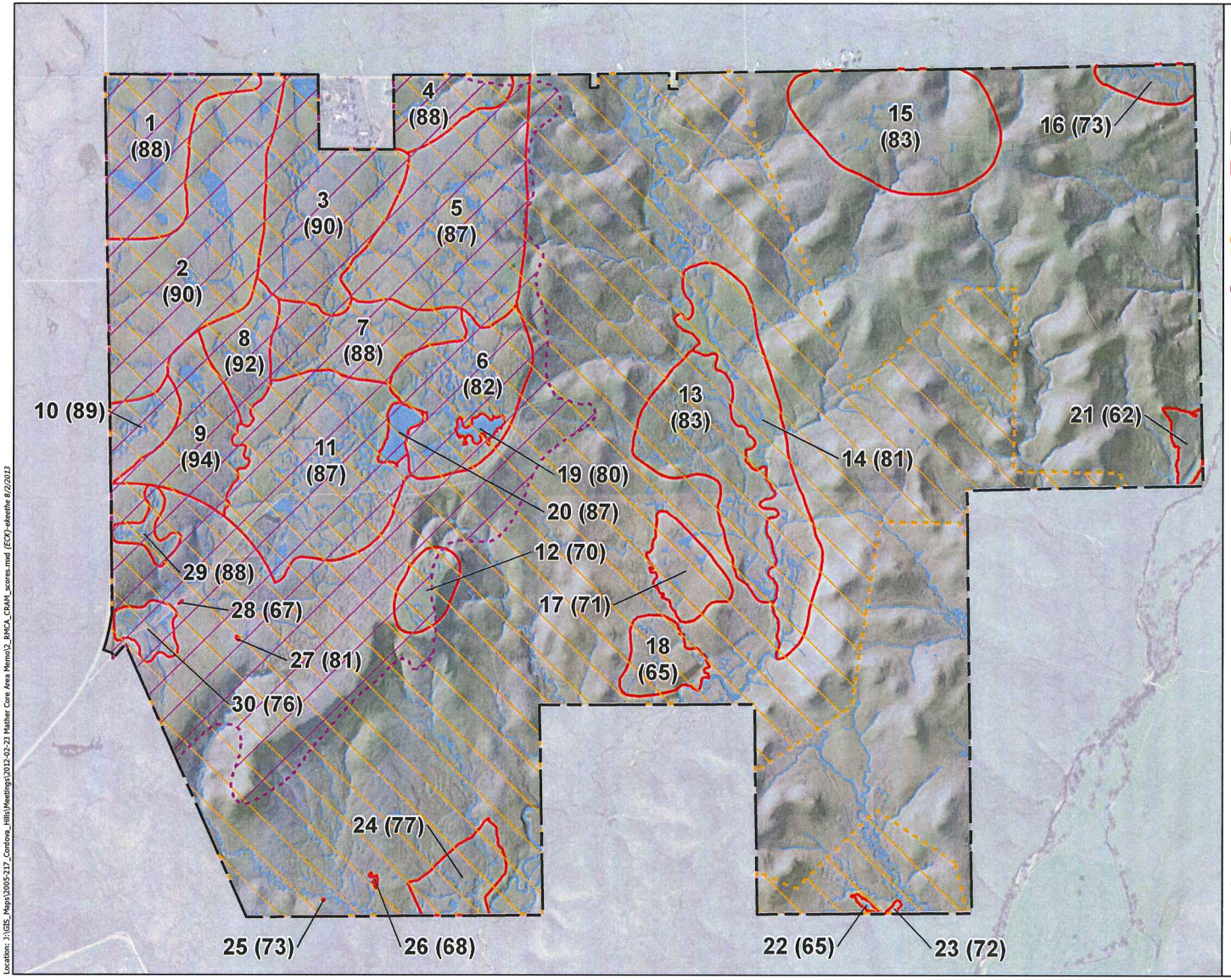

Figure 2.
Cordova Hills CRAM Scores

Map Features

- Project Boundary
- Assessment Area - Number (Score)
- Wetlands
- Mather Core Area from Recovery Plan (2,015 acres on-site) (AVG CRAM Score Inside MCA: 80.7, Outside MCA: 72.7)
- Refined Mather Core Area (905 acres on-site) (AVG CRAM Score Inside RMCA: 84.7, Outside RMCA: 72.8)

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Location: J:\GIS_Maps\2005-217_Cordova_Hills\Meetings\2012-02-23 Mather Core Area Memo\2_RMCA_CRAM_scores.mxd (ECR)-ebenthe 8/2/2013

2005-217 Cordova Hills

Scale in Feet
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Photo Source: Aerials Express, 2006

Map Date: 8/2/2013

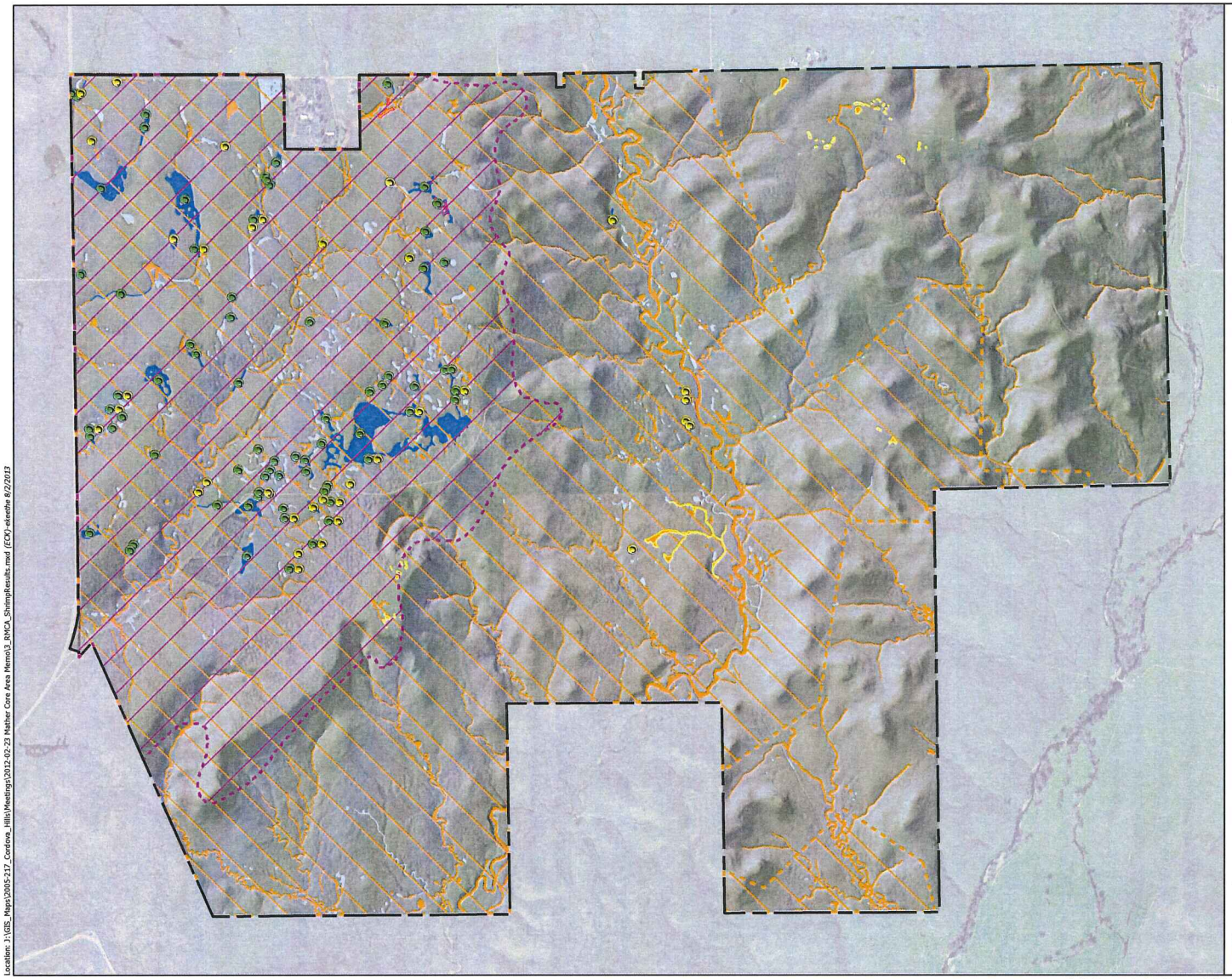

Figure 3.
Cordova Hills
Vernal Pool Crustacean Survey Results

Map Features

- Project Boundary
- Non Surveyed Wetlands
- Mather Core Area from Recovery Plan (2,015 acres on-site)
- Refined Mather Core Area (905 acres on-site)
- Sacramento Orcutt Grass
- Dry Season Survey (Negative Results - All)
- Wet Season Survey (Negative Results)
- Wet Season Survey (Positive Results)

Wet Season Survey Results

- Lepidurus packardi
- Branchinecta lynchi

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Location: J:\GIS_Maps\2005-217_Cordova_Hills\Meetings\2012-02-23 Mather Core Area Memo\3_RMCA_ShrimpResults.mxd (ECO)-ekeethe 8/2/2013

2005-217 Cordova Hills

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Photo Source: Aerials Express, 2006

Map Date: 8/2/2013