Project Frontier

Transportation Impact Analysis Report

Prepared for:
El Dorado County

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RS21-4080

FEHR PEERS

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Introduction

Report Overview

This report presents the results of a transportation impact study (TIS) completed for Project Frontier (project) in the El Dorado Hills community, which is in unincorporated El Dorado County (County), California.

The purpose of this impact analysis is to evaluate the project's consistency with the policies of the El Dorado County General plan related to the performance of the transportation system. The proposed project is consistent with the General Plan land use designation (Research & Development). Therefore, the traffic operations analysis is conducted under existing conditions.

The remaining sections of this report document the proposed project, analysis methodologies, LOS deficiencies, and improvement recommendations.

Project Description

Figure 1 shows the proposed project, as well as intersections and driveways providing access to Latrobe Road and Royal Oaks Drive. The proposed project includes development of two industrial buildings located on the west side of Latrobe Road south of Royal Oaks Drive, as well as installation of a traffic signal control at the Latrobe Road/Royal Oaks Drive intersection. The project would also widen Latrobe Road to 5 lanes from north of Royal Oaks Drive to south of Project Access B. The following describes the project buildings and access locations.

- Building 1 (Adjacent to Latrobe Road) – Is a sortable fulfillment center where employees pick, pack, and ship products like books, toys, and housewares. The facility is highly automated. The building footprint is about 649,653 square feet and includes 57 loading docks, 417 trailer parking stalls, 473 trailer locations, and 1,750 car parking stalls (including 16 motorcycle parking stalls). Building 1 access is summarized below:
    - Access A – Is a full access intersection with side-street stop control that would provide direct access from Latrobe Road to the employee/visitor parking area for cars and light trucks.
    - Access B – Is a full access intersection with side-street stop control that would provide direct access from Latrobe Road to the employee/visitor parking area for cars and light trucks.
    - Access C – Is a full access intersection with traffic signal control that would provide access to the south end of the employee/visitor parking area for cars and light trucks

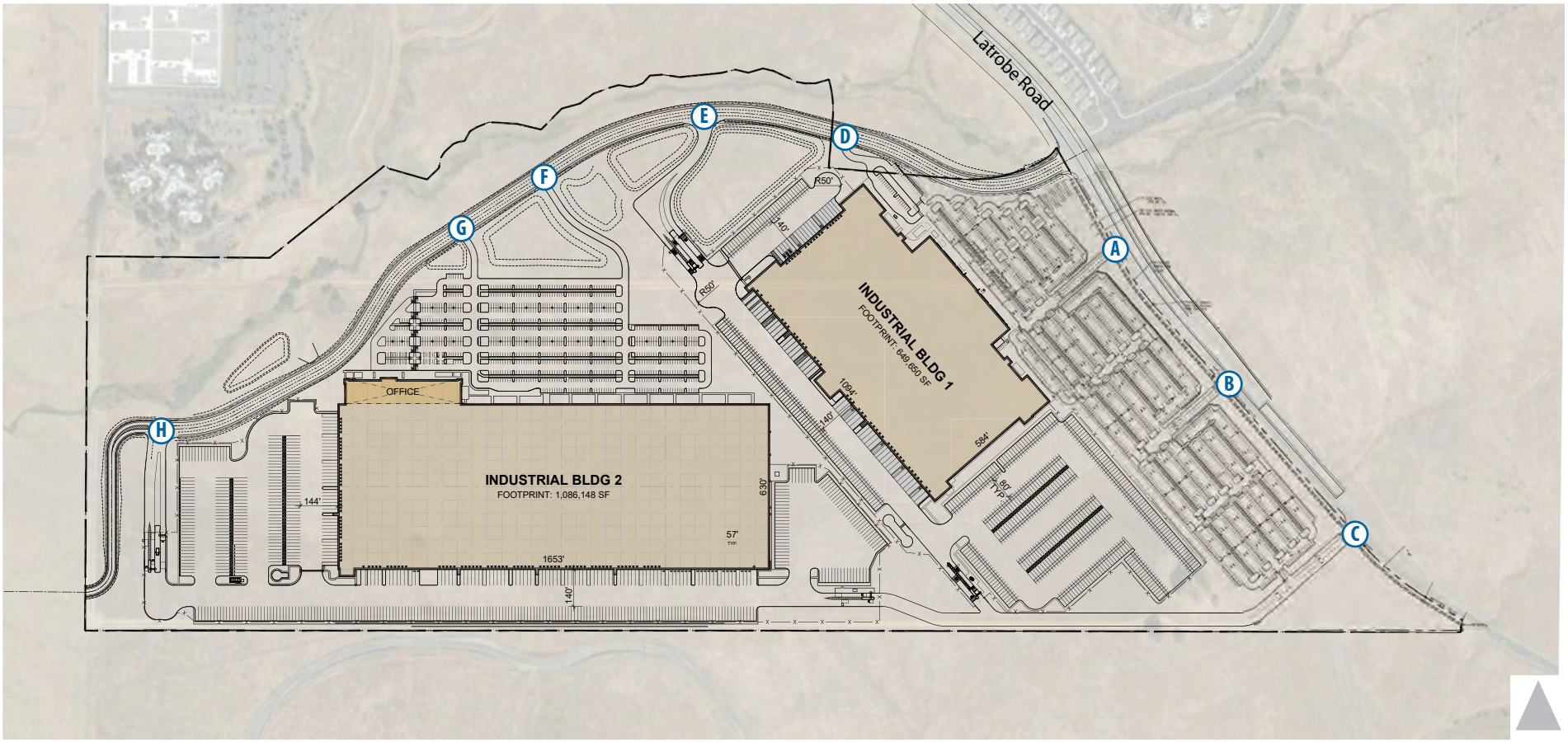
and access for most outbound truck movements for both Building 1 and Building 2. Wetsel-Oviatt Road would be reconfigured to intersect Latrobe Road at least 250 feet south of Access C.

- Access D – Is a full access intersection with side-street stop control that would provide direct access from Royal Oaks Drive to the employee/visitor parking area for cars and light trucks.
- Access E – Is a full access intersection with side-street stop control that would provide direct access from Royal Oaks Drive to the loading docks for trucks.

- Building 2 (West of Building 1) – is a non-sortable fulfillment center where employees pick, pack, and ship bulky ore larger-sized products like patio furniture, outdoor equipment, or rugs. The building footprint is about 1,086,178 square feet and includes 98 loading docks, 475 trailer parking stalls, and 1,160 car parking stalls. Building 2 access is summarized below:
  - Access F – Is a full access intersection with side-street stop control that would provide direct access from Royal Oaks Drive to the employee/visitor parking area for cars and light trucks.
  - Access G – Is a full access intersection with side-street stop control that would provide direct access from Royal Oaks Drive to the employee/visitor parking area for cars and light trucks.
  - Access H – Is a full access intersection with side-street stop control that would provide direct access from Royal Oaks Drive to the loading docks for trucks.

Project Scoping

The scope of the transportaion impact analysis was developed through coordination with the El Dorado County Community Development Agency (Long Range Planning). This study was performed in accordance with the *El Dorado County Transportation Impact study Guidelines, November 2014*.



(A) Project Access Intersection

Figure 1

Site Plan

Regulatory Setting

The Transportation and Circulation Element of the El Dorado County General Plan (Amended August 2019) outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following goals and their associated policies are relevant to the project.

GOAL TC-1: To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods.

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Policy TC-Xd	Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.
Policy TC-Xe	For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project: A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or B. The addition of 100 or more daily trips, or C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Policy TC-Xf At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project

to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

GOAL TC-2: To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

GOAL TC-3: To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

GOAL TC-5: To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

The El Dorado County Community Development Agency's (CDA) *Transportation Impact Study Guidelines* (El Dorado County, 2014) set forth the protocols and procedures for conducting transportation analysis in the County, including the identification of the study area (TIS Guidelines). All of the study intersections for the proposed project are within the County's jurisdiction. This traffic analysis is consistent with the TIS Guidelines. In Addition, the project is subject to Measure E, which was adopted June 6, 2016 and became official on July 29, 2016.

Analysis Methodology

Analysis Procedures

Each study roadway facility was analyzed using the concept of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents long delays and a facility that is operating at or near its functional capacity.

Intersections

Traffic operations at the study intersections were analyzed using procedures and methodologies contained in the Highway Capacity Manual (HCM) 7th Edition (Transportation Research Board, 2022). These methodologies were applied using Cubic-Trafficware's Synchro 11 software. **Table 1** displays the delay range associated with each LOS category for signalized and unsignalized intersections based on the HCM.

The HCM methodology determines the level of service (LOS) at signalized intersections by comparing the average control delay (i.e., delay resulting from initial deceleration, queue move-up time, time actually stopped, and final acceleration) per vehicle at the intersection to the established thresholds. The LOS for traffic signal controlled and all-way stop controlled intersections is based on the average control delay for the entire intersection. For side-street stop-controlled intersections, the LOS is evaluated separately for each individual movement with delay reported for the critical (i.e., worst case) turning movement.

The following procedures and assumptions were applied for the analysis of existing and plus project conditions:

- Roadway geometric data was gathered using aerial photographs and field observations.
- SimTraffic, Synchro's microsimulation module, was used to analyze Latrobe Road/El Dorado Hills Boulevard intersections near US 50 (i.e., between White Rock Road and Serrano Parkway). For each scenario, 10 microsimulation model runs were averaged to yield the reported results.
- For SimTraffic intersections, system-wide peak hours were used to determine peak hour traffic volumes, heavy vehicle percentages, and peak hour factors. For all other intersections, the peak hour traffic volumes, heavy vehicle percentages, and peak hour factors were entered at an intersection-level, according to the peak hour of each intersection.
- The counted pedestrian and bicycle volumes were used.

- Signal phasing and timings were based on existing signal timing sheets provided by El Dorado County and/or field observations.
- Speeds for the model network were based on the posted speed limit.

TABLE 1: INTERSECTION LEVEL OF SERVICE CRITERIA

Level-of-Service	Average Control Delay (seconds/vehicle)		Description
	Signalized	Stop Controlled	
A	< 10.0	< 10.0	Very low delay. At signalized intersections, most vehicles do not stop.
B	10.0 to 20.0	10.0 to 15.0	Generally good progression of vehicles. Slight delays.
C	>20.0 to 35.0	>15.0 to 25.0	Fair progression. At signalized intersections, increased number of stopped vehicles.
D	>35.0 to 55.0	>25.0 to 35.0	Noticeable congestion. At signalized intersections, large portion of vehicles stopped.
E	>55.0 to 80.0	>35.0 to 50.0	Poor progression. High delays and frequent cycle failure.
F	>80.0	>50.0	Oversaturation. Forced flow. Extensive queuing.

Source: Highway Capacity Manual (Transportation Research Board, 2010)

Roadway Segments

Roadway segment LOS was determined by comparing traffic volumes for selected roadway segments with peak hour LOS capacity thresholds. These thresholds are shown in **Table 2** and were provided by County staff. The arterial LOS is based on methodology contained in the HCM 6th Edition (2016) and was applied for the analysis of the 2004 El Dorado County General Plan and the 2022 annual update to the County's Traffic Impact Fee (TIF) Schedule (Adopted May 17, 2021).

TABLE 2:
PEAK HOUR ROADWAY SEGMENT CAPACITIES BY FUNCTIONAL CLASSIFICATION AND LOS

Functional Classification	Lanes	Roadway Segment Capacity (Vehicles per Hour)				
		LOS A	LOS B	LOS C	LOS D	LOS E
Arterial	2	N/A	N/A	640	1,310	1,510
Arterial (Divided)	4	N/A	N/A	1,430	2,910	3,180
	6	N/A	N/A	2,210	4,480	4,790
Arterial (Undivided)	4	N/A	N/A	1,360	2,770	3,030

Source: Peak hour roadway segment capacities based on the HCM 6th Edition and developed by El Dorado County CDA, Long Range Planning.

Performance Standards

General Plan Circulation Policy TC-Xd provides Level of Service standards for County-maintained roads and state highways as follows:

- Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 as applicable shall not exceed the ratio specified in that table. *(Note: None of the study roadways are presented in Table TC-2)*
- If a project causes the peak hour level of service or volume/capacity ratio on a county road or state highway that would otherwise meet the County standards (without the project) to exceed County LOS thresholds, then the impact shall be considered significant.
- If any county road or state highway fails to meet the above listed county standards for peak hour LOS or volume/capacity ratios without the proposed project, and the project will worsen conditions on the road or highway, then the impact shall be considered significant. The term worsen is defined for the purpose of this paragraph according to General Plan Policy TC-Xe as follows:
    A. A two (2) percent increase in traffic during the AM peak hour, PM peak hour or daily, OR
    B. The addition of 100 or more daily trips, OR
    C. The addition of 10 or more trips during the AM peak hour or the PM peak hour.

All study facilities are in the Community Regions.

Existing Conditions

Study Area

Figure 2 identifies the study area, which is based on coordination with El Dorado County Community Development Agency (Long Range Planning) staff, expected distribution of project trips, and review of the *Transportation Impact Study Guidelines*. The following study intersections and road segments were selected for analysis during both the AM and PM peak hours.

Existing Intersections:

1. El Dorado Hills Boulevard/Serrano Parkway/Lassen Lane
2. El Dorado Hills Boulevard/Saratoga Way/Park Drive
3. El Dorado Hills Boulevard/US 50 Westbound Ramps
4. Latrobe Road/US 50 Eastbound Ramps
5. Latrobe Road/Town Center Boulevard
6. Latrobe Road/White Rock Road
7. Latrobe Road/Golden Foothill Parkway (N)/Monte Verde Dr
8. Latrobe Road/Suncast Lane
9. Latrobe Road/Golden Foothill Parkway (S)/Clubview Drive
10. Latrobe Road/Investment Boulevard
11. Latrobe Road/Royal Oaks Drive
12. Latrobe Road/Project Access C
13. Golden Foothill Parkway/Robert J Mathews Parkway
14. Investment Boulevard/Robert J Mathews Parkway
15. Golden Foothill Parkway/Carson Crossing Road
16. Carson Crossing Road/Palmdale Drive
17. Carson Crossing Road/Four Seasons Drive
18. White Rock Road/Carson Crossing Road
19. White Rock Road/Windfield Way
20. White Rock Road/Post Street
21. White Rock Road/Valley View Parkway/Vine Street

22. White Rock Road/Clarksville Crossing
23. White Rock Road/Silva Valley Parkway/US 50 Eastbound Ramps
24. Silva Valley Parkway/US 50 Westbound Ramps
25. Latrobe Road/Project Access A
26. Latrobe Road/Project Access B

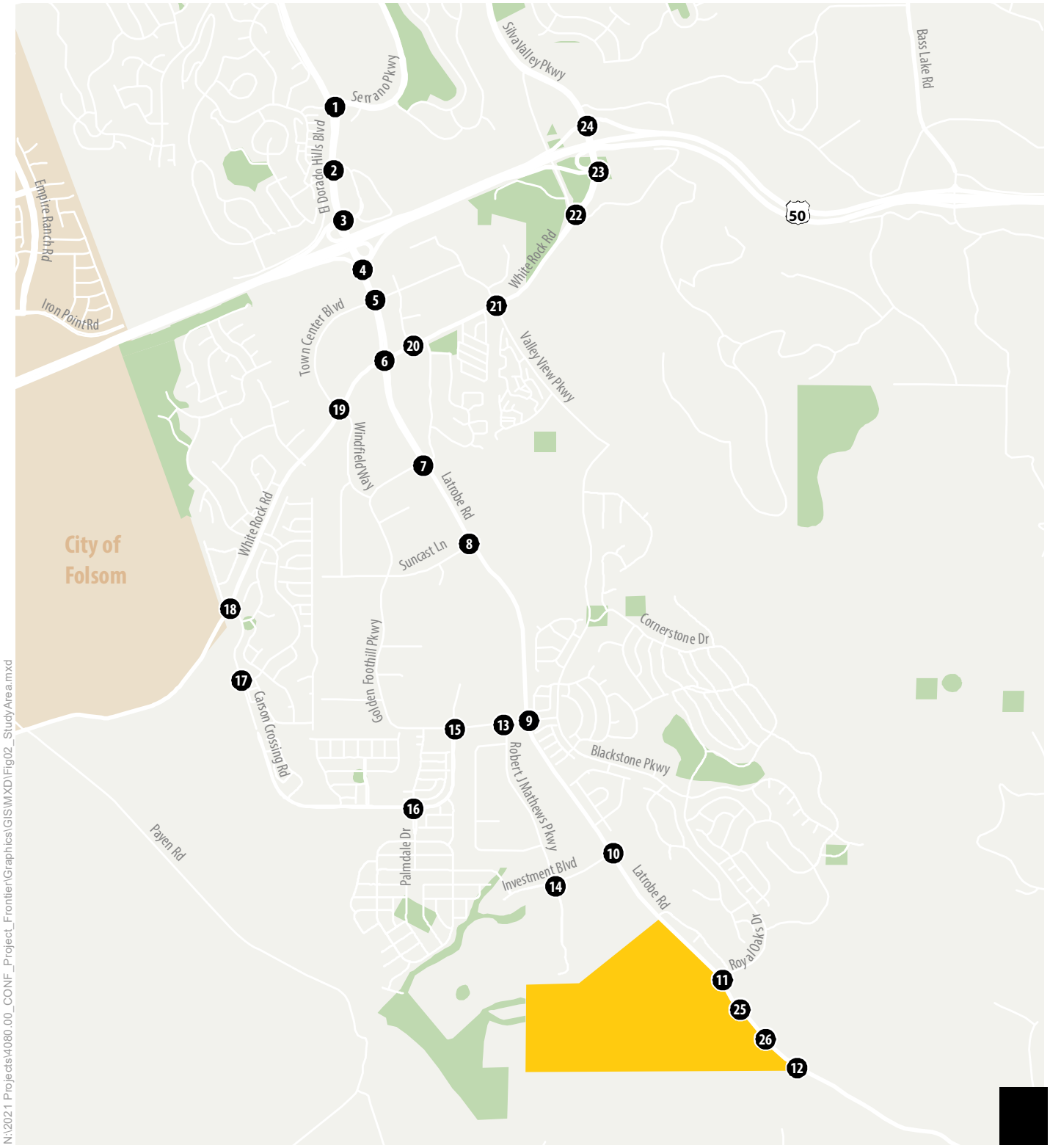
Roadways:

1. Latrobe Road – White Rock Road to Golden Foothills Parkway (N)
2. Latrobe Road – Golden Foothills Parkway (N) to Suncast Lane
3. Latrobe Road – Suncast Lane to Golden Foothill Parkway (S)
4. Latrobe Road – Golden Foothill Parkway (S) to Investment Boulevard
5. Latrobe Road – Investment Boulevard to Royal Oaks Drive
6. Latrobe Road – Royal Oaks Drive to Project Access C
7. Latrobe Road – South of Project Access C
8. White Rock Road – County Line to Windfield Way
9. White Rock Road – Windfield Way to Latrobe Road
10. White Rock Road – Latrobe Road to Valley View Parkway/Vine Street
11. White Rock Road – Valley View Parkway/Vine Street to US 50 Eastbound Ramps

Roadway Network

The characteristics of the roadway system near the project site are described below. Where applicable, the roadway designation given in the *2004 El Dorado County General Plan* (amended August 2019) is provided.

US Route 50 (US 50) is an east-west freeway located about 3 miles north of the project site. Generally, US 50 serves most of El Dorado County's major population centers and provides regional connections to the west (i.e., Sacramento) and to the east (i.e., State of Nevada). Primary access to the project site from US 50 is provided via the US 50/El Dorado Hills Boulevard/Latrobe Road and US 50/Silva Valley Parkway/White Rock Road interchanges. Near the project site, westbound US 50 has a high-occupancy vehicle (HOV) lane and two general purpose travel lanes, and eastbound US 50 has an HOV lane and three general purpose travel lanes.



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1 Study Intersection
Project Site
Park
City Boundary

Figure 2
Study Area

El Dorado Hills Boulevard is a north-south roadway that continues as Salmon Falls Road on the north and Latrobe Road to the south of US 50. The roadway is four lanes with a center median between Park Drive/Saratoga Way and Governor Drive. Between US 50 and Park Drive/Saratoga Way, the roadway section widens to six lanes to accommodate vehicle demand near the US 50/El Dorado Hills Boulevard/Latrobe Road interchange. The County's General Plan identifies El Dorado Hills Boulevard as a four-lane divided road south of Governor Drive except near US 50 where the designation changes to a six-lane divided road.

Latrobe Road is a north-south roadway and is the continuation of El Dorado Hills Boulevard south of US 50. Latrobe Road is six lanes near the US 50 interchange, narrows to four lanes south of White Rock Road, and eventually narrows to two lanes as it continues south to connect with State Route 16 in Amador County. The General Plan identifies Latrobe Road as a six-lane divided roadway near the US 50 interchange transitioning to a four-lane divided road, then a two-lane major road, and eventually a two-lane regional road serving the southwest portion of the County. Latrobe Road serves about 30,000 vehicles per day north of White Rock Road. The project would widen Latrobe Road to four lanes between north of Royal Oaks Drive and south of Project Access B.

Saratoga Way is currently two lanes from El Dorado Hills Boulevard to Wilson Boulevard and four lanes between Wilson Boulevard and Empire Ranch Road in the City of Folsom. Saratoga Way is planned as a four-lane divided arterial.

Town Center Boulevard is a private east-west roadway that serves as a primary access for the Town Center. Town Center Boulevard is four lanes between Latrobe Road and Post Street and two lanes between Post Street and Vine Street with angled parking. Town Center Boulevard has a traffic signal-controlled intersection at Latrobe Road and Post Street.

White Rock Road is the continuation of Silva Valley Parkway south of US 50. South of Clarksville Road, White Rock Road is predominately a two or three lane roadway until west of Monte Verde Drive where the cross section widens to four lanes; the cross-section reduces again after Windfield Way. The General Plan identifies White Rock Road as a four-lane divided road east and west of Latrobe Road. White Rock Road serves about 10,600 vehicles per day west of Latrobe Road.

Golden Foothill Parkway is a two-lane collector that loops through the northern section of the El Dorado Hills Business Park (EDHBP) site. Golden Foothill Parkway intersects Latrobe Road twice, opposite Monte Verde Drive and Clubview Drive.

Suncast Lane is a two-lane collector west of Latrobe Road that intersects Golden Foothill Parkway about 1,800 feet west of Latrobe Road.

Robert J Mathews Parkway is a north-south collector in the southern section of the EDHBP. Robert J Mathews Parkway extends from near the southern edge of the EDHBP to Golden Foothill Parkway.

Investment Boulevard is an east-west collector that extends through the southern section of the EDHBP between Latrobe Road and Pismo Drive.

Royal Oaks Drive is a two-lane residential collector east of Latrobe Road. The project will construct Royal Oaks Drive west of Latrobe Road.

Carson Crossing Road is primarily a divided two-lane residential collector that extends from White Rock Road to Golden Foothill Parkway. Carson Crossing Road widens to four lanes north of Mission Canyon Drive.

Existing Conditions Peak Hour Traffic Volumes

Intersection counts were collected to determine the existing traffic operations of study facilities. Weather conditions were generally dry and local schools were in session during the traffic count data collection.

Intersection turning movement counts were collected in February 2022 during the AM peak period (6 AM to 9 AM) and PM peak period (4 PM to 7 PM) at all study locations except El Dorado Hills Boulevard intersections between Serrano Parkway and the US 50 westbound ramps (i.e., intersections #1-3). Traffic counts at those intersections were collected in October/November 2020 and were adjusted (i.e., increased by 15%) to account for lower travel associated with the COVID-19 pandemic. The adjustment procedure was based on a comparison of pre- and post-COVID-19 traffic counts. The methodology was approved by El Dorado County Transportation for recent studies.

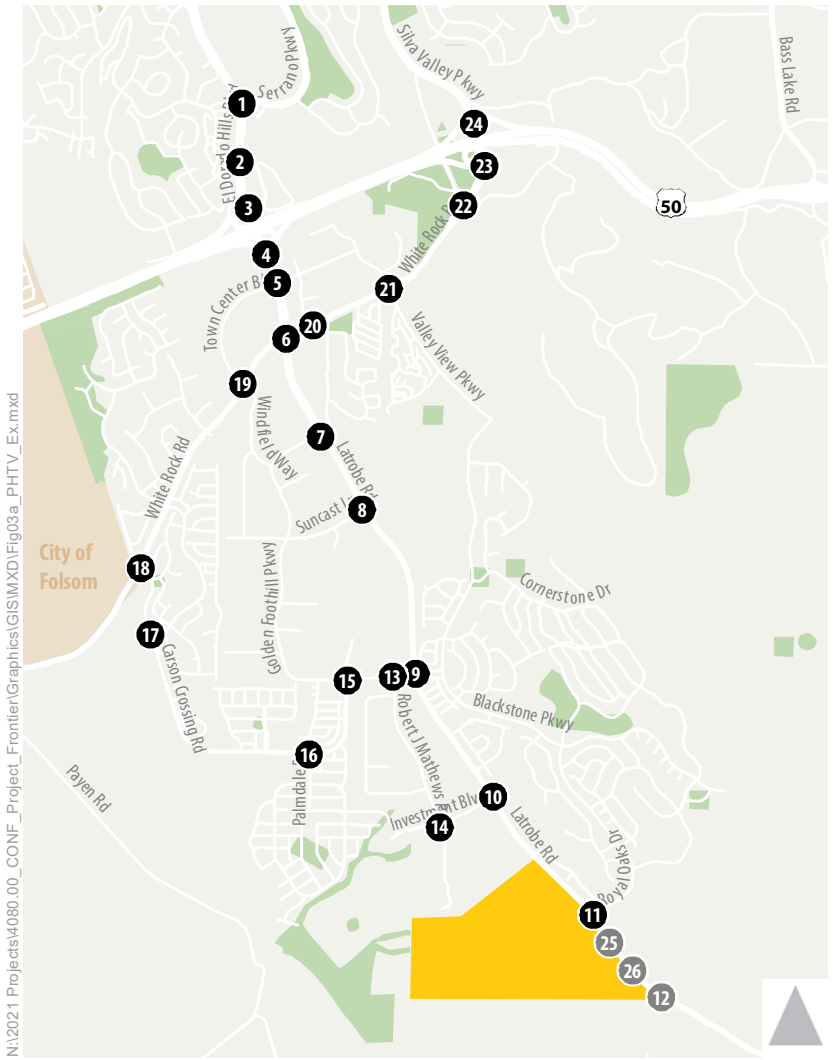
Field observations conducted during the AM and PM peak periods identified extensive vehicle queuing near the US 50/El Dorado Hills Boulevard interchange, with the longest queues occurring northbound during the PM. Northbound queuing is due to poor lane utilization on the northbound approach at the Town Center Boulevard intersection. This condition occurs because there is only one northbound through lane that continues through the US 50 interchange. However, all queued vehicles were served during the peak hour, so the traffic counts are representative of peak hour travel demand since the vehicle queues dissipate during the peak hour.

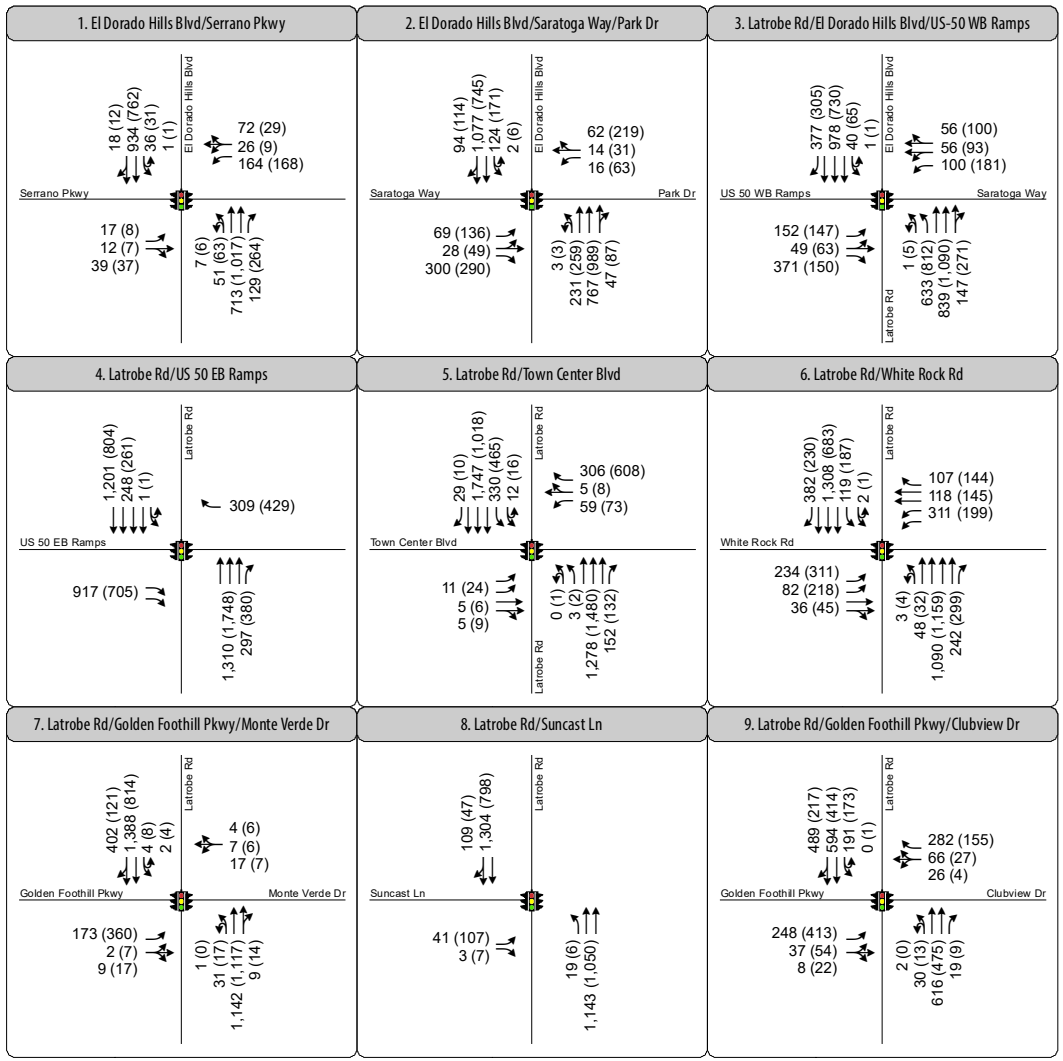
Figure 3 provides peak hour traffic volumes, lane configurations and traffic controls at each of the study intersections.

Existing Conditions Peak Hour Vehicle Level of Service

Intersections

Table 3 summarizes existing conditions AM and PM peak hour Level of Service (LOS) for the study intersections. The LOS of a facility is a qualitative measure used to describe operating conditions. LOS ranges from A (best), which represents short delays, to LOS F (worst), which represents long delays and a facility that is operating at or near its functional capacity.





1 Study Intersection

Project Site

Turn Lane

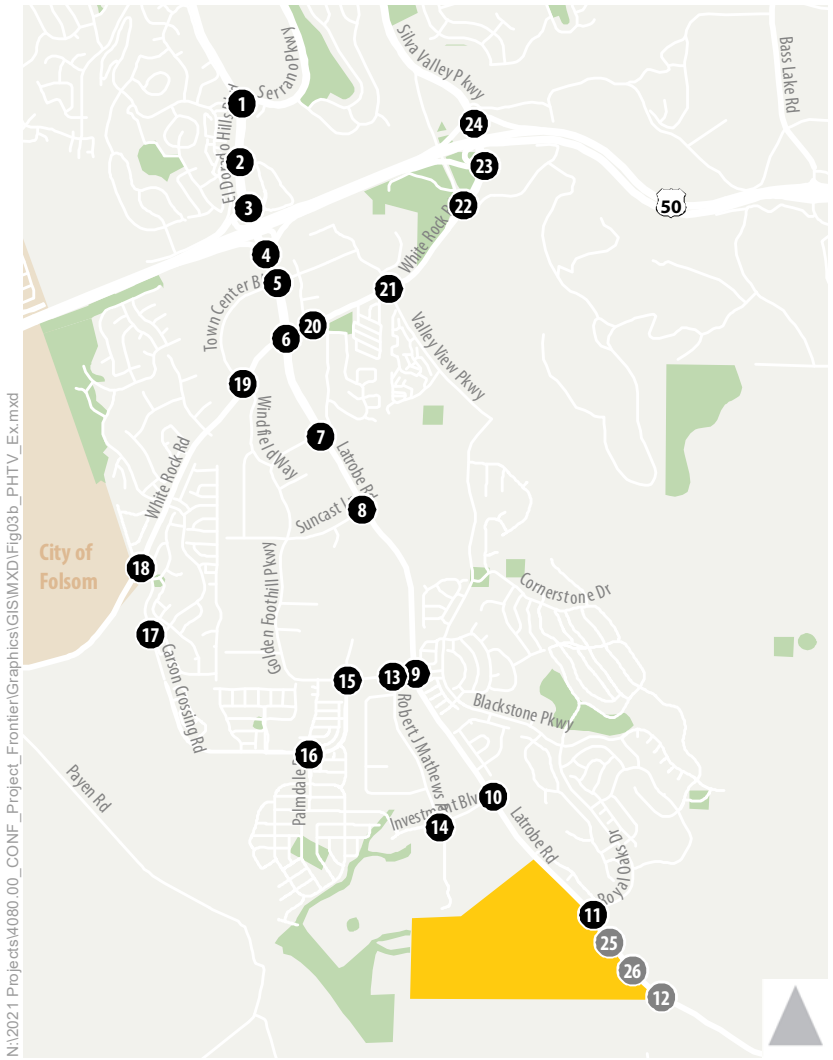
AM (PM) Peak Hour Traffic Volume

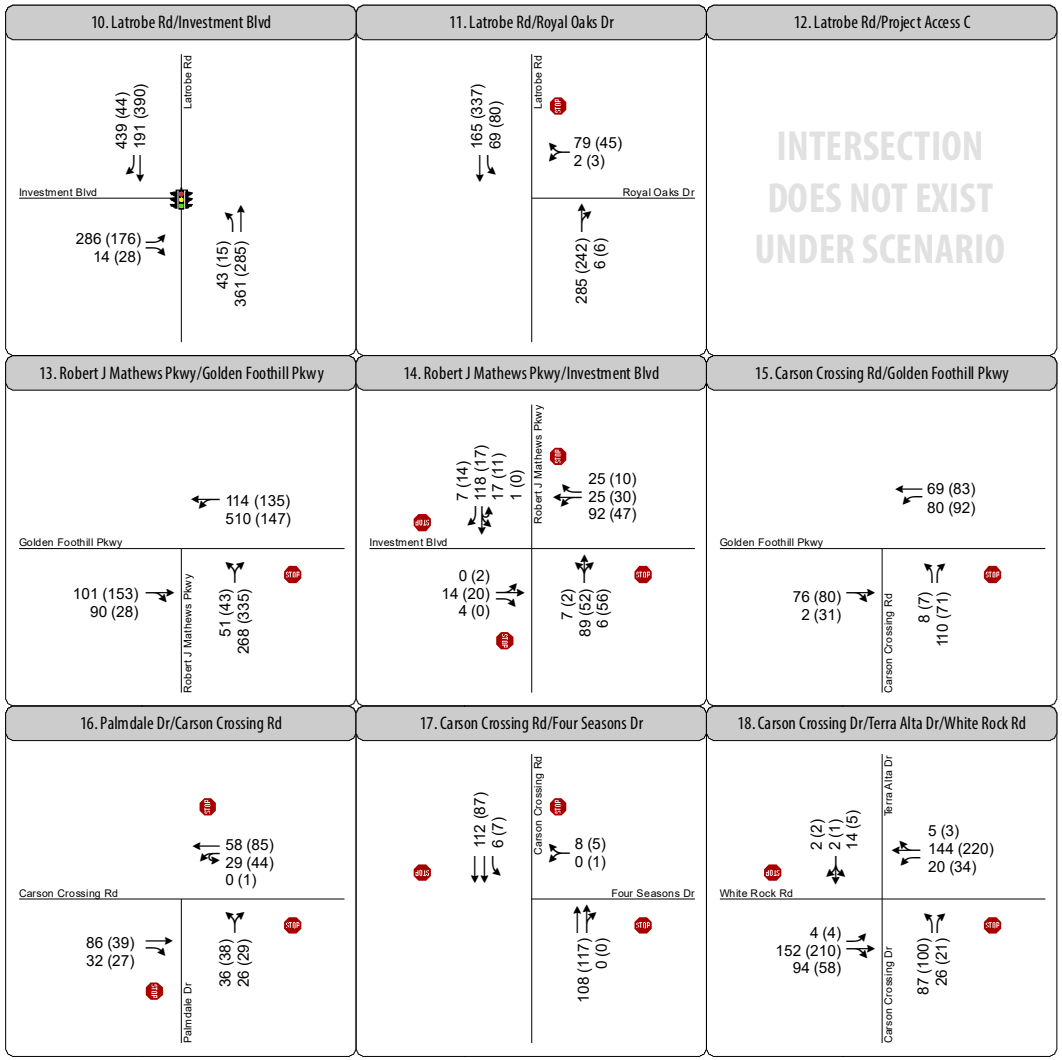
Traffic Signal

Stop Sign

Figure 3a

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions





1 Study Intersection

Project Site

Turn Lane

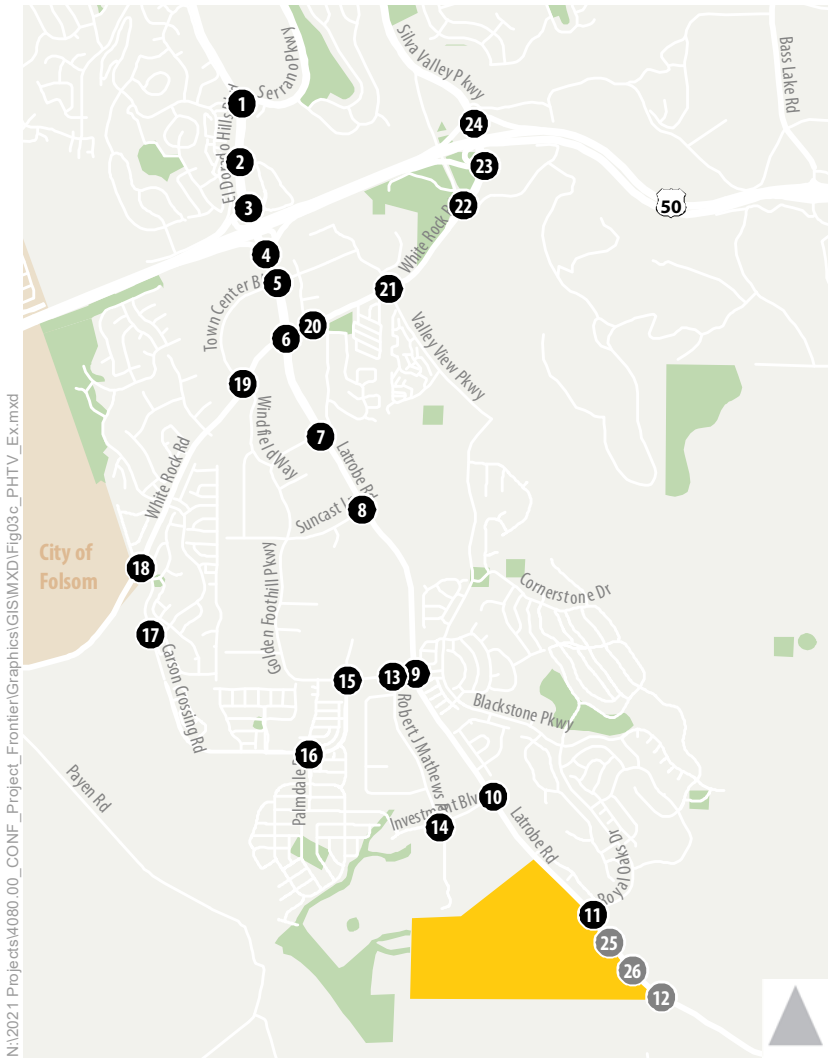
AM (PM) Peak Hour Traffic Volume

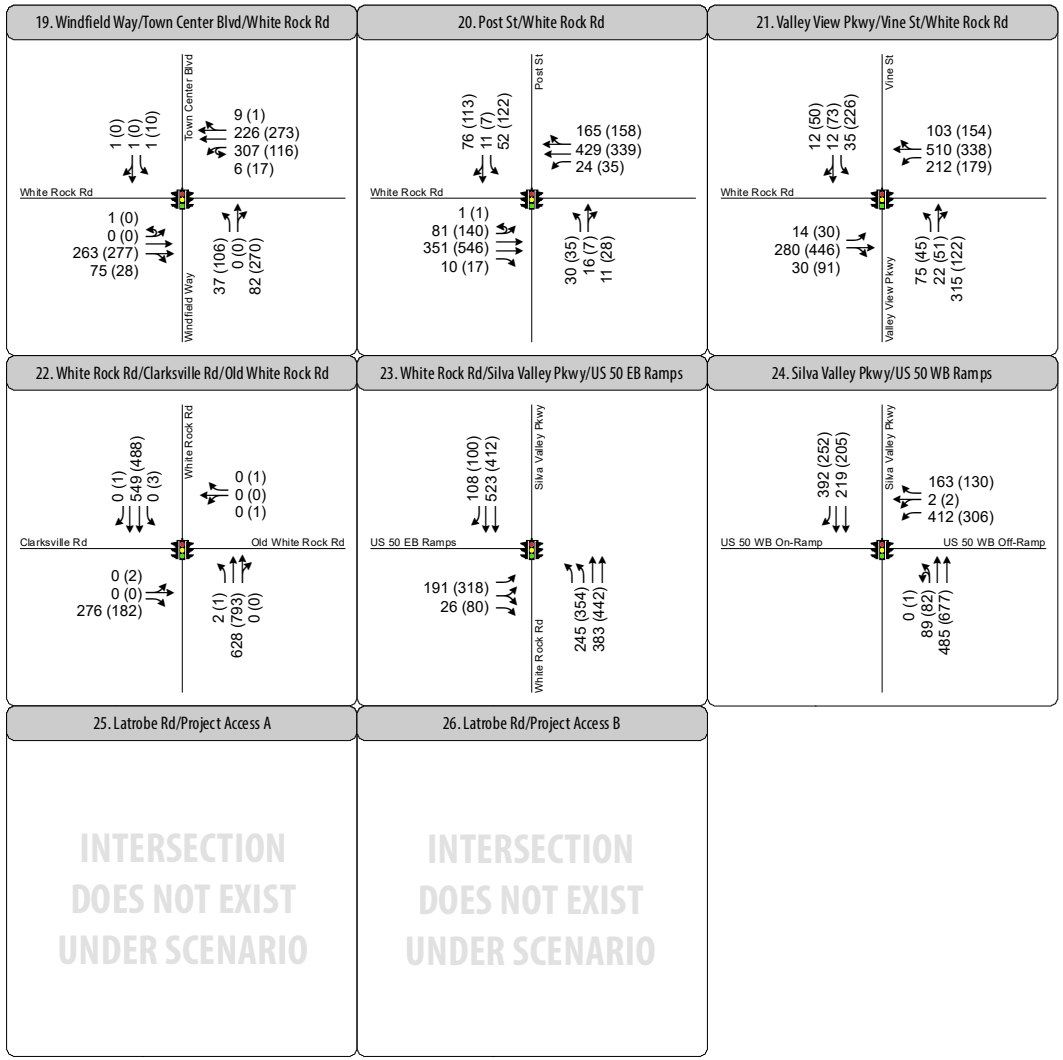
Traffic Signal

Stop Sign

Figure 3b

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions





1 Study Intersection

Project Site

Turn Lane

AM (PM) Peak Hour Traffic Volume

Traffic Signal

Stop Sign

Figure 3c

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

As described above, an intersection that is operating at LOS E or better in a Community Region is considered to operate at an acceptable level. **Table 3** shows that most study intersections operate at LOS E or better except for Golden Foothill Parkway/Robert J Mathews Parkway, where the northbound left movement operates at LOS F during the AM peak hour. Detailed LOS analysis sheets are contained in Appendix A. See **Table 1** for a definition of LOS as it relates to intersection delay.

TABLE 3: PEAK HOUR LEVEL OF SERVICE – EXISTING CONDITIONS (INTERSECTION)

Intersection	Traffic Control	LOS / Delay (seconds)	
		AM Peak Hour	PM Peak Hour
1. El Dorado Hills Blvd. / Lassen Ln. / Serrano Pkwy.	Signal	B / 18	B / 12
2. El Dorado Hills Blvd. / Park Dr. / Saratoga Way	Signal	C / 34	D / 38
3. El Dorado Hills Blvd. / US 50 WB Ramps / Saratoga Way	Signal	C / 34	D / 42
4. Latrobe Rd. / US 50 EB Ramps	Signal	B / 17	B / 18
5. Latrobe Rd. / Town Center Blvd.	Signal	C / 25	D / 45
6. Latrobe Rd. / White Rock Rd.	Signal	D / 35	C / 32
7. Latrobe Rd. / Golden Foothill Pkwy. / Monte Verde Dr.	Signal	D / 41	B / 15
8. Latrobe Rd. / Suncast Ln.	Signal	A / 8	A / 7
9. Latrobe Rd. / Golden Foothill Pkwy. / Clubview Dr.	Signal	C / 28	B / 16
10. Latrobe Rd. / Investment Blvd.	Signal	B / 14	A / 10
11. Latrobe Rd. / Royal Oaks Dr.	SSSC	B / 11 (WB)	B / 10 (WB)
12. Latrobe Rd. / Project Access C (Future Intersection)	-	-	-
13. Golden Foothill Pkwy. / Robert J Mathews Pkwy.	SSSC	**F / 94 (NBL)**	C / 16 (NBL)
14. Investment Blvd. / Robert J Mathews Pkwy.	AWSC	B / 14	A / 9
15. Carson Crossing Rd. / Golden Foothill Pkwy.	SSSC	B / 11 (NBL)	B / 12 (NBL)
16. Carson Crossing Rd. / Palmdale Dr.	AWSC	A / 8	A / 8
17. Carson Crossing Rd. / Four Seasons Dr.	AWSC	A / 7	A / 7
18. White Rock Rd. / Carson Crossing Dr.	SSSC	B / 14 (NBL)	C / 17 (NBL)
19. White Rock Rd. / Town Center Blvd. / Windfield Way	Signal	B / 18	B / 13
20. White Rock Rd. / Post St.	Signal	D / 44	D / 40
21. White Rock Rd. / Vine St. / Valley View Pkwy.	Signal	C / 20	C / 30

TABLE 3: PEAK HOUR LEVEL OF SERVICE – EXISTING CONDITIONS (INTERSECTION)

Intersection	Traffic Control	LOS / Delay (seconds)	
		AM Peak Hour	PM Peak Hour
22. White Rock Rd. / Clarksville Rd. / Old White Rock Rd.	Signal	A / 6	A / 9
23. White Rock Rd. / US 50 EB Ramps	Signal	B / 12	B / 13
24. Silva Valley Pkwy. / US 50 WB Ramps	Signal	B / 11	B / 10
25. Latrobe Rd. / Project Access A (Future Intersection)	-	-	-
26. Latrobe Rd. / Project Access B (Future Intersection)	-	-	-

Notes: AWSC = all-way stop control. SSSC = side-street stop control. **Bold** indicates unacceptable LOS conditions.
For signal and all way stop control, overall level of service and delay. For side street stop control, level of service and delay for the worst movement is reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.
Source: Fehr & Peers, 2022

Roadway Segments

Table 4 summarizes existing conditions AM and PM peak hour LOS for the study roadways. All study area roadway segments operate acceptably at LOS E or better. See **Table 2** for a definition of LOS as it relates to roadway segments.

TABLE 4: ROADWAY SEGMENT PEAK HOUR LEVEL OF SERVICE - EXISTING CONDITIONS

Roadway	Segment	Facility Type	Volume / VC / LOS	
			AM	PM
Latrobe Road	White Rock Rd. to Golden Foothill Pkwy. (N)	4AD	3,078 / 0.97 / E	2,428 / 0.76 / D
	Golden Foothill Pkwy. (N) to Suncast Ln.	4AD	2,597 / 0.82 / D	1,994 / 0.63 / D
	Suncast Ln. to Golden Foothill Pkwy. (S)	4AD	2,445 / 0.77 / D	1,855 / 0.58 / D
	Golden Foothill Pkwy. (S) to Investment Blvd.	2A	1,286 / 0.85 / D	916 / 0.61 / D
	Investment Blvd. to Royal Oaks Dr.	2A	604 / 0.40 / C[1]	711 / 0.47 / D
	Royal Oaks Dr. to Project Access C	2A	458 / 0.30 / C[1]	588 / 0.39 / C[1]
	South of Project Access C	2A	458 / 0.30 / C[1]	588 / 0.39 / C[1]

TABLE 4: ROADWAY SEGMENT PEAK HOUR LEVEL OF SERVICE - EXISTING CONDITIONS

Roadway	Segment	Facility Type	Volume / VC / LOS	
			AM	PM
White Rock Road	County Line to Windfield Way	2A	483 / 0.32 / C[1]	594 / 0.39 / C[1]
	Windfield Way to Latrobe Rd.	4AD	897 / 0.28 / C[1]	973 / 0.31 / C[1]
	Latrobe Rd. to Valley View Parkway/Vine St.	2A	979 / 0.65 / D	1,192 / 0.79 / D
	Valley View Pkwy./Vine St. to US 50 EB Ramps	2A	1,455 / 0.96 / E	1,465 / 0.97 / E

Notes: 2A = 2-Lane Arterial. 4AD = 4-Lane Divided Arterial. VC = Volume-to-Capacity Ratio. LOS = Level of Service. **Bold** indicates unacceptable operations.

[1]LOS at this location is C or better.

Source: Fehr & Peers, 2022

Off-Ramp Queuing

Table 5 summarizes queuing at US 50 freeway off-ramps under existing conditions. As shown, all off-ramp queues in the study area operate within the provided storage lengths.

TABLE 5: PEAK HOUR OFF-RAMP QUEUING – EXISTING CONDITIONS

Off-Ramp	Storage Length	Queue (feet)	
		AM Peak Hour	PM Peak Hour
US 50 WB Off-Ramp at El Dorado Hills Blvd.[1]	1,830	175	175
US 50 EB Slip Off-Ramp at Latrobe Rd. [1]	1,710	350	350
US 50 EB Loop Off-Ramp at Latrobe Rd. [1]	1,750	25	25
US 50 WB Off-Ramp at Silva Valley Pkwy. [2]	1,510	150	100
US 50 EB Off-Ramp at White Rock Rd./Silva Valley Pkwy. [2]	1,530	75	100

Notes: **Bold** indicates queues that exceed available storage length.

[1]Results represent average maximum queues based on an average of 10 SimTraffic microsimulation runs.

[2]Results represent the 95th Percentile queue based on Synchro 11 output.

Source: Fehr & Peers, 2022

Pedestrian Circulation

There are few pedestrian facilities near the project site. A sidewalk exists on the north side of Royal Oaks Drive that connects to a paved off-street path on the east side of Latrobe Road. The off-street path extends along Latrobe Road between Royal Oaks Drive and Suncast Lane.

The nearest marked crosswalk is about one mile away at the Latrobe Road/Investment Boulevard intersection. This intersection is controlled by a traffic signal and provides pedestrian push buttons on two of the three approaches. The crosswalk on the south leg of the intersection connects to the off-street path described above.

Bicycle Circulation

Existing bicycle facilities within the study area are displayed in **Figure 4**. Bicycle facilities are classified into three categories:

- Class I Bicycle Path– Off-street bike paths within exclusive right-of-way; usually shared with pedestrians.
- Class II Bicycle Lane – Striped on-road bike lanes adjacent to the outside travel lane on preferred corridors for biking
- Class III Bicycle Route – Shared on-road facility, usually delineated by signage and pavement markings.

According to the *El Dorado Bicycle Transportation Plan, 2010 Update (El Dorado County Transportation Commission)*, mapping information provided by the County, and field observations, the following major bikeway facilities are present within the study area:

- Class II bicycle lanes on portions of Latrobe Road (north of Investment Boulevard), White Rock Road, Silva Valley Parkway, Carson Crossing Road, Valley View Parkway, and Royal Oaks Drive.
- Class I bicycle path adjacent to the east side of Latrobe Road between Royal Oaks Drive and Suncast Lane.

Transit

El Dorado County Transit Authority (EDCTC) provides public transit service within the study area. El Dorado Hills is currently served by Dial-A-Ride, SAC MED, the Sacramento Commuter, and the 50 Express. The SAC MED, Sacramento Commuter, and 50 Express serve only the El Dorado Hills Park-and-Ride Lot and do not circulate within the community. **Figure 4** shows existing transit routes in the project area.

The EDCTC completed the *El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Operations Plan* in May 2013 and the *Western El Dorado County 2019 Short- and Long-Range Transit Plan*

in November 2019. These documents explore how recent growth and projected development impact the need for transit services. The Dial-A-Ride, SAC MED, 50 Express, and Sacramento Commuter services, which are addressed in those plans, are described briefly below.

Dial-A-Ride service is a demand response service designed for seniors and disabled passengers, with limited access available for the general public. The service is currently available on a first-come, first-serve basis Monday through Friday between the hours of 7:30 AM and 5:00 PM, and between 8:00 AM and 5:00 PM on Saturdays and Sundays. El Dorado Hills is one of eight geographic zone service areas.

Sacramento Commuter service is offered Monday through Friday between El Dorado County and downtown Sacramento. Morning departures from El Dorado County locations are currently scheduled from 5:10 AM to 8:30 AM, and afternoon eastbound departures from Sacramento occur from 3:20 PM to 6:10 PM. A reverse commuting service is offered. The El Dorado Hills Park-and-Ride located in Town Center at the White Rock Road/Post Street intersection is the nearest stop location to the project.

SAC MED provides non-emergency medical appointment transportation for seniors, disabled, and general public passengers on Tuesdays and Thursdays. It serves medical facilities in Sacramento and Roseville for appointments between 10:00 AM and 2:00 PM. The El Dorado Hills Park-and-Ride is the nearest stop location to the project.

Route 50X (50 Express) operates Monday through Friday between the Placerville Station Transfer Center and the Folsom Iron Point light rail station. Notable stops also include the Folsom Lake College, Missouri Flat Transfer Center, Red Hawk Casino, Intel, and Kaiser Folsom. The El Dorado Hills Park-and-Ride is the nearest stop location to the project.

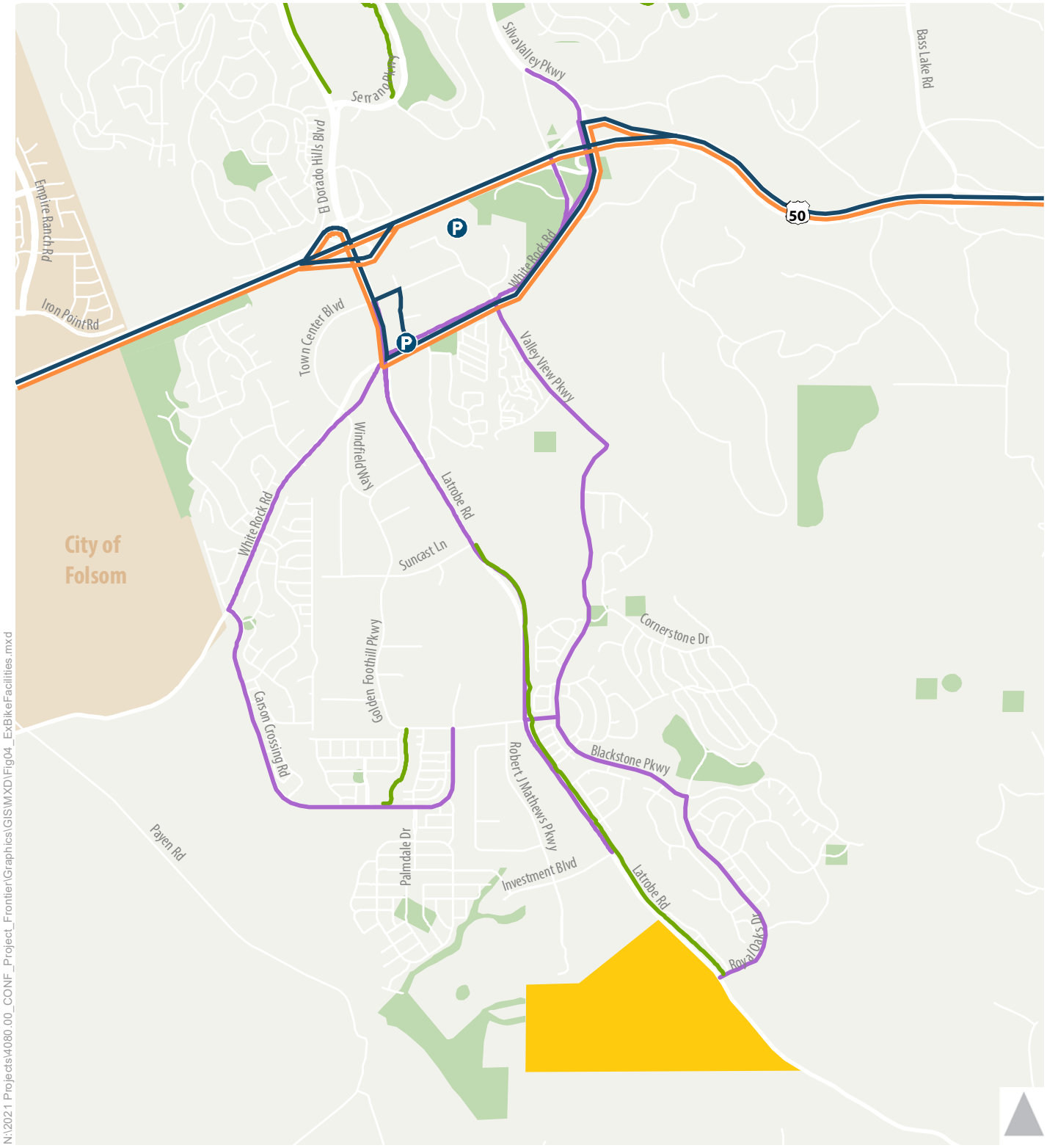


Figure 4

Existing Bicycle & Transit Facilities

Existing Plus Project Conditions

Trip Generation

Fehr & Peers prepared trip generation estimates for the project based on temporal (15-minute or hourly interval) trip generation data provided by the applicant for similar client-specific sites in California. The data was also specific to the proposed project's building types. To provide conservative peak hour trip generation estimates, the building shift times were allowed to vary plus/minus 30 minutes to account for the large study area, the temporal nature of travel, and because the time employees will arrive and depart the project site at the start/end of their shift will vary. **Table 6** summarizes project land use and calculated trip generation totals by vehicle type. The trip generation estimates used in the analysis are based on the peak hour of the adjacent roadway network (i.e., peak hour of "adjacent street"). The project is projected to generate 561 AM peak hour, 455 PM peak hour, and 5,058 daily vehicle trips.

TABLE 6: TRIP GENERATION[1]

Land Use	Vehicle Type	Net Vehicle Trips Generated[2]						
		Daily	AM			PM		
			In	Out	Total	In	Out	Total
Building 1	Passenger	2,515	360	10	370	72	168	240
	Trucks	988	27	27	54	20	20	40
	Total	3,503	387	37	424	92	188	280
Building 2	Passenger	1,293	111	16	127	11	156	167
	Trucks	262	5	5	10	4	4	8
	Total	1,555	116	21	137	15	160	175
Building 1 + Building 2	Passenger	3,808	471	26	497	83	324	407
	Trucks	1,250	32	32	64	24	24	48
	Total	5,058	503	58	561	107	348	455

[1]Analysis based on peak hour of adjacent street traffic

[2]Trip generation based on client-specific data received from Dermody Properties in February/March 2022.

Fehr & Peers, 2022

Trip Distribution and Assignment

The expected distribution of project trips by vehicle type is shown on **Figure 5**. The distributions were developed using the following sources and analytical techniques:

- Existing travel patterns based on traffic counts
- Proposed project access
- Potential employee home locations based on Census Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) data from 2019 and Census 2016-2020 American Community Survey (ACS) data
- Average industrial employee trip length of industrial-only parcels in El Dorado Hills based on SACOG's SACSIM base year (2020 RTP) travel demand forecasting model

As shown on Figure 5, the largest share of passenger car project trips (88%) is estimated to use US 50 to/from the west (58%) and to/from the east (30%) in the morning and evening. Of the remaining peak hour passenger car project trips (12%), 6% are expected to travel to/from the west on White Rock Road, 3% to/from the south on Latrobe Road south of the project site, and 3% to/from the north on El Dorado Hills Boulevard north Serrano Parkway. Project truck trips are expected to travel to/from US 50 using Latrobe Road, with about 85% traveling to/from the west on US 50 and 15% traveling to/from the east on US 50.

Figure 6 shows project-only trips based on the trip distributions shown in **Figure 5**. The resulting AM and PM peak hour traffic volumes under existing plus project conditions are presented in **Figure 7**.

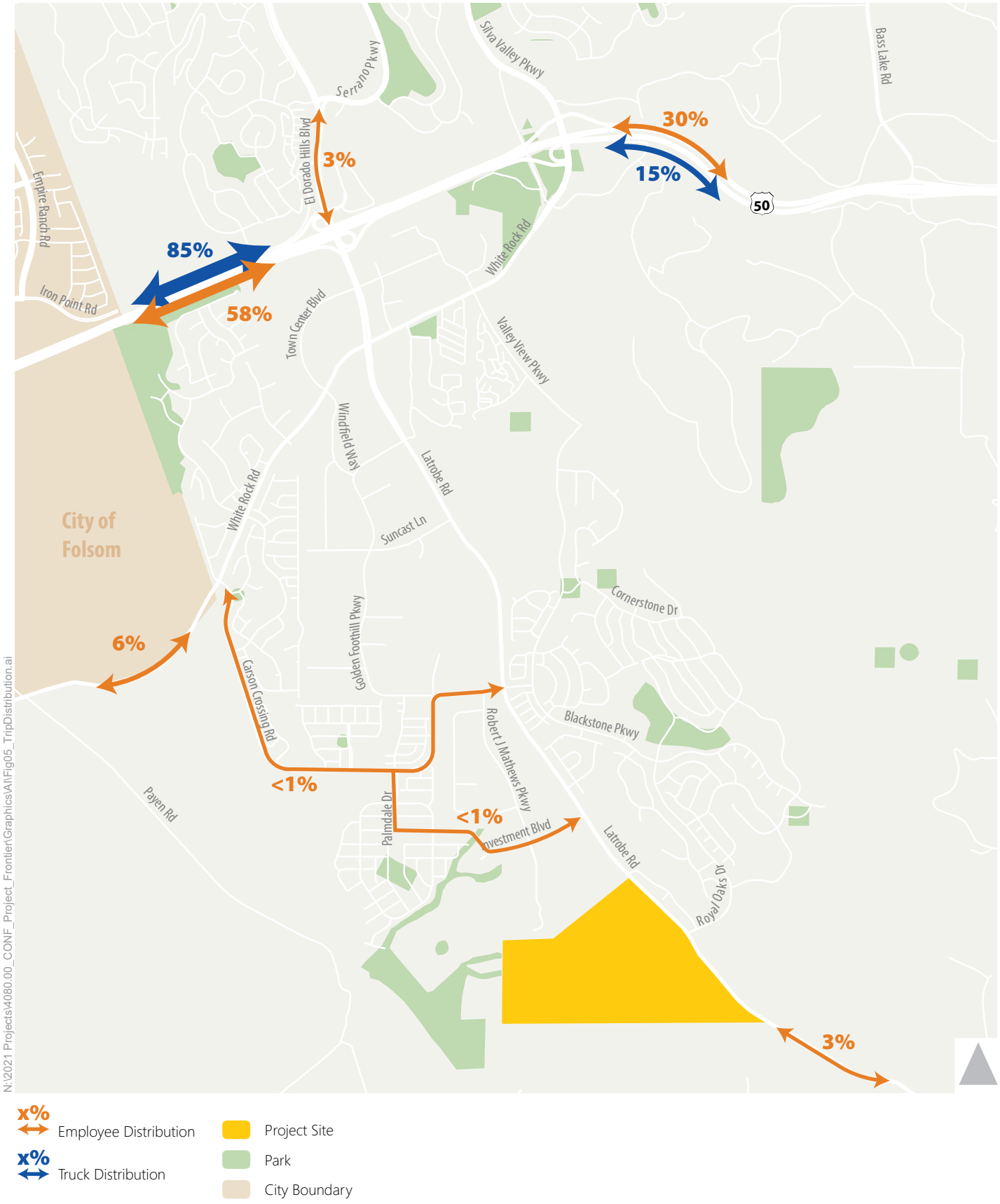
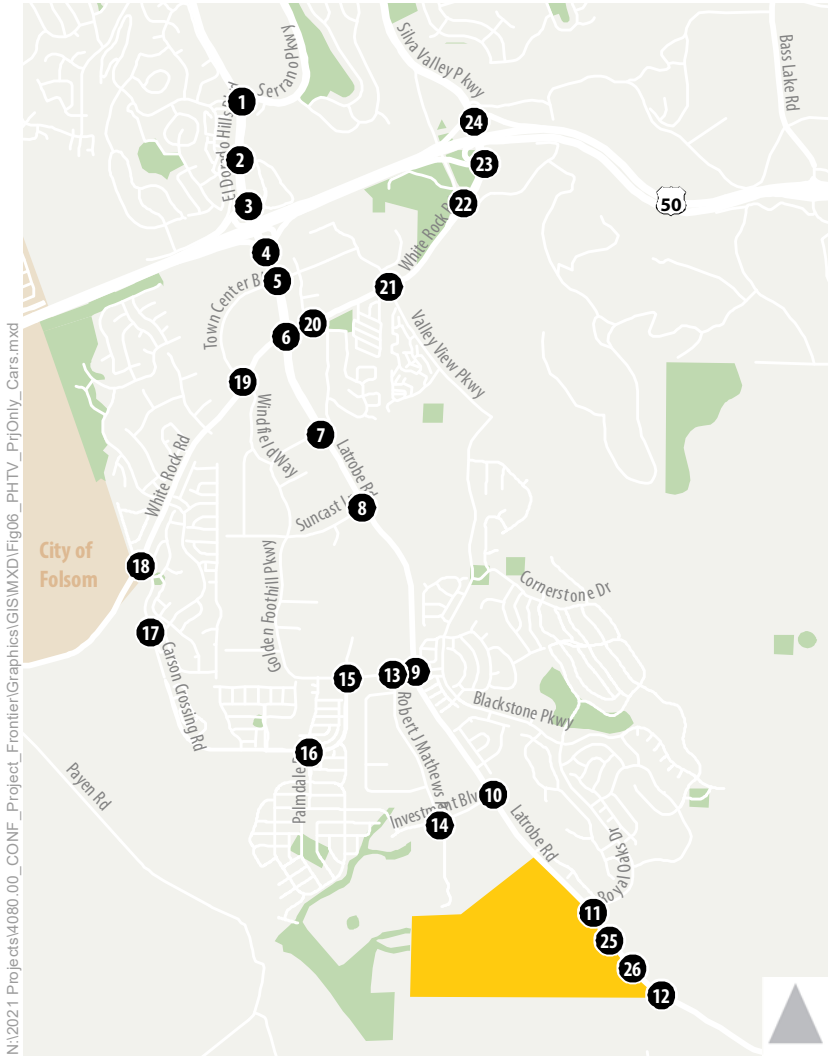


Figure 5

Trip Distribution



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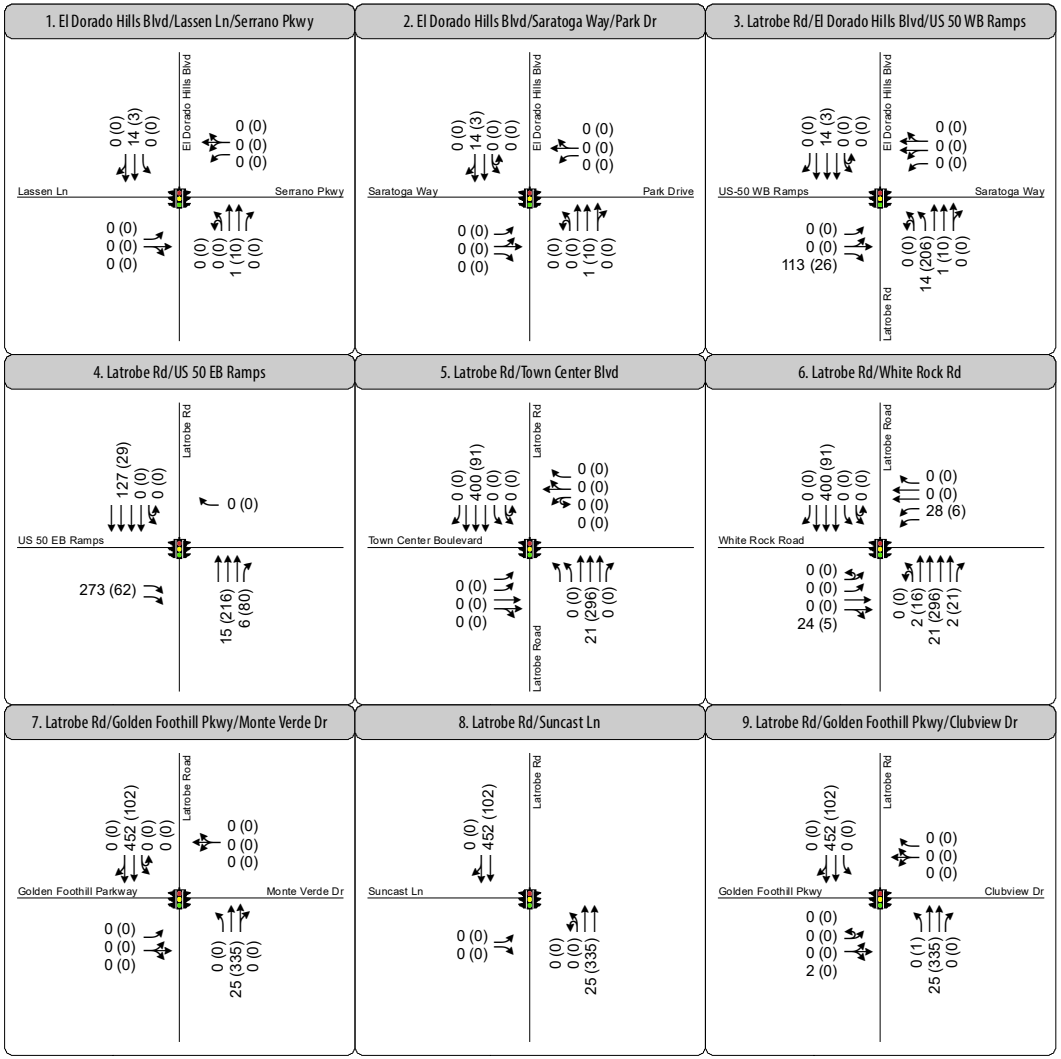


1 Study Intersection

Project Site

Turn Lane

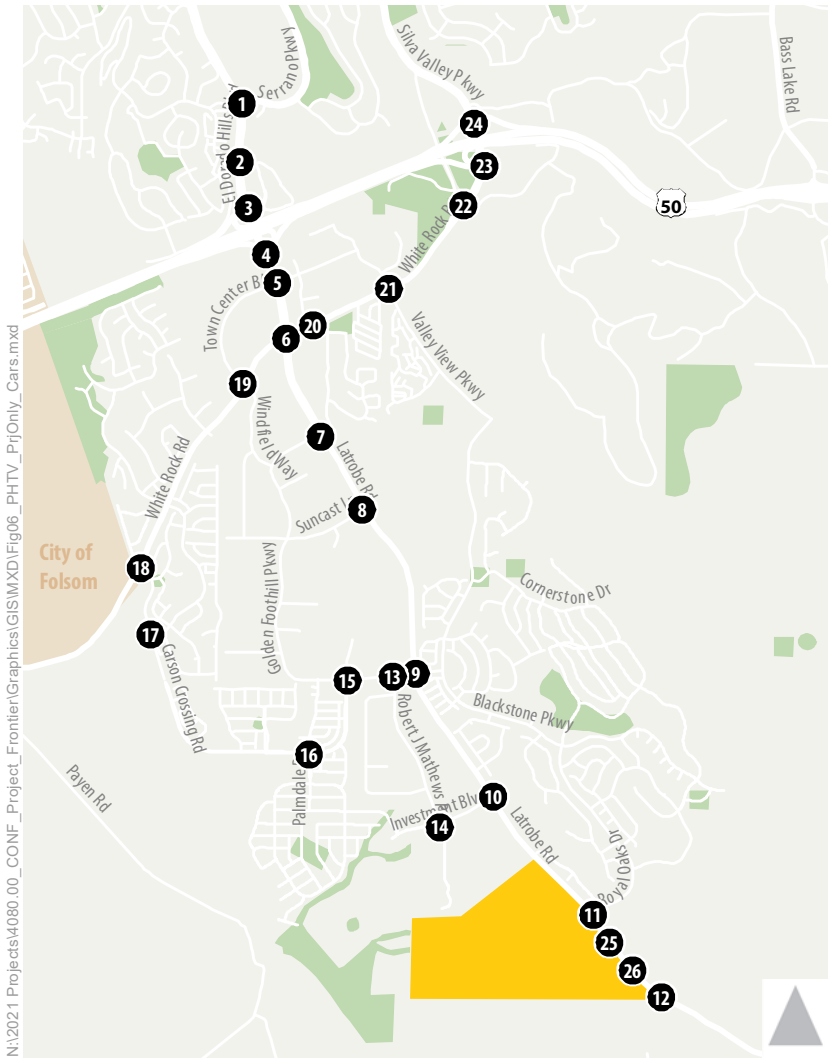
AM (PM) Peak Hour Traffic Volume

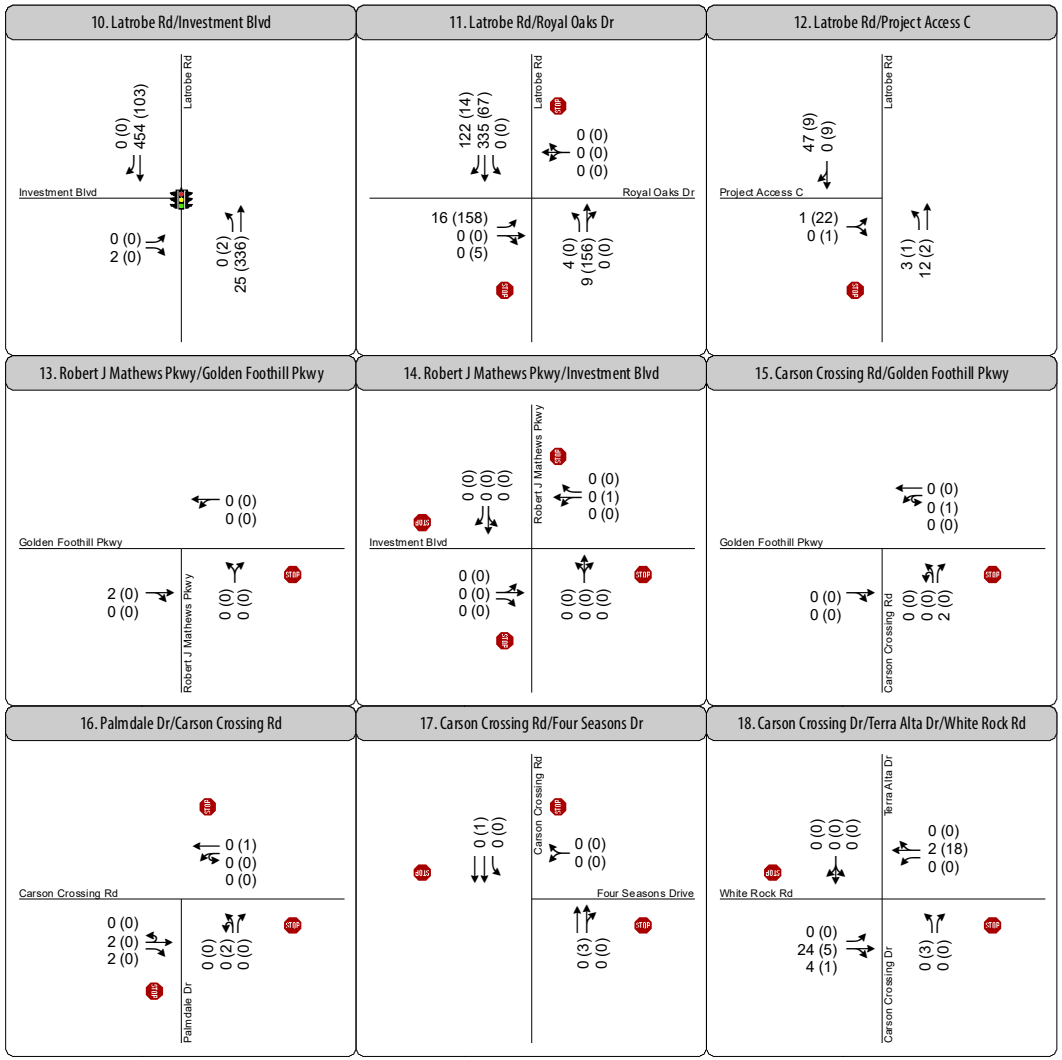
Traffic Signal

Stop Sign

Figure 6a

Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips (Passenger Vehicles)





1 Study Intersection

Project Site

Turn Lane

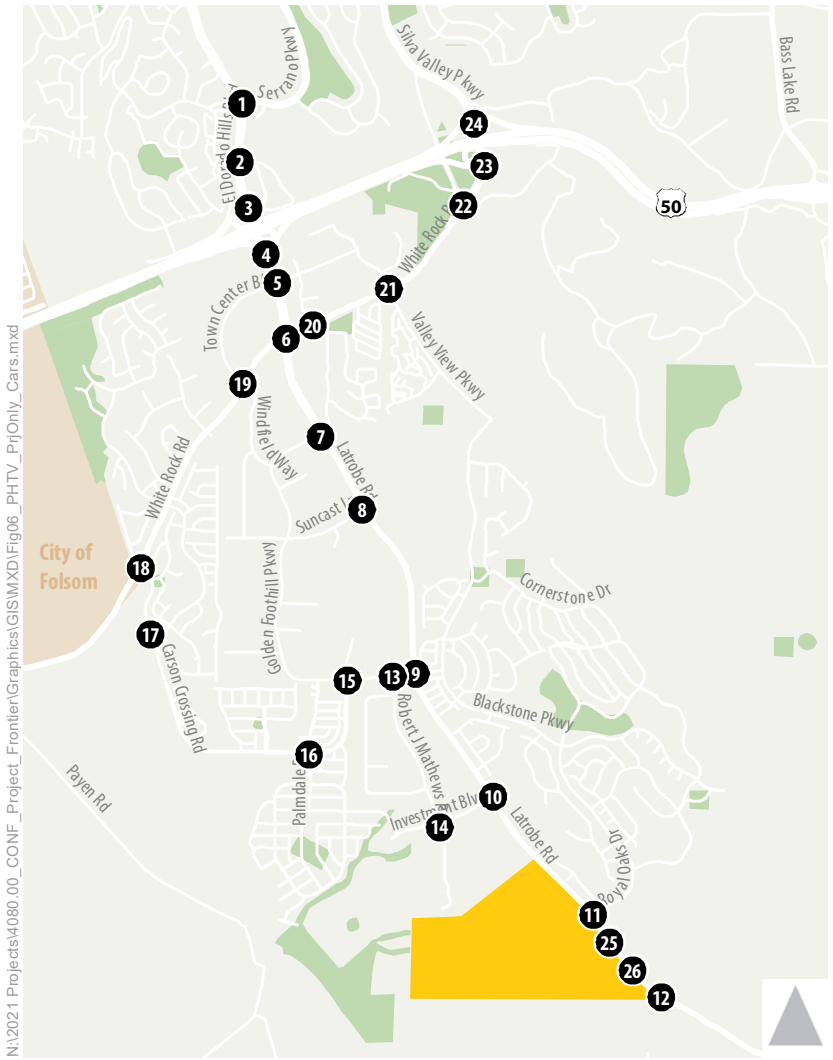
AM (PM) Peak Hour Traffic Volume

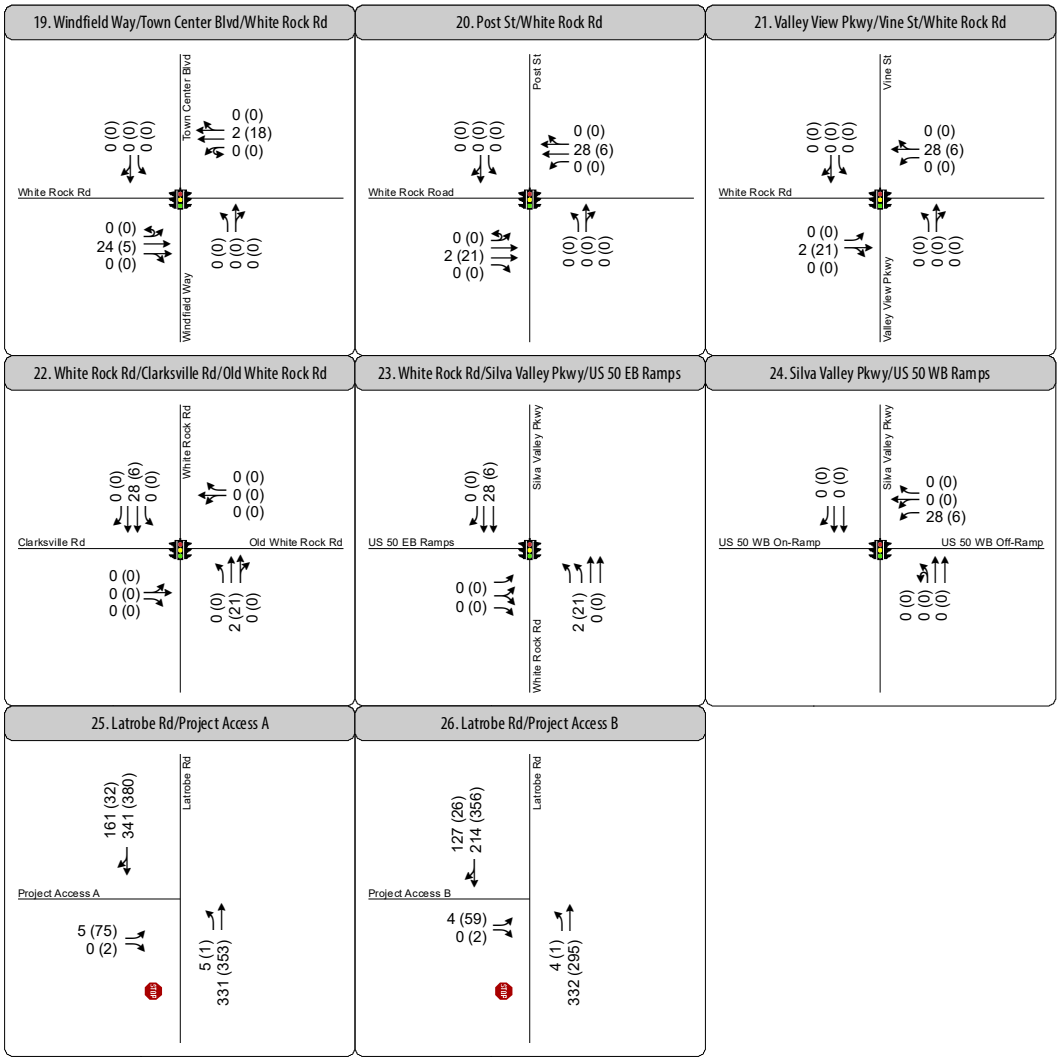
Traffic Signal

Stop Sign

Figure 6b

Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips (Passenger Vehicles)

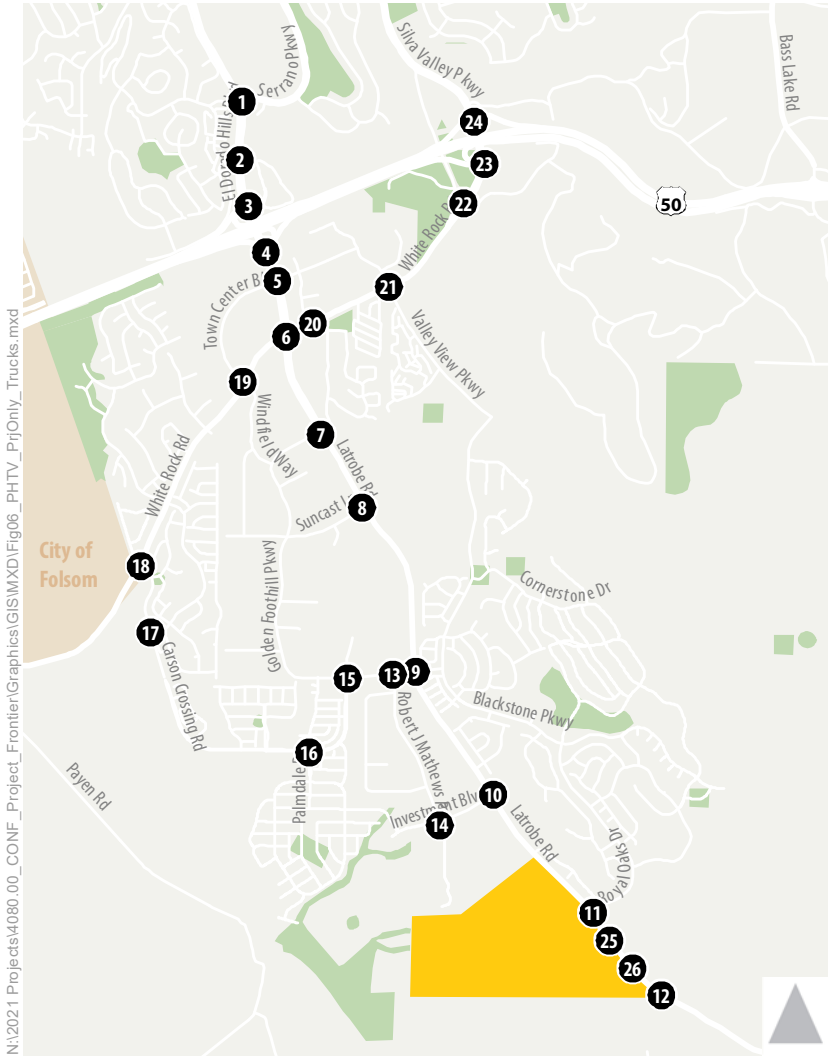


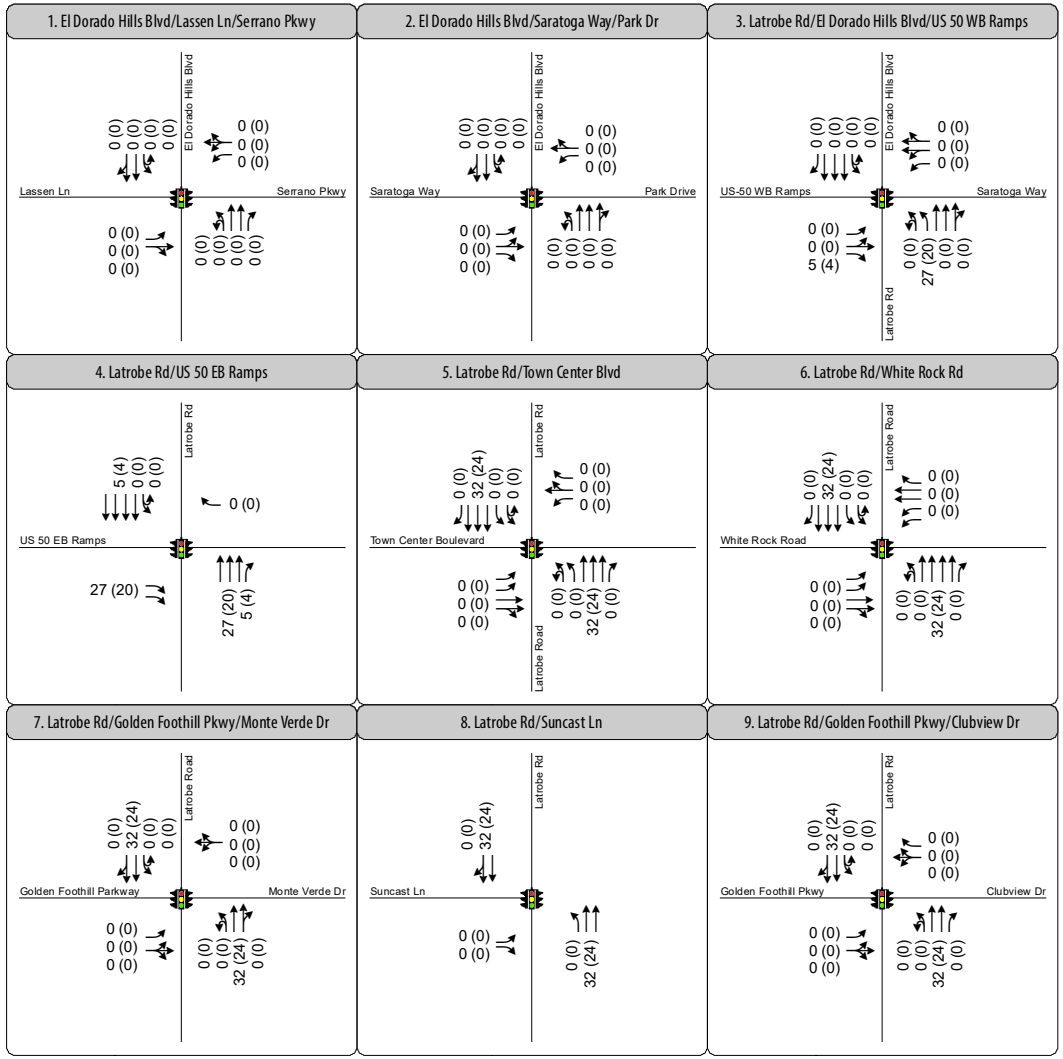


1 Study Intersection
Project Site
Turn Lane
AM (PM) Peak Hour Traffic Volume
Traffic Signal
Stop Sign

Figure 6c

Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips (Passenger Vehicles)





1 Study Intersection

Project Site

Turn Lane

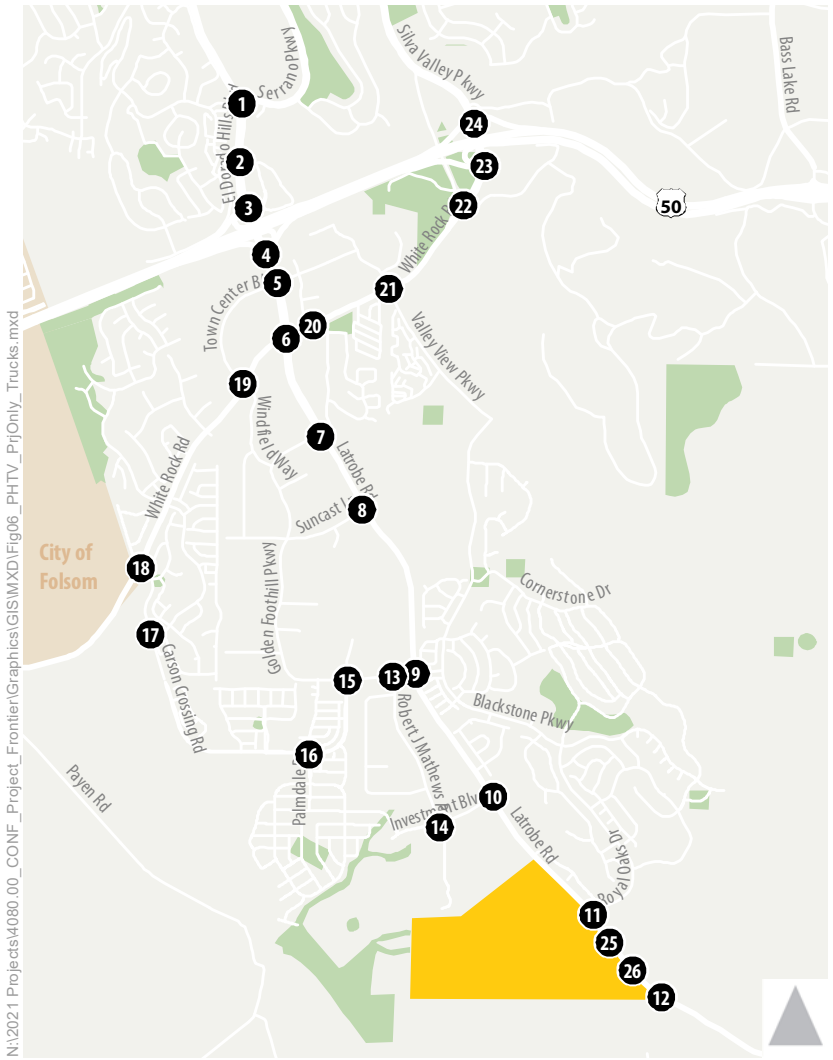
AM (PM) Peak Hour Traffic Volume

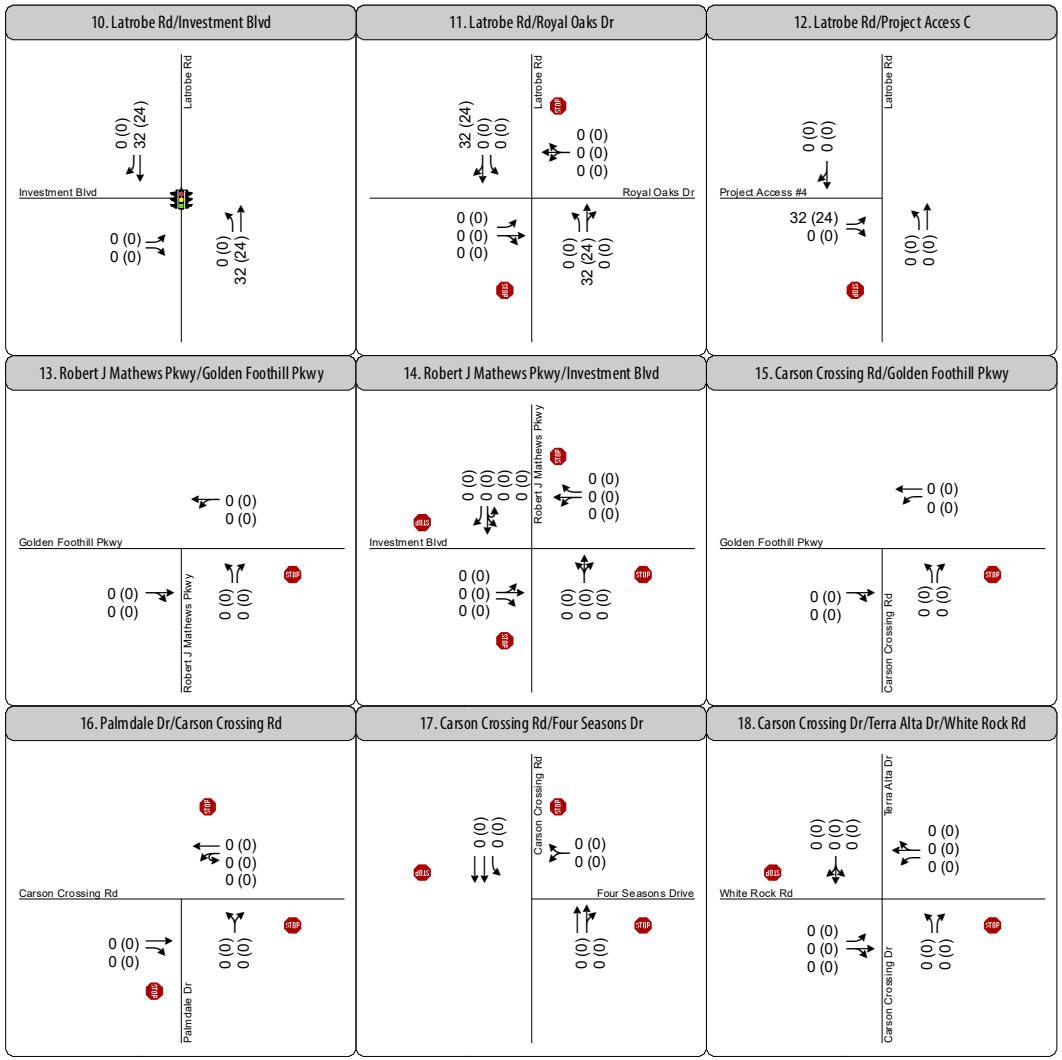
Traffic Signal

Stop Sign

Figure 6d

Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips (Trucks)





1 Study Intersection

Project Site

Turn Lane

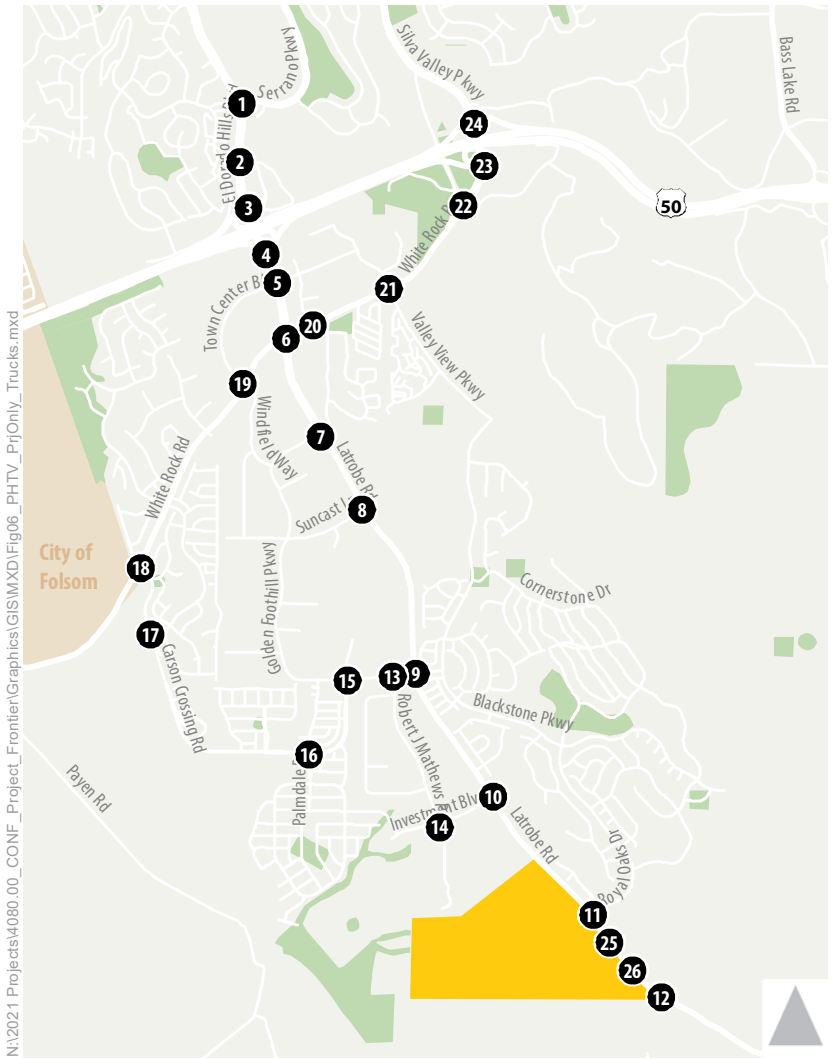
AM (PM) Peak Hour Traffic Volume

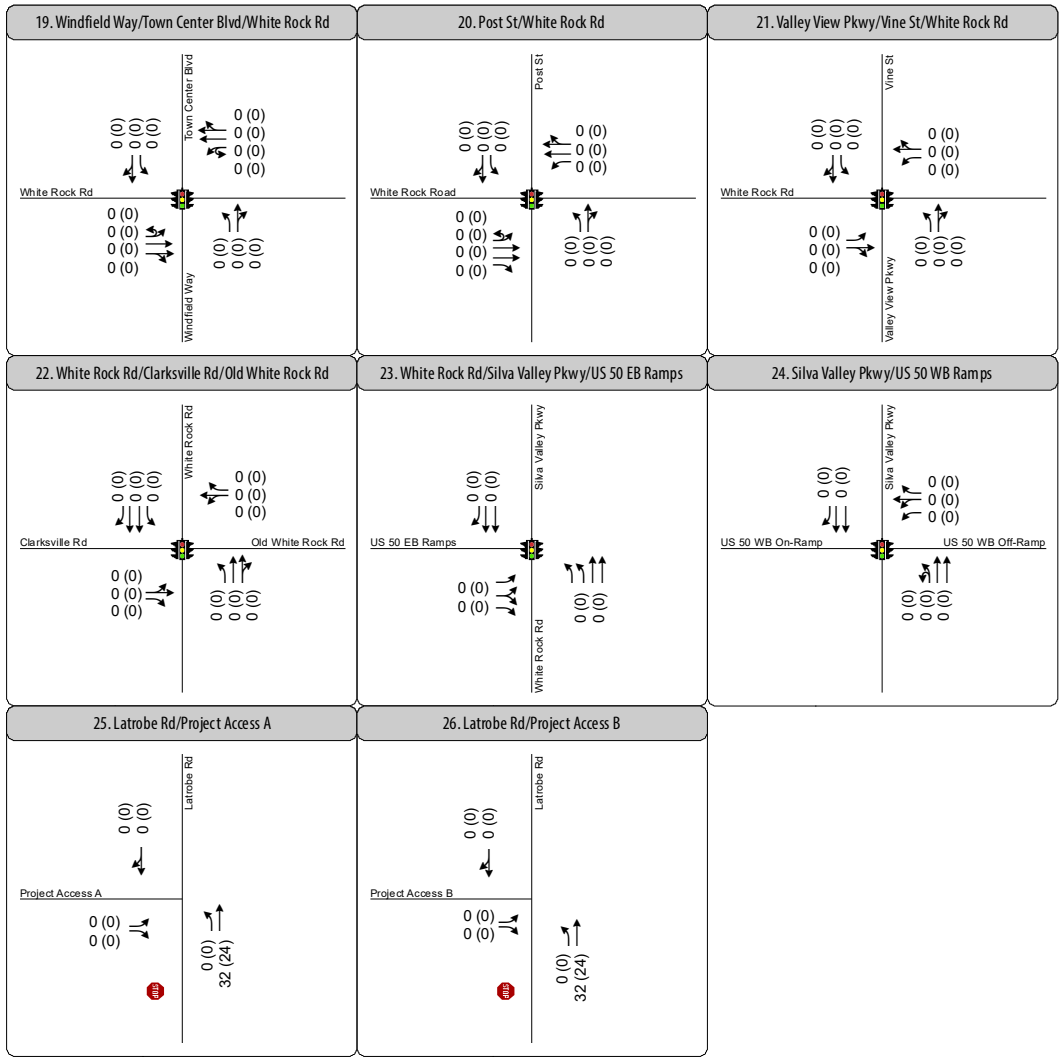
Traffic Signal

STOP Stop Sign

Figure 6e

Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips (Trucks)





1 Study Intersection

Project Site

Turn Lane

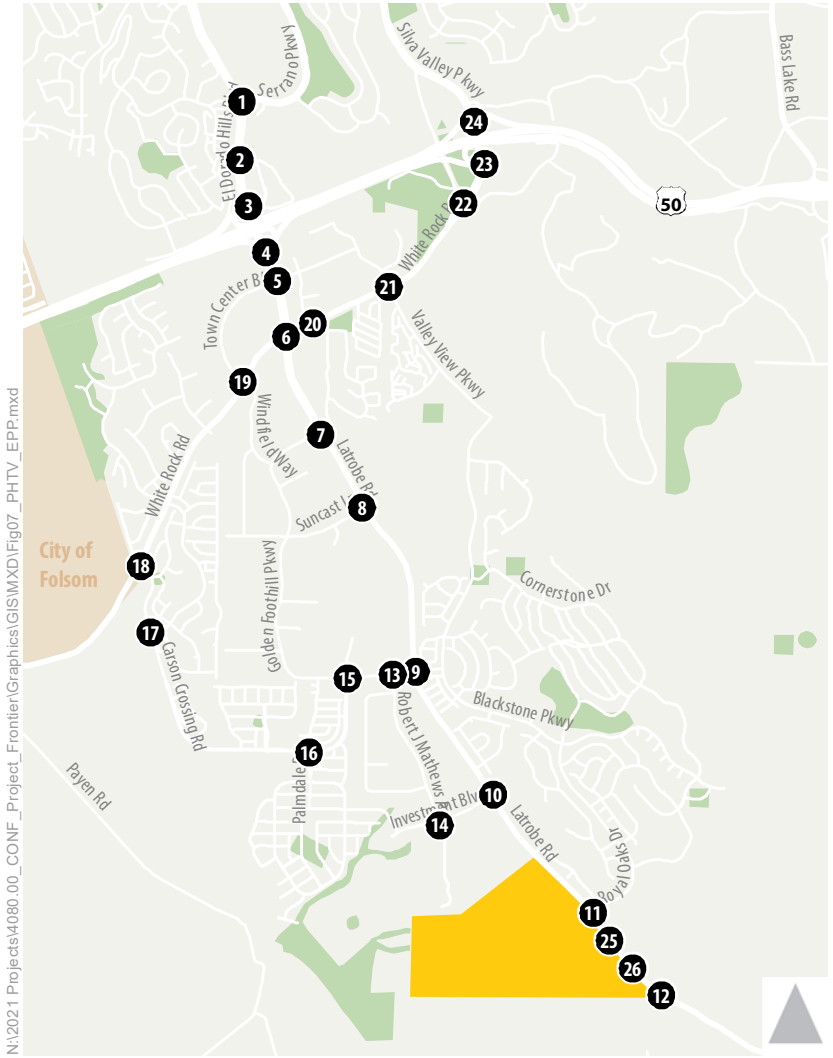
AM (PM) Peak Hour Traffic Volume

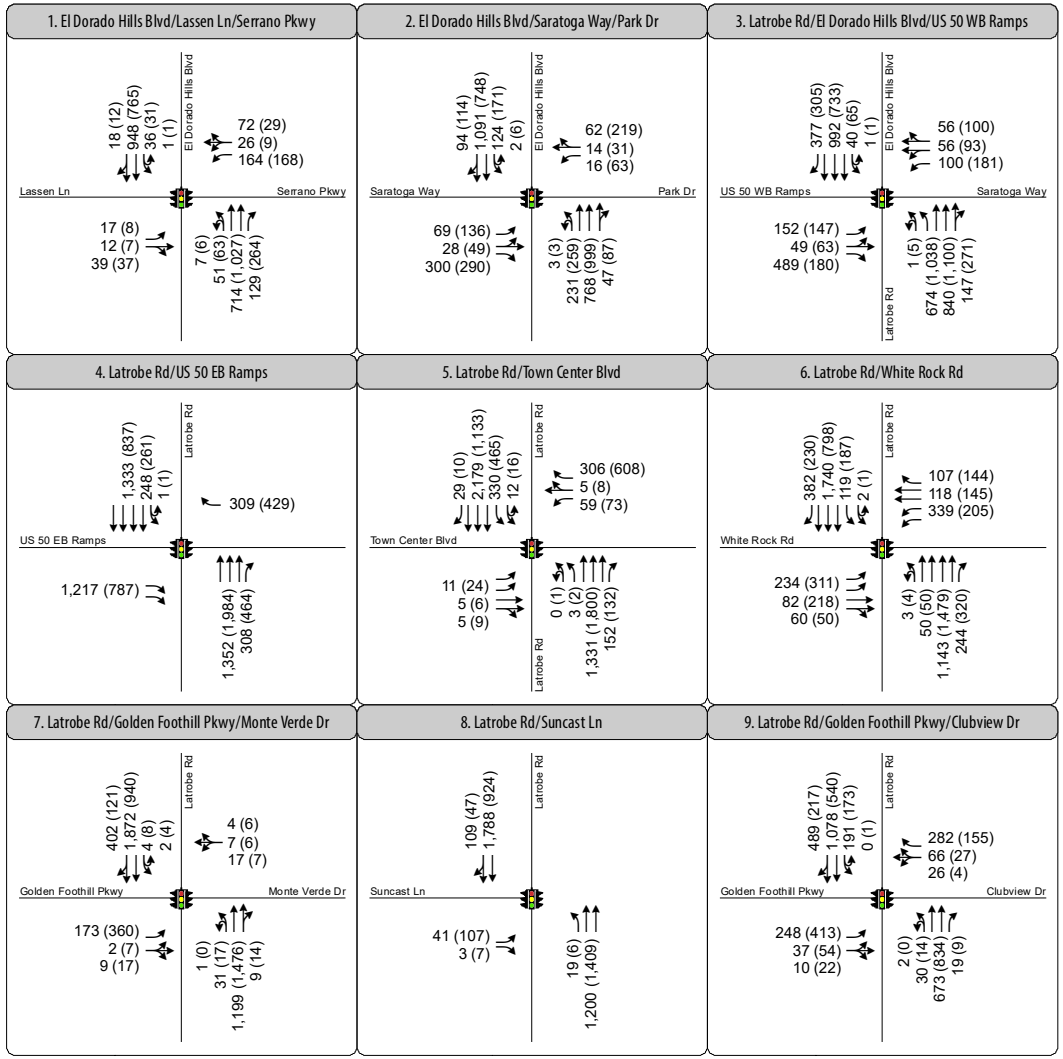
Traffic Signal

Stop Sign

Figure 6f

Peak Hour Traffic Volumes and Lane Configurations - Project Only Trips (Trucks)





1 Study Intersection

Project Site

Turn Lane

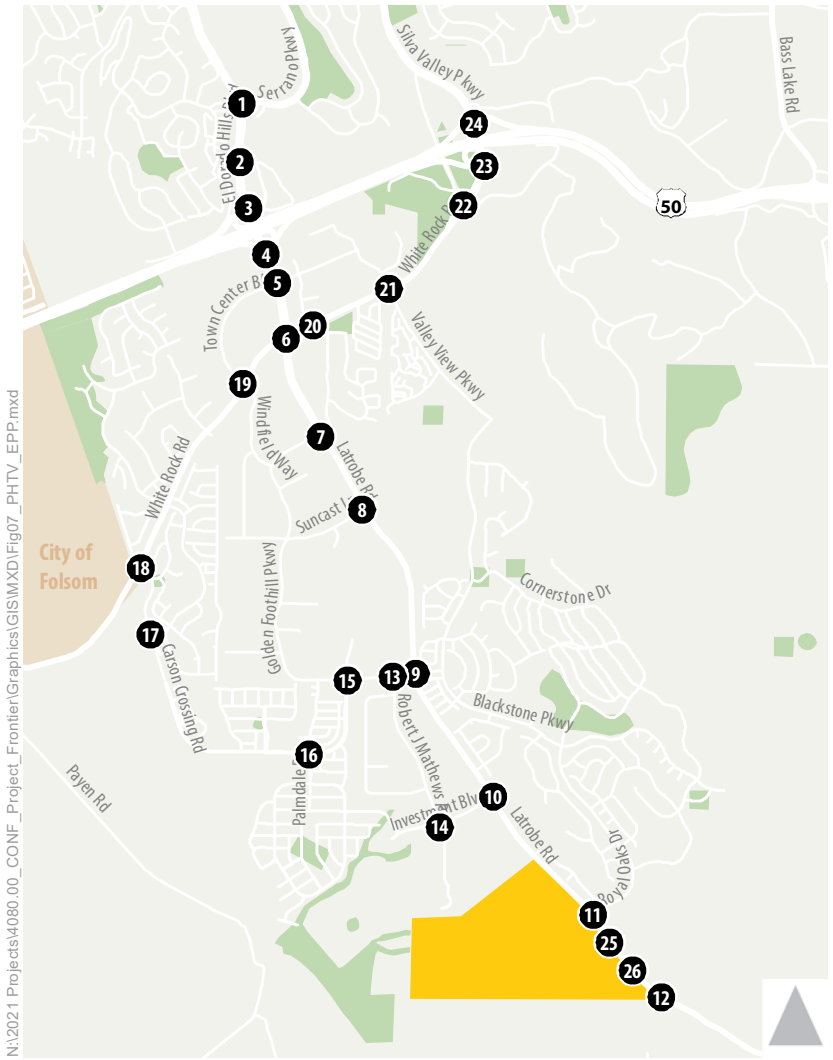
AM (PM) Peak Hour Traffic Volume

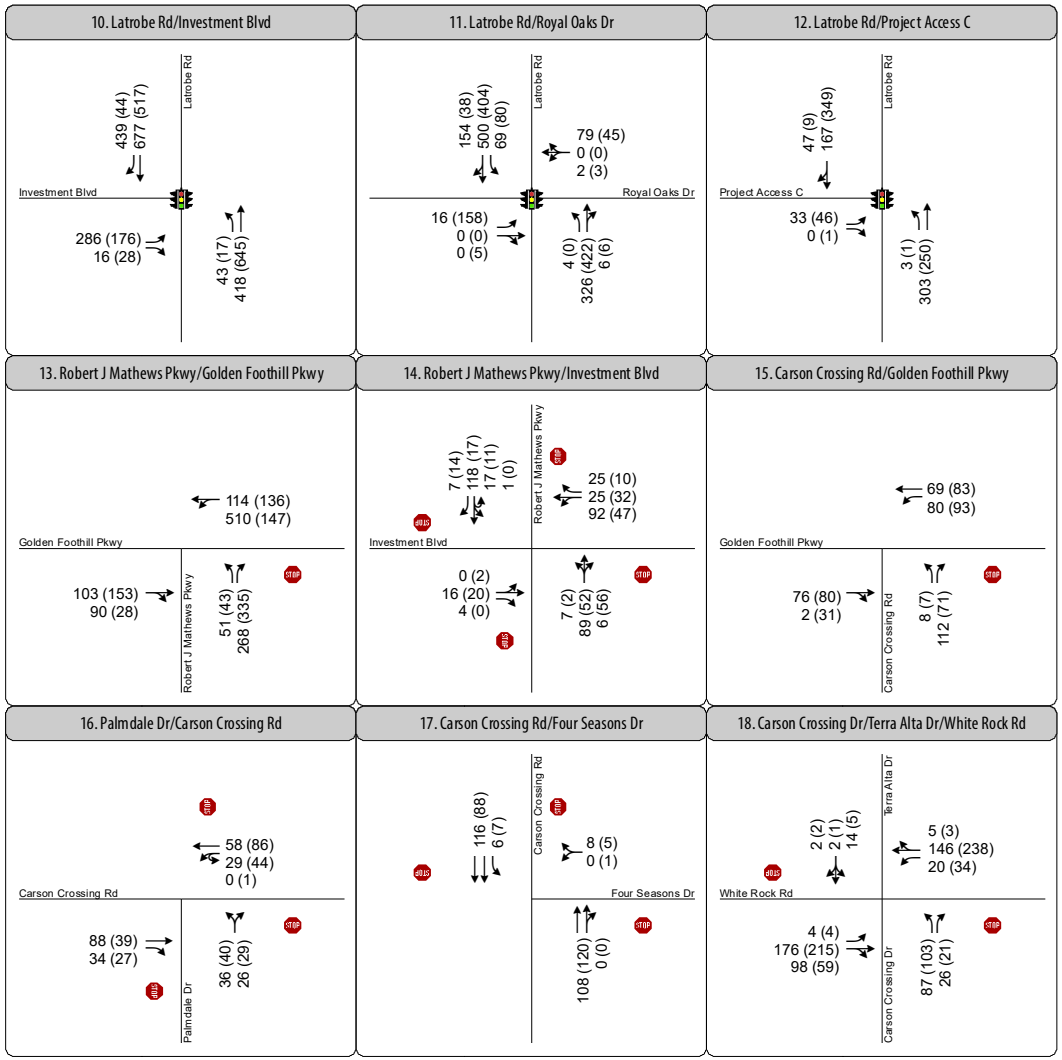
Traffic Signal

Stop Sign

Figure 7a

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions





1 Study Intersection
Project Site
Turn Lane
AM (PM) Peak Hour Traffic Volume
Traffic Signal
Stop Sign

Figure 7b

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

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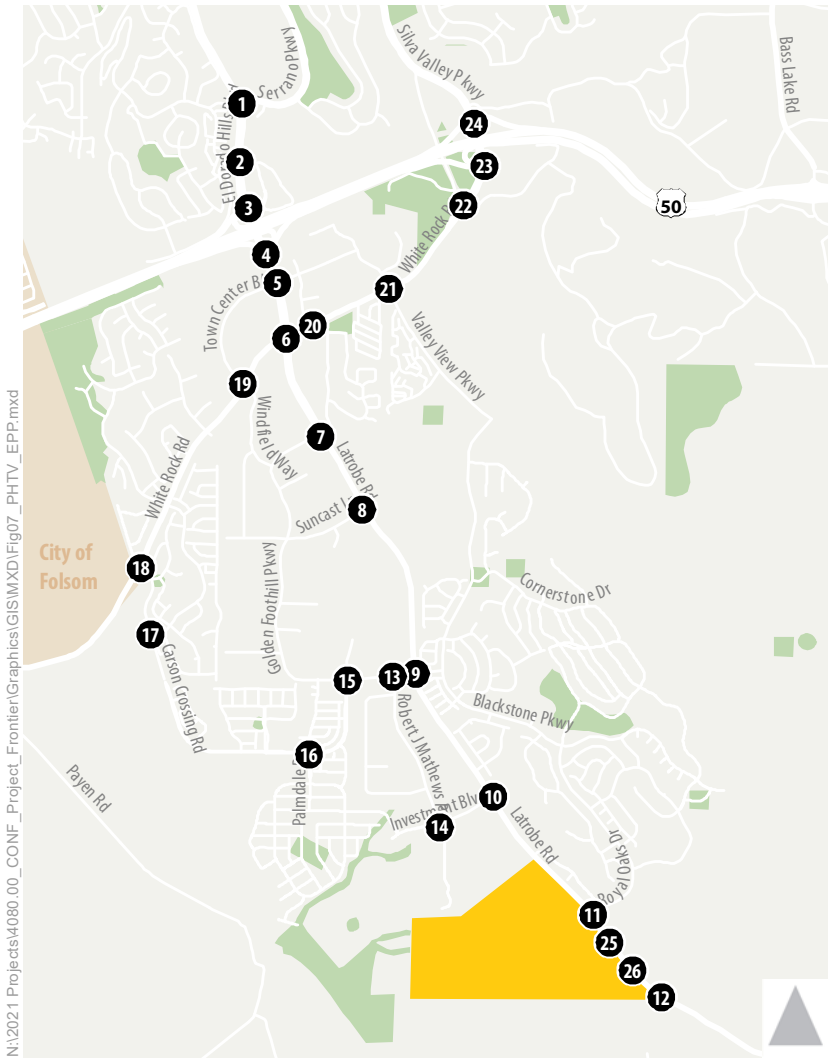
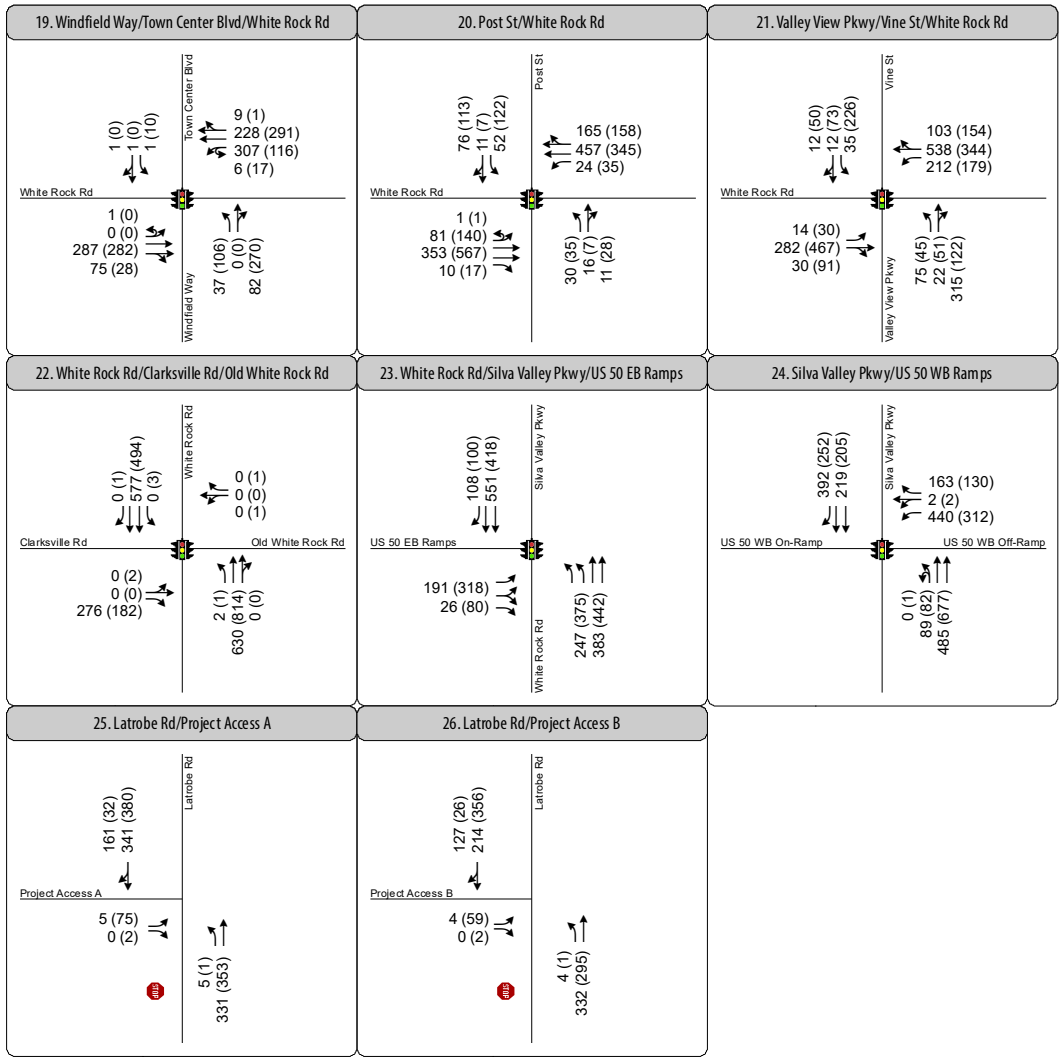




1 Study Intersection

Project Site

Turn Lane

AM (PM) Peak Hour Traffic Volume

Traffic Signal

Stop Sign

Figure 7c

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

Peak Hour Vehicle Level of Service

Intersections

Analysis results, which are presented in **Table 7**, indicate that the following study intersections operate deficiently (LOS F) during one or both peak hours under existing plus project conditions. Detailed LOS analysis sheets are contained in Appendix A.

- Latrobe Road/White Rock Road (#6) – PM peak hour only
- Latrobe Road/Golden Foothill Parkway/Monte Verde Drive (#7) – AM peak hour only
- Latrobe Road/Golden Foothill Parkway/Clubview Drive (#9) – AM peak hour only

LOS F conditions during the PM peak hour at the Latrobe Road/White Rock Road intersection is due to poor lane utilization on the northbound approach at the Town Center Boulevard intersection. This condition occurs because there is only one northbound through lane that continues through the US 50 interchange.

Although Golden Foothill Parkway/Robert J Mathews Parkway operates at LOS F during the AM peak hour, the project would not result in a deficiency since it would not increase intersection traffic volumes by more than 2 percent during the peak hours nor add more than 10 peak hour trips at the intersection.

TABLE 7: PEAK HOUR LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Traffic Control	LOS / Delay (seconds)			
		Existing		Existing Plus Project	
		AM	PM	AM	PM
1. El Dorado Hills Blvd. / Lassen Ln. / Serrano Pkwy.	Signal	B / 18	B / 12	B / 17	B / 13
2. El Dorado Hills Blvd. / Park Dr. / Saratoga Way	Signal	C / 34	D / 38	C / 35	D / 39
3. El Dorado Hills Blvd. / US 50 WB Ramps / Saratoga Way	Signal	C / 34	D / 42	D / 35	E / 64
4. Latrobe Rd. / US 50 EB Ramps	Signal	B / 17	B / 18	C / 23	C / 34
5. Latrobe Rd. / Town Center Blvd.	Signal	C / 25	D / 45	C / 34	E / 73
6. Latrobe Rd. / White Rock Rd.	Signal	D / 35	C / 32	E / 69	**F / 117**
7. Latrobe Rd. / Golden Foothill Pkwy. / Monte Verde Dr.	Signal	D / 41	B / 15	**F / 116**	B / 18
8. Latrobe Rd. / Suncast Ln.	Signal	A / 8	A / 7	C / 28	A / 7
9. Latrobe Rd. / Golden Foothill Pkwy. / Clubview Dr.	Signal	C / 28	B / 16	**F / 130**	B / 19

TABLE 7: PEAK HOUR LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Traffic Control	LOS / Delay (seconds)			
		Existing		Existing Plus Project	
		AM	PM	AM	PM
10. Latrobe Rd. / Investment Blvd.	Signal	B / 14	A / 10	D / 52	A / 10
11. Latrobe Rd. / Royal Oaks Dr.	SSSC/ Signal	B / 11 (WB)	B / 10 (WB)	B /11	B / 13
12. Latrobe Rd. / Project Access C	Signal	-	-	A / 5	A / 6
13. Golden Foothill Pkwy. / Robert J Mathews Pkwy.	SSSC	**F / 94 (NBL)**	C / 16 (NBL)	**F / 94 (NBL)**	C / 16 (NBL)
14. Investment Blvd. / Robert J Mathews Pkwy.	AWSC	B / 14	A / 9	B / 14	A / 9
15. Carson Crossing Rd. / Golden Foothill Pkwy.	SSSC	B / 11 (NBL)	B / 12 (NBL)	B / 11 (NBL)	B / 12 (NBL)
16. Carson Crossing Rd. / Palmdale Dr.	AWSC	A / 8	A / 8	A / 8	A / 8
17. Carson Crossing Rd. / Four Seasons Dr.	AWSC	A / 7	A / 7	A / 7	A / 7
18. White Rock Rd. / Carson Crossing Dr.	SSSC	B / 14 (NBL)	C / 17 (NBL)	B / 14 (NBL)	C / 17 (NBL)
19. White Rock Rd. / Town Center Blvd. / Windfield Way	Signal	B / 18	B / 13	B / 19	B / 13
20. White Rock Rd. / Post St.	Signal	D / 44	D / 40	D / 44	D / 40
21. White Rock Rd. / Vine St. / Valley View Pkwy.	Signal	C / 20	C / 30	C / 22	C / 31
22. White Rock Rd. / Clarksville Rd. / Old White Rock Rd.	Signal	A / 6	A / 9	A / 7	A / 10
23. White Rock Rd. / US 50 EB Ramps	Signal	B / 12	B / 13	B / 13	B / 13
24. Silva Valley Pkwy. / US 50 WB Ramps	Signal	B / 11	B / 10	B / 11	B / 10
25. Latrobe Rd. / Project Access A	SSSC	-	-	C / 16 (EBL)	C / 16 (EBL)
26. Latrobe Rd. / Project Access B	SSSC	-	-	B / 13 (EBL)	B / 14 (EBL)

Notes: AWSC = all-way stop control. SSSC = side-street stop control. **Bold** indicates unacceptable LOS conditions.

For signal and all way stop control, overall level of service and delay. For side street stop control, level of service and delay for the worst movement is reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.

Source: Fehr & Peers, 2022

Roadway Segments

Table 8 summarizes existing plus project conditions AM and PM peak hour LOS for the study roadways. As shown, the following study area roadway segments would operate unacceptably during at least one peak hour. These are considered roadway segment LOS deficiencies according to established criteria.

- Latrobe Road from White Rock Road to Golden Foothill Parkway (N) – AM peak hour only
- Latrobe Road from Golden Foothill Parkway (S) to Investment Boulevard – AM peak hour only

TABLE 8: ROADWAY SEGMENT PEAK HOUR LEVEL OF SERVICE – EXISTING PLUS PROJECT

Roadway	Segment	Facility Type	Volume / VC / LOS			
			Existing		Existing Plus Project	
			AM	PM	AM	PM
Latrobe Road	White Rock Rd. to Golden Foothill Pkwy. (N)	4AD	3,078 / 0.97 / E	2,428 / 0.76 / D	**3,658 / 1.15 / F**	2,919 / 0.92 / E
	Golden Foothill Pkwy. (N) to Suncast Ln.	4AD	2,597 / 0.82 / D	1,994 / 0.63 / D	3,139 / 0.99 / E	2,487 / 0.78 / D
	Suncast Ln. to Golden Foothill Pkwy. (S)	4AD	2,445 / 0.77 / D	1,855 / 0.58 / D	3,010 / 0.95 / E	2,346 / 0.74 / D
	Golden Foothill Pkwy. (S) to Investment Blvd.	2A	1,286 / 0.85 / D	916 / 0.61 / D	**1,840 / 1.22 / F**	1,423 / 0.94 / E
	Investment Blvd. to Royal Oaks Dr.	2A	604 / 0.40 / C[1]	711 / 0.47 / D	1,154 / 0.76 / D	1,207 / 0.80 / D
	Royal Oaks Dr. to Project Access C	2A	458 / 0.30 / C[1]	588 / 0.39 / C[1]	838 / 0.55 / D	840 / 0.56 / D
	South of Project Access C	2A	458 / 0.30 / C[1]	588 / 0.39 / C[1]	473 / 0.31 / C[1]	601 / 0.40 / C[1]
White Rock Road	County Line to Windfield Way	2A	483 / 0.32 / C[1]	594 / 0.39 / C[1]	513 / 0.34 / C[1]	621 / 0.41 / C[1]
	Windfield Way to Latrobe Rd.	4AD	897 / 0.28 / C[1]	973 / 0.31 / C[1]	926 / 0.29 / C[1]	1,004 / 0.32 / C[1]
	Latrobe Rd. to Valley View Parkway/Vine St.	2A	979 / 0.65 / D	1,192 / 0.79 / D	1,009 / 0.67 / D	1,219 / 0.81 / D
	Valley View Pkwy./Vine St. to US 50 EB Ramps	2A	1,455 / 0.96 / E	1,465 / 0.97 / E	1,485 / 0.98 / E	1,492 / 0.99 / E

Notes: 2A = 2-Lane Arterial. 4AD = 4-Lane Divided Arterial. VC = Volume-to-Capacity Ratio. LOS = Level of Service. **Bold** indicates unacceptable operations.

[1]LOS at this location is C or better.

Source: Fehr & Peers, 2022

Off-Ramp Queuing

Table 9 summarizes queuing at US 50 freeway off-ramps under existing plus project conditions. As shown, all off-ramp queues in the study area would operate within the provided storage lengths.

TABLE 9: PEAK HOUR OFF-RAMP QUEUING – EXISTING PLUS PROJECT CONDITIONS

Off-Ramp	Storage Length	Queue (feet)	
		AM Peak Hour	PM Peak Hour
US 50 WB Off-Ramp at El Dorado Hills Blvd. [1]	1,830	175	200
US 50 EB Slip Off-Ramp at Latrobe Rd. [1]	1,710	525	400
US 50 EB Loop Off-Ramp at Latrobe Rd. [1]	1,750	25	25
US 50 WB Off-Ramp at Silva Valley Pkwy. [2]	1,510	150	100
US 50 EB Off-Ramp at White Rock Rd./Silva Valley Pkwy. [2]	1,530	75	100

Notes: **Bold** indicates queues that exceed available storage length.

[1]Results represent average maximum queues based on an average of 10 SimTraffic microsimulation runs.

[2]Results represent the 95th Percentile queue based on Synchro 11 output.

Source: Fehr & Peers, 2022

Improvement Recommendations

In the study area, 3 study intersections and 2 study roadway segments would exceed acceptable LOS conditions and not meet LOS policy standards under existing plus project conditions. **Table 10** shows modifications that would improve traffic operations at these study facilities to an acceptable LOS. The table also includes information on responsibility for implementation of the proposed improvements, as well as the expected level of performance with improvements.

Pedestrian and Bicycle Circulation

The proposed project will construct bicycle and pedestrian facilities along its frontage that will connect to the planned traffic signal at the Latrobe Road/Royal Oaks Drive intersection (to be constructed with the extension of Royal Oaks Drive west of Latrobe Road). The traffic signal will create controlled crossings of Latrobe Road and Royal Oaks Drive that will connect to the existing bicycle pedestrian path on the east side of Latrobe Road.

Transit

Demand for transit service is expected to be low given the proposed project's land use type and the relative distance of the project (over 2 miles) from the nearest bus route.

TABLE 10: ON- AND OFF-SITE IMPROVEMENT RECOMMENDATIONS – EXISTING PLUS PROJECT

Improvement	Facility Type	Description	Improvement Limits	Improvement Description	Capital Improvement Program (CIP)	Obligation	LOS With Improvement
1	Intersections	Latrobe Rd. / White Rock Rd. (#6)	Latrobe Rd./El Dorado Hills Blvd. from Town Center Blvd. to US 50 WB Ramps	• Convert NB right-turn lane at Town Center Blvd. to a shared through/right-turn lane • Widen NB approach at Latrobe Rd./US 50 EB Ramps to provide 3 through lanes and a shared through/right-turn lane • Add corresponding 4th receiving lane on the north leg of Latrobe Rd./US 50 EB Ramps intersection • Reconfigure US 50 EB loop off-ramp to align with shared through/right-turn lane on the NB approach to the US WB Ramps intersection.	Project Number 36104001 US 50 / El Dorado Hills Blvd. Interchange Improvements Phase 2B	Consistent with General Plan Policy TC-Xf, payment of the El Dorado County Traffic Impact Fees would satisfy the project's obligation towards this improvement since it is included in the CIP.	• Latrobe Rd./White Rock Rd.: LOS E during AM and PM peak hours • Latrobe Rd./Town Center Blvd.: LOS C during AM peak hour and LOS E during PM peak hour • Latrobe Rd./US 50 EB Ramps: LOS B during AM and PM peak hours • El Dorado Hills Blvd./US 50 WB Ramps/Saratoga Way: LOS D during AM and PM peak hours
2		Latrobe Rd. / Golden Foothill Pkwy. / Monte Verde Dr. (#7)	Latrobe Rd. / Golden Foothill Pkwy. / Monte Verde Dr. Intersection	See Improvement #4, which would result in an additional southbound through lane to south of the Latrobe Rd./Golden Foothill Pkwy./Monte Verde Dr. intersection	See Improvement #4	See Improvement #4	LOS C during the AM peak hour; LOS B during the PM peak hour.
3		Latrobe Rd. / Golden Foothill Pkwy. / Clubview Dr. (#9)	Latrobe Rd. / Golden Foothill Pkwy. / Clubview Dr. Intersection	Optimize AM peak hour timings	Not in CIP	Consistent with General Plan Policy TC-Xf (for all non-residential projects) that worsen traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvement necessary to maintain or attain LOS standards detailed in the Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.	LOS E during the AM peak hour; PM peak hour remains unchanged
4	Roadways	Latrobe Rd. from White Rock Rd. to Golden Foothill Pkwy./Monte Verde Dr.	Latrobe Rd. from White Rock Rd. to south of Golden Foothill Pkwy./Monte Verde Dr.	Widen to 6 lanes, including the following: • Widen SB Latrobe Rd. to 3 lanes to south of Latrobe Rd./Foothill Pkwy./Monte Verde Dr. • Widen NB Latrobe Rd. to 3 lanes just north of Latrobe Rd./Foothill Pkwy./Monte Verde Dr.	Project Number 36105069 Latrobe Road – Golden Foothill Parkway (N) to White Rock Road	Consistent with General Plan Policy TC-Xf, payment of the El Dorado County Traffic Impact Fees would satisfy the project's obligation towards this improvement since it is included in the CIP.	LOS D during both the AM and PM peak hours

TABLE 10: ON- AND OFF-SITE IMPROVEMENT RECOMMENDATIONS – EXISTING PLUS PROJECT

Improvement	Facility Type	Description	Improvement		Capital Improvement Program (CIP)	Obligation	LOS With Improvement
			Limits	Description			
5		Latrobe Rd. from Golden Foothill Pkwy./Clubview Dr. to Investment Blvd.	Latrobe Rd. from Golden Foothill Pkwy./Clubview Dr. to Investment Blvd.	Widen to 4 lanes	Not in CIP	Consistent with General Plan Policy TC-Xf (for all non-residential projects) that worsen traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvement necessary to maintain or attain LOS standards detailed in the Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.	LOS D during both the AM and PM peak hours

Notes: LOS = Level of Service.
Source: Fehr & Peers, 2022

Other Considerations

The following topic areas relevant to the proposed project were evaluated, consistent with the *El Dorado County Transportation Impact Study Guidelines*.

High-Accident Locations

Per the County's Annual Collision Location Study (2021), there are several roadways in the study area that are considered "high collision locations", including El Dorado Hills Boulevard near the US 50 westbound ramps, El Dorado Hills Boulevard near Saratoga Way (N), Latrobe Road near Town Center Boulevard, Latrobe Road near White Rock Road, Latrobe Road near Clubview Drive, White Rock Road east of Latrobe Road, and White Rock Road near Valley View Parkway. However, the County's Department of Transportation determined that these locations do not require further action due to low collision rates, low severity, collisions at random locations, or collisions not related to roadway conditions. The document states that the County will continue to monitor the sites and any subsequent increase in collision frequency may necessitate further review and analysis.

Driveway Spacing

The project contains 8 access points, including 5 driveways along Royal Oaks Drive and 3 driveways along Latrobe Road. Three project driveways are adjacent to intersections that would be signalized by the project, including the following:

- Royal Oaks Drive/Project Access D – approximately 950 feet from the Latrobe Road/Royal Oaks Drive intersection
- Latrobe Road/Project Access A – approximately 385 feet from the Latrobe Road/Royal Oaks Drive intersection
- Latrobe Road/Project Access B – approximately 740 feet from the Latrobe Road/Project Access C intersection

Based on 95th Percentile queue outputs from Synchro 11, the proposed driveway spacing and lane configurations are sufficient to prevent vehicle queues extending from signalized intersections to disrupt operations at adjacent project access driveways. At Latrobe Road/Royal Oaks Drive, the northbound through and eastbound through 95th Percentile queues would be approximately 150 feet or less during the peak hours. Therefore, these queues are not projected to extend to Project Access A or Project Access D. At Latrobe Road/Project Access C, the southbound through 95th Percentile queues would also be approximately 150 feet or less during the peak hours. Therefore, the southbound queue would not extend upstream to Project Access B.

Parking Supply

Table 11 summarizes the proposed parking supply for Building 1 and Building 2, including parking spaces for autos, trucks, motorcycles, and bicycles. Building 1 and Building 2 are required to provide 565 and 644 auto parking spaces, which include required electric vehicle spaces. As shown, both buildings would exceed the required parking total requirement for automobiles.

TABLE 11: PARKING SUPPLY

Parking Type		Building 1	Building 2
Auto	Compact	224	80
	Standard	1,242	902
	Standard Accessible	26	21
	Van Accessible	4	4
	Electric Vehicle	186	130
	Total Provided	**1,702**	**1,137**
	Required[1]	**565**	**644**
Truck	At Dock	57	120
	Trailer Parking	406	440
	Trailer EV Parking	10	10
	Total Provided	**473**	**570**
Motorcycle		16	16
Bicycle (Short- and Long-Term)		94	65

Notes:
[1]Includes required Calgreen electric vehicle and clean air vehicles.
Source: Fehr & Peers, 2022

Truck Loading Demand

Based on the Industrial (General) land use category in the County Zoning Code, the proposed project would have a high loading bay intensity. Table 17.35.060.1 of the Zoning Code provides guidance on the number of loading bays based on square footage. Per this table, Building 1 would be required to provide 25 loading bays and Building 2 would be required to provide 34 loading bays. Per the project site plan (May 2022), Building 1 would provide 57 loading docks and Building 2 would provide 98 loading docks. Therefore, the project would satisfy truck loading demand.

Driveway Sight Distance

The project site plan is displayed in **Figure 1**, which shows the 8 project access points. We reviewed the site plan to determine if adequate sight distance could be provided on Latrobe Road. We assumed a 5-lane reconfiguration of Latrobe Road with 2 12-foot lanes in each direction and a single 12-foot turn lane for a total road width of 60 feet. Ultimate geometrics on Latrobe Road may vary from the assumed roadway geometrics analyzed. In addition, this analysis only includes horizontal sight distance. If any significant vertical/elevation changes exist, a supplementary vertical sight distance analysis should be conducted.

Appendix A includes figures showing the clear sight triangles, which identify areas that should be kept clear of obstructions to provide adequate sight distance at the Latrobe Road project access intersections.

Truck Circulation

The AutoTURN swept path analysis and turning simulation software was used to evaluate delivery and refuse vehicle site access and onsite circulation. We assumed a 5-lane reconfiguration of Latrobe Road with 2 12-foot lanes in each direction and a single 12-foot turn lane for a total road width of 60 feet. Ultimate geometrics on Latrobe Road may vary from the assumed roadway geometrics analyzed.

We simulated a WB-67 semi-trailer, and a rear-load garbage truck. The swept path analysis is included in Appendix A and shows the following:

- Most of the WB-67 truck turning movements require that the trucks utilize both of the accepting lanes to avoid impacts with corner curb radius or the left turn lane
- WB-67 trucks making an eastbound right turn from Royal Oaks Drive or Project Access C would oversteer. The northbound left turn lanes will need a setback limit line, which should be confirmed with the ultimate geometrics. The southbound left turn from Building 1 to the southerly site access road (see Detail 'C') would also oversteer.
- The project site has adequate circulation to accommodate the garbage truck

Driveway Throat Depth

As required, the project driveway throat depths are in excess of the 25-foot minimum required by the County. **Table 12** shows estimated AM and PM peak hour outbound maximum queues (by movement) at Latrobe Road project intersections. The throat depths at these project driveways range from 270 feet to 290 feet. As shown in Table 12, the proposed throat depths are sufficient to contain peak hour estimated maximum egress queues.

TABLE 12: PEAK HOUR MAXIMUM EGRESS QUEUES AT LATROBE ROAD PROJECT INTERSECTIONS

Intersection	Lane	Throat Depth Available (feet)	Queue (feet)	
			AM Peak Hour	PM Peak Hour
Latrobe Road / Project Access A	Left-Turn	290	50	125
	Right-Turn	290	25	25
Latrobe Road / Project Access B	Left-Turn	270	50	125
	Right-Turn	270	25	25
Latrobe Road / Project Access C	Left-Turn	280	25	50
	Right-Turn	280	25	25

Notes: **Bold** indicates queues that exceed available storage length.

[1]Results represent maximum queue estimates based on *Estimations of Maximum Queue Lengths at Unsignalized Intersections* (TRB, 2001).

[2]Results represent the 95th Percentile queue based on Synchro 11 output.

Source: Fehr & Peers, 2022

General Plan Consistency for Cumulative Conditions

The proposed project's trip generation was compared to the trip generation of the site's allowable use to determine whether the project would exceed trips assumed in the General Plan. As described in the County's General Plan, the project's location is zoned for Research & Development (R&D) land use, which is described as "intended to provide areas for the location of high technology, non-polluting manufacturing plants, research and development facilities, corporate and industrial offices, and support service facilities in a rural or campus-like setting, such as a business park environment." For purposes of this comparison, R&D was analyzed using the "Business Park" land use category in the ITE Trip Generation Manual, 11th Edition (2021) with an assumed floor-area ratio (FAR) of 0.25.

Table 13 shows the resulting trip generation estimate for the site's allowable use compared to the project's trip generation (as shown in Table 5). As shown, the proposed project would result in about 15,930 fewer daily trips than the land use assumed in the General Plan. The project's trip contribution would also be substantially lower during AM and PM roadway network peak hours than the site's allowable use. Therefore, the proposed project is consistent with the General Plan cumulative traffic analysis and EIR conclusions.

TABLE 13: TRIP GENERATION COMPARISON

Land Use	Net Vehicle Trips Generated[1]						
	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Site's Allowable Use[2] (Business Park)	20,988	1,656	293	1,949	456	1,297	1,753
Proposed Project[3]	5,058	503	58	561	107	348	455
Difference (Allowable Use - Proposed Project)	15,930	1,153	235	1,388	349	949	1,298

[1]Analysis based on peak hour of adjacent street traffic.

[2] Trip generation based on data for Business Park land use category (Code 770) in the ITE *Trip Generation Manual, 11th Edition* (2021) and a project side of 1,687,128 square feet.

[3]Trip generation based on client-specific data received from Dermody Properties in February/March 2022.

Fehr & Peers, 2022

APPENDIX A

- Traffic Count Data
- Intersection Operations Technical Calculations
- AutoTurn and Sight Distance Figures

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd & Serrano Pkwy/Lassen Ln
City: El Dorado Hills
Control: Signalized

Project ID: Historical
Date: 10/21/2020

Total

NS/EW Streets:	El Dorado Hills Blvd				El Dorado Hills Blvd				Serrano Pkwy/Lassen Ln				Serrano Pkwy/Lassen Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	0.5	0.5	0	1.5	0.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	2	26	4	0	1	90	1	0	1	0	6	0	8	0	0	0	139
6:15 AM	1	35	4	0	0	83	0	0	0	0	5	0	7	0	0	0	135
6:30 AM	4	45	9	0	0	111	2	0	1	0	8	0	14	0	3	0	197
6:45 AM	3	61	11	0	3	134	2	0	1	0	2	0	13	0	0	0	230
7:00 AM	3	68	20	2	2	108	1	0	0	1	5	0	16	1	1	0	228
7:15 AM	3	79	23	0	5	178	2	0	2	1	5	0	16	2	4	0	320
7:30 AM	4	91	22	0	8	240	2	0	4	5	15	0	23	1	7	0	422
7:45 AM	6	152	22	2	15	232	4	1	7	6	7	0	45	7	30	0	536
8:00 AM	11	185	30	1	8	203	4	0	1	1	10	0	25	5	11	0	495
8:15 AM	8	168	36	0	4	198	3	0	5	2	7	0	43	4	13	0	491
8:30 AM	19	121	26	3	4	179	5	0	2	1	10	0	30	7	9	0	416
8:45 AM	28	123	18	0	4	182	9	0	9	5	30	0	19	6	8	0	441
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	1154	225	8	54	1938	35	1	33	22	110	0	259	33	86	0	4050
APPROACH %'s :	6.22%	78.03%	15.21%	0.54%	2.66%	95.56%	1.73%	0.05%	20.00%	13.33%	66.67%	0.00%	68.52%	8.73%	22.75%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	29	596	110	3	35	873	13	1	17	14	39	0	136	17	61	0	1944
PEAK HR FACTOR :	0.659	0.805	0.764	0.375	0.583	0.909	0.813	0.250	0.607	0.583	0.650	0.000	0.756	0.607	0.508	0.000	0.907
		0.813				0.915				0.729				0.652			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	1	0	1	2	0	0	1	0.5	0.5	0	1.5	0.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	181	56	0	9	168	4	0	4	1	8	0	57	2	4	0	504
4:15 PM	11	204	61	1	4	157	2	0	2	1	8	0	40	0	5	0	496
4:30 PM	13	222	49	1	5	183	4	1	1	1	10	0	32	2	7	0	531
4:45 PM	14	214	61	1	10	156	2	0	3	1	4	0	30	4	5	0	505
5:00 PM	17	239	58	2	8	167	2	0	1	3	10	0	44	2	8	0	561
5:15 PM	16	259	60	2	7	181	5	0	4	1	7	0	42	2	11	0	597
5:30 PM	15	213	49	0	6	143	3	0	3	2	12	0	33	2	6	0	487
5:45 PM	12	208	63	1	7	155	4	0	2	2	11	0	41	2	6	0	514
6:00 PM	14	160	48	1	4	142	6	0	3	6	9	0	36	2	5	0	436
6:15 PM	20	178	47	0	4	164	0	0	0	0	10	0	25	6	6	0	460
6:30 PM	22	146	53	2	3	147	6	0	6	0	7	0	25	4	4	0	425
6:45 PM	29	162	38	0	3	120	7	1	2	5	14	0	27	9	1	0	418
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	193	2386	643	11	70	1883	45	2	31	23	110	0	432	37	68	0	5934
APPROACH %'s :	5.97%	73.80%	19.89%	0.34%	3.50%	94.15%	2.25%	0.10%	18.90%	14.02%	67.07%	0.00%	80.45%	6.89%	12.66%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	60	934	228	6	30	687	13	1	9	6	31	0	148	10	31	0	2194
PEAK HR FACTOR :	0.882	0.902	0.934	0.750	0.750	0.939	0.650	0.250	0.563	0.500	0.775	0.000	0.841	0.625	0.705	0.000	0.919
		0.911				0.947				0.821				0.859			

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd & Serrano Pkwy/Lassen Ln
City: El Dorado Hills
Control: Signalized

Project ID: Historical
Date: 10/21/2020

Bikes

NS/EW Streets:	El Dorado Hills Blvd				El Dorado Hills Blvd				Serrano Pkwy/Lassen Ln				Serrano Pkwy/Lassen Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	0.5	0.5	0	1.5	0.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	4	0	0	0	0	0	0	3	0	1	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%					75.00%	0.00%	25.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.333
		0.250				0.250								0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	0.5	0.5	0	1.5	0.5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	1	5
6:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2	2	0	1	5	0	0	0	2	0	0	1	1	3	1	20
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	16.67%	16.67%	50.00%	16.67%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	2	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	5
PEAK HR FACTOR :	0.25	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.417
		0.375								0.250					0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd & Serrano Pkwy/Lassen Ln **Project ID:** Historical
City: El Dorado Hills **Date:** 10/21/2020

Pedestrians (Crosswalks)

NS/EW Streets:	El Dorado Hills Blvd		El Dorado Hills Blvd		Serrano Pkwy/Lassen Ln		Serrano Pkwy/Lassen Ln		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	2	1	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	1	0	0	3
8:45 AM	0	0	0	0	1	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	0	0	3	4	0	0	11
APPROACH %'s :	50.00%	50.00%			42.86%	57.14%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	1	0	0	1	2	0	0	6
PEAK HR FACTOR :	0.250	0.250			0.250	0.500			0.500
	0.250				0.375				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	1	0	0	2
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	2	0	0	0	3
6:00 PM	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	1	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	2	0	0	3	1	0	0	9
APPROACH %'s :	60.00%	40.00%			75.00%	25.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.250					0.250			0.250
	0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd & Saratoga Way North/Park Dr
City: El Dorado Hills
Control: Signalized

Project ID: Historical
Date: 11/5/2020

Total

NS/EW Streets:	El Dorado Hills Blvd				El Dorado Hills Blvd				Saratoga Way North/Park Dr				Saratoga Way North/Park Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	1	2	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	13	21	1	0	6	95	2	0	3	0	8	0	1	0	1	0	151
6:15 AM	9	40	3	0	5	100	3	0	2	4	15	0	0	1	1	0	183
6:30 AM	20	41	3	0	7	112	6	0	2	2	24	0	0	2	8	0	227
6:45 AM	22	59	5	0	7	141	5	0	4	4	24	0	1	2	5	0	279
7:00 AM	27	88	2	0	7	149	9	0	3	6	28	0	0	3	11	0	333
7:15 AM	26	84	7	0	10	158	8	0	6	3	46	0	3	4	8	0	363
7:30 AM	27	125	8	0	26	212	14	0	12	5	61	0	3	2	15	0	510
7:45 AM	41	153	6	1	28	273	18	1	11	7	63	0	1	1	15	0	619
8:00 AM	55	186	10	0	20	221	28	1	12	6	68	0	3	3	12	0	625
8:15 AM	48	180	13	2	28	180	22	0	15	6	58	0	4	3	14	0	573
8:30 AM	52	126	11	0	32	192	14	0	20	5	52	0	5	5	11	0	525
8:45 AM	50	132	16	0	29	198	19	0	16	6	50	0	6	0	18	0	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	390	1235	85	3	205	2031	148	2	106	54	497	0	27	26	119	0	4928
APPROACH %'s :	22.77%	72.10%	4.96%	0.18%	8.59%	85.12%	6.20%	0.08%	16.13%	8.22%	75.65%	0.00%	15.70%	15.12%	69.19%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	196	645	40	3	108	866	82	2	58	24	241	0	13	12	52	0	2342
PEAK HR FACTOR :	0.891	0.867	0.769	0.375	0.844	0.793	0.732	0.500	0.725	0.857	0.886	0.000	0.650	0.600	0.867	0.000	0.937
	0.880				0.827				0.939				0.917				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	1	2	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	30	153	13	1	28	155	29	1	22	3	56	0	13	8	30	0	542
11:15 AM	55	142	15	0	39	175	34	1	30	12	59	0	9	5	32	0	608
11:30 AM	50	150	14	2	43	167	29	0	25	7	70	0	10	5	30	0	602
11:45 AM	42	157	18	1	37	194	20	1	29	8	73	0	17	8	43	0	648
12:00 PM	36	126	12	2	37	168	23	2	20	11	63	0	16	6	53	0	575
12:15 PM	41	149	21	4	25	151	22	0	28	10	59	0	10	6	44	0	570
12:30 PM	37	142	15	2	30	188	22	3	27	10	67	0	10	7	29	0	589
12:45 PM	45	173	19	0	39	190	33	2	22	12	49	0	13	8	43	0	648
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	336	1192	127	12	278	1388	212	10	203	73	496	0	98	53	304	0	4782
APPROACH %'s :	20.16%	71.51%	7.62%	0.72%	14.72%	73.52%	11.23%	0.53%	26.30%	9.46%	64.25%	0.00%	21.54%	11.65%	66.81%	0.00%	
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	183	575	59	5	156	704	106	4	104	38	265	0	52	24	158	0	2433
PEAK HR FACTOR :	0.832	0.916	0.819	0.625	0.907	0.907	0.779	0.500	0.867	0.792	0.908	0.000	0.765	0.750	0.745	0.000	0.939
	0.943				0.962				0.925				0.780				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	1	2	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	60	201	18	2	30	167	15	0	38	6	59	0	13	7	53	0	669
4:15 PM	56	201	26	2	30	128	16	0	22	10	61	0	11	10	40	0	613
4:30 PM	47	202	18	0	50	201	23	2	29	9	75	0	15	4	46	0	721
4:45 PM	59	247	24	1	34	157	36	0	30	14	57	0	10	8	57	0	734
5:00 PM	63	210	8	0	35	162	24	3	37	10	59	0	19	5	47	0	682
5:15 PM	73	259	10	0	35	184	23	0	48	9	59	0	15	11	48	0	774
5:30 PM	68	201	8	2	30	166	25	5	30	5	58	0	11	5	37	0	651
5:45 PM	43	188	13	1	33	141	18	0	38	11	56	0	10	7	40	0	599
6:00 PM	34	189	12	0	26	111	19	0	31	8	35	0	11	5	23	0	504
6:15 PM	43	147	10	0	13	118	12	0	28	4	47	0	10	4	33	0	469
6:30 PM	34	137	8	0	31	101	11	1	26	7	32	0	10	12	34	0	444
6:45 PM	27	126	10	0	11	73	11	0	22	4	31	0	6	4	31	0	356
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	607	2308	165	8	358	1709	233	11	379	97	629	0	141	82	489	0	7216
APPROACH %'s :	19.66%	74.74%	5.34%	0.26%	15.49%	73.95%	10.08%	0.48%	34.30%	8.78%	56.92%	0.00%	19.80%	11.52%	68.68%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	242	918	60	1	154	704	106	5	144	42	250	0	59	28	198	0	2911
PEAK HR FACTOR :	0.829	0.886	0.625	0.250	0.770	0.876	0.736	0.417	0.750	0.750	0.833	0.000	0.776	0.636	0.868	0.000	0.940
	0.893				0.878				0.940				0.950				

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd & Saratoga Way North/Park Dr
City: El Dorado Hills
Control: Signalized

Project ID: Historical
Date: 11/5/2020

Bikes

NS/EW Streets:	El Dorado Hills Blvd				El Dorado Hills Blvd				Saratoga Way North/Park Dr				Saratoga Way North/Park Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	1	2	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	0	0	1	0	3	0	6	0	0	0	0	0	0	0	13
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	25.00%	0.00%	75.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.292
		0.250				0.250				0.250							

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	1	2	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	4
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	0	0	1	2	5	0	1	0	3	0	0	0	0	0	15
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	12.50%	25.00%	62.50%	0.00%	25.00%	0.00%	75.00%	0.00%					
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	2	1	0	0	1	2	2	0	1	0	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.50	0.250	0.000	0.000	0.250	0.500	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563
		0.750				0.417				0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	1	2	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	0	0	0	2	0	0	2	0	1	0	0	0	2	0	10
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	3	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	7
PEAK HR FACTOR :	0.25	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.438
		0.250				0.250				0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd & Saratoga Way North/Park Dr **Project ID:** Historical
City: El Dorado Hills **Date:** 11/5/2020

Pedestrians (Crosswalks)

NS/EW Streets:	El Dorado Hills Blvd		El Dorado Hills Blvd		Saratoga Way North/Park Dr		Saratoga Way North/Park Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	1	0	0	2
8:45 AM	1	0	0	0	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	0	0	0	3	0	0	7
APPROACH %'s :	50.00%	50.00%			0.00%	100.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.250					0.500			0.375
	0.250				0.500				

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	2	0	0	0	0	1	2	0	5
12:15 PM	0	0	0	0	1	0	0	0	1
12:30 PM	0	2	0	0	0	0	0	2	4
12:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	2	0	0	1	1	2	2	11
APPROACH %'s :	60.00%	40.00%			50.00%	50.00%	50.00%	50.00%	
PEAK HR :	11:15 AM - 12:15 PM								TOTAL
PEAK HR VOL :	3	0	0	0	0	1	2	0	6
PEAK HR FACTOR :	0.375					0.250	0.250		0.300
	0.375				0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	2	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	2	0	0	4
APPROACH %'s :					50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :					0.250				0.250
					0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd/Latrobe Rd & Saratoga Way/Park Dr/US-50 WB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: Historical
Date: 10/21/2020

Total

NS/EW Streets:	El Dorado Hills Blvd/Latrobe Rd				El Dorado Hills Blvd/Latrobe Rd				Saratoga Way/Park Dr/US-50 WB Ramps				Saratoga Way/Park Dr/US-50 WB Ramps				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	2	2.5	0.5	0	1	3	1	0	1.5	0.5	1	0	1.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	46	38	10	0	4	36	58	0	2	4	15	0	6	8	3	0	230
6:15 AM	43	46	16	0	2	54	54	1	10	8	36	0	4	14	1	0	289
6:30 AM	66	53	10	0	1	65	67	0	12	11	29	0	11	9	8	0	342
6:45 AM	58	84	14	0	3	90	62	0	21	8	63	0	11	9	4	0	427
7:00 AM	67	74	24	1	3	82	67	0	18	1	38	0	7	7	6	0	395
7:15 AM	97	86	31	0	3	106	93	0	19	10	63	0	9	12	11	0	540
7:30 AM	91	113	32	0	5	174	94	0	17	12	113	0	19	9	4	0	683
7:45 AM	100	154	26	0	10	226	96	0	39	16	99	0	21	13	17	0	817
8:00 AM	173	198	43	1	11	189	79	1	36	12	83	0	23	13	15	0	877
8:15 AM	130	176	23	0	8	191	75	0	31	5	61	0	17	12	6	0	735
8:30 AM	123	168	30	0	6	131	78	0	24	10	37	0	15	11	9	0	642
8:45 AM	85	164	34	0	13	149	95	0	28	11	49	0	18	15	11	0	672
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1079	1354	293	2	69	1493	918	2	257	108	686	0	161	132	95	0	6649
APPROACH %'s :	39.55%	49.63%	10.74%	0.07%	2.78%	60.15%	36.99%	0.08%	24.45%	10.28%	65.27%	0.00%	41.49%	34.02%	24.48%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	494	641	124	1	34	780	344	1	123	45	356	0	80	47	42	0	3112
PEAK HR FACTOR :	0.714	0.809	0.721	0.250	0.773	0.863	0.896	0.250	0.788	0.703	0.788	0.000	0.870	0.904	0.618	0.000	0.887
		0.759				0.873				0.851				0.828			

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	2	2.5	0.5	0	1	3	1	0	1.5	0.5	1	0	1.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	125	153	61	0	21	138	74	0	30	17	51	0	48	21	19	0	758
11:15 AM	154	160	73	0	16	173	75	1	25	7	35	0	43	19	12	0	793
11:30 AM	129	173	72	1	17	152	81	0	31	13	37	0	64	17	20	0	807
11:45 AM	153	188	72	0	20	125	67	0	21	18	40	0	62	14	18	0	798
12:00 PM	131	173	72	0	15	183	80	0	30	18	45	0	60	19	25	0	851
12:15 PM	184	170	80	0	19	180	62	1	23	22	33	0	74	15	22	0	885
12:30 PM	218	200	79	0	26	157	68	0	20	14	52	0	65	24	22	0	945
12:45 PM	206	226	62	1	24	165	78	0	27	9	50	0	66	25	27	0	966
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1300	1443	571	2	158	1273	585	2	207	118	343	0	482	154	165	0	6803
APPROACH %'s :	39.20%	43.52%	17.22%	0.06%	7.83%	63.08%	28.99%	0.10%	30.99%	17.66%	51.35%	0.00%	60.17%	19.23%	20.60%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	739	769	293	1	84	685	288	1	100	63	180	0	265	83	96	0	3647
PEAK HR FACTOR :	0.847	0.851	0.916	0.250	0.808	0.936	0.900	0.250	0.833	0.716	0.865	0.000	0.895	0.830	0.889	0.000	0.944
		0.906				0.951				0.922				0.941			

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	2	2.5	0.5	0	1	3	1	0	1.5	0.5	1	0	1.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	134	203	56	1	14	165	86	1	28	15	29	0	36	18	19	0	805
4:15 PM	154	224	62	2	12	153	61	1	27	13	38	0	53	14	18	0	832
4:30 PM	195	218	66	1	17	168	67	0	31	12	46	0	33	27	24	0	905
4:45 PM	153	222	56	1	14	146	67	0	41	14	23	0	37	16	24	0	814
5:00 PM	180	249	45	0	11	139	58	0	28	16	23	0	34	24	21	0	828
5:15 PM	127	259	57	0	17	183	83	0	43	12	39	0	48	18	15	0	901
5:30 PM	155	216	66	0	14	110	47	0	37	13	31	0	46	19	19	0	773
5:45 PM	158	227	50	1	14	156	62	0	26	8	33	0	52	13	16	0	816
6:00 PM	138	182	38	0	17	127	71	1	24	19	25	0	39	17	17	0	715
6:15 PM	127	155	36	0	13	111	57	2	31	10	26	0	33	5	17	0	623
6:30 PM	103	172	37	0	11	131	58	0	19	11	26	0	27	16	16	0	627
6:45 PM	82	178	32	1	10	112	52	0	31	12	22	0	39	12	16	0	599
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1706	2505	601	7	164	1701	769	5	366	155	361	0	477	199	222	0	9238
APPROACH %'s :	35.40%	51.98%	12.47%	0.15%	6.21%	64.46%	29.14%	0.19%	41.50%	17.57%	40.93%	0.00%	53.12%	22.16%	24.72%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	655	948	224	2	59	636	275	0	143	54	131	0	152	85	84	0	3448
PEAK HR FACTOR :	0.840	0.915	0.848	0.500	0.868	0.869	0.828	0.000	0.831	0.844	0.712	0.000	0.792	0.787	0.875	0.000	0.952
		0.953				0.857				0.872				0.955			

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd/Latrobe Rd & Saratoga Way/Park Dr/US-50 WB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: Historical
Date: 10/21/2020

Bikes

NS/EW Streets:	El Dorado Hills Blvd/Latrobe Rd				El Dorado Hills Blvd/Latrobe Rd				Saratoga Way/Park Dr/US-50 WB Ramps				Saratoga Way/Park Dr/US-50 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2.5	0.5	0	1	3	1	0	1.5	0.5	1	0	1.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%									100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2.5	0.5	0	1	3	1	0	1.5	0.5	1	0	1.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	5
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2.5	0.5	0	1	3	1	0	1.5	0.5	1	0	1.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	2	0	0	0	0	0	0	1	0	0	0	6
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: El Dorado Hills Blvd/Latrobe Rd & Saratoga Way/Park Dr/US-50 WB **Project ID:** Historical
City: El Dorado Hills **Date:** 10/21/2020

Pedestrians (Crosswalks)

NS/EW Streets:	El Dorado Hills Blvd/Latrobe Rd		El Dorado Hills Blvd/Latrobe Rd		Saratoga Way/Park Dr/US-50 WB Ramps		Saratoga Way/Park Dr/US-50 WB Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	2	0	0	4
APPROACH %'s :					50.00%	50.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	2	0	0	3
PEAK HR FACTOR :					0.250	0.250			0.375
					0.375				

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	12:00 PM - 01:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	3
APPROACH %'s :					100.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & US 50 EB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-001
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				US 50 EB Ramps				US 50 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	4	0	0	0	0	2	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	106	12	0	17	41	0	0	0	0	63	0	0	0	9	0	248
6:15 AM	0	97	18	0	24	60	0	0	0	0	70	0	0	0	17	0	286
6:30 AM	0	87	17	0	15	68	0	0	0	0	90	0	0	0	33	0	310
6:45 AM	0	125	25	0	22	144	0	0	0	0	156	0	0	0	55	0	527
7:00 AM	0	177	22	0	39	106	0	0	0	0	128	0	0	0	38	0	510
7:15 AM	0	189	32	0	47	155	0	0	0	0	162	0	0	0	54	0	639
7:30 AM	0	209	58	0	81	292	0	0	0	0	205	0	0	0	63	0	908
7:45 AM	0	282	78	0	67	424	0	0	0	0	283	0	0	0	85	0	1219
8:00 AM	0	395	85	0	54	274	0	0	0	0	200	0	0	0	73	0	1081
8:15 AM	0	336	75	0	52	241	0	1	0	0	222	0	0	0	77	0	1004
8:30 AM	0	279	55	0	75	248	0	0	0	0	201	0	0	0	72	0	930
8:45 AM	0	253	39	0	45	242	0	0	0	0	206	0	0	0	83	0	868
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2535	516	0	538	2295	0	1	0	0	1986	0	0	0	659	0	8530
APPROACH %'s :	0.00%	83.09%	16.91%	0.00%	18.98%	80.98%	0.00%	0.04%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1292	293	0	248	1187	0	1	0	0	906	0	0	0	307	0	4234
PEAK HR FACTOR :	0.000	0.818	0.862	0.000	0.827	0.700	0.000	0.250	0.000	0.000	0.800	0.000	0.000	0.000	0.903	0.000	0.868
		0.826				0.731				0.800				0.903			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	4	0	0	0	0	2	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	388	87	0	53	211	0	0	0	0	205	0	0	0	121	0	1065
4:15 PM	0	439	92	0	75	218	0	0	0	0	172	0	0	0	112	0	1108
4:30 PM	0	424	99	0	50	202	0	1	0	0	174	0	0	0	106	0	1056
4:45 PM	0	411	102	0	65	209	0	0	0	0	171	0	0	0	100	0	1058
5:00 PM	0	452	84	0	69	167	0	0	0	0	188	0	0	0	110	0	1070
5:15 PM	0	369	94	0	71	214	0	0	0	0	179	0	0	0	149	0	1076
5:30 PM	0	403	91	0	63	173	0	1	0	0	205	0	0	0	95	0	1031
5:45 PM	0	311	95	0	55	214	0	0	0	1	184	0	0	0	101	0	961
6:00 PM	0	347	82	0	61	158	0	0	0	0	139	0	0	0	94	0	881
6:15 PM	0	278	49	0	48	180	0	1	0	0	153	0	0	0	87	0	796
6:30 PM	0	232	53	0	35	132	0	1	0	0	114	0	0	0	79	0	646
6:45 PM	0	170	50	0	25	144	0	0	0	0	102	0	0	0	74	0	565
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4224	978	0	670	2222	0	4	0	1	1986	0	0	0	1228	0	11313
APPROACH %'s :	0.00%	81.20%	18.80%	0.00%	23.14%	76.73%	0.00%	0.14%	0.00%	0.05%	99.95%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1726	377	0	259	796	0	1	0	0	705	0	0	0	428	0	4292
PEAK HR FACTOR :	0.000	0.955	0.924	0.000	0.863	0.913	0.000	0.250	0.000	0.000	0.938	0.000	0.000	0.000	0.955	0.000	0.968
		0.981				0.901				0.938				0.955			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & US 50 EB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-001
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				US 50 EB Ramps				US 50 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	4	0	0	0	0	2	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	2	1	0	1	1	0	0	0	0	6	0	0	0	0	0	11
6:15 AM	0	4	0	0	0	2	0	0	0	0	6	0	0	0	1	0	13
6:30 AM	0	5	0	0	0	2	0	0	0	0	3	0	0	0	1	0	11
6:45 AM	0	7	2	0	1	4	0	0	0	0	6	0	0	0	6	0	26
7:00 AM	0	6	2	0	0	0	0	0	0	0	7	0	0	0	1	0	16
7:15 AM	0	9	3	0	2	5	0	0	0	0	7	0	0	0	7	0	33
7:30 AM	0	8	4	0	2	4	0	0	0	0	4	0	0	0	5	0	27
7:45 AM	0	8	2	0	1	6	0	0	0	0	6	0	0	0	4	0	27
8:00 AM	0	12	5	0	1	0	0	0	0	0	1	0	0	0	5	0	24
8:15 AM	0	14	1	0	2	6	0	0	0	0	8	0	0	0	7	0	38
8:30 AM	0	8	1	0	0	3	0	0	0	0	3	0	0	0	4	0	19
8:45 AM	0	8	2	0	6	5	0	0	0	0	3	0	0	0	1	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	91	23	0	16	38	0	0	0	0	60	0	0	0	42	0	270
APPROACH %'s :	0.00%	79.82%	20.18%	0.00%	29.63%	70.37%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	42	9	0	4	15	0	0	0	0	18	0	0	0	20	0	108
PEAK HR FACTOR :	0.000	0.750	0.450	0.000	0.500	0.625	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.714	0.000	0.711
		0.750				0.594					0.563				0.714		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	4	0	0	0	0	2	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	2	0	4	2	0	0	0	0	4	0	0	0	2	0	18
4:15 PM	0	2	4	0	1	3	0	0	0	0	0	0	0	0	3	0	13
4:30 PM	0	5	2	0	2	4	0	0	0	0	0	0	0	0	2	0	15
4:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	1	1	0	0	3	0	0	0	0	2	0	0	0	1	0	8
5:15 PM	0	5	2	0	1	3	0	0	0	0	4	0	0	0	1	0	16
5:30 PM	0	6	2	0	0	3	0	0	0	0	2	0	0	0	1	0	14
5:45 PM	0	1	0	0	1	0	0	0	0	1	3	0	0	0	0	0	6
6:00 PM	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	6
6:15 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
6:30 PM	0	2	1	0	0	1	0	0	0	0	1	0	0	0	0	0	5
6:45 PM	0	1	2	0	1	0	0	0	0	0	2	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	33	19	0	11	19	0	0	0	1	23	0	0	0	10	0	116
APPROACH %'s :	0.00%	63.46%	36.54%	0.00%	36.67%	63.33%	0.00%	0.00%	0.00%	4.17%	95.83%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	13	7	0	4	10	0	0	0	0	2	0	0	0	6	0	42
PEAK HR FACTOR :	0.000	0.650	0.438	0.000	0.500	0.625	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.700
		0.714				0.583					0.250				0.500		

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & US 50 EB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-001
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				US 50 EB Ramps				US 50 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	4	0	0	0	0	2	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	4	0	0	0	0	2	0	0	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.250												

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & US 50 EB Ramps
City: El Dorado Hills
Project ID: 22-070024-001
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		US 50 EB Ramps		US 50 EB Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	3
APPROACH %'s :					100.00%	0.00%			
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	3
PEAK HR FACTOR :					0.750				0.750
					0.750				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	5	0	0	5
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	3	0	0	3
PEAK HR FACTOR :						0.375			0.375
					0.375				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Town Center Blvd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-002
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Town Center Blvd				Town Center Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	2	1.5	0.5	0	1	0.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	87	12	0	21	81	3	0	1	0	0	0	1	0	29	0	235
6:15 AM	0	85	11	0	31	93	1	0	0	0	0	0	3	0	33	0	257
6:30 AM	0	70	10	0	32	120	1	0	0	0	0	0	7	1	33	0	274
6:45 AM	0	105	6	0	46	252	7	1	1	0	0	0	5	1	49	0	473
7:00 AM	1	130	14	1	42	177	5	0	2	1	0	0	7	0	63	0	443
7:15 AM	3	183	16	0	62	259	1	2	1	0	0	0	7	1	50	0	585
7:30 AM	1	198	24	0	69	405	6	2	0	1	0	0	18	1	55	0	780
7:45 AM	1	319	28	0	90	598	13	3	1	3	1	0	19	1	51	0	1128
8:00 AM	0	420	54	0	72	416	3	3	2	0	1	0	14	2	81	0	1068
8:15 AM	2	276	29	0	79	367	9	1	5	2	2	0	12	1	92	0	877
8:30 AM	0	250	39	0	89	358	4	5	3	0	1	0	14	1	82	0	846
8:45 AM	2	219	25	0	99	343	4	2	1	0	0	0	17	1	65	0	778
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	2342	268	1	732	3469	57	19	17	7	5	0	124	10	683	0	7744
APPROACH %'s :	0.38%	89.36%	10.23%	0.04%	17.11%	81.11%	1.33%	0.44%	58.62%	24.14%	17.24%	0.00%	15.18%	1.22%	83.60%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	1265	150	0	330	1739	29	12	11	5	5	0	59	5	306	0	3919
PEAK HR FACTOR :	0.375	0.753	0.694	0.000	0.917	0.727	0.558	0.600	0.550	0.417	0.625	0.000	0.776	0.625	0.832	0.000	0.869
		0.748				0.749				0.583				0.881			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	2	1.5	0.5	0	1	0.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	317	34	0	133	270	3	3	8	0	2	0	15	2	149	0	937
4:15 PM	0	375	33	0	125	265	2	4	5	1	3	0	18	1	153	0	985
4:30 PM	0	352	36	0	105	254	2	2	10	2	2	0	19	3	153	1	941
4:45 PM	1	369	27	1	122	259	2	5	5	3	2	0	17	0	141	0	954
5:00 PM	1	362	34	0	101	213	3	5	4	0	2	0	18	4	159	0	906
5:15 PM	2	327	36	1	122	293	4	8	5	1	4	0	16	1	139	1	960
5:30 PM	0	324	37	0	103	258	1	1	1	0	0	0	14	1	155	0	895
5:45 PM	2	276	24	0	125	274	0	1	3	0	0	0	15	1	135	0	856
6:00 PM	0	280	19	0	84	214	1	3	1	0	0	0	13	0	139	0	754
6:15 PM	0	180	17	0	126	201	4	7	2	0	2	0	17	0	140	2	698
6:30 PM	1	186	22	0	85	155	0	1	0	1	1	0	15	0	106	0	573
6:45 PM	2	97	10	0	92	154	0	4	1	1	1	0	18	1	109	0	490
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	3445	329	2	1323	2810	22	44	45	9	19	0	195	14	1678	4	9949
APPROACH %'s :	0.26%	90.99%	8.69%	0.05%	31.51%	66.92%	0.52%	1.05%	61.64%	12.33%	26.03%	0.00%	10.31%	0.74%	88.74%	0.21%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	1413	130	1	485	1048	9	14	28	6	9	0	69	6	596	1	3817
PEAK HR FACTOR :	0.500	0.942	0.903	0.250	0.912	0.970	0.750	0.700	0.700	0.500	0.750	0.000	0.908	0.500	0.974	0.250	0.969
		0.947				0.951				0.768				0.955			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Town Center Blvd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-002
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Town Center Blvd				Town Center Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	2	1.5	0.5	0	1	0.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	1	0	0	2	3	0	0	0	0	0	0	0	0	2	0	8
6:15 AM	0	2	0	0	4	4	0	0	0	0	0	0	0	0	2	0	12
6:30 AM	0	3	0	0	1	3	1	0	0	0	0	0	1	0	3	0	12
6:45 AM	0	8	0	0	3	7	0	0	0	0	0	0	2	0	0	0	20
7:00 AM	0	6	2	0	3	4	0	0	0	0	0	0	0	0	4	0	19
7:15 AM	0	9	2	0	3	7	0	0	0	0	0	0	0	0	3	0	24
7:30 AM	0	8	2	0	4	5	1	0	0	1	0	0	0	0	2	0	23
7:45 AM	0	6	2	0	1	8	0	1	0	0	0	0	0	1	3	0	22
8:00 AM	0	11	6	0	0	2	0	0	0	0	0	0	0	0	10	0	29
8:15 AM	0	7	3	0	5	10	0	0	0	0	0	0	0	0	4	0	29
8:30 AM	0	8	0	0	0	6	0	0	1	0	0	0	0	0	4	0	19
8:45 AM	1	4	0	0	1	6	0	1	0	0	0	0	0	0	1	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	73	17	0	27	65	2	2	1	1	0	0	3	1	38	0	231
APPROACH %'s :	1.10%	80.22%	18.68%	0.00%	28.13%	67.71%	2.08%	2.08%	50.00%	50.00%	0.00%	0.00%	7.14%	2.38%	90.48%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	32	11	0	6	26	0	1	1	0	0	0	0	1	21	0	99
PEAK HR FACTOR :	0.000	0.727	0.458	0.000	0.300	0.650	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.525	0.000	0.853
		0.632				0.550				0.250				0.550			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	2	1.5	0.5	0	1	0.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	7	0	0	1	6	0	0	0	0	0	0	1	0	0	0	15
4:15 PM	0	6	0	0	1	2	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	6	0	0	3	1	0	0	0	0	0	0	0	0	2	0	12
4:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	2	0	0	2	2	0	0	0	0	0	0	1	0	0	0	7
5:15 PM	0	8	0	0	2	6	0	0	0	0	0	0	0	0	0	0	16
5:30 PM	0	7	0	0	1	4	0	0	0	0	0	0	0	0	1	0	13
5:45 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1	0	8
6:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7
6:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	49	1	0	14	29	0	0	0	0	0	0	2	0	4	0	99
APPROACH %'s :	0.00%	98.00%	2.00%	0.00%	32.56%	67.44%	0.00%	0.00%					33.33%	0.00%	66.67%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	22	1	0	5	9	0	0	0	0	0	0	1	0	2	0	40
PEAK HR FACTOR :	0.000	0.786	0.250	0.000	0.417	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.667
		0.821				0.500								0.375			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Town Center Blvd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-002
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Town Center Blvd				Town Center Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	2	1.5	0.5	0	1	0.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	2	1.5	0.5	0	1	0.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	2	0	0	0	0	0	0	0	1	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
						0.250									0.250		

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Town Center Blvd
City: El Dorado Hills
Project ID: 22-070024-002
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		Town Center Blvd		Town Center Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	2	0	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	0	0	3
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	3
PEAK HR FACTOR :			0.375						0.375
			0.375						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	2
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :						0.500			0.500
					0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-003
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	3	1	0	2	1.5	0.5	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	80	9	0	3	58	18	1	10	6	0	0	14	5	10	0	215
6:15 AM	4	77	2	0	5	74	18	0	11	1	0	0	19	7	6	0	224
6:30 AM	3	60	7	0	8	100	20	0	17	7	2	0	21	9	9	0	263
6:45 AM	0	78	16	0	8	208	32	0	17	13	0	0	53	16	10	0	451
7:00 AM	1	112	13	0	9	148	37	0	23	10	1	0	32	16	23	0	425
7:15 AM	4	141	15	0	6	226	30	0	32	24	5	0	37	26	17	0	563
7:30 AM	7	168	27	0	7	345	51	2	42	24	11	0	66	21	15	0	786
7:45 AM	9	285	49	0	31	487	115	1	49	14	14	0	105	30	29	0	1218
8:00 AM	24	373	96	0	31	291	102	0	72	32	6	0	84	42	31	0	1184
8:15 AM	9	218	59	1	20	280	89	0	56	19	8	0	61	18	20	0	858
8:30 AM	6	214	38	2	37	250	76	1	57	17	8	0	56	26	25	0	813
8:45 AM	9	166	25	0	43	244	81	0	43	16	11	0	59	33	29	0	759
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	77	1972	356	3	208	2711	669	5	429	183	66	0	607	249	224	0	7759
APPROACH %'s :	3.20%	81.89%	14.78%	0.12%	5.79%	75.45%	18.62%	0.14%	63.27%	26.99%	9.73%	0.00%	56.20%	23.06%	20.74%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	48	1090	242	3	119	1308	382	2	234	82	36	0	306	116	105	0	4073
PEAK HR FACTOR :	0.500	0.731	0.630	0.375	0.804	0.671	0.830	0.500	0.813	0.641	0.643	0.000	0.729	0.690	0.847	0.000	0.836
		0.701				0.714				0.800				0.803			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	3	1	0	2	1.5	0.5	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	286	87	2	40	178	62	1	72	62	10	0	57	31	31	0	926
4:15 PM	6	251	50	1	46	181	64	0	67	58	15	0	54	38	44	0	875
4:30 PM	7	329	100	1	48	164	62	0	94	47	14	0	39	30	34	0	969
4:45 PM	11	259	69	2	55	170	47	1	61	67	6	0	58	37	24	0	867
5:00 PM	8	317	80	0	34	153	52	0	88	46	10	0	48	40	42	0	918
5:15 PM	8	214	61	2	45	200	54	2	78	36	10	0	57	39	37	0	843
5:30 PM	10	241	64	1	43	191	48	1	67	44	8	0	40	31	37	0	826
5:45 PM	13	215	45	0	51	184	55	1	51	41	8	0	45	24	38	0	771
6:00 PM	5	208	46	1	38	134	46	1	54	41	3	1	37	24	29	0	668
6:15 PM	1	141	21	2	41	132	47	0	42	16	4	0	24	18	24	0	513
6:30 PM	4	113	24	2	23	118	37	1	51	20	4	0	32	24	34	0	487
6:45 PM	1	63	12	0	31	109	30	2	23	18	9	0	24	23	26	0	371
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	81	2637	659	14	495	1914	604	10	748	496	101	1	515	359	400	0	9034
APPROACH %'s :	2.39%	77.76%	19.43%	0.41%	16.37%	63.31%	19.98%	0.33%	55.57%	36.85%	7.50%	0.07%	40.42%	28.18%	31.40%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	31	1125	306	6	189	693	235	2	294	234	45	0	208	136	133	0	3637
PEAK HR FACTOR :	0.705	0.855	0.765	0.750	0.859	0.957	0.918	0.500	0.782	0.873	0.750	0.000	0.897	0.895	0.756	0.000	0.938
		0.840				0.961				0.924				0.877			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-003
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	3	1	0	2	1.5	0.5	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5
6:15 AM	1	1	0	0	0	3	0	0	0	0	0	0	0	1	1	0	7
6:30 AM	0	2	0	0	1	3	1	0	0	0	0	0	0	0	1	0	8
6:45 AM	0	4	0	0	0	6	3	0	1	2	0	0	0	0	3	0	19
7:00 AM	0	8	0	0	1	2	1	0	1	2	0	0	1	2	1	0	19
7:15 AM	0	9	1	0	0	4	1	0	0	3	0	0	0	0	0	0	18
7:30 AM	1	8	0	0	0	6	1	0	2	1	5	0	1	1	0	0	26
7:45 AM	2	5	1	0	0	7	1	0	2	0	3	0	1	0	2	0	24
8:00 AM	4	8	0	0	0	0	2	0	6	0	1	0	1	1	2	0	25
8:15 AM	2	9	0	0	0	9	1	0	0	0	3	0	1	1	1	0	27
8:30 AM	1	4	1	0	0	3	2	0	3	1	5	0	1	0	1	0	22
8:45 AM	5	4	0	0	0	7	0	0	2	1	3	0	0	3	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	63	3	0	2	53	13	0	17	10	20	0	6	10	12	0	225
APPROACH %'s :	19.51%	76.83%	3.66%	0.00%	2.94%	77.94%	19.12%	0.00%	36.17%	21.28%	42.55%	0.00%	21.43%	35.71%	42.86%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	9	26	2	0	0	19	6	0	11	1	12	0	4	2	6	0	98
PEAK HR FACTOR :	0.563	0.722	0.500	0.000	0.000	0.528	0.750	0.000	0.458	0.250	0.600	0.000	1.000	0.500	0.750	0.000	0.907
	0.771				0.625				0.667				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	3	1	0	2	1.5	0.5	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	6	1	0	1	5	0	0	1	0	0	0	1	0	0	0	15
4:15 PM	0	5	0	0	1	2	0	0	0	0	0	0	2	0	1	0	11
4:30 PM	0	5	1	0	1	0	0	0	1	0	0	0	0	0	0	0	8
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	1	2	0	0	0	2	1	0	0	1	0	0	0	0	1	0	8
5:15 PM	0	3	0	0	1	5	0	0	4	0	0	0	0	2	2	0	17
5:30 PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	2	0	9
5:45 PM	1	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	9
6:00 PM	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	35	2	0	4	25	2	0	7	1	0	0	3	3	8	0	93
APPROACH %'s :	7.50%	87.50%	5.00%	0.00%	12.90%	80.65%	6.45%	0.00%	87.50%	12.50%	0.00%	0.00%	21.43%	21.43%	57.14%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	20	2	0	3	7	0	0	2	0	0	0	3	0	1	0	38
PEAK HR FACTOR :	0.000	0.833	0.500	0.000	0.750	0.350	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.633
	0.786				0.417				0.500				0.333				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-003
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	3	1	0	2	1.5	0.5	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	4	1	0	2	3	1	0	2	1.5	0.5	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	2	3	0	0	1	0	0	8
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	40.00%	60.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	2	2	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.250	0.000	0.000	0.500
	0.250								0.333				0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & White Rock Rd
City: El Dorado Hills
Project ID: 22-070024-003
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		White Rock Rd		White Rock Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	1	0	0	0	0	1
6:30 AM	2	0	1	0	0	0	0	0	3
6:45 AM	0	1	0	1	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	2	2	0	0	0	0	8
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	2	0	2	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	4	2	0	3	0	0	0	10
APPROACH %'s :	20.00%	80.00%	100.00%	0.00%	100.00%	0.00%			
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :					0.250				0.250
					0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (N)/Monte Verde Dr
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-004
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Golden Foothill Pkwy (N)/Monte Verde Dr				Golden Foothill Pkwy (N)/Monte Verde Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	2	87	0	0	0	56	19	0	0	0	1	0	0	0	0	0	165
6:15 AM	0	81	0	0	0	78	10	1	0	0	0	0	0	1	1	0	172
6:30 AM	1	69	0	0	0	98	23	0	1	0	1	0	0	0	0	0	193
6:45 AM	2	91	0	0	2	189	76	0	8	0	0	0	0	0	2	0	370
7:00 AM	2	115	0	0	0	134	28	0	4	0	1	0	1	0	2	0	287
7:15 AM	2	150	1	0	0	206	47	0	9	0	1	0	1	0	3	0	420
7:30 AM	9	182	0	0	1	332	70	1	15	0	2	0	3	1	2	0	618
7:45 AM	7	324	4	1	1	486	125	0	35	0	2	0	9	1	0	0	995
8:00 AM	8	423	5	0	2	275	140	0	67	0	4	0	4	1	0	0	929
8:15 AM	7	213	0	0	0	295	67	1	56	2	1	0	1	4	2	0	649
8:30 AM	10	238	0	0	2	229	74	0	26	0	4	0	2	0	4	0	589
8:45 AM	6	166	1	0	0	218	72	0	26	0	5	0	1	0	2	0	497
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	56	2139	11	1	8	2596	751	3	247	2	22	0	22	8	18	0	5884
APPROACH %'s :	2.54%	96.92%	0.50%	0.05%	0.24%	77.31%	22.36%	0.09%	91.14%	0.74%	8.12%	0.00%	45.83%	16.67%	37.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	31	1142	9	1	4	1388	402	2	173	2	9	0	17	7	4	0	3191
PEAK HR FACTOR :	0.861	0.675	0.450	0.250	0.500	0.714	0.718	0.500	0.646	0.250	0.563	0.000	0.472	0.438	0.500	0.000	0.802
		0.678				0.734				0.648				0.700			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	311	7	0	3	216	28	1	73	2	2	0	1	2	3	0	652
4:15 PM	3	225	1	0	1	201	35	2	77	2	4	0	4	1	1	0	557
4:30 PM	8	332	4	0	3	208	18	0	129	1	4	0	1	1	0	0	709
4:45 PM	3	249	2	0	1	189	40	1	81	2	7	0	1	2	2	0	580
5:00 PM	3	278	4	0	4	164	30	0	107	1	4	0	1	0	4	0	600
5:15 PM	5	219	1	0	3	223	42	0	70	0	6	0	2	0	0	0	571
5:30 PM	3	243	3	0	6	200	36	3	77	1	5	0	1	1	2	0	581
5:45 PM	2	216	3	0	2	193	33	0	42	1	3	0	0	0	3	0	498
6:00 PM	1	198	0	0	3	164	16	0	68	2	2	0	1	1	1	0	457
6:15 PM	0	137	1	0	2	138	22	0	25	0	0	0	0	0	0	0	325
6:30 PM	2	114	0	0	3	124	13	1	24	1	7	0	0	0	1	0	290
6:45 PM	2	66	1	0	1	129	8	0	11	0	1	0	0	0	2	0	221
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	2588	27	0	32	2149	321	8	784	13	45	0	12	8	19	0	6041
APPROACH %'s :	1.32%	97.66%	1.02%	0.00%	1.27%	85.62%	12.79%	0.32%	93.11%	1.54%	5.34%	0.00%	30.77%	20.51%	48.72%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	17	1117	14	0	8	814	121	4	360	7	17	0	7	6	6	0	2498
PEAK HR FACTOR :	0.531	0.841	0.500	0.000	0.667	0.942	0.756	0.500	0.698	0.875	0.607	0.000	0.438	0.750	0.500	0.000	0.881
		0.834				0.955				0.716				0.792			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (N)/Monte Verde Dr
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-004
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Golden Foothill Pkwy (N)/Monte Verde Dr				Golden Foothill Pkwy (N)/Monte Verde Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
6:30 AM	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
6:45 AM	0	4	0	0	0	5	1	0	1	0	0	0	0	0	0	0	11
7:00 AM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10
7:15 AM	0	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	16
7:30 AM	0	7	0	0	0	9	1	0	2	0	0	0	0	0	0	0	19
7:45 AM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	22
8:00 AM	0	11	0	0	0	3	0	0	1	0	0	0	0	0	0	0	15
8:15 AM	0	6	0	0	0	13	0	0	0	0	1	0	0	0	0	0	20
8:30 AM	0	6	0	0	1	8	0	0	0	0	0	0	0	0	0	0	15
8:45 AM	0	8	0	0	0	8	1	0	1	0	0	0	0	0	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	77	0	0	1	73	4	0	6	0	1	0	0	0	0	0	162
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	1.28%	93.59%	5.13%	0.00%	85.71%	0.00%	14.29%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	35	0	0	0	36	1	0	3	0	1	0	0	0	0	0	76
PEAK HR FACTOR :	0.000	0.795	0.000	0.000	0.000	0.692	0.250	0.000	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.864
		0.795				0.712				0.500							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	7	0	0	0	6	1	0	0	0	0	0	0	0	0	0	14
4:15 PM	0	5	0	0	0	3	1	0	1	0	0	0	0	0	0	0	10
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	2	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8
6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	35	0	0	0	26	3	0	5	0	0	0	0	0	0	0	69
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	89.66%	10.34%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	22	0	0	0	9	2	0	2	0	0	0	0	0	0	0	35
PEAK HR FACTOR :	0.000	0.786	0.000	0.000	0.000	0.375	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
		0.786				0.393				0.500							

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (N)/Monte Verde Dr
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-004
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Golden Foothill Pkwy (N)/Monte Verde Dr				Golden Foothill Pkwy (N)/Monte Verde Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
	0.250				0.500												0.333

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (N)/Monte Verde Dr **Project ID:** 22-070024-004
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		Golden Foothill Pkwy (N)/Monte Verde Dr		Golden Foothill Pkwy (N)/Monte Verde Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	2	1	3
7:45 AM	0	0	0	0	1	0	1	0	2
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	1	0	3	2	7
APPROACH %'s :			0.00%	100.00%	100.00%	0.00%	60.00%	40.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	1	1	0	3	1	6
PEAK HR FACTOR :				0.250	0.250		0.375	0.250	0.500
			0.250		0.250		0.333		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	0	1	3
APPROACH %'s :					100.00%	0.00%	0.00%	100.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :					0.250				0.250
					0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Suncast Ln
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-005
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Suncast Ln				Suncast Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1.5	0.5	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	89	0	0	0	65	3	0	0	0	0	0	0	0	0	0	157
6:15 AM	1	77	0	0	0	74	1	0	0	0	0	0	0	0	0	0	153
6:30 AM	0	70	0	0	0	81	12	0	0	0	1	0	0	0	0	0	164
6:45 AM	1	95	0	0	0	173	23	0	0	0	0	0	0	0	0	0	292
7:00 AM	2	110	0	0	0	118	17	0	3	0	1	0	0	0	0	0	251
7:15 AM	2	156	0	0	0	181	18	0	0	0	0	0	0	0	0	0	357
7:30 AM	4	190	0	0	0	311	17	0	3	0	0	0	0	0	0	0	525
7:45 AM	1	337	0	0	0	476	27	0	8	0	1	0	0	0	0	0	850
8:00 AM	9	411	0	0	0	242	42	0	24	0	0	0	0	0	0	0	728
8:15 AM	5	205	0	0	0	275	23	0	6	0	2	0	0	0	0	0	516
8:30 AM	7	242	0	0	0	209	28	0	9	0	3	0	0	0	0	0	498
8:45 AM	3	163	0	0	0	192	23	0	9	0	2	0	0	0	0	0	392
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	2145	0	0	0	2397	234	0	62	0	10	0	0	0	0	0	4883
APPROACH %'s :	1.61%	98.39%	0.00%	0.00%	0.00%	91.11%	8.89%	0.00%	86.11%	0.00%	13.89%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	19	1143	0	0	0	1304	109	0	41	0	3	0	0	0	0	0	2619
PEAK HR FACTOR :	0.528	0.695	0.000	0.000	0.000	0.685	0.649	0.000	0.427	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.770
		0.692				0.702				0.458							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1.5	0.5	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	284	0	0	0	203	13	0	35	0	1	0	0	0	0	0	536
4:15 PM	1	238	0	0	0	210	10	0	12	0	3	0	0	0	0	0	474
4:30 PM	2	304	0	0	0	202	11	0	31	0	3	0	0	0	0	0	553
4:45 PM	3	224	0	0	0	183	13	0	29	0	0	0	0	0	0	0	452
5:00 PM	0	250	0	0	0	163	6	0	42	0	5	0	0	0	0	0	466
5:15 PM	0	193	0	0	0	226	8	0	18	0	7	0	0	0	0	0	452
5:30 PM	1	247	0	2	0	202	6	0	24	0	0	0	0	0	0	0	482
5:45 PM	0	189	0	1	0	183	5	0	14	0	1	0	0	0	0	0	393
6:00 PM	2	187	0	0	0	173	9	0	19	0	3	0	0	0	0	0	393
6:15 PM	0	120	0	0	0	133	4	0	9	0	1	0	0	0	0	0	267
6:30 PM	0	112	0	0	0	127	3	0	8	0	1	0	0	0	0	0	251
6:45 PM	1	73	0	0	0	118	9	0	2	0	1	0	0	0	0	0	204
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	2421	0	3	0	2123	97	0	243	0	26	0	0	0	0	0	4923
APPROACH %'s :	0.41%	99.47%	0.00%	0.12%	0.00%	95.63%	4.37%	0.00%	90.33%	0.00%	9.67%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	6	1050	0	0	0	798	47	0	107	0	7	0	0	0	0	0	2015
PEAK HR FACTOR :	0.500	0.863	0.000	0.000	0.000	0.950	0.904	0.000	0.764	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.911
		0.863				0.960				0.792							

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Suncast Ln
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-005
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Suncast Ln				Suncast Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1.5	0.5	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
7:00 AM	2	5	0	0	0	2	0	0	2	0	0	0	0	0	0	0	11
7:15 AM	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	14
7:30 AM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	0	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	20
8:00 AM	0	6	0	0	0	5	0	0	3	0	0	0	0	0	0	0	14
8:15 AM	1	6	0	0	0	13	0	0	0	0	0	0	0	0	0	0	20
8:30 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
8:45 AM	0	7	0	0	0	8	1	0	0	0	0	0	0	0	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	63	0	0	0	71	1	0	5	0	0	0	0	0	0	0	143
APPROACH %'s :	4.55%	95.45%	0.00%	0.00%	0.00%	98.61%	1.39%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	25	0	0	0	37	0	0	3	0	0	0	0	0	0	0	66
PEAK HR FACTOR :	0.250	0.781	0.000	0.000	0.000	0.712	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.825
		0.813				0.712				0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1.5	0.5	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	6	0	0	0	6	0	0	1	0	0	0	0	0	0	0	13
4:15 PM	1	4	0	0	0	2	3	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
5:15 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	27	0	0	0	25	4	0	4	0	0	0	0	0	0	0	61
APPROACH %'s :	3.57%	96.43%	0.00%	0.00%	0.00%	86.21%	13.79%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	19	0	0	0	8	3	0	2	0	0	0	0	0	0	0	33
PEAK HR FACTOR :	0.250	0.792	0.000	0.000	0.000	0.333	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.635
		0.833				0.458				0.500							

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Suncast Ln
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-005
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Suncast Ln				Suncast Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1.5	0.5	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1.5	0.5	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.500				0.500											0.500

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Suncast Ln
City: El Dorado Hills
Project ID: 22-070024-005
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		Suncast Ln		Suncast Ln		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (S)/Clubview Dr
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-006
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Golden Foothill Pkwy (S)/Clubview Dr				Golden Foothill Pkwy (S)/Clubview Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0.3	0.3	1.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	3	59	0	0	3	32	25	0	17	0	0	0	0	1	10	0	150
6:15 AM	0	45	1	0	3	30	35	0	14	0	2	0	2	3	23	0	158
6:30 AM	2	37	0	0	9	42	33	0	12	1	0	0	0	3	16	0	155
6:45 AM	5	51	0	0	8	62	85	0	26	2	0	0	1	4	23	0	267
7:00 AM	5	62	4	0	19	60	57	0	19	4	1	0	0	2	34	0	267
7:15 AM	4	82	1	0	32	84	64	0	36	1	0	0	4	3	44	0	355
7:30 AM	6	101	2	0	75	142	72	0	26	6	2	0	8	8	57	0	505
7:45 AM	7	209	7	2	70	261	153	0	46	7	0	0	10	25	98	0	895
8:00 AM	9	225	8	0	18	117	110	0	87	9	4	0	6	18	89	0	700
8:15 AM	8	81	2	0	28	74	154	0	89	15	2	0	2	15	38	0	508
8:30 AM	5	98	1	0	40	76	105	0	99	9	3	1	0	13	51	0	501
8:45 AM	7	82	2	0	30	85	96	0	40	6	2	0	3	8	38	0	399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	1132	28	2	335	1065	989	0	511	60	16	1	36	103	521	0	4860
APPROACH %'s :	4.99%	92.56%	2.29%	0.16%	14.02%	44.58%	41.40%	0.00%	86.90%	10.20%	2.72%	0.17%	5.45%	15.61%	78.94%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	30	616	19	2	191	594	489	0	248	37	8	0	26	66	282	0	2608
PEAK HR FACTOR :	0.833	0.684	0.594	0.250	0.637	0.569	0.794	0.000	0.697	0.617	0.500	0.000	0.650	0.660	0.719	0.000	0.728
	0.689				0.658				0.691				0.703				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0.3	0.3	1.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	125	4	0	36	107	51	0	125	14	8	0	1	6	28	0	508
4:15 PM	1	119	5	0	45	121	47	0	88	9	3	0	1	5	35	0	479
4:30 PM	3	116	0	0	46	96	58	1	114	21	8	0	1	9	63	0	536
4:45 PM	6	115	0	0	46	90	61	0	86	10	3	0	1	7	29	0	454
5:00 PM	3	87	10	0	44	69	37	0	132	17	0	1	1	14	33	0	448
5:15 PM	4	82	3	0	48	115	69	1	69	17	7	0	1	10	35	0	461
5:30 PM	3	101	0	0	58	111	42	0	91	13	8	0	2	2	53	0	484
5:45 PM	1	78	5	0	44	100	47	0	57	5	2	0	1	5	46	0	391
6:00 PM	3	81	1	0	47	93	33	0	90	10	8	0	4	1	22	0	393
6:15 PM	2	53	5	0	37	81	23	0	39	2	2	0	0	3	26	0	273
6:30 PM	0	40	1	0	39	66	26	0	35	7	1	0	0	4	24	0	243
6:45 PM	0	42	2	0	33	54	32	0	22	2	1	0	1	2	8	0	199
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	1039	36	0	523	1103	526	2	948	127	51	1	14	68	402	0	4869
APPROACH %'s :	2.63%	94.11%	3.26%	0.00%	24.28%	51.21%	24.42%	0.09%	84.12%	11.27%	4.53%	0.09%	2.89%	14.05%	83.06%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	13	475	9	0	173	414	217	1	413	54	22	0	4	27	155	0	1977
PEAK HR FACTOR :	0.542	0.950	0.450	0.000	0.940	0.855	0.889	0.250	0.826	0.643	0.688	0.000	1.000	0.750	0.615	0.000	0.922
	0.941				0.945				0.832				0.637				

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (S)/Clubview Dr
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-006
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Golden Foothill Pkwy (S)/Clubview Dr				Golden Foothill Pkwy (S)/Clubview Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0.3	0.3	1.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	3	0	0	1	2	1	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
6:30 AM	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	10
7:00 AM	0	6	1	0	0	3	0	0	1	0	0	0	0	0	0	0	11
7:15 AM	1	8	0	0	1	2	0	0	3	0	0	0	0	0	1	0	16
7:30 AM	0	4	0	0	1	4	2	0	0	0	0	0	0	0	0	0	11
7:45 AM	1	7	0	0	1	6	3	0	2	0	0	0	0	0	0	0	20
8:00 AM	0	4	0	0	1	4	2	0	0	0	0	0	0	0	1	0	12
8:15 AM	0	5	0	0	1	8	2	0	0	0	1	0	0	0	2	0	19
8:30 AM	0	3	0	0	1	6	0	0	3	0	0	0	0	0	0	0	13
8:45 AM	0	6	0	0	1	8	1	0	1	0	0	0	0	0	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	52	1	0	10	47	14	0	10	0	1	0	0	0	5	0	143
APPROACH %'s :	5.36%	92.86%	1.79%	0.00%	14.08%	66.20%	19.72%	0.00%	90.91%	0.00%	9.09%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	20	0	0	4	22	9	0	2	0	1	0	0	0	3	0	62
PEAK HR FACTOR :	0.250	0.714	0.000	0.000	1.000	0.688	0.750	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.775
		0.656				0.795				0.375				0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0.3	0.3	1.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	1	0	0	6	1	0	2	0	0	0	0	0	0	0	14
4:15 PM	0	2	0	0	0	2	0	0	3	1	0	0	0	1	0	0	9
4:30 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	5
4:45 PM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	4
5:15 PM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	1	0	2	22	2	0	9	1	0	0	0	1	2	0	57
APPROACH %'s :	0.00%	94.44%	5.56%	0.00%	7.69%	84.62%	7.69%	0.00%	90.00%	10.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	11	1	0	0	8	1	0	8	1	0	0	0	1	1	0	32
PEAK HR FACTOR :	0.000	0.688	0.250	0.000	0.000	0.333	0.250	0.000	0.667	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.571
		0.600				0.321				0.563				0.500			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (S)/Clubview Dr
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-006
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Golden Foothill Pkwy (S)/Clubview Dr				Golden Foothill Pkwy (S)/Clubview Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0.3	0.3	1.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1.3	0.3	0.3	0	0.3	0.3	1.3	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	0	3	0	0	0	5	1	0	0	1	1	0	15
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	2	0	0	0	1	1	0	0	0	1	0	7
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.583
		0.500				0.500				0.500				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Golden Foothill Pkwy (S)/Clubview Dr **Project ID:** 22-070024-006
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		Golden Foothill Pkwy (S)/Clubview Dr		Golden Foothill Pkwy (S)/Clubview Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	1	0	0	0	0	1
6:15 AM	0	0	0	1	0	0	0	0	1
6:30 AM	0	0	0	0	1	1	0	0	2
6:45 AM	0	0	1	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	5	1	2	0	0	11
APPROACH %'s :			37.50%	62.50%	33.33%	66.67%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	1	3	0	1	0	0	5
PEAK HR FACTOR :			0.250	0.375		0.250			0.417
			0.500		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	1	0	0	0	0	2
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	0	0	0	0	2
5:15 PM	0	0	0	1	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	4	0	1	0	1	10
APPROACH %'s :			50.00%	50.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	2	2	0	0	0	0	4
PEAK HR FACTOR :			0.500	0.500					0.500
			0.500						

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Investment Blvd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-007
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Investment Blvd				Investment Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	41	0	0	0	25	8	0	23	0	0	0	0	0	0	0	98
6:15 AM	2	35	0	0	0	28	6	0	8	0	0	0	0	0	0	0	79
6:30 AM	3	35	0	0	0	22	20	0	1	0	0	0	0	0	0	0	81
6:45 AM	3	54	0	0	0	32	31	0	2	0	0	0	0	0	0	0	122
7:00 AM	3	62	0	0	0	35	27	0	3	0	1	0	0	0	0	0	131
7:15 AM	5	86	0	0	0	39	51	0	5	0	2	0	0	0	0	0	188
7:30 AM	5	93	0	0	0	41	104	0	13	0	0	0	0	0	0	0	256
7:45 AM	22	98	0	0	0	59	193	0	129	0	6	0	0	0	0	0	507
8:00 AM	11	84	0	0	0	52	91	0	139	0	6	0	0	0	0	0	383
8:15 AM	6	60	0	0	0	49	31	0	20	0	3	0	0	0	0	0	169
8:30 AM	3	92	0	0	0	56	23	0	12	0	3	0	0	0	0	0	189
8:45 AM	3	75	0	0	0	61	29	0	11	0	3	0	0	0	0	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	67	815	0	0	0	499	614	0	366	0	24	0	0	0	0	0	2385
APPROACH %'s :	7.60%	92.40%	0.00%	0.00%	0.00%	44.83%	55.17%	0.00%	93.85%	0.00%	6.15%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	43	361	0	0	0	191	439	0	286	0	14	0	0	0	0	0	1334
PEAK HR FACTOR :	0.489	0.921	0.000	0.000	0.000	0.809	0.569	0.000	0.514	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.658
		0.842				0.625				0.517							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	74	0	0	0	101	14	0	54	0	9	0	0	0	0	0	253
4:15 PM	7	60	0	0	0	115	11	0	45	0	6	0	0	0	0	0	244
4:30 PM	5	77	0	0	0	94	11	0	44	0	9	0	0	0	0	0	240
4:45 PM	2	74	0	0	0	80	8	0	33	0	4	0	0	0	0	0	201
5:00 PM	2	70	0	0	0	70	5	0	39	0	8	0	0	0	0	0	194
5:15 PM	2	47	0	0	0	105	17	0	28	0	2	0	0	0	0	0	201
5:30 PM	1	62	0	0	0	97	27	0	49	0	6	0	0	0	0	0	242
5:45 PM	0	50	0	0	0	69	35	0	32	0	3	0	0	0	0	0	189
6:00 PM	0	36	0	0	0	88	16	0	46	0	3	0	0	0	0	0	189
6:15 PM	2	52	0	0	0	77	3	0	7	0	3	0	0	0	0	0	144
6:30 PM	0	28	0	0	0	68	1	0	7	0	1	0	0	0	0	0	105
6:45 PM	0	36	0	0	0	51	4	0	5	0	1	0	0	0	0	0	97
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	666	0	0	0	1015	152	0	389	0	55	0	0	0	0	0	2299
APPROACH %'s :	3.20%	96.80%	0.00%	0.00%	0.00%	86.98%	13.02%	0.00%	87.61%	0.00%	12.39%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	15	285	0	0	0	390	44	0	176	0	28	0	0	0	0	0	938
PEAK HR FACTOR :	0.536	0.925	0.000	0.000	0.000	0.848	0.786	0.000	0.815	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.927
		0.915				0.861				0.810							

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Investment Blvd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-007
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Investment Blvd				Investment Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	5	0	0	0	1	1	0	1	0	0	0	0	0	0	0	8
7:00 AM	0	6	0	0	0	2	1	0	1	0	0	0	0	0	0	0	10
7:15 AM	0	7	0	0	0	2	1	0	1	0	0	0	0	0	0	0	11
7:30 AM	0	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	8
7:45 AM	1	3	0	0	0	4	2	0	5	0	0	0	0	0	0	0	15
8:00 AM	0	1	0	0	0	2	2	0	3	0	0	0	0	0	0	0	8
8:15 AM	0	3	0	0	0	7	2	0	3	0	0	0	0	0	0	0	15
8:30 AM	0	2	0	0	0	3	3	0	3	0	0	0	0	0	0	0	11
8:45 AM	0	2	0	0	0	3	5	0	3	0	1	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	38	0	0	0	26	21	0	20	0	1	0	0	0	0	0	107
APPROACH %'s :	2.56%	97.44%	0.00%	0.00%	0.00%	55.32%	44.68%	0.00%	95.24%	0.00%	4.76%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	15	0	0	0	9	8	0	9	0	0	0	0	0	0	0	42
PEAK HR FACTOR :	0.250	0.536	0.000	0.000	0.000	0.563	0.667	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700
		0.571				0.708				0.450							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	5	1	0	1	0	0	0	0	0	0	0	11
4:15 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4
4:30 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	5
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	0	0	0	20	3	0	6	0	0	0	0	0	0	0	42
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	86.96%	13.04%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	9	0	0	0	7	1	0	3	0	0	0	0	0	0	0	20
PEAK HR FACTOR :	0.000	0.563	0.000	0.000	0.000	0.350	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.455
		0.563				0.333				0.750							

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Investment Blvd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-007
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Investment Blvd				Investment Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
4:45 PM	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	4	0	0	0	3	1	0	0	0	1	0	0	0	0	0	12
APPROACH %'s :	42.86%	57.14%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	8
PEAK HR FACTOR :	0.375	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
	0.417				0.500				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Investment Blvd
City: El Dorado Hills
Project ID: 22-070024-007
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		Investment Blvd		Investment Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	1	0	0	2	1	7
APPROACH %'s :			75.00%	25.00%			66.67%	33.33%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	1	1	4
PEAK HR FACTOR :			0.500				0.250	0.250	0.500
			0.500				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	2	0	0	0	0	4
APPROACH %'s :			50.00%	50.00%					
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	0	0	3
PEAK HR FACTOR :			0.500	0.250					0.375
			0.375						

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Royal Oaks Dr
City: El Dorado Hills
Control: 1-Way Stop(WB)

Project ID: 22-070024-008
Date: 2/8/2022

Data - Total

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Royal Oaks Dr				Royal Oaks Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	36	0	0	0	25	0	0	0	0	0	0	0	0	6	0	67
6:15 AM	0	36	0	0	4	22	0	0	0	0	0	0	0	0	2	0	64
6:30 AM	0	33	1	0	0	25	0	0	0	0	0	0	0	0	4	0	63
6:45 AM	0	47	0	0	6	27	0	0	0	0	0	0	1	0	6	0	87
7:00 AM	0	50	0	0	5	28	0	0	0	0	0	0	0	0	11	0	94
7:15 AM	0	73	2	0	5	38	0	0	0	0	0	0	4	0	11	0	133
7:30 AM	0	74	6	0	11	30	0	0	0	0	0	0	0	0	16	0	137
7:45 AM	0	76	2	0	24	37	0	0	0	0	0	0	2	0	41	0	182
8:00 AM	0	76	2	0	12	42	0	0	0	0	0	0	0	0	16	0	148
8:15 AM	0	55	0	0	15	43	0	0	0	0	0	0	0	0	8	0	121
8:30 AM	0	78	2	0	18	43	0	0	0	0	0	0	0	0	14	0	155
8:45 AM	0	57	1	0	20	36	0	0	0	0	0	0	0	0	20	0	134
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	691	16	0	120	396	0	0	0	0	0	0	7	0	155	0	1385
APPROACH %'s :	0.00%	97.74%	2.26%	0.00%	23.26%	76.74%	0.00%	0.00%					4.32%	0.00%	95.68%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	285	6	0	69	165	0	0	0	0	0	0	2	0	79	0	606
PEAK HR FACTOR :	0.000	0.913	0.750	0.000	0.719	0.959	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.482	0.000	0.832
		0.909				0.959								0.471			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	57	2	0	19	88	0	0	0	0	0	0	1	0	16	0	183
4:15 PM	0	57	2	0	20	102	0	0	0	0	0	0	1	0	7	0	189
4:30 PM	0	72	0	0	18	82	0	0	0	0	0	0	1	0	12	0	185
4:45 PM	0	56	2	0	23	65	0	0	0	0	0	0	0	0	10	0	156
5:00 PM	0	58	0	0	12	68	0	0	0	0	0	0	1	0	8	0	147
5:15 PM	0	41	1	0	15	82	0	0	0	0	0	0	0	0	12	0	151
5:30 PM	0	49	0	0	20	90	0	0	0	0	0	0	0	0	5	0	164
5:45 PM	0	36	2	0	17	57	0	0	0	0	0	0	0	0	13	0	125
6:00 PM	0	28	1	0	20	74	0	0	0	0	0	0	0	0	9	0	132
6:15 PM	0	44	1	0	27	51	0	0	0	0	0	0	0	0	5	0	128
6:30 PM	0	23	0	0	13	61	0	0	0	0	0	0	1	0	6	0	104
6:45 PM	0	28	1	0	6	43	0	0	0	0	0	0	0	0	5	0	83
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	549	12	0	210	863	0	0	0	0	0	0	5	0	108	0	1747
APPROACH %'s :	0.00%	97.86%	2.14%	0.00%	19.57%	80.43%	0.00%	0.00%					4.42%	0.00%	95.58%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	242	6	0	80	337	0	0	0	0	0	0	3	0	45	0	713
PEAK HR FACTOR :	0.000	0.840	0.750	0.000	0.870	0.826	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.703	0.000	0.943
		0.861				0.855								0.706			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Royal Oaks Dr
City: El Dorado Hills
Control: 1-Way Stop(WB)

Project ID: 22-070024-008
Date: 2/8/2022

Data - HT

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Royal Oaks Dr				Royal Oaks Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	2	0	8
7:15 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	1	0	10
7:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	1	6	0	0	0	0	0	0	0	0	1	0	10
8:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	35	0	0	4	23	0	0	0	0	0	0	0	0	4	0	66
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	14.81%	85.19%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	9	0	0	2	14	0	0	0	0	0	0	0	0	1	0	26
PEAK HR FACTOR :	0.000	0.563	0.000	0.000	0.500	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.650
		0.563				0.571								0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	2	0	8
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
6:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	9	2	0	1	19	0	0	0	0	0	0	0	0	4	0	35
APPROACH %'s :	0.00%	81.82%	18.18%	0.00%	5.00%	95.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	6	1	0	0	5	0	0	0	0	0	0	0	0	3	0	15
PEAK HR FACTOR :	0.000	0.750	0.250	0.000	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.469
		0.583				0.313								0.375			

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Royal Oaks Dr
City: El Dorado Hills
Control: 1-Way Stop(WB)

Project ID: 22-070024-008
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Latrobe Rd				Latrobe Rd				Royal Oaks Dr				Royal Oaks Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
	0.250				0.375												0.313

National Data & Surveying Services Intersection Turning Movement Count

Location: Latrobe Rd & Royal Oaks Dr
City: El Dorado Hills
Project ID: 22-070024-008
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Latrobe Rd		Latrobe Rd		Royal Oaks Dr		Royal Oaks Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Investment Blvd
City: El Dorado Hills
Control: 4-Way Stop

Project ID: 22-070024-009
Date: 2/8/2022

Data - Total

NS/EW Streets:	Robert J Mathews Pkwy				Robert J Mathews Pkwy				Investment Blvd				Investment Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	2	4	0	0	0	2	0	7	19	1	0	3	3	1	0	42
6:15 AM	0	1	1	0	0	0	1	0	0	7	0	0	0	5	1	0	16
6:30 AM	0	1	0	0	0	0	1	0	0	1	0	0	5	7	1	0	16
6:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	3	14	0	0	20
7:00 AM	0	0	1	0	1	1	1	0	0	2	0	0	2	8	0	0	16
7:15 AM	0	3	2	0	2	3	0	0	0	3	0	0	4	3	1	0	21
7:30 AM	1	6	0	0	1	20	2	0	0	0	1	0	17	7	0	0	55
7:45 AM	4	33	2	0	4	80	2	1	0	7	3	0	65	10	8	0	219
8:00 AM	2	47	4	0	5	17	1	0	0	3	0	0	9	2	13	0	103
8:15 AM	0	3	0	0	7	1	2	0	0	4	0	0	1	6	4	0	28
8:30 AM	0	1	1	0	6	0	4	0	1	4	0	0	2	6	3	0	28
8:45 AM	0	0	3	0	0	0	1	0	2	8	0	0	2	10	3	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	97	18	0	26	122	18	1	10	59	6	0	113	81	35	0	593
APPROACH %'s :	5.74%	79.51%	14.75%	0.00%	15.57%	73.05%	10.78%	0.60%	13.33%	78.67%	8.00%	0.00%	49.34%	35.37%	15.28%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	89	6	0	17	118	7	1	0	14	4	0	92	25	25	0	405
PEAK HR FACTOR :	0.438	0.473	0.375	0.000	0.607	0.369	0.875	0.250	0.000	0.500	0.333	0.000	0.354	0.625	0.481	0.000	0.462
	0.481				0.411				0.450				0.428				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	8	10	0	6	1	5	0	1	5	0	0	0	1	1	0	39
4:15 PM	0	0	2	0	1	0	0	0	3	1	0	0	0	2	2	0	11
4:30 PM	1	4	2	0	10	1	1	0	3	5	0	0	3	4	1	0	35
4:45 PM	1	2	3	0	2	3	1	0	0	6	0	0	1	2	3	0	24
5:00 PM	1	3	2	0	11	1	2	0	1	0	0	0	1	3	2	0	27
5:15 PM	0	5	3	0	3	1	0	0	0	6	0	0	8	2	2	0	30
5:30 PM	0	6	8	0	6	6	6	0	2	5	0	0	9	11	3	0	62
5:45 PM	1	14	11	0	1	9	7	0	0	3	0	0	21	12	5	0	84
6:00 PM	1	27	34	0	1	1	1	0	0	6	0	0	9	5	0	0	85
6:15 PM	0	2	0	0	2	0	0	0	0	2	0	0	0	3	2	0	11
6:30 PM	0	1	2	0	1	0	0	0	0	2	0	0	0	0	0	0	6
6:45 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	2	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	72	77	0	46	23	23	0	10	42	0	0	52	47	21	0	419
APPROACH %'s :	3.87%	46.45%	49.68%	0.00%	50.00%	25.00%	25.00%	0.00%	19.23%	80.77%	0.00%	0.00%	43.33%	39.17%	17.50%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	2	52	56	0	11	17	14	0	2	20	0	0	47	30	10	0	261
PEAK HR FACTOR :	0.500	0.481	0.412	0.000	0.458	0.472	0.500	0.000	0.250	0.833	0.000	0.000	0.560	0.625	0.500	0.000	0.768
	0.444				0.583				0.786				0.572				

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Investment Blvd
City: El Dorado Hills
Control: 4-Way Stop

Project ID: 22-070024-009
Date: 2/8/2022

Data - HT

NS/EW Streets:	Robert J Mathews Pkwy				Robert J Mathews Pkwy				Investment Blvd				Investment Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
7:15 AM	0	2	1	0	0	0	0	0	0	1	0	0	0	1	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4
7:45 AM	0	2	1	0	0	1	2	0	0	4	0	0	0	2	0	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:30 AM	0	1	0	0	0	0	2	0	0	3	0	0	1	2	0	0	9
8:45 AM	0	0	1	0	0	0	1	0	2	3	0	0	0	4	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	3	0	0	1	7	0	2	19	0	0	2	20	0	0	59
APPROACH %'s :	0.00%	62.50%	37.50%	0.00%	0.00%	12.50%	87.50%	0.00%	9.52%	90.48%	0.00%	0.00%	9.09%	90.91%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	1	0	0	1	3	0	0	10	0	0	0	9	0	0	26
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.250	0.375	0.000	0.000	0.625	0.000	0.000	0.000	0.750	0.000	0.000	0.542
		0.250				0.333				0.625				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	6	0	0	0	3	1	0	11
APPROACH %'s :									14.29%	85.71%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Investment Blvd
City: El Dorado Hills
Control: 4-Way Stop

Project ID: 22-070024-009
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Robert J Mathews Pkwy				Robert J Mathews Pkwy				Investment Blvd				Investment Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%									
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Investment Blvd
City: El Dorado Hills
Project ID: 22-070024-009
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Robert J Mathews Pkwy		Robert J Mathews Pkwy		Investment Blvd		Investment Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	3	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	3	1	0	6
APPROACH %'s :	100.00%	0.00%			0.00%	100.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	3	1	0	4
PEAK HR FACTOR :						0.250	0.250		0.333
					0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	3	1	0	4
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	0	1	0	3	1	0	8
APPROACH %'s :	33.33%	66.67%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250							0.250
	0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Golden Foothill Pkwy
City: El Dorado Hills
Control: 1-Way Stop(NB)

Project ID: 22-070024-010
Date: 2/8/2022

Data - Total

NS/EW Streets:	Robert J Mathews Pkwy				Robert J Mathews Pkwy				Golden Foothill Pkwy				Golden Foothill Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	0	14	0	0	0	0	0	0	4	3	0	21	9	0	0	52
6:15 AM	0	0	10	0	0	0	0	0	0	5	1	0	32	5	0	0	53
6:30 AM	0	0	6	0	0	0	0	0	0	7	2	0	24	14	0	0	53
6:45 AM	1	0	10	0	0	0	0	0	0	19	1	0	67	26	0	0	124
7:00 AM	1	0	13	0	0	0	0	0	0	9	2	0	38	27	0	0	90
7:15 AM	4	0	20	0	0	0	0	0	0	20	7	0	55	15	0	0	121
7:30 AM	4	0	13	0	0	0	0	0	0	20	17	0	65	22	0	0	141
7:45 AM	14	0	32	0	0	0	0	0	0	22	39	0	148	32	0	0	287
8:00 AM	19	0	69	0	0	0	0	0	0	33	15	0	115	26	0	0	277
8:15 AM	11	0	80	0	0	0	0	0	0	24	16	0	150	24	0	0	305
8:30 AM	7	0	87	0	0	0	0	0	0	22	20	0	97	32	0	0	265
8:45 AM	8	0	28	0	0	0	0	0	0	23	11	0	68	38	0	0	176
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	70	0	382	0	0	0	0	0	0	208	134	0	880	270	0	0	1944
APPROACH %'s :	15.49%	0.00%	84.51%	0.00%					0.00%	60.82%	39.18%	0.00%	76.52%	23.48%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	51	0	268	0	0	0	0	0	0	101	90	0	510	114	0	0	1134
PEAK HR FACTOR :	0.671	0.000	0.770	0.000	0.000	0.000	0.000	0.000	0.000	0.765	0.577	0.000	0.850	0.891	0.000	0.000	0.930
	0.848								0.783				0.867				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	0	105	0	0	0	0	0	0	42	7	0	27	32	0	0	228
4:15 PM	16	0	73	0	0	0	0	0	0	27	5	0	37	17	0	0	175
4:30 PM	8	0	96	0	0	0	0	0	0	54	5	0	33	37	0	0	233
4:45 PM	5	0	66	0	0	0	0	0	0	29	11	0	38	34	0	0	183
5:00 PM	22	0	116	0	0	0	0	0	0	31	7	0	27	28	0	0	231
5:15 PM	8	0	57	0	0	0	0	0	0	39	5	0	49	36	0	0	194
5:30 PM	12	0	73	0	0	0	0	0	0	36	5	0	25	20	0	0	171
5:45 PM	7	0	46	0	0	0	0	0	0	20	3	0	32	23	0	0	131
6:00 PM	7	0	69	0	0	0	0	0	0	37	2	0	16	21	0	0	152
6:15 PM	2	0	30	0	0	0	0	0	0	13	1	0	12	15	0	0	73
6:30 PM	4	0	25	0	0	0	0	0	0	18	3	0	18	13	0	0	81
6:45 PM	2	0	16	0	0	0	0	0	0	9	1	0	15	19	0	0	62
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	108	0	772	0	0	0	0	0	0	355	55	0	329	295	0	0	1914
APPROACH %'s :	12.27%	0.00%	87.73%	0.00%					0.00%	86.59%	13.41%	0.00%	52.72%	47.28%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	43	0	335	0	0	0	0	0	0	153	28	0	147	135	0	0	841
PEAK HR FACTOR :	0.489	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.636	0.000	0.750	0.912	0.000	0.000	0.902
	0.685								0.767				0.829				

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Golden Foothill Pkwy
City: El Dorado Hills
Control: 1-Way Stop(NB)

Project ID: 22-070024-010
Date: 2/8/2022

Data - HT

NS/EW Streets:	Robert J Mathews Pkwy				Robert J Mathews Pkwy				Golden Foothill Pkwy				Golden Foothill Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3
7:45 AM	1	0	2	0	0	0	0	0	0	0	2	0	0	4	0	0	9
8:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:30 AM	0	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	5
8:45 AM	2	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	9	0	0	0	0	0	0	2	6	0	7	10	0	0	38
APPROACH %'s :	30.77%	0.00%	69.23%	0.00%					0.00%	25.00%	75.00%	0.00%	41.18%	58.82%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	0	4	0	0	0	0	0	0	2	4	0	3	5	0	0	20
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.250	0.313	0.000	0.000	0.556
	0.500								0.500				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
4:15 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0	5
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	0	0	0	0	6	0	0	0	3	0	0	13
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250								0.500				0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Golden Foothill Pkwy
City: El Dorado Hills
Control: 1-Way Stop(NB)

Project ID: 22-070024-010
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Robert J Mathews Pkwy				Robert J Mathews Pkwy				Golden Foothill Pkwy				Golden Foothill Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	2	0	0	0	0	0	0	4	1	0	0	1	0	0	11
APPROACH %'s :	60.00%	0.00%	40.00%	0.00%					0.00%	80.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	6
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.375
	0.500								0.333								

National Data & Surveying Services Intersection Turning Movement Count

Location: Robert J Mathews Pkwy & Golden Foothill Pkwy **Project ID:** 22-070024-010
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Robert J Mathews Pkwy		Robert J Mathews Pkwy		Golden Foothill Pkwy		Golden Foothill Pkwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	1	0	0	0	0	1
6:15 AM	0	0	0	1	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	5	0	0	0	0	8
APPROACH %'s :			37.50%	62.50%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	0	0	3
PEAK HR FACTOR :			0.500	0.250					0.375
			0.375						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	2	0	0	0	0	2
APPROACH %'s :			0.00%	100.00%					
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	2	0	0	0	0	2
PEAK HR FACTOR :				0.500					0.500
			0.500						

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & Golden Foothill Pkwy
City: El Dorado Hills
Control: 1-Way Stop(NB)

Project ID: 22-070024-011
Date: 2/8/2022

Data - Total

NS/EW Streets:	Carson Crossing Rd				Carson Crossing Rd				Golden Foothill Pkwy				Golden Foothill Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	0	3	0	0	0	0	0	0	2	0	0	3	3	0	0	12
6:15 AM	1	0	7	0	0	0	0	0	0	1	0	0	2	4	0	0	15
6:30 AM	1	0	8	0	0	0	0	0	0	0	0	0	2	5	0	0	16
6:45 AM	3	0	7	0	0	0	0	0	0	3	0	0	9	8	0	0	30
7:00 AM	1	0	7	0	0	0	0	0	0	4	0	0	12	8	0	0	32
7:15 AM	1	0	18	0	0	0	0	0	0	6	1	0	7	8	0	0	41
7:30 AM	0	0	25	0	0	0	0	0	0	5	0	0	13	11	0	0	54
7:45 AM	4	0	41	0	0	0	0	0	0	19	0	0	27	16	0	0	107
8:00 AM	1	0	19	0	0	0	0	0	0	18	0	0	22	25	0	0	85
8:15 AM	1	0	23	0	0	0	0	0	0	21	2	0	10	18	0	0	75
8:30 AM	2	0	27	0	0	0	0	0	0	18	0	0	21	10	0	0	78
8:45 AM	7	0	21	0	0	0	0	0	0	16	1	0	19	11	0	0	75
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	0	206	0	0	0	0	0	0	113	4	0	147	127	0	0	620
APPROACH %'s :	10.04%	0.00%	89.96%	0.00%					0.00%	96.58%	3.42%	0.00%	53.65%	46.35%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	8	0	110	0	0	0	0	0	0	76	2	0	80	69	0	0	345
PEAK HR FACTOR :	0.500	0.000	0.671	0.000	0.000	0.000	0.000	0.000	0.000	0.905	0.250	0.000	0.741	0.690	0.000	0.000	0.806
	0.656								0.848				0.793				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	18	0	0	0	0	0	0	20	4	0	25	17	0	0	85
4:15 PM	3	0	14	0	0	0	0	0	0	17	2	0	22	13	0	1	72
4:30 PM	0	0	18	0	0	0	0	0	0	28	19	0	30	12	0	0	107
4:45 PM	4	0	18	0	0	0	0	0	0	18	6	0	18	20	0	0	84
5:00 PM	0	0	16	0	0	2	0	0	2	16	3	0	26	25	0	0	90
5:15 PM	3	0	19	0	0	0	0	0	0	18	3	0	18	26	0	0	87
5:30 PM	3	0	15	0	0	0	0	0	0	19	4	0	22	15	0	0	78
5:45 PM	2	0	16	0	0	0	0	0	0	8	2	0	15	13	0	0	56
6:00 PM	0	0	14	1	0	0	0	0	0	19	2	0	17	10	0	1	64
6:15 PM	1	0	8	0	0	0	0	0	0	4	0	0	7	7	0	0	27
6:30 PM	0	0	6	0	0	0	0	0	0	11	2	0	7	8	0	0	34
6:45 PM	0	0	7	0	0	0	0	0	0	4	0	0	10	13	0	0	34
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	0	169	1	0	2	0	0	2	182	47	0	217	179	0	2	818
APPROACH %'s :	9.09%	0.00%	90.37%	0.53%	0.00%	100.00%	0.00%	0.00%	0.87%	78.79%	20.35%	0.00%	54.52%	44.97%	0.00%	0.50%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	7	0	71	0	0	2	0	0	2	80	31	0	92	83	0	0	368
PEAK HR FACTOR :	0.438	0.000	0.934	0.000	0.000	0.250	0.000	0.000	0.250	0.714	0.408	0.000	0.767	0.798	0.000	0.000	0.860
	0.886				0.250				0.601				0.858				

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & Golden Foothill Pkwy
City: El Dorado Hills
Control: 1-Way Stop(NB)

Project ID: 22-070024-011
Date: 2/8/2022

Data - HT

NS/EW Streets:	Carson Crossing Rd				Carson Crossing Rd				Golden Foothill Pkwy				Golden Foothill Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	3	1	0	0	6
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	0	0	0	0	4	0	0	10	3	0	0	21
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	76.92%	23.08%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	0	3	0	0	6	1	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.500	0.250	0.000	0.000	0.542
	0.750								0.750				0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	4	0	0	0	3	0	0	9
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.750
	0.250								0.250				0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & Golden Foothill Pkwy
City: El Dorado Hills
Control: 1-Way Stop(NB)

Project ID: 22-070024-011
Date: 2/8/2022

Data - Bikes

NS/EW Streets: Carson Crossing Rd | Carson Crossing Rd | Golden Foothill Pkwy | Golden Foothill Pkwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	1	0	0	1	0	0	2	0	0	0	7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			0.375														0.375

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & Golden Foothill Pkwy **Project ID:** 22-070024-011
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Carson Crossing Rd		Carson Crossing Rd		Golden Foothill Pkwy		Golden Foothill Pkwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	1	0	0	0	0	1
6:45 AM	2	0	0	0	0	0	0	0	2
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	0	2	1	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	1	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	1	1	3
8:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	5	3	3	0	0	1	1	15
APPROACH %'s :	28.57%	71.43%	50.00%	50.00%			50.00%	50.00%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	2	2	1	0	0	1	1	7
PEAK HR FACTOR :		0.250	0.500	0.250			0.250	0.250	0.583
	0.250		0.375				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	1
6:00 PM	1	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	1	2	0	0	0	1	7
APPROACH %'s :	66.67%	33.33%	33.33%	66.67%			0.00%	100.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	1	0	2	0	0	0	1	4
PEAK HR FACTOR :		0.250		0.500				0.250	0.500
	0.250		0.500				0.250		

National Data & Surveying Services Intersection Turning Movement Count

Location: Palmdale Dr & Carson Crossing Rd
City: El Dorado Hills
Control: 3-Way Stop(NB/EB/WB)

Project ID: 22-070024-012
Date: 2/8/2022

Data - Total

NS/EW Streets:	Palmdale Dr				Palmdale Dr				Carson Crossing Rd				Carson Crossing Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	4	0	1	0	0	0	0	0	0	2	0	0	1	3	0	0	11
6:15 AM	2	0	2	0	0	0	0	0	0	4	2	0	0	2	0	0	12
6:30 AM	1	0	2	0	0	0	0	0	0	4	3	0	1	2	0	0	13
6:45 AM	3	0	5	0	0	0	0	0	0	4	8	0	7	2	0	0	29
7:00 AM	7	0	5	0	0	0	0	0	0	5	8	0	8	4	0	0	37
7:15 AM	5	0	7	0	0	0	0	0	0	8	9	0	5	3	0	0	37
7:30 AM	4	0	5	0	0	0	0	0	0	19	8	0	7	7	0	0	50
7:45 AM	11	0	7	0	0	0	0	0	0	37	11	0	8	18	0	0	92
8:00 AM	10	0	5	0	0	0	0	0	0	14	4	0	6	19	0	0	58
8:15 AM	8	0	6	0	0	0	0	0	0	13	6	0	7	8	0	0	48
8:30 AM	7	0	8	0	0	0	0	0	0	22	11	0	8	13	0	0	69
8:45 AM	6	0	5	1	0	0	0	0	0	17	12	0	11	12	0	0	64
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	68	0	58	1	0	0	0	0	0	149	82	0	69	93	0	0	520
APPROACH %'s :	53.54%	0.00%	45.67%	0.79%					0.00%	64.50%	35.50%	0.00%	42.59%	57.41%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	36	0	26	0	0	0	0	0	0	86	32	0	29	58	0	0	267
PEAK HR FACTOR :	0.818	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.581	0.727	0.000	0.906	0.763	0.000	0.000	0.726
	0.861								0.615				0.837				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	0	6	0	0	0	0	0	0	11	10	0	13	16	0	0	65
4:15 PM	6	0	6	0	0	0	0	0	0	9	8	0	9	17	0	0	55
4:30 PM	8	0	9	0	0	0	0	0	0	8	2	0	15	33	0	0	75
4:45 PM	15	0	8	0	0	0	0	0	0	11	7	0	7	19	0	1	68
5:00 PM	14	0	2	0	0	0	0	0	0	8	6	0	10	21	0	1	62
5:15 PM	9	0	10	0	0	0	0	0	0	11	7	1	5	14	0	0	57
5:30 PM	4	0	4	0	0	0	0	0	0	10	6	0	8	20	0	1	53
5:45 PM	6	0	4	0	0	0	0	0	0	12	3	0	3	13	0	0	41
6:00 PM	3	0	8	0	0	0	0	0	0	9	6	0	7	15	0	0	48
6:15 PM	4	0	2	0	0	0	0	0	0	5	5	1	2	6	0	0	25
6:30 PM	2	0	1	0	0	0	0	0	0	3	4	0	6	2	0	0	18
6:45 PM	0	0	0	0	0	0	0	0	0	6	4	0	5	6	0	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	80	0	60	0	0	0	0	0	0	103	68	2	90	182	0	3	588
APPROACH %'s :	57.14%	0.00%	42.86%	0.00%					0.00%	59.54%	39.31%	1.16%	32.73%	66.18%	0.00%	1.09%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	38	0	29	0	0	0	0	0	0	39	27	0	44	85	0	1	263
PEAK HR FACTOR :	0.633	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.675	0.000	0.733	0.644	0.000	0.250	0.877
	0.728								0.786				0.677				

National Data & Surveying Services Intersection Turning Movement Count

Location: Palmdale Dr & Carson Crossing Rd
City: El Dorado Hills
Control: 3-Way Stop(NB/EB/WB)

Project ID: 22-070024-012
Date: 2/8/2022

Data - HT

NS/EW Streets:	Palmdale Dr				Palmdale Dr				Carson Crossing Rd				Carson Crossing Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	0	0	0	0	0	0	0	4	3	0	8	2	0	0	22
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	57.14%	42.86%	0.00%	80.00%	20.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	3	0	0	6	0	0	0	10
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.500
	0.250								0.750				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	50.00%	50.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

National Data & Surveying Services Intersection Turning Movement Count

Location: Palmdale Dr & Carson Crossing Rd
City: El Dorado Hills
Control: 3-Way Stop(NB/EB/WB)

Project ID: 22-070024-012
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Palmdale Dr				Palmdale Dr				Carson Crossing Rd				Carson Crossing Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	0	0	0	2	0	0	0	3	2	0	0	2	0	0	14
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	6
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.375
	0.250								0.375				0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Palmdale Dr & Carson Crossing Rd
City: El Dorado Hills
Project ID: 22-070024-012
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Palmdale Dr		Palmdale Dr		Carson Crossing Rd		Carson Crossing Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	0	0	0	0	1	2
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	2	0	4
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	4	2	6
8:15 AM	0	0	0	0	1	0	0	1	2
8:30 AM	1	1	0	0	0	2	1	3	8
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	2	1	0	1	2	7	7	24
APPROACH %'s :	66.67%	33.33%	100.00%	0.00%	33.33%	66.67%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	3	1	0	0	1	2	5	6	18
PEAK HR FACTOR :	0.375	0.250			0.250	0.250	0.313	0.500	0.563
	0.500				0.375		0.458		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	0	0	0	3	3	7
4:15 PM	2	1	0	0	1	0	0	0	4
4:30 PM	0	5	0	0	0	0	2	0	7
4:45 PM	0	1	0	0	1	0	3	0	5
5:00 PM	1	0	0	0	0	1	0	2	4
5:15 PM	5	0	0	0	0	0	0	3	8
5:30 PM	0	0	0	0	0	0	3	0	3
5:45 PM	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	8	0	0	2	1	12	9	41
APPROACH %'s :	52.94%	47.06%			66.67%	33.33%	57.14%	42.86%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	3	7	0	0	2	0	8	3	23
PEAK HR FACTOR :	0.375	0.350			0.500		0.667	0.250	0.821
	0.500				0.500		0.458		

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & 4 Seasons Dr
City: El Dorado Hills
Control: 3-Way Stop(NB/SB/WB)

Project ID: 22-070024-013
Date: 2/8/2022

Data - Total

NS/EW Streets:	Carson Crossing Rd				Carson Crossing Rd				4 Seasons Dr				4 Seasons Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12
6:15 AM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
6:30 AM	0	5	0	0	1	9	0	0	0	0	0	0	0	0	0	0	15
6:45 AM	0	3	0	0	3	13	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	9	0	0	0	13	0	0	0	0	0	0	0	0	0	0	22
7:15 AM	0	10	0	0	1	19	0	0	0	0	0	0	0	0	1	0	31
7:30 AM	0	10	0	0	3	30	0	0	0	0	0	0	0	0	2	0	45
7:45 AM	0	31	0	0	1	45	0	0	0	0	0	0	0	0	1	0	78
8:00 AM	0	31	0	0	0	18	0	0	0	0	0	0	0	0	0	0	49
8:15 AM	0	15	0	0	1	21	0	0	0	0	0	0	0	0	0	0	37
8:30 AM	0	31	0	0	4	28	0	0	0	0	0	0	0	0	7	0	70
8:45 AM	0	13	1	0	1	28	0	0	0	0	0	0	1	0	4	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	172	1	0	15	233	0	0	0	0	0	0	1	0	15	0	437
APPROACH %'s :	0.00%	99.42%	0.58%	0.00%	6.05%	93.95%	0.00%	0.00%					6.25%	0.00%	93.75%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	108	0	0	6	112	0	0	0	0	0	0	0	0	8	0	234
PEAK HR FACTOR :	0.000	0.871	0.000	0.000	0.375	0.622	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.286	0.000	0.750
		0.871				0.641								0.286			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	21	3	0	0	19	0	0	0	0	0	0	1	0	1	0	45
4:15 PM	0	28	0	0	3	25	0	0	0	0	0	0	0	0	1	0	57
4:30 PM	0	39	0	0	0	20	0	0	0	0	0	0	1	0	1	0	61
4:45 PM	0	20	0	0	3	25	0	0	0	0	0	0	0	0	0	0	48
5:00 PM	0	30	0	0	1	17	0	0	0	0	0	0	0	0	3	0	51
5:15 PM	0	25	0	0	2	23	0	0	0	0	0	0	0	0	0	0	50
5:30 PM	0	22	0	0	7	18	0	0	0	0	0	0	1	0	1	0	49
5:45 PM	0	15	0	0	2	10	0	0	0	0	0	0	0	0	1	0	28
6:00 PM	0	12	2	0	1	11	0	0	0	0	0	0	2	0	0	0	28
6:15 PM	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	16
6:30 PM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	1	0	13
6:45 PM	0	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	229	6	0	19	189	0	0	0	0	0	0	5	0	9	0	457
APPROACH %'s :	0.00%	97.45%	2.55%	0.00%	9.13%	90.87%	0.00%	0.00%					35.71%	0.00%	64.29%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	117	0	0	7	87	0	0	0	0	0	0	1	0	5	0	217
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.583	0.870	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.417	0.000	0.889
		0.750				0.839								0.500			

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & 4 Seasons Dr
City: El Dorado Hills
Control: 3-Way Stop(NB/SB/WB)

Project ID: 22-070024-013
Date: 2/8/2022

Data - HT

NS/EW Streets:	Carson Crossing Rd				Carson Crossing Rd				4 Seasons Dr				4 Seasons Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	0	0	3	7	0	0	0	0	0	0	0	0	0	0	18
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	30.00%	70.00%	0.00%	0.00%									
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
		0.500				0.500											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & 4 Seasons Dr
City: El Dorado Hills
Control: 3-Way Stop(NB/SB/WB)

Project ID: 22-070024-013
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Carson Crossing Rd				Carson Crossing Rd				4 Seasons Dr				4 Seasons Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
	0.250				0.250												0.250

National Data & Surveying Services Intersection Turning Movement Count

Location: Carson Crossing Rd & 4 Seasons Dr **Project ID:** 22-070024-013
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Carson Crossing Rd		Carson Crossing Rd		4 Seasons Dr		4 Seasons Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	0	1
6:45 AM	0	0	0	0	0	1	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	1	1	0	0	3
7:45 AM	0	0	1	0	1	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	2	1	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	1	0	5	6	0	0	13
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	45.45%	54.55%			
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	1	0	4	2	0	0	7
PEAK HR FACTOR :			0.250		0.500	0.500			0.583
			0.250		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	2	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	2	0	0	4
APPROACH %'s :					50.00%	50.00%			
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Carson Crossing Rd
City: El Dorado Hills
Control: 2-Way Stop(EB/WB)

Project ID: 22-070024-014
Date: 2/8/2022

Data - Total

NS/EW Streets: White Rock Rd | White Rock Rd | Carson Crossing Rd | Carson Crossing Rd

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	7	2	0	0	12	0	0	0	0	0	0	9	0	1	0	31
6:15 AM	0	11	5	0	4	15	0	0	1	0	0	0	3	0	1	0	40
6:30 AM	0	9	7	0	2	19	0	0	0	0	1	0	4	0	2	0	44
6:45 AM	0	20	17	0	0	20	1	0	2	0	1	0	3	0	1	0	65
7:00 AM	0	25	9	0	3	26	1	0	1	0	0	0	6	0	3	0	74
7:15 AM	0	27	15	0	5	31	0	0	3	0	2	0	11	0	3	0	97
7:30 AM	1	41	26	0	9	38	0	0	4	1	2	0	12	0	1	0	135
7:45 AM	0	42	36	0	5	31	0	0	4	1	1	0	24	1	5	0	150
8:00 AM	0	32	14	0	3	56	2	0	5	1	0	0	23	2	8	0	146
8:15 AM	2	32	16	0	8	38	0	0	3	0	0	0	13	0	3	0	115
8:30 AM	2	46	28	0	4	19	3	0	2	0	1	0	27	0	10	0	142
8:45 AM	0	30	19	0	9	38	3	0	1	0	1	0	14	0	5	1	121
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	322	194	0	52	343	10	0	26	3	9	0	149	3	43	1	1160
APPROACH %'s :	0.96%	61.80%	37.24%	0.00%	12.84%	84.69%	2.47%	0.00%	68.42%	7.89%	23.68%	0.00%	76.02%	1.53%	21.94%	0.51%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	4	152	94	0	20	144	5	0	14	2	2	0	87	3	26	0	553
PEAK HR FACTOR :	0.500	0.826	0.653	0.000	0.625	0.643	0.417	0.000	0.700	0.500	0.500	0.000	0.806	0.375	0.650	0.000	0.922
		0.801				0.693				0.750				0.784			

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	54	13	0	5	54	1	0	2	0	0	0	16	0	9	0	155
4:15 PM	3	51	12	0	14	52	1	0	4	1	0	0	23	0	6	0	167
4:30 PM	1	59	9	0	11	54	1	0	0	0	0	0	33	2	5	0	175
4:45 PM	0	55	22	0	5	43	1	0	1	0	2	0	15	0	7	0	151
5:00 PM	0	45	15	0	4	71	0	0	0	0	0	0	29	0	3	0	167
5:15 PM	4	51	16	0	8	49	1	0	0	1	2	0	22	0	3	0	157
5:30 PM	3	44	16	0	8	42	1	0	3	0	2	0	21	1	3	0	144
5:45 PM	1	40	11	0	0	36	0	0	1	0	2	0	15	0	3	0	109
6:00 PM	1	28	11	0	3	31	2	0	2	0	0	0	11	0	1	0	90
6:15 PM	1	26	4	0	2	28	1	0	0	0	2	0	5	0	1	0	70
6:30 PM	5	20	2	0	2	25	2	0	3	0	1	0	8	0	3	0	71
6:45 PM	1	28	7	0	2	20	0	0	0	0	0	0	1	0	2	0	61
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	501	138	0	64	505	11	0	16	2	11	0	199	3	46	0	1517
APPROACH %'s :	3.18%	75.91%	20.91%	0.00%	11.03%	87.07%	1.90%	0.00%	55.17%	6.90%	37.93%	0.00%	80.24%	1.21%	18.55%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	4	210	58	0	34	220	3	0	5	1	2	0	100	2	21	0	660
PEAK HR FACTOR :	0.333	0.890	0.659	0.000	0.607	0.775	0.750	0.000	0.313	0.250	0.250	0.000	0.758	0.250	0.750	0.000	0.943
		0.883				0.857				0.400				0.769			

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Carson Crossing Rd
City: El Dorado Hills
Control: 2-Way Stop(EB/WB)

Project ID: 22-070024-014
Date: 2/8/2022

Data - HT

NS/EW Streets:	White Rock Rd				White Rock Rd				Carson Crossing Rd				Carson Crossing Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	0	0	0	1	0	1	0	0	0	0	0	1	0	5
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:30 AM	0	6	1	0	0	2	0	0	1	0	0	0	0	0	0	0	10
7:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	1	0	0	0	6
8:00 AM	0	2	1	0	2	4	0	0	0	0	0	0	0	0	0	0	9
8:15 AM	0	3	1	0	0	3	0	0	0	0	0	0	1	0	0	0	8
8:30 AM	0	9	1	0	1	1	0	0	1	0	0	0	0	0	1	0	14
8:45 AM	0	4	1	0	1	5	0	0	0	0	0	0	1	0	1	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	31	6	0	4	17	1	0	3	0	0	0	5	0	3	0	70
APPROACH %'s :	0.00%	83.78%	16.22%	0.00%	18.18%	77.27%	4.55%	0.00%	100.00%	0.00%	0.00%	0.00%	62.50%	0.00%	37.50%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	18	3	0	3	9	0	0	1	0	0	0	2	0	1	0	37
PEAK HR FACTOR :	0.000	0.500	0.750	0.000	0.375	0.563	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.661
		0.525				0.500				0.250				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	8
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.250											

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Carson Crossing Rd
City: El Dorado Hills
Control: 2-Way Stop(EB/WB)

Project ID: 22-070024-014
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	White Rock Rd				White Rock Rd				Carson Crossing Rd				Carson Crossing Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	5
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	
						0.250									0.250		0.250

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Carson Crossing Rd **Project ID:** 22-070024-014
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	White Rock Rd		White Rock Rd		Carson Crossing Rd		Carson Crossing Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	1	1	0	0	3
APPROACH %'s :	100.00%	0.00%			50.00%	50.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.250				0.250				0.250
	0.250				0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	2	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	2	0	0	0	2	0	0	8
APPROACH %'s :	66.67%	33.33%			0.00%	100.00%			
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :						0.250			0.250
					0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Windfield Way
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-015
Date: 2/8/2022

Data - Total

NS/EW Streets:	White Rock Rd				White Rock Rd				Windfield Way				Windfield Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1	0.5	0.5	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	10	3	1	14	9	1	1	3	0	0	0	0	0	2	0	44
6:15 AM	0	8	3	0	9	18	1	0	1	0	0	0	0	0	6	0	46
6:30 AM	0	19	4	0	16	17	1	0	0	0	0	0	0	0	4	0	61
6:45 AM	0	19	9	0	23	25	0	1	0	0	0	0	3	0	9	0	89
7:00 AM	0	37	10	0	26	26	0	0	0	0	0	0	0	0	6	0	105
7:15 AM	0	55	5	0	28	31	0	1	2	0	0	0	2	0	6	0	130
7:30 AM	0	66	20	0	44	33	1	1	0	1	0	0	5	0	4	0	175
7:45 AM	0	64	24	0	91	53	3	0	0	0	1	0	9	0	13	0	258
8:00 AM	0	74	14	0	87	77	1	5	0	1	0	0	12	0	26	0	297
8:15 AM	0	57	19	0	72	47	1	0	0	0	0	0	11	0	26	0	233
8:30 AM	0	62	18	1	56	48	4	1	1	0	0	0	5	0	17	0	213
8:45 AM	1	48	6	0	55	52	9	4	1	0	1	0	3	0	17	0	197
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	519	135	2	521	436	22	14	8	2	2	0	50	0	136	0	1848
APPROACH %'s :	0.15%	79.00%	20.55%	0.30%	52.47%	43.91%	2.22%	1.41%	66.67%	16.67%	16.67%	0.00%	26.88%	0.00%	73.12%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	257	75	1	306	225	9	6	1	1	1	0	37	0	82	0	1001
PEAK HR FACTOR :	0.000	0.868	0.781	0.250	0.841	0.731	0.563	0.300	0.250	0.250	0.250	0.000	0.771	0.000	0.788	0.000	0.843
		0.946				0.803				0.750				0.783			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1	0.5	0.5	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	76	9	0	36	64	0	4	2	0	0	0	22	0	57	0	270
4:15 PM	0	82	6	0	30	69	1	6	2	0	0	0	22	0	55	0	273
4:30 PM	0	70	10	0	32	61	0	3	4	0	0	0	31	0	76	0	287
4:45 PM	0	75	7	0	29	57	0	3	3	0	0	0	21	0	52	0	247
5:00 PM	0	56	5	0	22	80	0	5	1	0	0	0	32	0	87	0	288
5:15 PM	1	57	9	0	25	67	0	9	4	0	1	0	11	0	45	0	229
5:30 PM	0	61	4	0	17	67	1	3	5	0	0	0	14	0	45	0	217
5:45 PM	0	59	9	0	39	53	0	3	1	1	0	0	13	0	31	0	209
6:00 PM	0	39	4	0	21	47	0	4	2	0	0	0	21	0	51	0	189
6:15 PM	0	35	2	0	22	45	0	3	1	0	0	0	6	0	28	0	142
6:30 PM	0	42	3	0	13	49	0	1	0	0	0	0	8	0	23	0	139
6:45 PM	0	33	3	0	7	48	0	1	1	0	0	0	5	0	21	0	119
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	685	71	0	293	707	2	45	26	1	1	0	206	0	571	0	2609
APPROACH %'s :	0.13%	90.49%	9.38%	0.00%	27.98%	67.53%	0.19%	4.30%	92.86%	3.57%	3.57%	0.00%	26.51%	0.00%	73.49%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	283	28	0	113	267	1	17	10	0	0	0	106	0	270	0	1095
PEAK HR FACTOR :	0.000	0.863	0.700	0.000	0.883	0.834	0.250	0.708	0.625	0.000	0.000	0.000	0.828	0.000	0.776	0.000	0.951
		0.884				0.930				0.625				0.790			

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Windfield Way
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-015
Date: 2/8/2022

Data - HT

NS/EW Streets:	White Rock Rd				White Rock Rd				Windfield Way				Windfield Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1	0.5	0.5	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	1	1	0	1	0	0	0	0	0	0	1	0	5
7:00 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	8	0	0	0	3	0	0	0	1	0	0	0	0	1	0	13
7:45 AM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	3	0	14
8:15 AM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	9	2	0	2	2	0	0	0	0	0	0	0	0	0	0	15
8:45 AM	0	5	0	0	1	7	0	0	0	0	0	0	0	0	1	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	38	3	0	6	31	1	1	1	1	0	0	0	0	6	0	88
APPROACH %'s :	0.00%	92.68%	7.32%	0.00%	15.38%	79.49%	2.56%	2.56%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	19	3	0	3	14	0	0	0	0	0	0	0	0	3	0	42
PEAK HR FACTOR :	0.000	0.528	0.375	0.000	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.700
		0.500				0.607								0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1	0.5	0.5	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	2	0	5
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	4	4	0	0	0	0	0	0	1	0	4	0	18
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	50.00%	50.00%	0.00%	0.00%					20.00%	0.00%	80.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	6
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500
		0.750				0.250								0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Windfield Way
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-015
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	White Rock Rd				White Rock Rd				Windfield Way				Windfield Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1	0.5	0.5	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	0	1	0.5	0.5	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	2	0	0	0	4	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.417
	0.250												0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Windfield Way
City: El Dorado Hills
Project ID: 22-070024-015
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	White Rock Rd		White Rock Rd		Windfield Way		Windfield Way		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	0	1
6:30 AM	0	0	1	0	1	0	2	0	4
6:45 AM	0	0	0	1	0	1	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	0	2
8:15 AM	0	0	0	1	1	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	4	2	3	2	2	15
APPROACH %'s :			33.33%	66.67%	40.00%	60.00%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	3	1	1	0	0	5
PEAK HR FACTOR :				0.375	0.250	0.250			0.417
			0.375		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	3	3
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	1	3	5
APPROACH %'s :			100.00%	0.00%			25.00%	75.00%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250		0.250
							0.250		

National Data & Surveying Services Intersection Turning Movement Count

Location: Post St & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-016
Date: 2/8/2022

Data - Total

NS/EW Streets:	Post St				Post St				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	4	1	7	0	2	12	0	0	1	20	18	0	65
6:15 AM	4	0	0	0	3	1	11	0	2	2	0	0	0	16	11	0	50
6:30 AM	2	1	0	0	6	0	15	0	9	15	0	0	3	25	25	0	101
6:45 AM	4	4	1	0	4	0	23	0	6	25	0	0	6	49	28	0	150
7:00 AM	8	0	4	0	9	1	20	0	4	19	1	0	3	47	17	0	133
7:15 AM	3	2	4	0	3	2	20	0	9	31	0	1	3	52	23	0	153
7:30 AM	2	1	2	0	14	2	17	0	13	42	2	0	7	89	29	0	220
7:45 AM	6	3	4	0	9	2	22	0	18	66	3	0	6	142	44	0	325
8:00 AM	8	4	2	0	15	1	21	0	31	111	2	0	8	115	33	0	351
8:15 AM	11	5	4	0	8	2	14	0	12	75	2	1	5	76	34	0	249
8:30 AM	5	4	1	0	20	6	19	0	20	65	3	0	5	96	54	0	298
8:45 AM	6	2	3	0	22	4	21	0	16	56	6	0	9	83	49	0	277
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	26	25	0	117	22	210	0	142	519	19	2	56	810	365	0	2372
APPROACH %'s :	53.64%	23.64%	22.73%	0.00%	33.52%	6.30%	60.17%	0.00%	20.82%	76.10%	2.79%	0.29%	4.55%	65.80%	29.65%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	30	16	11	0	52	11	76	0	81	317	10	1	24	429	165	0	1223
PEAK HR FACTOR :	0.682	0.800	0.688	0.000	0.650	0.458	0.864	0.000	0.653	0.714	0.833	0.250	0.750	0.755	0.764	0.000	0.871
	0.713				0.772				0.710				0.805				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	2	3	0	29	4	28	0	52	131	2	0	4	74	44	0	386
4:15 PM	11	1	7	0	27	2	31	0	41	111	4	0	10	99	45	0	389
4:30 PM	10	1	4	0	40	3	18	0	40	154	5	0	8	73	34	0	390
4:45 PM	8	4	9	0	29	1	32	0	37	133	2	0	8	84	46	0	393
5:00 PM	6	1	8	0	26	1	32	0	22	147	6	1	9	95	33	0	387
5:15 PM	9	1	6	0	36	3	25	0	23	116	1	0	9	89	33	0	351
5:30 PM	7	2	3	0	35	4	22	0	22	122	2	1	5	84	34	0	343
5:45 PM	12	1	5	0	36	2	26	0	35	102	1	0	4	71	49	0	344
6:00 PM	3	3	4	0	31	2	23	0	16	105	0	0	5	59	28	0	279
6:15 PM	4	3	6	0	28	2	19	0	13	75	0	1	3	45	32	0	231
6:30 PM	4	0	3	0	19	1	17	0	9	63	3	0	3	64	21	0	207
6:45 PM	6	2	5	0	16	1	16	0	10	58	0	0	3	52	25	0	194
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	93	21	63	0	352	26	289	0	320	1317	26	3	71	889	424	0	3894
APPROACH %'s :	52.54%	11.86%	35.59%	0.00%	52.77%	3.90%	43.33%	0.00%	19.21%	79.05%	1.56%	0.18%	5.13%	64.23%	30.64%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	35	7	28	0	122	7	113	0	140	545	17	1	35	351	158	0	1559
PEAK HR FACTOR :	0.795	0.438	0.778	0.000	0.763	0.583	0.883	0.000	0.854	0.885	0.708	0.250	0.875	0.886	0.859	0.000	0.992
	0.833				0.976				0.883				0.883				

National Data & Surveying Services Intersection Turning Movement Count

Location: Post St & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-016
Date: 2/8/2022

Data - HT

NS/EW Streets:	Post St				Post St				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	6
7:00 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	3	1	0	8
7:15 AM	0	0	0	0	2	0	0	0	2	2	0	0	0	0	1	0	7
7:30 AM	0	0	0	0	0	0	2	0	0	1	0	0	1	0	1	0	5
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	5
8:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	1	0	2	0	0	2	0	0	0	1	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	4	0	11	0	2	12	1	0	1	17	4	0	54
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	26.67%	0.00%	73.33%	0.00%	13.33%	80.00%	6.67%	0.00%	4.55%	77.27%	18.18%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	0	5	0	0	2	1	0	0	8	0	0	19
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.625	0.000	0.000	0.250	0.250	0.000	0.000	0.667	0.000	0.000	0.792
		0.250				0.500				0.375				0.667			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
4:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	3	0	6	0	1	6	0	0	1	7	0	0	27
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	33.33%	0.00%	66.67%	0.00%	14.29%	85.71%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	2	0	1	3	0	0	1	2	0	0	11
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.375	0.000	0.000	0.250	0.500	0.000	0.000	0.688
		0.500				0.500				0.333				0.375			

National Data & Surveying Services Intersection Turning Movement Count

Location: Post St & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-016
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Post St				Post St				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1	0.5	0.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375
										0.375							

National Data & Surveying Services Intersection Turning Movement Count

Location: Post St & White Rock Rd
City: El Dorado Hills
Project ID: 22-070024-016
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Post St		Post St		White Rock Rd		White Rock Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	1	0	0	0	0	1	2
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	1	0	0	0	0	1	2
8:45 AM	0	0	1	0	0	0	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	4	0	0	0	1	3	9
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%			25.00%	75.00%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	1	0	2	0	0	0	1	2	6
PEAK HR FACTOR :	0.250		0.500				0.250	0.500	0.750
	0.250		0.500				0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	1	0	0	1	0	2
6:15 PM	1	0	2	0	0	0	2	3	8
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	4	2	1	0	0	4	6	18
APPROACH %'s :	20.00%	80.00%	66.67%	33.33%			40.00%	60.00%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	3	0	0	0	0	0	3	6
PEAK HR FACTOR :		0.375						0.375	0.375
	0.375						0.375		

National Data & Surveying Services Intersection Turning Movement Count

Location: Valley View Pkwy / Vine St & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-017
Date: 2/8/2022

Data - Total

NS/EW Streets:	Valley View Pkwy / Vine St				Valley View Pkwy / Vine St				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	3	0	15	0	0	0	1	0	0	10	4	0	0	27	4	0	64
6:15 AM	6	0	15	0	4	1	1	0	0	8	3	0	4	22	4	0	68
6:30 AM	8	0	21	0	6	2	0	0	2	9	4	0	5	45	3	0	105
6:45 AM	10	2	23	0	2	2	2	0	0	23	2	0	9	61	7	0	143
7:00 AM	8	5	34	0	9	1	4	0	1	27	7	0	19	52	13	0	180
7:15 AM	8	3	62	0	3	0	5	0	3	41	2	0	17	63	22	0	229
7:30 AM	9	2	93	0	8	2	1	0	3	63	6	0	72	121	22	0	402
7:45 AM	33	7	95	0	7	5	3	0	5	58	10	0	57	158	31	0	469
8:00 AM	20	8	79	0	12	4	5	0	2	83	8	0	45	126	33	0	425
8:15 AM	13	5	45	0	8	1	3	0	4	73	6	0	37	103	17	0	315
8:30 AM	22	9	32	0	13	9	3	0	4	52	15	0	20	110	30	0	319
8:45 AM	15	5	28	0	4	10	4	0	3	45	14	0	19	102	24	0	273
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	155	46	542	0	76	37	32	0	27	492	81	0	304	990	210	0	2992
APPROACH %'s :	20.86%	6.19%	72.95%	0.00%	52.41%	25.52%	22.07%	0.00%	4.50%	82.00%	13.50%	0.00%	20.21%	65.82%	13.96%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	75	22	312	0	35	12	12	0	14	277	30	0	211	508	103	0	1611
PEAK HR FACTOR :	0.568	0.688	0.821	0.000	0.729	0.600	0.600	0.000	0.700	0.834	0.750	0.000	0.733	0.804	0.780	0.000	0.859
	0.757				0.702				0.863				0.835				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	4	38	0	48	12	10	0	11	96	24	0	27	87	36	0	405
4:15 PM	10	13	36	0	47	11	16	0	4	98	18	0	24	88	54	0	419
4:30 PM	15	7	35	0	60	18	7	0	4	122	24	0	26	73	36	0	427
4:45 PM	10	14	24	0	55	21	8	0	6	119	13	0	51	102	39	0	462
5:00 PM	13	11	33	0	39	16	16	0	8	123	23	0	44	72	45	0	443
5:15 PM	13	15	28	0	64	18	15	0	10	95	28	0	49	83	28	0	446
5:30 PM	9	11	35	0	64	18	11	0	6	102	27	0	34	77	41	0	435
5:45 PM	23	20	32	0	44	17	9	0	19	94	25	0	41	79	56	0	459
6:00 PM	8	12	21	0	56	13	11	0	13	80	26	0	30	56	45	0	371
6:15 PM	10	11	22	0	48	17	7	0	9	68	29	0	30	50	35	0	336
6:30 PM	13	17	17	0	26	14	7	0	10	47	13	0	19	40	37	0	260
6:45 PM	10	8	13	0	33	11	10	0	4	34	22	0	26	43	21	0	235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	146	143	334	0	584	186	127	0	104	1078	272	0	401	850	473	0	4698
APPROACH %'s :	23.43%	22.95%	53.61%	0.00%	65.11%	20.74%	14.16%	0.00%	7.15%	74.14%	18.71%	0.00%	23.26%	49.30%	27.44%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	45	51	120	0	222	73	50	0	30	439	91	0	178	334	153	0	1786
PEAK HR FACTOR :	0.865	0.850	0.857	0.000	0.867	0.869	0.781	0.000	0.750	0.892	0.813	0.000	0.873	0.819	0.850	0.000	0.966
	0.947				0.889				0.909				0.866				

National Data & Surveying Services Intersection Turning Movement Count

Location: Valley View Pkwy / Vine St & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-017
Date: 2/8/2022

Data - HT

NS/EW Streets:	Valley View Pkwy / Vine St				Valley View Pkwy / Vine St				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
6:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	5
7:00 AM	0	0	1	0	0	0	0	0	0	5	0	0	2	4	0	0	12
7:15 AM	0	0	3	0	0	0	0	0	0	3	1	0	1	1	0	0	9
7:30 AM	0	0	1	0	1	0	0	0	0	1	0	0	1	3	2	0	9
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	0	1	0	1	0	1	0	0	0	0	0	0	2	0	0	5
8:30 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	0	5
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	1	4	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	8	0	5	0	4	0	2	11	2	0	6	16	7	0	61
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	55.56%	0.00%	44.44%	0.00%	13.33%	73.33%	13.33%	0.00%	20.69%	55.17%	24.14%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	3	0	3	0	2	0	0	1	0	0	1	6	2	0	18
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.750	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.250	0.000	0.500
	0.750				0.625				0.250				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	1	1	1	0	1	1	1	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	2	0	1	0	2	0	1	7	3	0	1	7	2	0	27
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	33.33%	0.00%	66.67%	0.00%	9.09%	63.64%	27.27%	0.00%	10.00%	70.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	2	0	0	3	1	0	0	2	0	0	9
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.375	0.250	0.000	0.000	0.500	0.000	0.000	0.750
	0.250				0.250				0.333				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Valley View Pkwy / Vine St & White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-017
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Valley View Pkwy / Vine St				Valley View Pkwy / Vine St				White Rock Rd				White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	0	0	0	0	0	0	0	1	0	0	7
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.500															

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	2	0	0	5	0	0	0	0	4	0	2	0	0	0	16
APPROACH %'s :	20.00%	40.00%	40.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	2	0	0	0	0	2	0	1	0	0	0	7
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.583
		0.500				0.250				0.500				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: Valley View Pkwy / Vine St & White Rock Rd **Project ID:** 22-070024-017
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Valley View Pkwy / Vine St		Valley View Pkwy / Vine St		White Rock Rd		White Rock Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	1
6:45 AM	0	0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	3	3
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	1	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	2	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	8	6	15
APPROACH %'s :	100.00%	0.00%					57.14%	42.86%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	5	0	6
PEAK HR FACTOR :	0.250						0.625		0.500
	0.250						0.625		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	2	0	2
4:45 PM	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	2	4	6
5:15 PM	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	6	0	6
6:00 PM	0	0	0	0	0	0	2	0	2
6:15 PM	0	0	0	0	0	0	2	5	7
6:30 PM	0	0	0	0	0	0	2	0	2
6:45 PM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	20	12	33
APPROACH %'s :	0.00%	100.00%					62.50%	37.50%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	5	11
PEAK HR FACTOR :							0.750	0.313	0.458
							0.458		

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Clarksville Crossing/Old White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-018
Date: 2/8/2022

Data - Total

NS/EW Streets:	White Rock Rd				White Rock Rd				Clarksville Crossing/Old White Rock Rd				Clarksville Crossing/Old White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	24	0	0	0	21	0	0	0	0	7	0	0	0	0	0	52
6:15 AM	0	27	0	0	0	24	0	0	0	0	6	0	0	0	0	0	57
6:30 AM	0	37	0	0	0	43	0	0	0	0	10	0	0	0	0	0	90
6:45 AM	0	47	0	0	0	62	0	0	0	0	17	0	0	0	0	0	126
7:00 AM	0	71	0	0	0	59	0	0	0	0	23	0	0	0	0	0	153
7:15 AM	0	104	0	0	0	81	0	0	0	0	21	0	0	0	0	0	206
7:30 AM	0	166	0	0	0	159	0	0	0	0	68	0	0	0	0	0	393
7:45 AM	1	156	0	0	0	162	0	0	0	0	85	0	0	0	0	0	404
8:00 AM	1	177	0	0	0	112	0	0	0	0	74	0	0	0	0	0	364
8:15 AM	0	122	0	0	0	112	0	0	0	0	49	0	0	0	0	0	283
8:30 AM	0	103	0	0	0	113	0	0	0	0	42	0	0	0	0	0	258
8:45 AM	0	75	0	0	0	101	0	0	0	0	48	0	0	0	0	0	224
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1109	0	0	0	1049	0	0	0	0	450	0	0	0	0	0	2610
APPROACH %'s :	0.18%	99.82%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	621	0	0	0	545	0	0	0	0	276	0	0	0	0	0	1444
PEAK HR FACTOR :	0.500	0.877	0.000	0.000	0.000	0.841	0.000	0.000	0.000	0.000	0.812	0.000	0.000	0.000	0.000	0.000	0.894
	0.875				0.841				0.812								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	178	1	0	1	108	0	0	0	0	49	0	0	0	0	0	338
4:15 PM	0	184	0	0	0	113	0	0	0	0	46	0	0	0	1	0	344
4:30 PM	2	204	0	0	0	109	0	0	0	0	26	0	0	0	0	0	341
4:45 PM	1	208	0	0	0	144	0	0	0	0	49	0	0	0	0	0	402
5:00 PM	0	195	0	0	1	113	0	0	1	0	46	0	1	0	0	0	357
5:15 PM	0	184	0	0	2	122	0	0	0	0	47	0	0	0	1	0	356
5:30 PM	0	206	0	0	0	103	1	0	1	0	40	0	0	0	0	0	351
5:45 PM	2	160	0	0	0	122	0	0	0	0	54	0	0	0	1	0	339
6:00 PM	1	161	0	0	0	102	0	0	1	0	36	0	0	0	0	0	301
6:15 PM	1	132	0	0	0	83	0	0	0	0	30	0	0	0	0	0	246
6:30 PM	0	94	0	0	1	69	0	0	0	0	20	0	0	0	0	0	184
6:45 PM	0	81	0	0	0	70	0	0	0	0	27	0	0	0	0	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	1987	1	0	5	1258	1	0	3	0	470	0	1	0	3	0	3737
APPROACH %'s :	0.40%	99.55%	0.05%	0.00%	0.40%	99.53%	0.08%	0.00%	0.63%	0.00%	99.37%	0.00%	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	793	0	0	3	482	1	0	2	0	182	0	1	0	1	0	1466
PEAK HR FACTOR :	0.250	0.953	0.000	0.000	0.375	0.837	0.250	0.000	0.500	0.000	0.929	0.000	0.250	0.000	0.250	0.000	0.912
	0.950				0.844				0.939				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Clarksville Crossing/Old White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-018
Date: 2/8/2022

Data - HT

NS/EW Streets:	White Rock Rd				White Rock Rd				Clarksville Crossing/Old White Rock Rd				Clarksville Crossing/Old White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	6	0	0	0	5	0	0	0	0	1	0	0	0	0	0	12
7:15 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	3	0	0	0	5	0	0	0	0	1	0	0	0	0	0	9
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	24	0	0	0	25	0	0	0	0	4	0	0	0	0	0	53
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	7	0	0	0	7	0	0	0	0	2	0	0	0	0	0	16
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.444
		0.583				0.350					0.500						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10	0	0	0	9	0	0	0	0	1	0	0	0	0	0	20
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
		0.375				0.500											

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Clarksville Crossing/Old White Rock Rd
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-018
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	White Rock Rd				White Rock Rd				Clarksville Crossing/Old White Rock Rd				Clarksville Crossing/Old White Rock Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	2	1	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
											0.250						

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd & Clarksville Crossing/Old White Rock Rd **Project ID:** 22-070024-018
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	White Rock Rd		White Rock Rd		Clarksville Crossing/Old White Rock Rd		Clarksville Crossing/Old White Rock Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd/Silva Valley Pkwy & US 50 EB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-019
Date: 2/8/2022

Data - Total

NS/EW Streets:	White Rock Rd/Silva Valley Pkwy				White Rock Rd/Silva Valley Pkwy				US 50 EB Ramps				US 50 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	5	19	0	0	0	20	3	0	4	0	3	0	0	0	0	0	54
6:15 AM	7	20	0	0	0	19	7	0	2	0	1	0	0	0	0	0	56
6:30 AM	12	24	0	0	0	41	7	0	6	0	3	0	0	0	0	0	93
6:45 AM	7	40	0	0	0	57	7	0	32	0	8	0	0	0	0	0	151
7:00 AM	31	40	0	0	0	51	12	0	31	0	9	0	0	0	0	0	174
7:15 AM	32	71	0	0	0	73	23	0	36	0	4	0	0	0	0	0	239
7:30 AM	49	119	0	0	0	151	15	0	57	0	12	0	0	0	0	0	403
7:45 AM	66	86	0	0	0	166	26	0	46	0	2	0	0	0	0	0	392
8:00 AM	89	94	0	0	0	104	35	0	34	0	6	0	0	0	0	0	362
8:15 AM	41	80	0	0	0	100	32	0	52	0	6	0	0	0	0	0	311
8:30 AM	44	54	0	0	0	104	33	0	33	0	9	0	0	0	0	0	277
8:45 AM	30	49	0	0	0	92	26	0	41	0	14	0	0	0	0	0	252
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	413	696	0	0	0	978	226	0	374	0	77	0	0	0	0	0	2764
APPROACH %'s :	37.24%	62.76%	0.00%	0.00%	0.00%	81.23%	18.77%	0.00%	82.93%	0.00%	17.07%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	245	379	0	0	0	521	108	0	189	0	26	0	0	0	0	0	1468
PEAK HR FACTOR :	0.688	0.796	0.000	0.000	0.000	0.785	0.771	0.000	0.829	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.911
	0.852				0.819				0.779								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	75	100	0	0	0	96	32	0	78	0	12	0	0	0	0	0	393
4:15 PM	88	99	0	0	0	100	28	0	61	0	14	0	0	0	0	0	390
4:30 PM	100	100	0	1	0	97	22	0	52	0	12	0	0	0	0	0	384
4:45 PM	102	110	0	0	0	122	24	0	74	0	18	0	0	0	0	0	450
5:00 PM	91	103	0	0	0	94	20	0	90	0	24	0	0	0	0	0	422
5:15 PM	72	115	0	0	0	112	22	0	81	0	19	0	0	0	0	0	421
5:30 PM	87	112	0	0	0	84	34	0	73	0	19	0	0	0	0	0	409
5:45 PM	72	95	0	0	0	97	17	0	72	0	17	0	0	0	0	0	370
6:00 PM	68	92	0	0	0	91	27	0	83	0	12	0	0	0	0	0	373
6:15 PM	57	78	0	0	0	63	17	0	57	0	16	0	0	0	0	0	288
6:30 PM	42	51	0	0	0	63	13	0	53	0	13	0	0	0	0	0	235
6:45 PM	33	49	0	0	0	52	12	0	34	0	13	0	0	0	0	0	193
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	887	1104	0	1	0	1071	268	0	808	0	189	0	0	0	0	0	4328
APPROACH %'s :	44.53%	55.42%	0.00%	0.05%	0.00%	79.99%	20.01%	0.00%	81.04%	0.00%	18.96%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	352	440	0	0	0	412	100	0	318	0	80	0	0	0	0	0	1702
PEAK HR FACTOR :	0.863	0.957	0.000	0.000	0.000	0.844	0.735	0.000	0.883	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.946
	0.934				0.877				0.873								

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd/Silva Valley Pkwy & US 50 EB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-019
Date: 2/8/2022

Data - HT

NS/EW Streets:	White Rock Rd/Silva Valley Pkwy				White Rock Rd/Silva Valley Pkwy				US 50 EB Ramps				US 50 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
6:45 AM	1	1	0	0	0	4	0	0	2	0	0	0	0	0	0	0	8
7:00 AM	2	3	0	0	0	4	0	0	1	0	0	0	0	0	0	0	10
7:15 AM	1	6	0	0	0	1	0	0	1	0	1	0	0	0	0	0	10
7:30 AM	3	0	0	0	0	3	1	0	4	0	2	0	0	0	0	0	13
7:45 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	2	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	8
8:15 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
8:30 AM	0	3	0	0	0	0	1	0	2	0	1	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	1	2	0	3	0	4	0	0	0	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	13	0	0	0	17	8	0	17	0	8	0	0	0	0	0	74
APPROACH %'s :	45.83%	54.17%	0.00%	0.00%	0.00%	68.00%	32.00%	0.00%	68.00%	0.00%	32.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	0	0	0	0	5	5	0	7	0	2	0	0	0	0	0	26
PEAK HR FACTOR :	0.583	0.000	0.000	0.000	0.000	0.417	0.625	0.000	0.438	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
	0.583				0.625				0.375								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	0	0	0	3	1	0	0	0	1	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00 PM	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	4	0	0	0	8	4	0	3	0	1	0	0	0	0	0	26
APPROACH %'s :	60.00%	40.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	75.00%	0.00%	25.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	2	0	0	0	2	2	0	1	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.500	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667
	0.375				1.000				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd/Silva Valley Pkwy & US 50 EB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-019
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	White Rock Rd/Silva Valley Pkwy				White Rock Rd/Silva Valley Pkwy				US 50 EB Ramps				US 50 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: White Rock Rd/Silva Valley Pkwy & US 50 EB Ramps **Project ID:** 22-070024-019
City: El Dorado Hills **Date:** 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	White Rock Rd/Silva Valley Pkwy		White Rock Rd/Silva Valley Pkwy		US 50 EB Ramps		US 50 EB Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: Silva Valley Pkwy & US 50 WB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-020
Date: 2/8/2022

Data - Total

NS/EW Streets:	Silva Valley Pkwy				Silva Valley Pkwy				US 50 WB Ramps				US 50 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	10	13	0	0	0	6	30	0	0	0	0	0	17	0	7	0	83
6:15 AM	14	8	0	0	0	11	42	0	0	0	0	0	15	0	19	0	109
6:30 AM	14	13	0	0	0	13	49	0	0	0	0	0	37	0	16	0	142
6:45 AM	26	49	0	0	0	13	55	0	0	0	0	0	49	0	20	0	212
7:00 AM	13	57	0	1	0	18	66	0	0	0	0	0	45	0	28	0	228
7:15 AM	24	76	0	0	0	21	77	0	0	0	0	0	74	0	29	0	301
7:30 AM	22	148	0	0	0	33	112	0	0	0	0	0	139	0	49	0	503
7:45 AM	23	117	0	0	0	62	100	0	0	0	0	0	122	1	56	0	481
8:00 AM	21	106	0	0	0	65	98	0	0	0	0	0	79	0	33	0	402
8:15 AM	23	114	0	0	0	59	82	0	0	0	0	0	72	1	25	0	376
8:30 AM	17	66	0	0	0	50	60	0	0	0	0	0	84	0	27	0	304
8:45 AM	14	80	0	1	0	34	58	0	0	0	0	0	84	0	35	0	306
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	221	847	0	2	0	385	829	0	0	0	0	0	817	2	344	0	3447
APPROACH %'s :	20.65%	79.16%	0.00%	0.19%	0.00%	31.71%	68.29%	0.00%					70.25%	0.17%	29.58%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	89	485	0	0	0	219	392	0	0	0	0	0	412	2	163	0	1762
PEAK HR FACTOR :	0.967	0.819	0.000	0.000	0.000	0.842	0.875	0.000	0.000	0.000	0.000	0.000	0.741	0.500	0.728	0.000	0.876
	0.844				0.937								0.767				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	20	156	0	1	0	51	52	0	0	0	0	0	78	2	37	0	397
4:15 PM	20	136	0	1	0	48	50	0	0	0	0	0	76	0	49	0	380
4:30 PM	17	137	0	0	0	53	54	0	0	0	0	0	68	0	30	0	359
4:45 PM	16	164	0	1	0	50	63	0	0	0	0	0	91	1	25	0	411
5:00 PM	25	169	0	0	0	45	60	0	0	0	0	0	74	1	22	0	396
5:15 PM	19	176	0	0	0	47	61	0	0	0	0	0	81	0	49	0	433
5:30 PM	20	158	0	0	0	63	68	0	0	0	0	0	60	0	34	0	403
5:45 PM	24	149	0	0	0	31	46	0	0	0	0	0	80	1	36	0	367
6:00 PM	9	170	0	0	0	60	51	0	0	0	0	0	62	0	22	0	374
6:15 PM	17	119	0	0	0	33	28	0	0	0	0	0	44	0	20	0	261
6:30 PM	6	97	0	0	0	32	24	0	0	0	0	0	49	0	22	0	230
6:45 PM	7	77	0	0	0	25	29	0	0	0	0	0	37	0	25	0	200
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	200	1708	0	3	0	538	586	0	0	0	0	0	800	5	371	0	4211
APPROACH %'s :	10.47%	89.38%	0.00%	0.16%	0.00%	47.86%	52.14%	0.00%					68.03%	0.43%	31.55%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	80	667	0	1	0	205	252	0	0	0	0	0	306	2	130	0	1643
PEAK HR FACTOR :	0.800	0.947	0.000	0.250	0.000	0.813	0.926	0.000	0.000	0.000	0.000	0.000	0.841	0.500	0.663	0.000	0.949
	0.959				0.872								0.842				

National Data & Surveying Services Intersection Turning Movement Count

Location: Silva Valley Pkwy & US 50 WB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-020
Date: 2/8/2022

Data - HT

NS/EW Streets:	Silva Valley Pkwy				Silva Valley Pkwy				US 50 WB Ramps				US 50 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
6:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	2	0	6
6:45 AM	0	3	0	0	0	0	1	0	0	0	0	0	3	0	2	0	9
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7
7:30 AM	0	3	0	0	0	2	0	0	0	0	0	0	3	0	1	0	9
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	3	0	0	0	2	1	0	0	0	0	0	2	0	2	0	10
8:15 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	1	0	0	5
8:30 AM	1	3	0	0	0	1	0	0	0	0	0	0	0	0	2	0	7
8:45 AM	0	4	0	0	0	2	2	0	0	0	0	0	1	0	2	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	29	0	0	0	8	8	0	0	0	0	0	17	1	12	0	76
APPROACH %'s :	3.33%	96.67%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%					56.67%	3.33%	40.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	8	0	0	0	5	3	0	0	0	0	0	5	1	3	0	25
PEAK HR FACTOR :	0.000	0.667	0.000	0.000	0.000	0.625	0.750	0.000	0.000	0.000	0.000	0.000	0.417	0.250	0.375	0.000	0.625
	0.667				0.667								0.563				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	2	2	0	0	0	0	0	1	0	0	0	6
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	1	0	0	0	4	6	0	0	0	0	0	7	0	1	0	24
APPROACH %'s :	83.33%	16.67%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%					87.50%	0.00%	12.50%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	0	0	0	0	2	1	0	0	0	0	0	2	0	1	0	9
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.750
	0.375				0.375								0.375				

National Data & Surveying Services Intersection Turning Movement Count

Location: Silva Valley Pkwy & US 50 WB Ramps
City: El Dorado Hills
Control: Signalized

Project ID: 22-070024-020
Date: 2/8/2022

Data - Bikes

NS/EW Streets:	Silva Valley Pkwy				Silva Valley Pkwy				US 50 WB Ramps				US 50 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	1.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Silva Valley Pkwy & US 50 WB Ramps
City: El Dorado Hills
Project ID: 22-070024-020
Date: 2/8/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Silva Valley Pkwy		Silva Valley Pkwy		US 50 WB Ramps		US 50 WB Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

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

Intersection 1 **El Dorado Hills Blvd/Lassen Ln-Serrano Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	58	57	97.6%	37.6	6.2	D
	Through	713	718	100.7%	15.3	3.8	B
	Right Turn	129	130	100.8%	4.0	0.7	A
	Subtotal	900	905	100.5%	15.3	3.2	B
SB	Left Turn	37	37	99.7%	38.9	6.5	D
	Through	934	937	100.3%	16.6	2.7	B
	Right Turn	18	18	98.3%	14.0	13.3	B
	Subtotal	989	992	100.3%	17.4	2.7	B
EB	Left Turn	17	18	105.9%	36.6	9.8	D
	Through	12	10	86.7%	38.2	15.2	D
	Right Turn	39	38	97.9%	11.9	3.9	B
	Subtotal	68	67	97.9%	21.6	6.2	C
WB	Left Turn	164	165	100.3%	25.4	4.1	C
	Through	26	26	100.8%	29.2	8.6	C
	Right Turn	72	73	100.7%	18.0	3.7	B
	Subtotal	262	263	100.5%	23.9	3.2	C
Total		2,219	2,226	100.3%	17.5	2.3	B

Intersection 2 **El Dorado Hills Blvd/Saratoga Way-Park Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	234	221	94.6%	72.9	8.2	E
	Through	767	757	98.7%	16.2	4.7	B
	Right Turn	47	50	107.2%	9.6	5.1	A
	Subtotal	1,048	1,029	98.2%	28.5	3.5	C
SB	Left Turn	126	126	99.8%	75.9	10.2	E
	Through	1,077	1,106	102.7%	34.0	8.4	C
	Right Turn	94	96	102.3%	26.6	10.8	C
	Subtotal	1,297	1,328	102.4%	37.8	8.4	D
EB	Left Turn	69	69	99.3%	56.0	13.4	E
	Through	28	28	98.9%	62.6	7.2	E
	Right Turn	300	294	98.0%	26.9	4.9	C
	Subtotal	397	390	98.3%	34.4	2.8	C
WB	Left Turn	16	13	83.1%	58.4	20.5	E
	Through	14	14	101.4%	47.6	24.0	D
	Right Turn	62	64	102.7%	9.1	3.2	A
	Subtotal	92	91	99.1%	21.5	7.5	C
Total		2,834	2,838	100.1%	33.5	4.7	C

Intersection 3 **El Dorado Hills Blvd/US 50 WB Ramps-Saratoga Way** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	634	636	100.3%	48.9	11.3	D
	Through	839	828	98.7%	20.6	3.3	C
	Right Turn	147	148	100.8%	10.4	2.7	B
	Subtotal	1,620	1,612	99.5%	30.8	5.9	C
SB	Left Turn	41	38	92.4%	79.5	16.7	E
	Through	978	981	100.3%	48.6	11.4	D
	Right Turn	377	378	100.3%	22.0	5.9	C
	Subtotal	1,396	1,397	100.1%	41.8	8.9	D
EB	Left Turn	152	147	96.9%	48.8	5.5	D
	Through	49	47	95.9%	46.8	10.1	D
	Right Turn	371	362	97.5%	0.9	0.1	A
	Subtotal	572	556	97.2%	17.5	4.0	B
WB	Left Turn	100	100	100.2%	47.0	6.8	D
	Through	56	59	105.5%	55.4	7.8	E
	Right Turn	56	54	96.8%	47.5	16.3	D
	Subtotal	212	214	100.7%	49.8	5.8	D
Total		3,800	3,779	99.4%	33.9	5.4	C

Intersection 4 **Latrobe Rd/US 50 EB Ramps** **Signal**

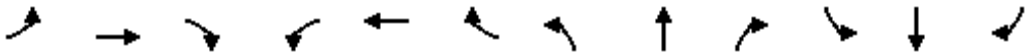
Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,310	1,292	98.6%	11.0	2.1	B
	Right Turn	297	305	102.8%	13.0	2.7	B
	Subtotal	1,607	1,597	99.4%	11.4	2.2	B
SB	Left Turn	249	253	101.6%	49.1	13.7	D
	Through	1,201	1,182	98.4%	18.8	4.2	B
	Right Turn						
	Subtotal	1,450	1,435	98.9%	24.1	4.6	C
EB	Left Turn						
	Through						
	Right Turn	917	923	100.7%	22.4	0.9	C
	Subtotal	917	923	100.7%	22.4	0.9	C
WB	Left Turn						
	Through						
	Right Turn	309	306	99.1%	0.4	0.1	A
	Subtotal	309	306	99.1%	0.4	0.1	A
Total		4,283	4,261	99.5%	17.2	1.6	B

Intersection 5 **Latrobe Rd/Town Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	2	73.3%	56.9	52.0	E
	Through	1,278	1,282	100.3%	31.4	5.9	C
	Right Turn	152	154	101.1%	7.2	2.0	A
	Subtotal	1,433	1,437	100.3%	29.1	5.5	C
SB	Left Turn	342	343	100.2%	61.1	5.4	E
	Through	1,747	1,744	99.8%	13.5	3.3	B
	Right Turn	29	29	101.4%	3.9	1.1	A
	Subtotal	2,118	2,116	99.9%	20.2	2.9	C
EB	Left Turn	11	11	96.4%	50.4	42.3	D
	Through	5	4	86.0%	66.2	41.2	E
	Right Turn	5	5	100.0%	7.5	6.6	A
	Subtotal	21	20	94.8%	53.4	19.7	D
WB	Left Turn	59	60	101.0%	54.5	9.2	D
	Through	5	5	100.0%	31.6	31.7	C
	Right Turn	306	303	99.1%	26.0	3.8	C
	Subtotal	370	368	99.4%	30.9	3.8	C
Total		3,942	3,941	100.0%	24.7	2.8	C

Intersection 6 **Latrobe Rd/White Rock Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	51	55	108.2%	48.2	6.2	D
	Through	1,090	1,106	101.5%	23.7	1.5	C
	Right Turn	242	242	100.0%	7.6	1.2	A
	Subtotal	1,383	1,404	101.5%	21.8	1.3	C
SB	Left Turn	121	119	98.7%	51.8	7.0	D
	Through	1,308	1,310	100.2%	49.3	17.2	D
	Right Turn	382	378	98.9%	17.6	8.4	B
	Subtotal	1,811	1,807	99.8%	43.3	14.6	D
EB	Left Turn	234	232	99.0%	47.0	4.9	D
	Through	82	92	112.1%	39.9	7.2	D
	Right Turn	36	34	95.0%	14.0	7.9	B
	Subtotal	352	358	101.6%	42.5	3.4	D
WB	Left Turn	311	316	101.7%	42.2	7.6	D
	Through	118	120	101.9%	44.9	5.8	D
	Right Turn	107	110	103.2%	6.8	2.3	A
	Subtotal	536	547	102.0%	36.4	5.1	D
Total		4,082	4,116	100.8%	35.2	6.5	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	2	9	17	7	4	32	1142	9	6	1388	402
Future Volume (veh/h)	173	2	9	17	7	4	32	1142	9	6	1388	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	0	0	21	9	0	40	1428	11	8	1735	485
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	181	0	39	17	0	67	2269	17	11	1653	441
Arrive On Green	0.10	0.00	0.00	0.03	0.03	0.00	0.04	0.63	0.63	0.01	0.60	0.60
Sat Flow, veh/h	3563	1870	0	1265	542	0	1781	3614	28	1781	2772	739
Grp Volume(v), veh/h	224	0	0	30	0	0	40	702	737	8	1082	1138
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1807	0	0	1781	1777	1865	1781	1777	1734
Q Serve(g_s), s	4.6	0.0	0.0	1.2	0.0	0.0	1.7	18.3	18.4	0.3	45.0	45.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	1.2	0.0	0.0	1.7	18.3	18.4	0.3	45.0	45.0
Prop In Lane	1.00		0.00	0.70		0.00	1.00		0.01	1.00		0.43
Lane Grp Cap(c), veh/h	344	181	0	56	0	0	67	1116	1171	11	1060	1034
V/C Ratio(X)	0.65	0.00	0.00	0.54	0.00	0.00	0.60	0.63	0.63	0.73	1.02	1.10
Avail Cap(c_a), veh/h	1180	620	0	599	0	0	401	1116	1171	425	1060	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	36.0	0.0	0.0	35.7	8.6	8.6	37.4	15.2	15.2
Incr Delay (d2), s/veh	2.1	0.0	0.0	3.0	0.0	0.0	3.1	1.3	1.3	29.0	33.0	59.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.6	0.0	0.0	0.7	4.8	5.0	0.2	21.4	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	0.0	39.0	0.0	0.0	38.9	10.0	9.9	66.5	48.2	75.0
LnGrp LOS	C	A	A	D	A	A	D	A	A	E	F	F
Approach Vol, veh/h		224			30			1479			2228	
Approach Delay, s/veh		34.9			39.0			10.7			61.9	
Approach LOS		C			D			B			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	53.4		11.3	6.8	51.0		6.3				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	18.0	45.0		25.0	17.0	45.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	20.4		6.6	3.7	47.0		3.2				
Green Ext Time (p_c), s	0.0	13.7		0.7	0.0	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		41.1	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	3	19	1143	1304	109
Future Volume (veh/h)	41	3	19	1143	1304	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	53	0	25	1484	1694	138
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	86	76	50	2775	2182	176
Arrive On Green	0.05	0.00	0.03	0.79	0.66	0.66
Sat Flow, veh/h	1767	1572	1767	3618	3397	266
Grp Volume(v), veh/h	53	0	25	1484	895	937
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1763	1763	1808
Q Serve(g_s), s	1.8	0.0	0.8	9.4	21.3	22.3
Cycle Q Clear(g_c), s	1.8	0.0	0.8	9.4	21.3	22.3
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	86	76	50	2775	1164	1194
V/C Ratio(X)	0.62	0.00	0.50	0.53	0.77	0.78
Avail Cap(c_a), veh/h	725	645	493	2775	1302	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	29.2	2.4	7.1	7.3
Incr Delay (d2), s/veh	7.0	0.0	2.8	0.3	2.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.4	0.1	4.1	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	0.0	32.0	2.6	10.0	10.4
LnGrp LOS	D	A	C	A	A	B
Approach Vol, veh/h	53			1509	1832	
Approach Delay, s/veh	35.4			3.1	10.2	
Approach LOS	D			A	B	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	53.9		7.7	46.2	7.0
Change Period (Y+Rc), s	6.0		6.0	* 6	4.0
Max Green Setting (Gmax), s	45.0		17.0	* 45	25.0
Max Q Clear Time (g_c+I1), s	11.4		2.8	24.3	3.8
Green Ext Time (p_c), s	17.9		0.0	16.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	37	8	26	66	282	32	616	19	191	594	489
Future Volume (veh/h)	248	37	8	26	66	282	32	616	19	191	594	489
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	384	0	0	36	90	53	44	844	1	262	814	517
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	270	0	51	127	153	75	1045	465	308	891	558
Arrive On Green	0.14	0.00	0.00	0.10	0.10	0.10	0.04	0.29	0.29	0.17	0.42	0.42
Sat Flow, veh/h	3563	1870	0	527	1317	1585	1781	3554	1582	1781	2098	1313
Grp Volume(v), veh/h	384	0	0	126	0	53	44	844	1	262	688	643
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1844	0	1585	1781	1777	1582	1781	1777	1634
Q Serve(g_s), s	6.7	0.0	0.0	4.3	0.0	2.0	1.6	14.1	0.0	9.2	23.4	24.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	4.3	0.0	2.0	1.6	14.1	0.0	9.2	23.4	24.0
Prop In Lane	1.00		0.00	0.29		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	514	270	0	178	0	153	75	1045	465	308	755	694
V/C Ratio(X)	0.75	0.00	0.00	0.71	0.00	0.35	0.58	0.81	0.00	0.85	0.91	0.93
Avail Cap(c_a), veh/h	1107	581	0	573	0	493	471	1657	738	471	828	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	0.0	28.2	0.0	27.2	30.3	21.0	16.0	25.8	17.4	17.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.9	0.0	0.5	2.6	0.7	0.0	5.7	12.7	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	1.9	0.0	0.7	0.6	4.9	0.0	3.8	9.7	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	0.0	30.1	0.0	27.7	32.9	21.7	16.0	31.5	30.1	33.4
LnGrp LOS	C	A	A	C	A	C	C	C	B	C	C	C
Approach Vol, veh/h		384			179			889			1593	
Approach Delay, s/veh		27.2			29.4			22.3			31.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.1	24.2		11.2	6.7	32.6		13.8
Change Period (Y+Rc), s	4.0	5.3		5.0	4.0	5.3		4.5
Max Green Setting (Gmax), s	17.0	30.0		20.0	17.0	30.0		20.0
Max Q Clear Time (g_c+I1), s	11.2	16.1		6.3	3.6	26.0		8.7
Green Ext Time (p_c), s	0.1	1.5		0.2	0.0	1.3		0.2

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	286	14	43	361	191	439
Future Volume (veh/h)	286	14	43	361	191	439
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	433	1	65	547	289	10
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	532	473	112	855	473	399
Arrive On Green	0.30	0.30	0.06	0.46	0.25	0.25
Sat Flow, veh/h	1767	1572	1767	1856	1856	1566
Grp Volume(v), veh/h	433	1	65	547	289	10
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	1856	1566
Q Serve(g_s), s	9.5	0.0	1.5	9.5	5.8	0.2
Cycle Q Clear(g_c), s	9.5	0.0	1.5	9.5	5.8	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	532	473	112	855	473	399
V/C Ratio(X)	0.81	0.00	0.58	0.64	0.61	0.03
Avail Cap(c_a), veh/h	1052	936	715	1988	1988	1678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	10.3	19.1	8.7	13.8	11.7
Incr Delay (d2), s/veh	3.1	0.0	1.8	1.1	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.0	0.6	2.9	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	10.3	20.9	9.8	15.6	11.8
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	434			612	299	
Approach Delay, s/veh	16.7			11.0	15.5	
Approach LOS	B			B	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	25.4		16.6	8.7	16.7
Change Period (Y+Rc), s	6.0		4.0	6.0	* 6
Max Green Setting (Gmax), s	45.0		25.0	17.0	* 45
Max Q Clear Time (g_c+I1), s	11.5		11.5	3.5	7.8
Green Ext Time (p_c), s	5.9		1.2	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	79	285	6	69	165
Future Vol, veh/h	2	79	285	6	69	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	320	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	2	95	343	7	83	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	712	347	0	0	350	0
Stage 1	347	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	396	692	-	-	1198	-
Stage 1	711	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	692	-	-	1198	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	1198	-
HCM Lane V/C Ratio	-	-	0.144	0.069	-
HCM Control Delay (s)	-	-	11.2	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	11.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	90	510	114	51	268
Future Vol, veh/h	101	90	510	114	51	268
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	97	548	123	55	288

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	209	0	1380	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	1219	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1362	-	159	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	279	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	90	881
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	158	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.7	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	90	881	-	-	1358	-
HCM Lane V/C Ratio	0.609	0.327	-	-	0.404	-
HCM Control Delay (s)	93.8	11.1	-	-	9.4	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	1.4	-	-	2	-

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	4	92	25	25	7	89	6	18	118	7
Future Vol, veh/h	0	14	4	92	25	25	7	89	6	18	118	7
Peak Hour Factor	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	30	9	200	54	54	15	193	13	39	257	15
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.8	14.2	13.1	14.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	7%	0%	0%	79%	0%	13%	0%
Vol Thru, %	87%	100%	0%	21%	0%	87%	0%
Vol Right, %	6%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	14	4	117	25	136	7
LT Vol	7	0	0	92	0	18	0
Through Vol	89	14	0	25	0	118	0
RT Vol	6	0	4	0	25	0	7
Lane Flow Rate	222	30	9	254	54	296	15
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.384	0.058	0.015	0.472	0.084	0.504	0.023
Departure Headway (Hd)	6.234	6.837	6.121	6.684	5.574	6.139	5.364
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	577	522	582	539	642	588	666
Service Time	4.279	4.6	3.884	4.429	3.318	3.879	3.104
HCM Lane V/C Ratio	0.385	0.057	0.015	0.471	0.084	0.503	0.023
HCM Control Delay	13.1	10	9	15.3	8.8	15	8.2
HCM Lane LOS	B	A	A	C	A	B	A
HCM 95th-tile Q	1.8	0.2	0	2.5	0.3	2.8	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	2	80	69	8	110
Future Vol, veh/h	76	2	80	69	8	110
Conflicting Peds, #/hr	0	3	3	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	220	-	0	170
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	94	2	99	85	10	136

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	383	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1481	-	616	953
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1477	-	572	950
Mov Cap-2 Maneuver	-	-	-	-	572	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	950	-	-	1477	-
HCM Lane V/C Ratio	0.017	0.143	-	-	0.067	-
HCM Control Delay (s)	11.4	9.4	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	32	29	58	36	26
Future Vol, veh/h	86	32	29	58	36	26
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	118	44	40	79	49	36
Number of Lanes	1	1	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.1	8.3	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	58%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	42%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	86	32	29	58
LT Vol	36	0	0	29	0
Through Vol	0	86	0	0	58
RT Vol	26	0	32	0	0
Lane Flow Rate	85	118	44	40	79
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.106	0.16	0.051	0.06	0.108
Departure Headway (Hd)	4.493	4.883	4.18	5.41	4.908
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	800	739	861	666	734
Service Time	2.506	2.584	1.882	3.113	2.611
HCM Lane V/C Ratio	0.106	0.16	0.051	0.06	0.108
HCM Control Delay	8	8.5	7.1	8.5	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.2	0.2	0.4

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	108	0	6	112
Future Vol, veh/h	0	8	108	0	6	112
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	11	144	0	8	149
Number of Lanes	1	0	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	1	0
HCM Control Delay	7.2	7.1	6.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	54	8	6	56	56
LT Vol	0	0	0	6	0	0
Through Vol	54	54	0	0	56	56
RT Vol	0	0	8	0	0	0
Lane Flow Rate	72	72	11	8	75	75
Geometry Grp	8	8	7	7	7	7
Degree of Util (X)	0.096	0.06	0.013	0.011	0.097	0.06
Departure Headway (Hd)	4.79	3.022	4.342	5.157	4.656	2.887
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	744	1173	811	695	770	1238
Service Time	2.541	0.772	2.139	2.881	2.381	0.611
HCM Lane V/C Ratio	0.097	0.061	0.014	0.012	0.097	0.061
HCM Control Delay	8.1	6	7.2	7.9	7.9	5.8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0	0.3	0.2

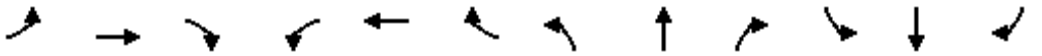
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	152	94	20	144	5	87	3	26	14	2	2
Future Vol, veh/h	4	152	94	20	144	5	87	3	26	14	2	2
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	195	-	-	298	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	4	165	102	22	157	5	95	3	28	15	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	162	0	0	268	0	0	431	431	218	445	480	160
Stage 1	-	-	-	-	-	-	225	225	-	204	204	-
Stage 2	-	-	-	-	-	-	206	206	-	241	276	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1387	-	-	1267	-	-	526	510	809	515	478	872
Stage 1	-	-	-	-	-	-	766	708	-	787	723	-
Stage 2	-	-	-	-	-	-	785	722	-	751	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1387	-	-	1266	-	-	514	499	807	486	468	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	499	-	486	468	-
Stage 1	-	-	-	-	-	-	763	705	-	785	711	-
Stage 2	-	-	-	-	-	-	767	710	-	719	670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	12.7	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	514	807	1387	-	-	1266	-	-	509
HCM Lane V/C Ratio	0.184	0.035	0.003	-	-	0.017	-	-	0.038
HCM Control Delay (s)	13.6	9.6	7.6	-	-	7.9	-	-	12.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0.1	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	263	75	313	226	9	37	0	82	1	1	1
Future Volume (veh/h)	1	263	75	313	226	9	37	0	82	1	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	313	71	373	269	10	44	0	0	1	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	459	601	134	438	654	24	52	4	0	271	29	0
Arrive On Green	0.26	0.21	0.21	0.25	0.19	0.19	0.03	0.00	0.00	0.15	0.02	0.00
Sat Flow, veh/h	1753	2837	634	1753	3439	127	1753	1841	0	1753	1841	0
Grp Volume(v), veh/h	1	191	193	373	136	143	44	0	0	1	1	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1723	1753	1749	1818	1753	1841	0	1753	1841	0
Q Serve(g_s), s	0.0	4.1	4.2	8.6	2.9	2.9	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.1	4.2	8.6	2.9	2.9	1.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.07	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	459	371	365	438	332	345	52	4	0	271	29	0
V/C Ratio(X)	0.00	0.52	0.53	0.85	0.41	0.41	0.84	0.00	0.00	0.00	0.03	0.00
Avail Cap(c_a), veh/h	515	2030	2000	1993	3811	3961	706	1482	0	706	1570	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.5	14.7	14.8	15.1	15.0	15.0	20.4	0.0	0.0	15.1	20.5	0.0
Incr Delay (d2), s/veh	0.0	1.4	1.5	1.8	1.7	1.7	33.3	0.0	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.3	2.5	1.0	1.0	0.9	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	16.1	16.2	16.9	16.7	16.7	53.7	0.0	0.0	15.1	21.1	0.0
LnGrp LOS	B	B	B	B	B	B	D	A	A	B	C	A
Approach Vol, veh/h		385			652			44			2	
Approach Delay, s/veh		16.2			16.8			53.7			18.1	
Approach LOS		B			B			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	14.9	11.1	0.0	17.1	14.0	5.9	5.3
Change Period (Y+Rc), s	5.6	6.0	4.6	4.6	6.0	* 6	4.6	4.6
Max Green Setting (Gmax), s	48.0	49.0	17.0	34.0	12.4	* 92	17.0	36.0
Max Q Clear Time (g_c+I1), s	10.6	6.2	2.0	0.0	2.0	4.9	3.1	2.0
Green Ext Time (p_c), s	0.1	2.6	0.0	0.0	0.0	3.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	351	10	24	429	165	30	16	11	52	11	76
Future Volume (veh/h)	82	351	10	24	429	165	30	16	11	52	11	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	403	6	28	493	168	34	18	0	60	13	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	884	2484	1106	57	599	203	123	68	0	130	76	0
Arrive On Green	0.50	0.70	0.70	0.03	0.23	0.23	0.07	0.04	0.00	0.07	0.04	0.00
Sat Flow, veh/h	1781	3554	1583	1781	2604	882	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	94	403	6	28	335	326	34	18	0	60	13	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1709	1781	1870	0	1781	1870	0
Q Serve(g_s), s	3.8	5.2	0.1	2.1	24.2	24.5	2.4	1.3	0.0	4.4	0.9	0.0
Cycle Q Clear(g_c), s	3.8	5.2	0.1	2.1	24.2	24.5	2.4	1.3	0.0	4.4	0.9	0.0
Prop In Lane	1.00		1.00	1.00		0.52	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	884	2484	1106	57	409	393	123	68	0	130	76	0
V/C Ratio(X)	0.11	0.16	0.01	0.49	0.82	0.83	0.28	0.26	0.00	0.46	0.17	0.00
Avail Cap(c_a), veh/h	884	2484	1106	87	619	595	178	421	0	211	449	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.1	6.9	1.4	64.3	49.3	49.4	59.7	63.3	0.0	60.0	62.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.5	16.7	17.9	0.4	0.8	0.0	0.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.8	0.1	1.0	12.4	12.1	1.1	0.6	0.0	2.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	7.0	1.4	66.8	66.0	67.3	60.1	64.1	0.0	61.0	63.0	0.0
LnGrp LOS	B	A	A	E	E	E	E	E	A	E	E	A
Approach Vol, veh/h		503			689			52			73	
Approach Delay, s/veh		9.0			66.7			61.5			61.3	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	100.5	15.3	9.5	73.1	37.1	14.8	10.0
Change Period (Y+Rc), s	5.4	* 6.1	5.5	* 4.6	6.1	* 6	5.5	4.6
Max Green Setting (Gmax), s	6.6	* 61	16.0	* 30	19.9	* 47	13.5	32.4
Max Q Clear Time (g_c+I1), s	4.1	7.2	6.4	3.3	5.8	26.5	4.4	2.9
Green Ext Time (p_c), s	0.0	3.4	0.0	0.0	0.0	4.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	280	30	212	510	103	75	22	315	35	12	12
Future Volume (veh/h)	14	280	30	212	510	103	75	22	315	35	12	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	326	33	247	593	118	87	26	17	41	14	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	49	559	57	301	721	143	156	91	60	153	160	0
Arrive On Green	0.03	0.33	0.33	0.17	0.47	0.47	0.09	0.09	0.09	0.09	0.09	0.00
Sat Flow, veh/h	1795	1684	170	1795	1526	304	1795	1051	687	1795	1885	0
Grp Volume(v), veh/h	16	0	359	247	0	711	87	0	43	41	14	0
Grp Sat Flow(s),veh/h/ln	1795	0	1854	1795	0	1830	1795	0	1738	1795	1885	0
Q Serve(g_s), s	0.5	0.0	9.9	8.2	0.0	20.6	2.9	0.0	1.4	1.3	0.4	0.0
Cycle Q Clear(g_c), s	0.5	0.0	9.9	8.2	0.0	20.6	2.9	0.0	1.4	1.3	0.4	0.0
Prop In Lane	1.00		0.09	1.00		0.17	1.00		0.40	1.00		0.00
Lane Grp Cap(c), veh/h	49	0	615	301	0	864	156	0	151	153	160	0
V/C Ratio(X)	0.33	0.00	0.58	0.82	0.00	0.82	0.56	0.00	0.28	0.27	0.09	0.00
Avail Cap(c_a), veh/h	935	0	1538	964	0	1518	1343	0	1301	1227	1288	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.4	0.0	17.0	24.7	0.0	14.0	26.9	0.0	26.3	26.3	25.9	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.9	2.1	0.0	2.6	3.8	0.0	1.3	1.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.4	3.2	0.0	6.7	1.3	0.0	0.6	0.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	17.9	26.8	0.0	16.6	30.8	0.0	27.5	27.5	26.2	0.0
LnGrp LOS	C	A	B	C	A	B	C	A	C	C	C	A
Approach Vol, veh/h		375			958			130			55	
Approach Delay, s/veh		18.5			19.3			29.7			27.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	26.4		9.4	6.6	35.0		10.4
Change Period (Y+Rc), s	4.9	* 6		* 4.2	4.9	6.0		5.1
Max Green Setting (Gmax), s	33.6	* 51		* 42	32.0	51.0		46.0
Max Q Clear Time (g_c+I1), s	10.2	11.9		3.3	2.5	22.6		4.9
Green Ext Time (p_c), s	0.3	1.9		0.2	0.0	6.4		0.7

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	276	0	0	0	2	628	0	0	549	0
Future Volume (veh/h)	0	0	276	0	0	0	2	628	0	0	549	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	0	47	0	0	0	2	706	0	0	617	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	185	157	0	7	6	8	1798	0	6	1259	562
Arrive On Green	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.35	0.00
Sat Flow, veh/h	0	1885	1598	0	1885	1598	1795	3676	0	1795	3582	1598
Grp Volume(v), veh/h	0	0	47	0	0	0	2	706	0	0	617	0
Grp Sat Flow(s),veh/h/ln	0	1885	1598	0	1885	1598	1795	1791	0	1795	1791	1598
Q Serve(g_s), s	0.0	0.0	0.8	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.9	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	185	157	0	7	6	8	1798	0	6	1259	562
V/C Ratio(X)	0.00	0.00	0.30	0.00	0.00	0.00	0.25	0.39	0.00	0.00	0.49	0.00
Avail Cap(c_a), veh/h	0	1311	1111	0	1311	1111	1311	6229	0	1249	6229	2778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	12.1	0.0	0.0	0.0	14.3	4.4	0.0	0.0	7.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	0.0	6.1	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	12.4	0.0	0.0	0.0	20.3	4.6	0.0	0.0	7.6	0.0
LnGrp LOS	A	A	B	A	A	A	C	A	A	A	A	A
Approach Vol, veh/h		47			0			708			617	
Approach Delay, s/veh		12.4			0.0			4.6			7.6	
Approach LOS		B						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	21.2		7.5	4.3	16.9		0.0
Change Period (Y+Rc), s	* 4.2	6.8		* 4.7	* 4.2	6.8		4.7
Max Green Setting (Gmax), s	* 26	50.0		* 20	* 21	50.0		20.0
Max Q Clear Time (g_c+I1), s	10.0	5.5		2.8	2.0	5.9		0.0
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	4.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	26	245	383	523	108
Future Volume (veh/h)	191	26	245	383	523	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	210	5	269	421	575	26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	600	267	604	1938	978	436
Arrive On Green	0.17	0.17	0.17	0.55	0.28	0.28
Sat Flow, veh/h	3563	1585	3456	3647	3647	1585
Grp Volume(v), veh/h	210	5	269	421	575	26
Grp Sat Flow(s),veh/h/ln	1781	1585	1728	1777	1777	1585
Q Serve(g_s), s	2.3	0.1	3.1	2.7	6.2	0.5
Cycle Q Clear(g_c), s	2.3	0.1	3.1	2.7	6.2	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	600	267	604	1938	978	436
V/C Ratio(X)	0.35	0.02	0.45	0.22	0.59	0.06
Avail Cap(c_a), veh/h	2022	899	2353	4033	4033	1799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	15.3	16.3	5.2	13.8	11.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	1.0	0.5	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.3	15.3	16.5	5.2	14.4	11.8
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	215			690	601	
Approach Delay, s/veh	16.3			9.6	14.3	
Approach LOS	B			A	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	30.8		13.2	11.9	18.9
Change Period (Y+Rc), s	6.8		5.8	* 4.2	6.8
Max Green Setting (Gmax), s	50.0		25.0	* 30	50.0
Max Q Clear Time (g_c+I1), s	4.7		4.3	5.1	8.2
Green Ext Time (p_c), s	2.7		0.4	0.4	4.0

Intersection Summary		
HCM 6th Ctrl Delay	12.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	412	2	163	89	485	0	0	219	392
Future Volume (veh/h)	0	0	0	412	2	163	89	485	0	0	219	392
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				469	0	30	101	551	0	0	249	54
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1
Cap, veh/h				752	0	335	248	1644	0	0	754	336
Arrive On Green				0.21	0.00	0.21	0.14	0.46	0.00	0.00	0.21	0.21
Sat Flow, veh/h				3591	0	1598	1795	3676	0	0	3676	1598
Grp Volume(v), veh/h				469	0	30	101	551	0	0	249	54
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1795	1791	0	0	1791	1598
Q Serve(g_s), s				4.5	0.0	0.6	2.0	3.7	0.0	0.0	2.2	1.0
Cycle Q Clear(g_c), s				4.5	0.0	0.6	2.0	3.7	0.0	0.0	2.2	1.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				752	0	335	248	1644	0	0	754	336
V/C Ratio(X)				0.62	0.00	0.09	0.41	0.34	0.00	0.00	0.33	0.16
Avail Cap(c_a), veh/h				2835	0	1261	1181	4712	0	0	4712	2102
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				13.7	0.0	12.1	15.0	6.6	0.0	0.0	12.7	12.3
Incr Delay (d2), s/veh				0.3	0.0	0.0	0.4	0.1	0.0	0.0	0.3	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	0.2	0.6	0.7	0.0	0.0	0.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				14.0	0.0	12.1	15.4	6.7	0.0	0.0	13.0	12.5
LnGrp LOS				B	A	B	B	A	A	A	B	B
Approach Vol, veh/h					499			652			303	
Approach Delay, s/veh					13.9			8.0			12.9	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	24.2		9.4	14.8		13.8
Change Period (Y+Rc), s	6.8		* 4.2	6.8		5.8
Max Green Setting (Gmax), s	50.0		* 25	50.0		30.0
Max Q Clear Time (g_c+I1), s	5.7		4.0	4.2		6.5
Green Ext Time (p_c), s	3.7		0.1	1.7		0.9

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection 1 **El Dorado Hills Blvd/Lassen Ln-Serrano Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	69	62	89.9%	35.5	6.4	D
	Through	1,017	1,039	102.2%	11.7	1.8	B
	Right Turn	264	274	103.8%	4.6	0.8	A
	Subtotal	1,350	1,375	101.9%	11.2	1.5	B
SB	Left Turn	32	31	97.2%	32.1	12.4	C
	Through	762	756	99.1%	10.4	1.6	B
	Right Turn	12	12	97.5%	3.5	4.7	A
	Subtotal	806	798	99.0%	11.1	1.4	B
EB	Left Turn	8	8	93.8%	32.6	10.4	C
	Through	7	6	78.6%	30.0	20.9	C
	Right Turn	37	37	99.7%	6.0	1.7	A
	Subtotal	52	50	96.0%	16.1	4.7	B
WB	Left Turn	168	161	96.1%	21.3	2.9	C
	Through	9	8	85.6%	21.4	12.2	C
	Right Turn	29	28	96.9%	14.6	4.8	B
	Subtotal	206	197	95.7%	20.4	2.6	C
Total		2,414	2,421	100.3%	12.0	1.2	B

Intersection 2 **El Dorado Hills Blvd/Saratoga Way-Park Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	262	259	99.0%	72.2	9.9	E
	Through	989	980	99.1%	24.4	7.3	C
	Right Turn	87	88	100.7%	15.5	7.3	B
	Subtotal	1,338	1,327	99.2%	34.1	5.2	C
SB	Left Turn	177	172	97.4%	80.2	11.6	F
	Through	745	738	99.1%	38.3	6.8	D
	Right Turn	114	114	99.6%	29.3	8.5	C
	Subtotal	1,036	1,024	98.9%	45.2	7.5	D
EB	Left Turn	136	136	99.9%	56.0	10.0	E
	Through	49	49	99.8%	63.2	13.2	E
	Right Turn	290	299	103.0%	17.3	2.9	B
	Subtotal	475	484	101.8%	33.9	5.4	C
WB	Left Turn	63	61	96.2%	49.8	9.9	D
	Through	31	29	91.9%	56.0	16.5	E
	Right Turn	219	226	103.1%	25.9	11.0	C
	Subtotal	313	315	100.6%	33.2	8.7	C
Total		3,162	3,150	99.6%	37.8	4.0	D

Intersection 3 **El Dorado Hills Blvd/US 50 WB Ramps-Saratoga Way** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	817	802	98.2%	70.4	31.2	E
	Through	1,090	1,086	99.6%	25.8	3.4	C
	Right Turn	271	270	99.5%	21.2	3.6	C
	Subtotal	2,178	2,158	99.1%	42.3	13.7	D
SB	Left Turn	66	63	95.9%	83.5	16.4	F
	Through	730	734	100.6%	46.5	11.6	D
	Right Turn	305	302	98.9%	22.0	8.4	C
	Subtotal	1,101	1,099	99.8%	41.6	8.9	D
EB	Left Turn	147	149	101.3%	53.8	7.0	D
	Through	63	63	99.8%	48.2	11.0	D
	Right Turn	150	151	100.7%	0.8	0.2	A
	Subtotal	360	363	100.8%	31.6	5.2	C
WB	Left Turn	181	183	101.3%	54.9	6.3	D
	Through	93	92	98.4%	55.1	7.5	E
	Right Turn	100	105	105.2%	53.2	8.4	D
	Subtotal	374	380	101.6%	54.7	3.8	D
Total		4,013	4,000	99.7%	42.3	8.0	D

Intersection 4 **Latrobe Rd/US 50 EB Ramps** **Signal**

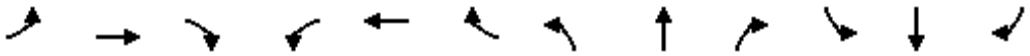
Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,748	1,734	99.2%	18.6	2.4	B
	Right Turn	380	370	97.4%	21.0	4.5	C
	Subtotal	2,128	2,104	98.9%	19.0	2.7	B
SB	Left Turn	262	273	104.2%	39.7	9.5	D
	Through	804	799	99.4%	11.1	1.9	B
	Right Turn						
	Subtotal	1,066	1,072	100.6%	18.4	2.7	B
EB	Left Turn						
	Through						
	Right Turn	705	710	100.7%	25.4	1.6	C
	Subtotal	705	710	100.7%	25.4	1.6	C
WB	Left Turn						
	Through						
	Right Turn	429	427	99.5%	0.4	0.1	A
	Subtotal	429	427	99.5%	0.4	0.1	A
Total		4,328	4,313	99.7%	18.1	1.5	B

Intersection 5 **Latrobe Rd/Town Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	2	66.7%	39.1	46.8	D
	Through	1,480	1,473	99.5%	77.8	21.7	E
	Right Turn	132	129	97.9%	9.2	3.2	A
	Subtotal	1,615	1,604	99.3%	72.0	19.8	E
SB	Left Turn	481	480	99.9%	51.9	5.4	D
	Through	1,018	1,013	99.5%	12.7	3.6	B
	Right Turn	10	12	116.0%	1.7	1.3	A
	Subtotal	1,509	1,505	99.7%	25.4	3.0	C
EB	Left Turn	24	25	102.1%	51.2	16.6	D
	Through	6	7	111.7%	70.1	41.1	E
	Right Turn	9	9	101.1%	6.9	3.7	A
	Subtotal	39	40	103.3%	48.6	11.6	D
WB	Left Turn	73	75	102.3%	46.3	11.3	D
	Through	8	8	95.0%	36.0	23.6	D
	Right Turn	608	598	98.4%	24.8	2.9	C
	Subtotal	689	680	98.8%	27.3	3.4	C
Total		3,852	3,830	99.4%	45.4	9.2	D

Intersection 6 **Latrobe Rd/White Rock Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	36	37	103.3%	63.8	12.1	E
	Through	1,159	1,177	101.5%	33.5	1.8	C
	Right Turn	299	289	96.6%	13.5	2.4	B
	Subtotal	1,494	1,503	100.6%	30.7	1.6	C
SB	Left Turn	188	185	98.2%	52.5	8.2	D
	Through	683	679	99.4%	24.9	4.1	C
	Right Turn	230	230	100.0%	8.8	2.4	A
	Subtotal	1,101	1,094	99.3%	26.0	2.4	C
EB	Left Turn	311	311	100.0%	46.5	5.9	D
	Through	218	226	103.6%	42.1	6.6	D
	Right Turn	45	47	104.2%	27.4	8.0	C
	Subtotal	574	584	101.7%	43.2	4.8	D
WB	Left Turn	199	199	99.8%	47.2	4.8	D
	Through	145	146	100.6%	43.5	6.9	D
	Right Turn	144	143	99.1%	6.9	1.5	A
	Subtotal	488	487	99.8%	33.3	2.5	C
Total		3,657	3,668	100.3%	31.7	1.2	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	7	17	7	6	6	17	1117	14	12	814	121
Future Volume (veh/h)	360	7	17	7	6	6	17	1117	14	12	814	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	430	0	0	8	7	0	19	1269	16	14	925	131
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	608	319	0	18	16	0	41	1827	23	19	1546	219
Arrive On Green	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.50	0.50	0.01	0.49	0.49
Sat Flow, veh/h	3591	1885	0	979	857	0	1795	3621	46	1795	3140	445
Grp Volume(v), veh/h	430	0	0	15	0	0	19	627	658	14	528	528
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1836	0	0	1795	1791	1876	1795	1791	1794
Q Serve(g_s), s	6.8	0.0	0.0	0.5	0.0	0.0	0.6	16.2	16.2	0.5	12.8	12.8
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.5	0.0	0.0	0.6	16.2	16.2	0.5	12.8	12.8
Prop In Lane	1.00		0.00	0.53		0.00	1.00		0.02	1.00		0.25
Lane Grp Cap(c), veh/h	608	319	0	34	0	0	41	904	947	19	882	883
V/C Ratio(X)	0.71	0.00	0.00	0.44	0.00	0.00	0.47	0.69	0.69	0.75	0.60	0.60
Avail Cap(c_a), veh/h	1483	779	0	758	0	0	504	1331	1394	534	1331	1333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	0.0	29.4	0.0	0.0	29.2	11.4	11.4	29.9	11.1	11.1
Incr Delay (d2), s/veh	1.5	0.0	0.0	3.4	0.0	0.0	3.1	1.4	1.3	19.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.2	0.0	0.0	0.3	4.5	4.7	0.3	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	0.0	32.8	0.0	0.0	32.3	12.8	12.8	49.6	12.0	12.0
LnGrp LOS	C	A	A	C	A	A	C	B	B	D	B	B
Approach Vol, veh/h		430			15			1304			1070	
Approach Delay, s/veh		25.3			32.8			13.1			12.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	36.5		14.2	5.4	35.8		5.1				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	18.0	45.0		25.0	17.0	45.0		25.0				
Max Q Clear Time (g_c+I1), s	2.5	18.2		8.8	2.6	14.8		2.5				
Green Ext Time (p_c), s	0.0	12.4		1.4	0.0	10.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	7	6	1050	798	47
Future Volume (veh/h)	107	7	6	1050	798	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	0	7	1154	877	49
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	168	149	17	2271	1605	90
Arrive On Green	0.09	0.00	0.01	0.64	0.47	0.47
Sat Flow, veh/h	1781	1585	1781	3647	3510	191
Grp Volume(v), veh/h	118	0	7	1154	456	470
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1831
Q Serve(g_s), s	2.4	0.0	0.1	6.5	6.9	6.9
Cycle Q Clear(g_c), s	2.4	0.0	0.1	6.5	6.9	6.9
Prop In Lane	1.00	1.00	1.00			0.10
Lane Grp Cap(c), veh/h	168	149	17	2271	835	860
V/C Ratio(X)	0.70	0.00	0.42	0.51	0.55	0.55
Avail Cap(c_a), veh/h	1187	1056	807	4263	2132	2197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	18.5	3.6	7.1	7.1
Incr Delay (d2), s/veh	5.3	0.0	6.1	0.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.1	1.1	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.7	0.0	24.6	3.9	7.9	7.9
LnGrp LOS	C	A	C	A	A	A
Approach Vol, veh/h	118			1161	926	
Approach Delay, s/veh	21.7			4.0	7.9	
Approach LOS	C			A	A	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	30.0		6.4	23.6	7.5
Change Period (Y+Rc), s	6.0		6.0	* 6	4.0
Max Green Setting (Gmax), s	45.0		17.0	* 45	25.0
Max Q Clear Time (g_c+I1), s	8.5		2.1	8.9	4.4
Green Ext Time (p_c), s	13.1		0.0	8.8	0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	54	22	4	27	155	13	475	9	174	414	217
Future Volume (veh/h)	413	54	22	4	27	155	13	475	9	174	414	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	510	0	0	4	29	2	14	516	2	189	450	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	692	363	0	9	65	63	32	719	314	240	791	308
Arrive On Green	0.19	0.00	0.00	0.04	0.04	0.04	0.02	0.20	0.20	0.13	0.32	0.32
Sat Flow, veh/h	3563	1870	0	225	1634	1585	1781	3554	1550	1781	2481	966
Grp Volume(v), veh/h	510	0	0	33	0	2	14	516	2	189	321	306
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1859	0	1585	1781	1777	1550	1781	1777	1670
Q Serve(g_s), s	5.9	0.0	0.0	0.8	0.0	0.1	0.3	5.9	0.0	4.5	6.6	6.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	0.8	0.0	0.1	0.3	5.9	0.0	4.5	6.6	6.7
Prop In Lane	1.00		0.00	0.12		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	692	363	0	74	0	63	32	719	314	240	567	533
V/C Ratio(X)	0.74	0.00	0.00	0.45	0.00	0.03	0.44	0.72	0.01	0.79	0.57	0.57
Avail Cap(c_a), veh/h	1627	854	0	849	0	724	691	2434	1062	691	1217	1144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	20.6	0.0	20.2	21.3	16.3	14.0	18.4	12.4	12.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.6	0.0	0.1	3.5	0.5	0.0	2.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.3	0.0	0.0	0.1	1.8	0.0	1.5	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	0.0	22.1	0.0	20.3	24.8	16.8	14.0	20.6	12.7	12.8
LnGrp LOS	B	A	A	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		510			35			532			816	
Approach Delay, s/veh		17.2			22.0			17.0			14.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	14.2		6.7	4.8	19.3		13.0
Change Period (Y+Rc), s	4.0	5.3		5.0	4.0	5.3		4.5
Max Green Setting (Gmax), s	17.0	30.0		20.0	17.0	30.0		20.0
Max Q Clear Time (g_c+I1), s	10.5	7.9		2.8	2.3	8.7		7.9
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	0.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	28	15	285	390	44
Future Volume (veh/h)	176	28	15	285	390	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	5	16	306	419	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	261	233	37	1052	687	569
Arrive On Green	0.15	0.15	0.02	0.56	0.37	0.37
Sat Flow, veh/h	1781	1585	1781	1870	1870	1550
Grp Volume(v), veh/h	189	5	16	306	419	19
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1550
Q Serve(g_s), s	3.5	0.1	0.3	2.9	6.3	0.3
Cycle Q Clear(g_c), s	3.5	0.1	0.3	2.9	6.3	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	261	233	37	1052	687	569
V/C Ratio(X)	0.72	0.02	0.44	0.29	0.61	0.03
Avail Cap(c_a), veh/h	1296	1153	881	2449	2449	2029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	12.6	16.6	3.9	8.9	7.0
Incr Delay (d2), s/veh	3.8	0.0	3.0	0.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.1	0.5	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.8	12.6	19.6	4.2	10.1	7.0
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	194			322	438	
Approach Delay, s/veh	17.6			4.9	10.0	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	25.3		9.0	6.7	18.6
Change Period (Y+Rc), s	6.0		4.0	6.0	* 6
Max Green Setting (Gmax), s	45.0		25.0	17.0	* 45
Max Q Clear Time (g_c+I1), s	4.9		5.5	2.3	8.3
Green Ext Time (p_c), s	2.9		0.5	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	45	242	6	80	337
Future Vol, veh/h	3	45	242	6	80	337
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	320	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	48	257	6	85	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	789	260	0	0	263	0
Stage 1	260	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	359	779	-	-	1301	-
Stage 1	783	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	336	779	-	-	1301	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	1301	-
HCM Lane V/C Ratio	-	-	0.071	0.065	-
HCM Control Delay (s)	-	-	10.4	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	28	147	135	43	335
Future Vol, veh/h	153	28	147	135	43	335
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	170	31	163	150	48	372

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	664	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1375	-	427	857
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1372	-	371	855
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.2	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	855	-	-	1372	-
HCM Lane V/C Ratio	0.129	0.435	-	-	0.119	-
HCM Control Delay (s)	16.1	12.4	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	2.2	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	20	0	47	30	10	2	52	56	11	17	14
Future Vol, veh/h	2	20	0	47	30	10	2	52	56	11	17	14
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	26	0	61	39	13	3	68	73	14	22	18
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	8.1	8.8	8.7	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	9%	0%	61%	0%	39%	0%
Vol Thru, %	47%	91%	100%	39%	0%	61%	0%
Vol Right, %	51%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	22	0	77	10	28	14
LT Vol	2	2	0	47	0	11	0
Through Vol	52	20	0	30	0	17	0
RT Vol	56	0	0	0	10	0	14
Lane Flow Rate	143	29	0	100	13	36	18
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.185	0.041	0	0.148	0.016	0.053	0.022
Departure Headway (Hd)	4.659	5.159	5.113	5.33	4.321	5.215	4.315
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	773	695	0	675	830	688	831
Service Time	2.675	2.88	2.835	3.048	2.039	2.933	2.033
HCM Lane V/C Ratio	0.185	0.042	0	0.148	0.016	0.052	0.022
HCM Control Delay	8.7	8.1	7.8	9	7.1	8.2	7.1
HCM Lane LOS	A	A	N	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0	0.5	0	0.2	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	31	92	83	7	71
Future Vol, veh/h	80	31	92	83	7	71
Conflicting Peds, #/hr	0	2	2	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	220	-	0	170
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	93	36	107	97	8	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	425	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1460	-	588	943
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	543	941
Mov Cap-2 Maneuver	-	-	-	-	543	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	941	-	-	1457	-
HCM Lane V/C Ratio	0.015	0.088	-	-	0.073	-
HCM Control Delay (s)	11.7	9.2	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.3	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	27	45	85	38	29
Future Vol, veh/h	39	27	45	85	38	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	44	31	51	97	43	33
Number of Lanes	1	1	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.5	8.2	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	57%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	43%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	39	27	45	85
LT Vol	38	0	0	45	0
Through Vol	0	39	0	0	85
RT Vol	29	0	27	0	0
Lane Flow Rate	76	44	31	51	97
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.091	0.058	0.034	0.074	0.126
Departure Headway (Hd)	4.295	4.73	4.029	5.192	4.691
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	839	747	874	686	758
Service Time	2.295	2.522	1.82	2.956	2.454
HCM Lane V/C Ratio	0.091	0.059	0.035	0.074	0.128
HCM Control Delay	7.7	7.8	7	8.4	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	117	0	7	87
Future Vol, veh/h	1	5	117	0	7	87
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	6	131	0	8	98
Number of Lanes	1	0	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	1	0
HCM Control Delay	7.2	6.9	6.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	17%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	100%	100%
Vol Right, %	0%	0%	83%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	59	6	7	44	44
LT Vol	0	0	1	7	0	0
Through Vol	59	59	0	0	44	44
RT Vol	0	0	5	0	0	0
Lane Flow Rate	66	66	7	8	49	49
Geometry Grp	8	8	7	7	7	7
Degree of Util (X)	0.085	0.054	0.008	0.011	0.062	0.039
Departure Headway (Hd)	4.666	2.949	4.391	5.093	4.592	2.874
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	767	1209	807	705	782	1246
Service Time	2.398	0.681	2.164	2.81	2.309	0.591
HCM Lane V/C Ratio	0.086	0.055	0.009	0.011	0.063	0.039
HCM Control Delay	7.8	5.9	7.2	7.9	7.6	5.7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0	0.2	0.1

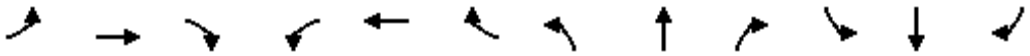
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	210	58	34	220	3	100	2	21	5	1	2
Future Vol, veh/h	4	210	58	34	220	3	100	2	21	5	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	195	-	-	298	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	223	62	36	234	3	106	2	22	5	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	287	0	0	573	573	256	582	603	236
Stage 1	-	-	-	-	-	-	264	264	-	308	308	-
Stage 2	-	-	-	-	-	-	309	309	-	274	295	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1336	-	-	1281	-	-	432	431	785	426	414	805
Stage 1	-	-	-	-	-	-	743	692	-	704	662	-
Stage 2	-	-	-	-	-	-	703	661	-	734	671	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	1279	-	-	419	417	784	403	400	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	417	-	403	400	-
Stage 1	-	-	-	-	-	-	739	689	-	702	643	-
Stage 2	-	-	-	-	-	-	680	642	-	709	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	15.3	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	784	1336	-	-	1279	-	-	460
HCM Lane V/C Ratio	0.254	0.028	0.003	-	-	0.028	-	-	0.019
HCM Control Delay (s)	16.5	9.7	7.7	-	-	7.9	-	-	13
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.1	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	277	28	133	273	1	106	0	270	10	0	0
Future Volume (veh/h)	0	277	28	133	273	1	106	0	270	10	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	292	24	140	287	1	112	0	30	11	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	135	733	60	179	845	3	313	0	35	16	6	0
Arrive On Green	0.00	0.22	0.22	0.10	0.23	0.23	0.17	0.00	0.02	0.01	0.00	0.00
Sat Flow, veh/h	1795	3347	273	1795	3661	13	1795	0	1598	1795	1885	0
Grp Volume(v), veh/h	0	155	161	140	140	148	112	0	30	11	0	0
Grp Sat Flow(s),veh/h/ln	1795	1791	1829	1795	1791	1883	1795	0	1598	1795	1885	0
Q Serve(g_s), s	0.0	2.4	2.4	2.4	2.1	2.1	1.8	0.0	0.6	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	2.4	2.4	2.1	2.1	1.8	0.0	0.6	0.2	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.01	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	135	392	400	179	414	435	313	0	35	16	6	0
V/C Ratio(X)	0.00	0.40	0.40	0.78	0.34	0.34	0.36	0.00	0.86	0.70	0.00	0.00
Avail Cap(c_a), veh/h	696	2745	2803	2696	5154	5419	955	0	1699	955	2123	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.7	10.7	14.1	10.3	10.3	11.6	0.0	15.6	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	2.8	1.0	1.0	0.9	0.0	18.9	18.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.6	0.7	0.5	0.6	0.6	0.0	0.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.5	11.5	16.9	11.3	11.2	12.5	0.0	34.4	34.7	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	B	A	C	C	A	A
Approach Vol, veh/h		316			428			142			11	
Approach Delay, s/veh		11.5			13.1			17.1			34.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	13.0	4.9	5.3	8.4	13.4	10.2	0.0
Change Period (Y+Rc), s	5.6	6.0	4.6	4.6	6.0	* 6	4.6	4.6
Max Green Setting (Gmax), s	48.0	49.0	17.0	34.0	12.4	* 92	17.0	36.0
Max Q Clear Time (g_c+I1), s	4.4	4.4	2.2	2.6	0.0	4.1	3.8	0.0
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	3.2	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	546	17	35	339	158	35	7	28	122	7	113
Future Volume (veh/h)	141	546	17	35	339	158	35	7	28	122	7	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	142	552	11	35	342	136	35	7	1	123	7	11
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	1013	2558	1116	45	428	167	97	31	4	147	31	48
Arrive On Green	0.56	0.71	0.71	0.02	0.17	0.17	0.05	0.02	0.02	0.08	0.05	0.05
Sat Flow, veh/h	1795	3582	1563	1795	2510	980	1795	1613	230	1795	655	1030
Grp Volume(v), veh/h	142	552	11	35	242	236	35	0	8	123	0	18
Grp Sat Flow(s),veh/h/ln	1795	1791	1563	1795	1791	1699	1795	0	1844	1795	0	1685
Q Serve(g_s), s	5.1	7.0	0.1	2.6	17.5	18.0	2.5	0.0	0.6	9.1	0.0	1.4
Cycle Q Clear(g_c), s	5.1	7.0	0.1	2.6	17.5	18.0	2.5	0.0	0.6	9.1	0.0	1.4
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.13	1.00		0.61
Lane Grp Cap(c), veh/h	1013	2558	1116	45	305	290	97	0	35	147	0	79
V/C Ratio(X)	0.14	0.22	0.01	0.78	0.79	0.81	0.36	0.00	0.23	0.84	0.00	0.23
Avail Cap(c_a), veh/h	1013	2558	1116	61	464	440	180	0	306	293	0	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	6.5	1.0	65.4	53.7	53.9	61.6	0.0	65.2	61.1	0.0	62.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	24.3	18.8	21.6	0.8	0.0	1.2	4.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.4	0.1	1.5	9.3	9.3	1.2	0.0	0.3	4.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	6.7	1.0	89.7	72.5	75.6	62.4	0.0	66.4	65.8	0.0	62.5
LnGrp LOS	B	A	A	F	E	E	E	A	E	E	A	E
Approach Vol, veh/h		705			513			43			141	
Approach Delay, s/veh		8.1			75.1			63.2			65.4	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	102.5	16.5	7.2	82.3	29.0	12.8	10.9
Change Period (Y+Rc), s	5.4	* 6.1	5.5	* 4.6	6.1	* 6	5.5	4.6
Max Green Setting (Gmax), s	4.6	* 65	22.0	* 22	33.9	* 35	13.5	30.4
Max Q Clear Time (g_c+I1), s	4.6	9.0	11.1	2.6	7.1	20.0	4.5	3.4
Green Ext Time (p_c), s	0.0	4.9	0.0	0.0	0.0	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	446	91	179	338	154	45	51	122	226	73	50
Future Volume (veh/h)	30	446	91	179	338	154	45	51	122	226	73	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	31	460	91	185	348	153	46	53	72	233	75	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	77	525	104	224	528	232	192	76	104	333	214	109
Arrive On Green	0.04	0.34	0.34	0.13	0.43	0.43	0.11	0.11	0.11	0.19	0.19	0.19
Sat Flow, veh/h	1795	1528	302	1795	1241	546	1795	714	970	1795	1156	586
Grp Volume(v), veh/h	31	0	551	185	0	501	46	0	125	233	0	113
Grp Sat Flow(s),veh/h/ln	1795	0	1831	1795	0	1787	1795	0	1683	1795	0	1741
Q Serve(g_s), s	1.4	0.0	23.9	8.5	0.0	18.9	2.0	0.0	6.1	10.3	0.0	4.8
Cycle Q Clear(g_c), s	1.4	0.0	23.9	8.5	0.0	18.9	2.0	0.0	6.1	10.3	0.0	4.8
Prop In Lane	1.00		0.17	1.00		0.31	1.00		0.58	1.00		0.34
Lane Grp Cap(c), veh/h	77	0	629	224	0	761	192	0	180	333	0	323
V/C Ratio(X)	0.40	0.00	0.88	0.82	0.00	0.66	0.24	0.00	0.69	0.70	0.00	0.35
Avail Cap(c_a), veh/h	679	0	1104	701	0	1078	976	0	915	892	0	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	26.1	36.1	0.0	19.4	34.6	0.0	36.4	32.2	0.0	30.0
Incr Delay (d2), s/veh	1.3	0.0	4.1	2.9	0.0	1.3	0.8	0.0	5.8	3.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	9.7	3.6	0.0	7.0	0.9	0.0	2.7	4.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	30.2	39.0	0.0	20.6	35.4	0.0	42.3	35.5	0.0	30.8
LnGrp LOS	D	A	C	D	A	C	D	A	D	D	A	C
Approach Vol, veh/h		582			686			171			346	
Approach Delay, s/veh		30.7			25.6			40.4			34.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	35.1		19.9	8.5	42.0		14.2				
Change Period (Y+Rc), s	4.9	* 6		* 4.2	4.9	6.0		5.1				
Max Green Setting (Gmax), s	33.6	* 51		* 42	32.0	51.0		46.0				
Max Q Clear Time (g_c+I1), s	10.5	25.9		12.3	3.4	20.9		8.1				
Green Ext Time (p_c), s	0.2	3.1		1.8	0.0	4.1		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	182	1	0	1	1	793	0	3	488	1
Future Volume (veh/h)	2	0	182	1	0	1	1	793	0	3	488	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	2	0	24	1	0	0	1	871	0	3	536	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	102	0	91	5	0	4	5	1451	0	12	1467	654
Arrive On Green	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.41	0.00	0.01	0.41	0.00
Sat Flow, veh/h	1795	0	1598	1795	0	1598	1795	3676	0	1795	3582	1598
Grp Volume(v), veh/h	2	0	24	1	0	0	1	871	0	3	536	0
Grp Sat Flow(s),veh/h/ln	1795	0	1598	1795	0	1598	1795	1791	0	1795	1791	1598
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	0.0	0.0	7.4	0.0	0.1	4.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.0	0.0	0.0	0.0	7.4	0.0	0.1	4.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	0	91	5	0	4	5	1451	0	12	1467	654
V/C Ratio(X)	0.02	0.00	0.26	0.21	0.00	0.00	0.21	0.60	0.00	0.25	0.37	0.00
Avail Cap(c_a), veh/h	932	0	829	932	0	829	978	4648	0	932	4648	2073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.2	0.0	17.4	19.2	0.0	0.0	19.2	9.0	0.0	19.0	7.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	8.3	0.0	0.0	8.3	0.4	0.0	4.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	18.0	27.5	0.0	0.0	27.5	9.4	0.0	23.2	8.1	0.0
LnGrp LOS	B	A	B	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		26			1			872			539	
Approach Delay, s/veh		17.9			27.5			9.4			8.1	
Approach LOS		B			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	22.4		6.9	4.3	22.6		4.8
Change Period (Y+Rc), s	* 4.2	6.8		* 4.7	* 4.2	6.8		4.7
Max Green Setting (Gmax), s	* 2.3	50.0		* 20	* 21	50.0		20.0
Max Q Clear Time (g_c+I1), s	2.1	9.4		2.6	2.0	6.0		2.0
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	3.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	318	80	354	442	412	100
Future Volume (veh/h)	318	80	354	442	412	100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	335	19	373	465	434	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	674	300	656	1833	800	357
Arrive On Green	0.19	0.19	0.19	0.51	0.22	0.22
Sat Flow, veh/h	3591	1598	3483	3676	3676	1598
Grp Volume(v), veh/h	335	19	373	465	434	22
Grp Sat Flow(s),veh/h/ln	1795	1598	1742	1791	1791	1598
Q Serve(g_s), s	3.5	0.4	4.1	3.1	4.5	0.5
Cycle Q Clear(g_c), s	3.5	0.4	4.1	3.1	4.5	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	674	300	656	1833	800	357
V/C Ratio(X)	0.50	0.06	0.57	0.25	0.54	0.06
Avail Cap(c_a), veh/h	2141	953	2492	4271	4271	1905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	14.0	15.5	5.7	14.4	12.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	0.6	1.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	14.0	15.8	5.8	15.0	12.9
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	354			838	456	
Approach Delay, s/veh	15.4			10.2	14.9	
Approach LOS	B			B	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	28.3		13.7	12.1	16.2
Change Period (Y+Rc), s	6.8		5.8	* 4.2	6.8
Max Green Setting (Gmax), s	50.0		25.0	* 30	50.0
Max Q Clear Time (g_c+I1), s	5.1		5.5	6.1	6.5
Green Ext Time (p_c), s	3.0		0.6	0.6	2.9

Intersection Summary		
HCM 6th Ctrl Delay	12.6	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	306	2	130	83	677	0	0	205	252
Future Volume (veh/h)	0	0	0	306	2	130	83	677	0	0	205	252
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				323	0	26	87	713	0	0	216	56
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1
Cap, veh/h				749	0	333	229	1626	0	0	767	342
Arrive On Green				0.21	0.00	0.21	0.13	0.45	0.00	0.00	0.21	0.21
Sat Flow, veh/h				3591	0	1598	1795	3676	0	0	3676	1598
Grp Volume(v), veh/h				323	0	26	87	713	0	0	216	56
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1795	1791	0	0	1791	1598
Q Serve(g_s), s				2.9	0.0	0.5	1.7	5.1	0.0	0.0	1.9	1.1
Cycle Q Clear(g_c), s				2.9	0.0	0.5	1.7	5.1	0.0	0.0	1.9	1.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				749	0	333	229	1626	0	0	767	342
V/C Ratio(X)				0.43	0.00	0.08	0.38	0.44	0.00	0.00	0.28	0.16
Avail Cap(c_a), veh/h				2885	0	1284	1202	4796	0	0	4796	2139
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.9	0.0	11.9	14.9	6.9	0.0	0.0	12.3	11.9
Incr Delay (d2), s/veh				0.1	0.0	0.0	0.4	0.2	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.0	0.1	0.5	1.0	0.0	0.0	0.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				13.0	0.0	11.9	15.3	7.1	0.0	0.0	12.5	12.2
LnGrp LOS				B	A	B	B	A	A	A	B	B
Approach Vol, veh/h					349			800			272	
Approach Delay, s/veh					12.9			8.0			12.4	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	23.8		9.0	14.8		13.6
Change Period (Y+Rc), s	6.8		* 4.2	6.8		5.8
Max Green Setting (Gmax), s	50.0		* 25	50.0		30.0
Max Q Clear Time (g_c+I1), s	7.1		3.7	3.9		4.9
Green Ext Time (p_c), s	5.0		0.1	1.5		0.6

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection 1 **El Dorado Hills Blvd/Lassen Ln-Serrano Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	58	57	98.3%	39.3	9.5	D
	Through	714	719	100.6%	15.9	2.4	B
	Right Turn	129	127	98.2%	3.9	0.4	A
	Subtotal	901	902	100.1%	15.7	2.1	B
SB	Left Turn	37	36	97.6%	38.0	9.6	D
	Through	948	956	100.8%	16.0	1.9	B
	Right Turn	18	20	112.8%	9.3	3.9	A
	Subtotal	1,003	1,012	100.9%	16.6	2.0	B
EB	Left Turn	17	16	92.9%	39.2	12.2	D
	Through	12	11	94.2%	39.7	16.9	D
	Right Turn	39	38	96.2%	12.1	4.6	B
	Subtotal	68	65	95.0%	23.4	5.8	C
WB	Left Turn	164	159	96.6%	24.6	2.9	C
	Through	26	28	106.9%	28.0	4.5	C
	Right Turn	72	72	99.3%	16.0	4.2	B
	Subtotal	262	258	98.4%	22.6	2.6	C
Total		2,234	2,237	100.1%	17.2	1.3	B

Intersection 2 **El Dorado Hills Blvd/Saratoga Way-Park Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	234	235	100.5%	67.4	9.9	E
	Through	768	762	99.2%	15.4	2.9	B
	Right Turn	47	47	100.9%	7.0	2.3	A
	Subtotal	1,049	1,044	99.5%	27.7	3.9	C
SB	Left Turn	126	126	99.8%	74.5	11.1	E
	Through	1,091	1,089	99.8%	38.9	4.4	D
	Right Turn	94	102	108.6%	36.4	5.8	D
	Subtotal	1,311	1,317	100.4%	42.3	4.2	D
EB	Left Turn	69	64	92.3%	50.4	9.1	D
	Through	28	31	110.0%	58.4	17.6	E
	Right Turn	300	299	99.7%	24.4	4.2	C
	Subtotal	397	394	99.1%	30.8	3.1	C
WB	Left Turn	16	16	98.8%	57.5	18.8	E
	Through	14	15	103.6%	49.2	29.1	D
	Right Turn	62	67	107.3%	13.7	7.5	B
	Subtotal	92	97	105.2%	24.3	9.7	C
Total		2,849	2,851	100.1%	34.7	2.2	C

Intersection 3 **El Dorado Hills Blvd/US 50 WB Ramps-Saratoga Way** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	675	677	100.3%	60.0	7.1	E
	Through	840	838	99.7%	24.0	2.6	C
	Right Turn	147	151	102.9%	16.5	3.7	B
	Subtotal	1,662	1,666	100.3%	37.5	3.2	D
SB	Left Turn	41	40	98.0%	84.3	21.1	F
	Through	992	995	100.3%	46.4	10.9	D
	Right Turn	377	383	101.6%	22.0	4.1	C
	Subtotal	1,410	1,419	100.6%	41.0	8.2	D
EB	Left Turn	152	150	98.5%	44.8	4.6	D
	Through	49	49	100.4%	51.2	12.9	D
	Right Turn	489	503	102.8%	1.2	0.2	A
	Subtotal	690	702	101.7%	13.6	1.8	B
WB	Left Turn	100	100	99.6%	49.0	5.0	D
	Through	56	54	96.3%	55.8	8.6	E
	Right Turn	56	58	104.1%	55.9	11.7	E
	Subtotal	212	212	99.9%	52.6	3.5	D
Total		3,974	3,999	100.6%	35.2	4.3	D

Intersection 4 **Latrobe Rd/US 50 EB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,352	1,357	100.4%	11.0	2.1	B
	Right Turn	308	309	100.3%	13.2	3.1	B
	Subtotal	1,660	1,666	100.4%	11.4	2.2	B
SB	Left Turn	249	247	99.2%	44.2	11.8	D
	Through	1,333	1,355	101.7%	32.3	25.3	C
	Right Turn						
	Subtotal	1,582	1,602	101.3%	34.4	20.8	C
EB	Left Turn						
	Through						
	Right Turn	1,217	1,192	97.9%	31.5	24.0	C
	Subtotal	1,217	1,192	97.9%	31.5	24.0	C
WB	Left Turn						
	Through						
	Right Turn	309	318	102.8%	0.3	0.1	A
	Subtotal	309	318	102.8%	0.3	0.1	A
Total		4,768	4,778	100.2%	23.2	12.7	C

Intersection 5 **Latrobe Rd/Town Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	4	120.0%	36.3	34.9	D
	Through	1,331	1,341	100.7%	27.4	6.6	C
	Right Turn	152	155	101.8%	6.4	1.4	A
	Subtotal	1,486	1,499	100.9%	25.4	6.0	C
SB	Left Turn	342	335	97.9%	60.5	9.7	E
	Through	2,179	2,169	99.6%	36.3	23.1	D
	Right Turn	29	30	103.8%	5.0	1.0	A
	Subtotal	2,550	2,534	99.4%	39.2	20.6	D
EB	Left Turn	11	11	97.3%	61.4	36.3	E
	Through	5	4	86.0%	43.1	50.5	D
	Right Turn	5	4	88.0%	22.1	24.6	C
	Subtotal	21	19	92.4%	64.9	13.3	E
WB	Left Turn	59	60	101.0%	65.0	23.5	E
	Through	5	6	118.0%	45.3	33.3	D
	Right Turn	306	302	98.8%	25.7	3.7	C
	Subtotal	370	368	99.4%	33.2	7.3	C
Total		4,427	4,421	99.9%	34.0	13.1	C

Intersection 6 **Latrobe Rd/White Rock Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	53	55	104.5%	52.0	8.6	D
	Through	1,143	1,156	101.1%	25.5	2.9	C
	Right Turn	244	244	100.0%	7.2	0.9	A
	Subtotal	1,440	1,456	101.1%	23.4	2.5	C
SB	Left Turn	121	118	97.9%	107.2	28.3	F
	Through	1,740	1,718	98.7%	117.1	28.1	F
	Right Turn	382	373	97.6%	75.2	25.3	E
	Subtotal	2,243	2,209	98.5%	109.7	27.5	F
EB	Left Turn	234	225	96.3%	47.6	5.0	D
	Through	82	92	111.6%	48.5	6.6	D
	Right Turn	60	63	105.5%	26.3	4.8	C
	Subtotal	376	380	101.1%	44.2	3.2	D
WB	Left Turn	339	338	99.6%	45.9	4.7	D
	Through	118	126	106.6%	45.8	6.2	D
	Right Turn	107	103	96.3%	5.7	1.1	A
	Subtotal	564	567	100.5%	38.5	3.5	D
Total		4,623	4,611	99.7%	69.3	13.6	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	2	9	17	7	4	32	1199	9	6	1872	402
Future Volume (veh/h)	173	2	9	17	7	4	32	1199	9	6	1872	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	225	0	0	21	9	1	40	1499	11	8	2340	492
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	287	151	0	31	13	1	52	2688	20	10	3077	609
Arrive On Green	0.08	0.00	0.00	0.03	0.03	0.03	0.03	0.75	0.75	0.01	0.73	0.73
Sat Flow, veh/h	3534	1856	0	1209	518	58	1767	3587	26	1767	4239	839
Grp Volume(v), veh/h	225	0	0	31	0	0	40	736	774	8	1834	998
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1785	0	0	1767	1763	1851	1767	1689	1702
Q Serve(g_s), s	8.2	0.0	0.0	2.3	0.0	0.0	2.9	23.5	23.5	0.6	42.6	50.8
Cycle Q Clear(g_c), s	8.2	0.0	0.0	2.3	0.0	0.0	2.9	23.5	23.5	0.6	42.6	50.8
Prop In Lane	1.00		0.00	0.68		0.03	1.00		0.01	1.00		0.49
Lane Grp Cap(c), veh/h	287	151	0	46	0	0	52	1321	1387	10	2451	1235
V/C Ratio(X)	0.78	0.00	0.00	0.67	0.00	0.00	0.77	0.56	0.56	0.78	0.75	0.81
Avail Cap(c_a), veh/h	433	227	0	109	0	0	108	1348	1416	108	2583	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	0.0	0.0	63.1	0.0	0.0	63.0	7.0	7.1	64.9	10.8	11.9
Incr Delay (d2), s/veh	5.3	0.0	0.0	6.2	0.0	0.0	8.7	0.6	0.6	36.9	1.3	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	1.1	0.0	0.0	1.4	6.7	7.0	0.4	12.4	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	0.0	0.0	69.3	0.0	0.0	71.7	7.7	7.7	101.8	12.0	15.8
LnGrp LOS	E	A	A	E	A	A	E	A	A	F	B	B
Approach Vol, veh/h		225			31			1550			2840	
Approach Delay, s/veh		64.2			69.3			9.3			13.6	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.8	104.0		14.6	7.8	100.9		7.4
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0
Max Green Setting (Gmax), s	8.0	100.0		16.0	8.0	100.0		8.0
Max Q Clear Time (g_c+I1), s	2.6	25.5		10.2	4.9	52.8		4.3
Green Ext Time (p_c), s	0.0	23.3		0.4	0.0	42.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	3	19	1200	1788	109
Future Volume (veh/h)	41	3	19	1200	1788	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	53	0	25	1558	2322	141
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	82	73	48	2780	2269	136
Arrive On Green	0.05	0.00	0.03	0.80	0.68	0.68
Sat Flow, veh/h	1739	1547	1739	3561	3416	200
Grp Volume(v), veh/h	53	0	25	1558	1200	1263
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1735	1735	1790
Q Serve(g_s), s	2.0	0.0	0.9	10.7	45.0	45.0
Cycle Q Clear(g_c), s	2.0	0.0	0.9	10.7	45.0	45.0
Prop In Lane	1.00	1.00	1.00			0.11
Lane Grp Cap(c), veh/h	82	73	48	2780	1184	1221
V/C Ratio(X)	0.65	0.00	0.52	0.56	1.01	1.03
Avail Cap(c_a), veh/h	659	587	448	2780	1184	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	31.6	2.4	10.5	10.5
Incr Delay (d2), s/veh	8.3	0.0	3.1	0.3	29.6	35.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.4	0.1	16.5	18.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.2	0.0	34.7	2.7	40.1	45.4
LnGrp LOS	D	A	C	A	F	F
Approach Vol, veh/h	53			1583	2463	
Approach Delay, s/veh	39.2			3.2	42.8	
Approach LOS	D			A	D	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	58.8		7.8	51.0	7.1
Change Period (Y+Rc), s	6.0		6.0	* 6	4.0
Max Green Setting (Gmax), s	45.0		17.0	* 45	25.0
Max Q Clear Time (g_c+I1), s	12.7		2.9	47.0	4.0
Green Ext Time (p_c), s	18.7		0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	37	10	26	66	282	32	673	19	191	1078	489
Future Volume (veh/h)	248	37	10	26	66	282	32	673	19	191	1078	489
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	388	0	0	36	105	136	44	922	12	262	1477	637
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	440	231	0	47	137	158	56	1663	741	284	1475	592
Arrive On Green	0.13	0.00	0.00	0.10	0.10	0.10	0.03	0.48	0.48	0.16	0.61	0.61
Sat Flow, veh/h	3506	1841	0	464	1353	1560	1753	3497	1558	1753	2435	978
Grp Volume(v), veh/h	388	0	0	141	0	136	44	922	12	262	1030	1084
Grp Sat Flow(s),veh/h/ln	1753	1841	0	1818	0	1560	1753	1749	1558	1753	1749	1665
Q Serve(g_s), s	15.1	0.0	0.0	10.5	0.0	11.9	3.5	26.1	0.6	20.5	78.6	84.2
Cycle Q Clear(g_c), s	15.1	0.0	0.0	10.5	0.0	11.9	3.5	26.1	0.6	20.5	78.6	84.2
Prop In Lane	1.00		0.00	0.26		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	440	231	0	184	0	158	56	1663	741	284	1059	1008
V/C Ratio(X)	0.88	0.00	0.00	0.76	0.00	0.86	0.78	0.55	0.02	0.92	0.97	1.08
Avail Cap(c_a), veh/h	504	265	0	248	0	213	101	1663	741	416	1059	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	60.8	0.0	61.5	66.8	26.0	19.3	57.4	26.3	27.4
Incr Delay (d2), s/veh	13.9	0.0	0.0	6.1	0.0	18.0	8.4	0.2	0.0	16.3	21.1	50.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	5.2	0.0	5.5	1.6	10.2	0.2	10.0	34.4	43.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	0.0	0.0	67.0	0.0	79.5	75.2	26.2	19.3	73.7	47.4	78.3
LnGrp LOS	E	A	A	E	A	E	E	C	B	E	D	F
Approach Vol, veh/h		388			277			978			2376	
Approach Delay, s/veh		73.6			73.1			28.3			64.4	
Approach LOS		E			E			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.5	71.4		19.1	8.5	89.5		22.0
Change Period (Y+Rc), s	4.0	5.3		5.0	4.0	5.3		4.5
Max Green Setting (Gmax), s	33.0	59.2		19.0	8.0	84.2		20.0
Max Q Clear Time (g_c+I1), s	12.5	28.1		13.9	5.5	86.2		17.1
Green Ext Time (p_c), s	0.1	1.9		0.2	0.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	286	16	43	418	677	439
Future Volume (veh/h)	286	16	43	418	677	439
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	433	7	65	633	1026	486
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	6	6	6	6	6	6
Cap, veh/h	465	414	83	1120	912	771
Arrive On Green	0.27	0.27	0.05	0.62	0.50	0.50
Sat Flow, veh/h	1725	1535	1725	1811	1811	1532
Grp Volume(v), veh/h	433	7	65	633	1026	486
Grp Sat Flow(s),veh/h/ln	1725	1535	1725	1811	1811	1532
Q Serve(g_s), s	21.9	0.3	3.3	18.3	45.0	20.6
Cycle Q Clear(g_c), s	21.9	0.3	3.3	18.3	45.0	20.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	465	414	83	1120	912	771
V/C Ratio(X)	0.93	0.02	0.78	0.56	1.13	0.63
Avail Cap(c_a), veh/h	482	429	328	1120	912	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	24.0	42.1	10.0	22.2	16.1
Incr Delay (d2), s/veh	24.6	0.0	5.9	0.8	70.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.3	1.5	5.5	33.1	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.5	24.0	48.0	10.8	92.8	18.1
LnGrp LOS	E	C	D	B	F	B
Approach Vol, veh/h	440			698	1512	
Approach Delay, s/veh	55.9			14.3	68.7	
Approach LOS	E			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.3		28.1	10.3	51.0
Change Period (Y+Rc), s		6.0		4.0	6.0	* 6
Max Green Setting (Gmax), s		45.0		25.0	17.0	* 45
Max Q Clear Time (g_c+I1), s		20.3		23.9	5.3	47.0
Green Ext Time (p_c), s		5.5		0.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		52.3
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	0	2	0	79	4	326	6	69	500	154
Future Volume (veh/h)	16	0	0	2	0	79	4	326	6	69	500	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	19	0	0	2	0	13	5	393	7	83	602	163
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	82	86	0	8	0	52	12	995	18	135	1001	270
Arrive On Green	0.05	0.00	0.00	0.04	0.00	0.04	0.01	0.29	0.29	0.08	0.38	0.38
Sat Flow, veh/h	1697	1781	0	204	0	1328	1697	3402	61	1697	2634	712
Grp Volume(v), veh/h	19	0	0	15	0	0	5	195	205	83	386	379
Grp Sat Flow(s),veh/h/ln	1697	1781	0	1532	0	0	1697	1692	1771	1697	1692	1653
Q Serve(g_s), s	0.4	0.0	0.0	0.3	0.0	0.0	0.1	3.2	3.2	1.6	6.3	6.3
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.3	0.0	0.0	0.1	3.2	3.2	1.6	6.3	6.3
Prop In Lane	1.00		0.00	0.13		0.87	1.00		0.03	1.00		0.43
Lane Grp Cap(c), veh/h	82	86	0	60	0	0	12	495	518	135	643	628
V/C Ratio(X)	0.23	0.00	0.00	0.25	0.00	0.00	0.43	0.39	0.40	0.61	0.60	0.60
Avail Cap(c_a), veh/h	1438	1510	0	537	0	0	397	1534	1605	719	1880	1837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	16.0	0.0	0.0	16.9	9.7	9.7	15.2	8.5	8.5
Incr Delay (d2), s/veh	1.4	0.0	0.0	2.2	0.0	0.0	23.8	0.5	0.5	4.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.7	0.7	0.6	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	0.0	18.1	0.0	0.0	40.7	10.2	10.2	19.7	9.4	9.5
LnGrp LOS	B	A	A	B	A	A	D	B	B	B	A	A
Approach Vol, veh/h		19			15			405			848	
Approach Delay, s/veh		17.1			18.1			10.6			10.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	16.0		5.7	4.2	19.0		5.3
Change Period (Y+Rc), s	4.5	6.0		4.0	4.0	6.0		4.0
Max Green Setting (Gmax), s	14.5	31.0		29.0	8.0	38.0		12.0
Max Q Clear Time (g_c+I1), s	3.6	5.2		2.4	2.1	8.3		2.3
Green Ext Time (p_c), s	0.1	1.9		0.0	0.0	4.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay	10.7	
HCM 6th LOS	B	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	0	3	303	167	47
Future Volume (veh/h)	33	0	3	303	167	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	40	0	4	365	201	47
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	81	72	9	976	541	127
Arrive On Green	0.05	0.00	0.01	0.56	0.39	0.39
Sat Flow, veh/h	1668	1485	1668	1752	1373	321
Grp Volume(v), veh/h	40	0	4	365	0	248
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1694
Q Serve(g_s), s	0.6	0.0	0.1	3.0	0.0	2.6
Cycle Q Clear(g_c), s	0.6	0.0	0.1	3.0	0.0	2.6
Prop In Lane	1.00	1.00	1.00			0.19
Lane Grp Cap(c), veh/h	81	72	9	976	0	668
V/C Ratio(X)	0.50	0.00	0.44	0.37	0.00	0.37
Avail Cap(c_a), veh/h	1381	1229	460	3384	0	2538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	12.6	3.1	0.0	5.5
Incr Delay (d2), s/veh	4.6	0.0	29.6	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	0.0	42.2	3.4	0.0	5.8
LnGrp LOS	B	A	D	A	A	A
Approach Vol, veh/h	40			369	248	
Approach Delay, s/veh	16.4			3.8	5.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.1		5.2	4.1	16.0
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		49.0		21.0	7.0	38.0
Max Q Clear Time (g_c+I1), s		5.0		2.6	2.1	4.6
Green Ext Time (p_c), s		2.0		0.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	11.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	103	90	510	114	51	268
Future Vol, veh/h	103	90	510	114	51	268
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	97	548	123	55	288

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	1382	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	1219	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	159	882
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	279	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	90	879
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	158	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.7	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	90	879	-	-	1356	-
HCM Lane V/C Ratio	0.609	0.328	-	-	0.404	-
HCM Control Delay (s)	93.8	11.1	-	-	9.4	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	1.4	-	-	2	-

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	4	92	25	25	7	89	6	18	118	7
Future Vol, veh/h	0	16	4	92	25	25	7	89	6	18	118	7
Peak Hour Factor	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	35	9	200	54	54	15	193	13	39	257	15
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.9	14.2	13.2	14.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	7%	0%	0%	79%	0%	13%	0%
Vol Thru, %	87%	100%	0%	21%	0%	87%	0%
Vol Right, %	6%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	16	4	117	25	136	7
LT Vol	7	0	0	92	0	18	0
Through Vol	89	16	0	25	0	118	0
RT Vol	6	0	4	0	25	0	7
Lane Flow Rate	222	35	9	254	54	296	15
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.385	0.066	0.015	0.473	0.084	0.505	0.023
Departure Headway (Hd)	6.251	6.839	6.123	6.696	5.586	6.154	5.379
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	574	522	582	537	640	585	664
Service Time	4.298	4.605	3.889	4.442	3.331	3.897	3.122
HCM Lane V/C Ratio	0.387	0.067	0.015	0.473	0.084	0.506	0.023
HCM Control Delay	13.2	10.1	9	15.3	8.8	15	8.2
HCM Lane LOS	B	B	A	C	A	B	A
HCM 95th-tile Q	1.8	0.2	0	2.5	0.3	2.8	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	2	80	69	8	112
Future Vol, veh/h	76	2	80	69	8	112
Conflicting Peds, #/hr	0	3	3	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	220	-	0	170
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	94	2	99	85	10	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	383	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1481	-	616	953
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1477	-	572	950
Mov Cap-2 Maneuver	-	-	-	-	572	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	950	-	-	1477	-
HCM Lane V/C Ratio	0.017	0.146	-	-	0.067	-
HCM Control Delay (s)	11.4	9.4	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	34	29	58	36	26
Future Vol, veh/h	88	34	29	58	36	26
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	121	47	40	79	49	36
Number of Lanes	1	1	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.1	8.3	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	58%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	42%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	88	34	29	58
LT Vol	36	0	0	29	0
Through Vol	0	88	0	0	58
RT Vol	26	0	34	0	0
Lane Flow Rate	85	121	47	40	79
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.106	0.164	0.054	0.06	0.108
Departure Headway (Hd)	4.505	4.883	4.18	5.414	4.913
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	798	739	862	665	733
Service Time	2.518	2.584	1.882	3.118	2.616
HCM Lane V/C Ratio	0.107	0.164	0.055	0.06	0.108
HCM Control Delay	8.1	8.5	7.1	8.5	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.2	0.2	0.4

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	108	0	6	116
Future Vol, veh/h	0	8	108	0	6	116
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	11	144	0	8	155
Number of Lanes	1	0	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	1	0
HCM Control Delay	7.2	7.1	6.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	100%	100%
Vol Right, %	0%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	54	8	6	58	58
LT Vol	0	0	0	6	0	0
Through Vol	54	54	0	0	58	58
RT Vol	0	0	8	0	0	0
Lane Flow Rate	72	72	11	8	77	77
Geometry Grp	8	8	7	7	7	7
Degree of Util (X)	0.096	0.061	0.013	0.011	0.1	0.062
Departure Headway (Hd)	4.799	3.031	4.352	5.157	4.656	2.887
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	744	1170	809	695	770	1238
Service Time	2.548	0.779	2.149	2.882	2.381	0.611
HCM Lane V/C Ratio	0.097	0.062	0.014	0.012	0.1	0.062
HCM Control Delay	8.1	6	7.2	7.9	7.9	5.8
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0	0.3	0.2

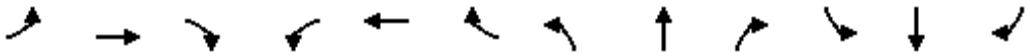
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	176	98	20	146	5	87	3	26	14	2	2
Future Vol, veh/h	4	176	98	20	146	5	87	3	26	14	2	2
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	195	-	-	298	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	4	191	107	22	159	5	95	3	28	15	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	299	0	0	462	462	247	475	513	162
Stage 1	-	-	-	-	-	-	254	254	-	206	206	-
Stage 2	-	-	-	-	-	-	208	208	-	269	307	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1385	-	-	1234	-	-	502	489	780	492	458	870
Stage 1	-	-	-	-	-	-	739	688	-	785	722	-
Stage 2	-	-	-	-	-	-	783	721	-	726	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1385	-	-	1233	-	-	490	478	779	464	448	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	478	-	464	448	-
Stage 1	-	-	-	-	-	-	736	685	-	783	709	-
Stage 2	-	-	-	-	-	-	765	708	-	694	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	13.1	12.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	779	1385	-	-	1233	-	-	487
HCM Lane V/C Ratio	0.193	0.036	0.003	-	-	0.018	-	-	0.04
HCM Control Delay (s)	14.1	9.8	7.6	-	-	8	-	-	12.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0.1	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	287	75	313	228	9	37	0	82	1	1	1
Future Volume (veh/h)	1	287	75	313	228	9	37	0	82	1	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	342	75	373	271	11	44	0	6	1	1	1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	480	636	138	437	647	26	52	0	7	75	15	15
Arrive On Green	0.27	0.22	0.22	0.25	0.19	0.19	0.03	0.00	0.00	0.04	0.02	0.02
Sat Flow, veh/h	1753	2856	619	1753	3426	139	1753	0	1540	1753	842	842
Grp Volume(v), veh/h	1	208	209	373	138	144	44	0	6	1	0	2
Grp Sat Flow(s),veh/h/ln	1753	1749	1726	1753	1749	1816	1753	0	1540	1753	0	1684
Q Serve(g_s), s	0.0	4.5	4.6	8.8	3.0	3.0	1.1	0.0	0.2	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	4.5	4.6	8.8	3.0	3.0	1.1	0.0	0.2	0.0	0.0	0.1
Prop In Lane	1.00		0.36	1.00		0.08	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	480	389	384	437	330	343	52	0	7	75	0	30
V/C Ratio(X)	0.00	0.53	0.54	0.85	0.42	0.42	0.84	0.00	0.81	0.01	0.00	0.07
Avail Cap(c_a), veh/h	502	1980	1954	1944	3717	3860	689	0	1210	689	0	1401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	14.8	14.9	15.5	15.5	15.5	20.9	0.0	21.5	19.8	0.0	20.9
Incr Delay (d2), s/veh	0.0	1.4	1.5	1.9	1.8	1.7	33.0	0.0	51.2	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.4	2.6	1.0	1.1	0.9	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	16.3	16.4	17.4	17.2	17.2	53.9	0.0	72.7	19.9	0.0	22.1
LnGrp LOS	B	B	B	B	B	B	D	A	E	B	A	C
Approach Vol, veh/h		418			655			50			3	
Approach Delay, s/veh		16.3			17.3			56.1			21.3	
Approach LOS		B			B			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	15.6	6.5	4.8	17.8	14.2	5.9	5.4
Change Period (Y+Rc), s	5.6	6.0	4.6	4.6	6.0	* 6	4.6	4.6
Max Green Setting (Gmax), s	48.0	49.0	17.0	34.0	12.4	* 92	17.0	36.0
Max Q Clear Time (g_c+I1), s	10.8	6.6	2.0	2.2	2.0	5.0	3.1	2.1
Green Ext Time (p_c), s	0.1	2.9	0.0	0.0	0.0	3.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	353	10	24	457	165	30	16	11	52	11	76
Future Volume (veh/h)	82	353	10	24	457	165	30	16	11	52	11	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	406	8	28	525	169	34	18	2	60	13	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	862	2474	1102	57	634	203	102	65	7	130	51	43
Arrive On Green	0.48	0.70	0.70	0.03	0.24	0.24	0.06	0.04	0.04	0.07	0.05	0.05
Sat Flow, veh/h	1781	3554	1583	1781	2645	848	1781	1654	184	1781	930	787
Grp Volume(v), veh/h	94	406	8	28	352	342	34	0	20	60	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1716	1781	0	1837	1781	0	1717
Q Serve(g_s), s	3.9	5.3	0.1	2.1	25.4	25.6	2.5	0.0	1.4	4.4	0.0	1.8
Cycle Q Clear(g_c), s	3.9	5.3	0.1	2.1	25.4	25.6	2.5	0.0	1.4	4.4	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.49	1.00		0.10	1.00		0.46
Lane Grp Cap(c), veh/h	862	2474	1102	57	426	411	102	0	72	130	0	94
V/C Ratio(X)	0.11	0.16	0.01	0.49	0.83	0.83	0.33	0.00	0.28	0.46	0.00	0.25
Avail Cap(c_a), veh/h	862	2474	1102	87	619	597	178	0	414	211	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	7.0	1.4	64.3	48.7	48.8	61.2	0.0	63.0	60.0	0.0	61.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.5	16.6	17.6	0.7	0.0	0.8	0.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	0.1	1.0	12.9	12.7	1.1	0.0	0.7	2.0	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	7.2	1.4	66.8	65.3	66.4	61.9	0.0	63.8	61.0	0.0	61.7
LnGrp LOS	B	A	A	E	E	E	E	A	E	E	A	E
Approach Vol, veh/h		508			722			54			84	
Approach Delay, s/veh		9.3			65.9			62.6			61.2	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	100.1	15.3	9.9	71.4	38.3	13.2	12.0
Change Period (Y+Rc), s	5.4	* 6.1	5.5	* 4.6	6.1	* 6	5.5	4.6
Max Green Setting (Gmax), s	6.6	* 61	16.0	* 30	19.9	* 47	13.5	32.4
Max Q Clear Time (g_c+I1), s	4.1	7.3	6.4	3.4	5.9	27.6	4.5	3.8
Green Ext Time (p_c), s	0.0	3.4	0.0	0.0	0.0	4.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	282	30	212	538	103	75	22	315	35	12	12
Future Volume (veh/h)	14	282	30	212	538	103	75	22	315	35	12	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	328	34	247	626	119	87	26	66	41	14	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	48	581	60	298	746	142	174	45	114	150	145	10
Arrive On Green	0.03	0.35	0.35	0.17	0.48	0.48	0.10	0.10	0.10	0.08	0.08	0.08
Sat Flow, veh/h	1795	1680	174	1795	1539	293	1795	462	1173	1795	1735	124
Grp Volume(v), veh/h	16	0	362	247	0	745	87	0	92	41	0	15
Grp Sat Flow(s),veh/h/ln	1795	0	1854	1795	0	1832	1795	0	1635	1795	0	1859
Q Serve(g_s), s	0.6	0.0	10.4	8.7	0.0	23.2	3.0	0.0	3.5	1.4	0.0	0.5
Cycle Q Clear(g_c), s	0.6	0.0	10.4	8.7	0.0	23.2	3.0	0.0	3.5	1.4	0.0	0.5
Prop In Lane	1.00		0.09	1.00		0.16	1.00		0.72	1.00		0.07
Lane Grp Cap(c), veh/h	48	0	641	298	0	888	174	0	158	150	0	156
V/C Ratio(X)	0.33	0.00	0.56	0.83	0.00	0.84	0.50	0.00	0.58	0.27	0.00	0.10
Avail Cap(c_a), veh/h	875	0	1439	902	0	1422	1257	0	1145	1148	0	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	17.5	26.5	0.0	14.7	28.2	0.0	28.4	28.2	0.0	27.8
Incr Delay (d2), s/veh	1.5	0.0	0.8	2.3	0.0	3.2	2.8	0.0	4.2	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.7	3.5	0.0	7.9	1.4	0.0	1.5	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	18.3	28.8	0.0	17.8	30.9	0.0	32.5	29.4	0.0	28.1
LnGrp LOS	C	A	B	C	A	B	C	A	C	C	A	C
Approach Vol, veh/h		378			992			179			56	
Approach Delay, s/veh		18.9			20.6			31.8			29.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	28.7		9.7	6.7	37.9		11.5				
Change Period (Y+Rc), s	4.9	* 6		* 4.2	4.9	6.0		5.1				
Max Green Setting (Gmax), s	33.0	* 51		* 42	32.0	51.0		46.0				
Max Q Clear Time (g_c+I1), s	10.7	12.4		3.4	2.6	25.2		5.5				
Green Ext Time (p_c), s	0.3	1.9		0.2	0.0	6.7		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	276	0	0	0	2	630	0	0	577	0
Future Volume (veh/h)	0	0	276	0	0	0	2	630	0	0	577	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	0	76	0	0	0	2	708	0	0	648	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	263	223	0	6	5	8	1759	0	6	1260	562
Arrive On Green	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.35	0.00
Sat Flow, veh/h	0	1885	1598	0	1885	1598	1795	3676	0	1795	3582	1598
Grp Volume(v), veh/h	0	0	76	0	0	0	2	708	0	0	648	0
Grp Sat Flow(s),veh/h/ln	0	1885	1598	0	1885	1598	1795	1791	0	1795	1791	1598
Q Serve(g_s), s	0.0	0.0	1.3	0.0	0.0	0.0	0.0	3.9	0.0	0.0	4.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.3	0.0	0.0	0.0	0.0	3.9	0.0	0.0	4.5	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	263	223	0	6	5	8	1759	0	6	1260	562
V/C Ratio(X)	0.00	0.00	0.34	0.00	0.00	0.00	0.25	0.40	0.00	0.00	0.51	0.00
Avail Cap(c_a), veh/h	0	1212	1027	0	1212	1027	1212	5757	0	1154	5757	2568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	12.1	0.0	0.0	0.0	15.4	5.0	0.0	0.0	8.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.0	6.1	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	12.4	0.0	0.0	0.0	21.5	5.2	0.0	0.0	8.3	0.0
LnGrp LOS	A	A	B	A	A	A	C	A	A	A	A	A
Approach Vol, veh/h		76			0			710			648	
Approach Delay, s/veh		12.4			0.0			5.2			8.3	
Approach LOS		B						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	22.1		9.0	4.3	17.7		0.0
Change Period (Y+Rc), s	* 4.2	6.8		* 4.7	* 4.2	6.8		4.7
Max Green Setting (Gmax), s	* 26	50.0		* 20	* 21	50.0		20.0
Max Q Clear Time (g_c+I1), s	10.0	5.9		3.3	2.0	6.5		0.0
Green Ext Time (p_c), s	0.0	4.8		0.1	0.0	4.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	26	247	383	551	108
Future Volume (veh/h)	191	26	247	383	551	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	210	7	271	421	605	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	594	264	596	1962	1016	453
Arrive On Green	0.17	0.17	0.17	0.55	0.29	0.29
Sat Flow, veh/h	3563	1585	3456	3647	3647	1585
Grp Volume(v), veh/h	210	7	271	421	605	35
Grp Sat Flow(s),veh/h/ln	1781	1585	1728	1777	1777	1585
Q Serve(g_s), s	2.3	0.2	3.2	2.7	6.6	0.7
Cycle Q Clear(g_c), s	2.3	0.2	3.2	2.7	6.6	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	594	264	596	1962	1016	453
V/C Ratio(X)	0.35	0.03	0.45	0.21	0.60	0.08
Avail Cap(c_a), veh/h	1989	885	2315	3967	3967	1770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	15.6	16.6	5.1	13.8	11.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	1.0	0.5	2.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	15.6	16.8	5.2	14.3	11.8
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	217			692	640	
Approach Delay, s/veh	16.6			9.7	14.2	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.5		13.3	11.9	19.6
Change Period (Y+Rc), s		6.8		5.8	* 4.2	6.8
Max Green Setting (Gmax), s		50.0		25.0	* 30	50.0
Max Q Clear Time (g_c+I1), s		4.7		4.3	5.2	8.6
Green Ext Time (p_c), s		2.7		0.4	0.5	4.2

Intersection Summary		
HCM 6th Ctrl Delay	12.5	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	440	2	163	89	485	0	0	219	392
Future Volume (veh/h)	0	0	0	440	2	163	89	485	0	0	219	392
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				501	0	52	101	551	0	0	249	102
Peak Hour Factor				0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1
Cap, veh/h				753	0	335	248	1644	0	0	754	336
Arrive On Green				0.21	0.00	0.21	0.14	0.46	0.00	0.00	0.21	0.21
Sat Flow, veh/h				3591	0	1598	1795	3676	0	0	3676	1598
Grp Volume(v), veh/h				501	0	52	101	551	0	0	249	102
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1795	1791	0	0	1791	1598
Q Serve(g_s), s				4.9	0.0	1.0	2.0	3.7	0.0	0.0	2.2	2.0
Cycle Q Clear(g_c), s				4.9	0.0	1.0	2.0	3.7	0.0	0.0	2.2	2.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				753	0	335	248	1644	0	0	754	336
V/C Ratio(X)				0.67	0.00	0.16	0.41	0.34	0.00	0.00	0.33	0.30
Avail Cap(c_a), veh/h				2833	0	1260	1180	4710	0	0	4710	2101
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				13.8	0.0	12.3	15.0	6.6	0.0	0.0	12.7	12.7
Incr Delay (d2), s/veh				0.4	0.0	0.1	0.4	0.1	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	0.3	0.6	0.7	0.0	0.0	0.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				14.2	0.0	12.4	15.4	6.7	0.0	0.0	13.0	13.2
LnGrp LOS				B	A	B	B	A	A	A	B	B
Approach Vol, veh/h					553			652			351	
Approach Delay, s/veh					14.0			8.0			13.0	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	24.2		9.4	14.8		13.8
Change Period (Y+Rc), s	6.8		* 4.2	6.8		5.8
Max Green Setting (Gmax), s	50.0		* 25	50.0		30.0
Max Q Clear Time (g_c+I1), s	5.7		4.0	4.2		6.9
Green Ext Time (p_c), s	3.7		0.1	1.8		1.0

Intersection Summary		
HCM 6th Ctrl Delay		11.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	5	331	341	161
Future Vol, veh/h	5	0	5	331	341	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	6	0	6	399	411	194

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	720	303	605	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.94	7.04	4.24	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.37	2.27	-	-	-
Pot Cap-1 Maneuver	352	678	935	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	678	935	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	935	-	350	-	-	-
HCM Lane V/C Ratio	0.006	-	0.017	-	-	-
HCM Control Delay (s)	8.9	-	15.5	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	4	332	214	127
Future Vol, veh/h	4	0	4	332	214	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	5	0	5	400	258	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	545	206	411	0	-	0
Stage 1	335	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.96	7.06	4.26	-	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	2.28	-	-	-
Pot Cap-1 Maneuver	454	782	1103	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	782	1103	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1103	-	452	-	-	-
HCM Lane V/C Ratio	0.004	-	0.011	-	-	-
HCM Control Delay (s)	8.3	-	13.1	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

SimTraffic Post-Processor **Project Frontier**
Average Results from 10 Runs **Existing Plus Project - TIS Trip Rate**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **El Dorado Hills Blvd/Lassen Ln-Serrano Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	69	66	95.2%	35.0	11.1	C
	Through	1,027	1,005	97.9%	13.1	3.1	B
	Right Turn	264	248	93.9%	4.4	0.7	A
	Subtotal	1,360	1,319	97.0%	12.5	2.9	B
SB	Left Turn	32	31	95.9%	30.2	10.2	C
	Through	765	769	100.5%	10.9	2.0	B
	Right Turn	12	13	108.3%	5.4	3.3	A
	Subtotal	809	813	100.5%	11.8	2.3	B
EB	Left Turn	8	8	96.3%	32.2	17.3	C
	Through	7	7	105.7%	27.4	17.5	C
	Right Turn	37	36	96.5%	9.6	3.9	A
	Subtotal	52	51	97.7%	16.4	6.1	B
WB	Left Turn	168	168	99.7%	22.1	3.3	C
	Through	9	10	110.0%	23.3	9.2	C
	Right Turn	29	29	101.0%	13.3	6.1	B
	Subtotal	206	207	100.3%	20.9	3.0	C
Total		2,427	2,389	98.4%	13.1	2.4	B

Intersection 2 **El Dorado Hills Blvd/Saratoga Way-Park Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	262	236	90.1%	68.5	12.2	E
	Through	999	932	93.3%	20.7	6.0	C
	Right Turn	87	71	82.1%	13.1	7.1	B
	Subtotal	1,348	1,239	91.9%	30.8	4.9	C
SB	Left Turn	177	181	102.3%	87.6	25.8	F
	Through	748	743	99.3%	42.6	12.3	D
	Right Turn	114	114	99.9%	31.4	10.1	C
	Subtotal	1,039	1,038	99.9%	49.8	14.6	D
EB	Left Turn	136	139	102.5%	63.9	13.4	E
	Through	49	54	109.4%	72.6	16.6	E
	Right Turn	290	296	102.1%	18.2	6.4	B
	Subtotal	475	489	102.9%	38.4	8.2	D
WB	Left Turn	63	67	106.8%	53.1	12.8	D
	Through	31	30	95.5%	54.8	17.7	D
	Right Turn	219	231	105.3%	25.3	12.1	C
	Subtotal	313	328	104.7%	33.7	10.3	C
Total		3,175	3,094	97.4%	38.7	6.6	D

Intersection 3 **El Dorado Hills Blvd/US 50 WB Ramps-Saratoga Way** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,043	895	85.8%	160.3	32.0	F
	Through	1,100	1,004	91.2%	25.1	3.4	C
	Right Turn	271	248	91.4%	18.6	2.9	B
	Subtotal	2,414	2,146	88.9%	82.8	14.3	F
SB	Left Turn	66	64	96.4%	81.0	14.6	F
	Through	733	741	101.1%	51.0	7.7	D
	Right Turn	305	311	102.0%	23.3	6.6	C
	Subtotal	1,104	1,116	101.1%	45.2	6.8	D
EB	Left Turn	147	148	100.8%	46.6	10.0	D
	Through	63	62	98.6%	48.7	10.4	D
	Right Turn	180	191	106.2%	0.9	0.2	A
	Subtotal	390	402	102.9%	26.0	6.1	C
WB	Left Turn	181	183	100.9%	52.4	6.0	D
	Through	93	93	99.9%	51.7	8.1	D
	Right Turn	100	101	100.8%	55.1	9.4	E
	Subtotal	374	376	100.6%	52.9	5.7	D
Total		4,282	4,040	94.4%	63.6	6.9	E

Intersection 4 **Latrobe Rd/US 50 EB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,984	1,748	88.1%	56.5	29.3	E
	Right Turn	464	403	86.9%	35.9	11.6	D
	Subtotal	2,448	2,151	87.9%	53.0	26.4	D
SB	Left Turn	262	269	102.6%	44.4	5.2	D
	Through	837	848	101.3%	12.1	2.2	B
	Right Turn						
	Subtotal	1,099	1,117	101.6%	20.1	1.8	C
EB	Left Turn						
	Through						
	Right Turn	787	788	100.1%	25.7	2.0	C
	Subtotal	787	788	100.1%	25.7	2.0	C
WB	Left Turn						
	Through						
	Right Turn	429	430	100.1%	0.4	0.1	A
	Subtotal	429	430	100.1%	0.4	0.1	A
Total		4,763	4,485	94.2%	34.0	11.3	C

Intersection 5 **Latrobe Rd/Town Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	2	56.7%	38.9	52.4	D
	Through	1,800	1,548	86.0%	148.9	27.7	F
	Right Turn	132	120	91.1%	12.4	5.1	B
	Subtotal	1,935	1,670	86.3%	139.8	26.7	F
SB	Left Turn	481	489	101.6%	54.8	4.1	D
	Through	1,133	1,130	99.7%	12.3	2.9	B
	Right Turn	10	11	110.0%	2.2	0.9	A
	Subtotal	1,624	1,630	100.4%	25.3	2.6	C
EB	Left Turn	24	22	92.5%	57.9	26.0	E
	Through	6	8	133.3%	42.4	26.2	D
	Right Turn	9	11	117.8%	5.8	4.9	A
	Subtotal	39	41	104.6%	43.1	15.8	D
WB	Left Turn	73	71	97.5%	56.9	21.5	E
	Through	8	7	91.3%	69.2	58.3	E
	Right Turn	608	590	97.1%	46.1	25.0	D
	Subtotal	689	669	97.0%	47.6	24.3	D
Total		4,287	4,010	93.5%	73.1	10.4	E

Intersection 6 **Latrobe Rd/White Rock Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	54	42	77.2%	218.4	39.2	F
	Through	1,479	1,230	83.2%	239.9	46.1	F
	Right Turn	320	263	82.1%	203.8	43.5	F
	Subtotal	1,853	1,535	82.8%	232.9	45.8	F
SB	Left Turn	188	189	100.6%	64.7	10.7	E
	Through	798	802	100.5%	29.0	9.7	C
	Right Turn	230	223	96.8%	8.0	1.2	A
	Subtotal	1,216	1,213	99.8%	31.1	7.8	C
EB	Left Turn	311	302	97.2%	108.1	120.7	F
	Through	218	215	98.6%	50.5	18.1	D
	Right Turn	50	50	100.2%	29.9	8.9	C
	Subtotal	579	568	98.0%	76.3	62.3	E
WB	Left Turn	205	204	99.7%	61.1	13.3	E
	Through	145	151	104.3%	53.3	11.6	D
	Right Turn	144	149	103.2%	9.6	4.8	A
	Subtotal	494	504	102.1%	44.4	9.6	D
Total		4,142	3,820	92.2%	117.1	19.1	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	7	6	1409	924	47
Future Volume (veh/h)	107	7	6	1409	924	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	118	1	7	1548	1015	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	158	140	120	2416	1661	83
Arrive On Green	0.09	0.09	0.07	0.69	0.49	0.49
Sat Flow, veh/h	1753	1560	1753	3589	3476	170
Grp Volume(v), veh/h	118	1	7	1548	524	542
Grp Sat Flow(s),veh/h/ln	1753	1560	1753	1749	1749	1806
Q Serve(g_s), s	3.0	0.0	0.2	11.2	9.9	9.9
Cycle Q Clear(g_c), s	3.0	0.0	0.2	11.2	9.9	9.9
Prop In Lane	1.00	1.00	1.00			0.09
Lane Grp Cap(c), veh/h	158	140	120	2416	858	886
V/C Ratio(X)	0.75	0.01	0.06	0.64	0.61	0.61
Avail Cap(c_a), veh/h	961	855	653	3450	1725	1781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	18.9	19.9	3.9	8.4	8.4
Incr Delay (d2), s/veh	6.9	0.0	0.1	0.4	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.1	0.1	2.1	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	18.9	19.9	4.3	9.5	9.4
LnGrp LOS	C	B	B	A	A	A
Approach Vol, veh/h	119			1555	1066	
Approach Delay, s/veh	27.1			4.4	9.4	
Approach LOS	C			A	A	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	37.5		9.1	28.4	8.1
Change Period (Y+Rc), s	6.0		6.0	* 6	4.0
Max Green Setting (Gmax), s	45.0		17.0	* 45	25.0
Max Q Clear Time (g_c+I1), s	13.2		2.2	11.9	5.0
Green Ext Time (p_c), s	18.3		0.0	10.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	54	22	4	27	155	14	834	9	174	540	217
Future Volume (veh/h)	413	54	22	4	27	155	14	834	9	174	540	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	512	0	0	4	29	15	15	907	3	189	587	207
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	650	341	0	10	75	73	32	1074	469	234	1063	374
Arrive On Green	0.19	0.00	0.00	0.05	0.05	0.05	0.02	0.31	0.31	0.13	0.42	0.42
Sat Flow, veh/h	3506	1841	0	222	1608	1560	1753	3497	1527	1753	2520	887
Grp Volume(v), veh/h	512	0	0	33	0	15	15	907	3	189	407	387
Grp Sat Flow(s),veh/h/ln	1753	1841	0	1830	0	1560	1753	1749	1527	1753	1749	1658
Q Serve(g_s), s	8.0	0.0	0.0	1.0	0.0	0.5	0.5	13.9	0.1	6.0	10.1	10.1
Cycle Q Clear(g_c), s	8.0	0.0	0.0	1.0	0.0	0.5	0.5	13.9	0.1	6.0	10.1	10.1
Prop In Lane	1.00		0.00	0.12		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	650	341	0	85	0	73	32	1074	469	234	738	700
V/C Ratio(X)	0.79	0.00	0.00	0.39	0.00	0.21	0.46	0.84	0.01	0.81	0.55	0.55
Avail Cap(c_a), veh/h	1222	642	0	638	0	544	519	1828	798	519	914	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	26.6	0.0	26.3	27.9	18.6	13.8	24.1	12.5	12.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.1	0.0	0.5	3.7	0.7	0.0	2.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	0.4	0.0	0.2	0.2	4.4	0.0	2.2	2.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	27.6	0.0	26.8	31.6	19.3	13.8	26.7	12.7	12.8
LnGrp LOS	C	A	A	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		512			48			925			983	
Approach Delay, s/veh		23.1			27.4			19.5			15.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	22.9		7.7	5.1	29.5		15.1
Change Period (Y+Rc), s	4.0	5.3		5.0	4.0	5.3		4.5
Max Green Setting (Gmax), s	17.0	30.0		20.0	17.0	30.0		20.0
Max Q Clear Time (g_c+I1), s	10.0	15.9		3.0	2.5	12.1		10.0
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	1.2		0.3

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	28	17	645	517	44
Future Volume (veh/h)	176	28	17	645	517	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	189	7	18	694	556	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	257	229	39	1099	783	649
Arrive On Green	0.15	0.15	0.02	0.60	0.43	0.43
Sat Flow, veh/h	1739	1547	1739	1826	1826	1514
Grp Volume(v), veh/h	189	7	18	694	556	25
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	1826	1514
Q Serve(g_s), s	4.2	0.2	0.4	9.7	10.0	0.4
Cycle Q Clear(g_c), s	4.2	0.2	0.4	9.7	10.0	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	257	229	39	1099	783	649
V/C Ratio(X)	0.74	0.03	0.46	0.63	0.71	0.04
Avail Cap(c_a), veh/h	1089	969	740	2058	2058	1706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	14.6	19.3	5.1	9.4	6.6
Incr Delay (d2), s/veh	4.1	0.1	3.0	0.9	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.2	0.7	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	14.6	22.3	6.0	11.1	6.7
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	196			712	581	
Approach Delay, s/veh	20.2			6.4	10.9	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		9.9	6.9	23.1
Change Period (Y+Rc), s		6.0		4.0	6.0	* 6
Max Green Setting (Gmax), s		45.0		25.0	17.0	* 45
Max Q Clear Time (g_c+I1), s		11.7		6.2	2.4	12.0
Green Ext Time (p_c), s		6.9		0.5	0.0	5.1

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	5	3	0	45	0	422	6	80	404	38
Future Volume (veh/h)	158	0	5	3	0	45	0	422	6	80	404	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	168	0	2	3	0	1	0	449	6	85	430	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	357	0	317	14	0	5	4	833	11	206	1463	122
Arrive On Green	0.21	0.00	0.21	0.01	0.00	0.01	0.00	0.24	0.24	0.12	0.45	0.45
Sat Flow, veh/h	1739	0	1547	1265	0	422	1739	3505	47	1739	3242	270
Grp Volume(v), veh/h	168	0	2	4	0	0	0	222	233	85	229	237
Grp Sat Flow(s),veh/h/ln	1739	0	1547	1687	0	0	1739	1735	1817	1739	1735	1777
Q Serve(g_s), s	3.6	0.0	0.0	0.1	0.0	0.0	0.0	4.7	4.7	1.9	3.5	3.5
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.1	0.0	0.0	0.0	4.7	4.7	1.9	3.5	3.5
Prop In Lane	1.00		1.00	0.75		0.25	1.00		0.03	1.00		0.15
Lane Grp Cap(c), veh/h	357	0	317	18	0	0	4	412	432	206	783	802
V/C Ratio(X)	0.47	0.00	0.01	0.22	0.00	0.00	0.00	0.54	0.54	0.41	0.29	0.30
Avail Cap(c_a), veh/h	1322	0	1177	481	0	0	331	1154	1209	620	1443	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	13.3	20.6	0.0	0.0	0.0	14.0	14.0	17.2	7.3	7.3
Incr Delay (d2), s/veh	1.0	0.0	0.0	5.8	0.0	0.0	0.0	1.1	1.0	1.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.1	0.0	0.0	0.0	1.4	1.4	0.6	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	13.3	26.5	0.0	0.0	0.0	15.1	15.1	18.5	7.5	7.5
LnGrp LOS	B	A	B	C	A	A	A	B	B	B	A	A
Approach Vol, veh/h		170			4			455			551	
Approach Delay, s/veh		15.7			26.5			15.1			9.2	
Approach LOS		B			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	16.0		12.6	0.0	25.0		4.5
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0
Max Green Setting (Gmax), s	15.0	28.0		32.0	8.0	35.0		12.0
Max Q Clear Time (g_c+I1), s	3.9	6.7		5.6	0.0	5.5		2.1
Green Ext Time (p_c), s	0.1	2.1		0.5	0.0	2.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay	12.5	
HCM 6th LOS	B	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	1	1	250	349	9
Future Volume (veh/h)	46	1	1	250	349	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	49	1	1	266	371	10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	102	90	7	1004	693	19
Arrive On Green	0.06	0.06	0.00	0.55	0.39	0.39
Sat Flow, veh/h	1739	1547	1739	1826	1770	48
Grp Volume(v), veh/h	49	1	1	266	0	381
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	0	1817
Q Serve(g_s), s	0.7	0.0	0.0	2.0	0.0	4.1
Cycle Q Clear(g_c), s	0.7	0.0	0.0	2.0	0.0	4.1
Prop In Lane	1.00	1.00	1.00			0.03
Lane Grp Cap(c), veh/h	102	90	7	1004	0	712
V/C Ratio(X)	0.48	0.01	0.15	0.26	0.00	0.54
Avail Cap(c_a), veh/h	1499	1334	545	3433	0	2563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	11.3	12.7	3.0	0.0	6.0
Incr Delay (d2), s/veh	3.5	0.0	9.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	11.4	22.3	3.2	0.0	6.6
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	50			267	381	
Approach Delay, s/veh	15.1			3.2	6.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.0		5.5	4.0	16.0
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		48.0		22.0	8.0	36.0
Max Q Clear Time (g_c+I1), s		4.0		2.7	2.0	6.1
Green Ext Time (p_c), s		1.4		0.1	0.0	2.0

Intersection Summary		
HCM 6th Ctrl Delay		5.9
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	28	147	136	43	335
Future Vol, veh/h	153	28	147	136	43	335
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	170	31	163	151	48	372

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	665	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	477	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1375	-	427	857
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1372	-	371	855
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	855	-	-	1372	-
HCM Lane V/C Ratio	0.129	0.435	-	-	0.119	-
HCM Control Delay (s)	16.1	12.4	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	2.2	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	20	0	47	32	10	2	52	56	11	17	14
Future Vol, veh/h	2	20	0	47	32	10	2	52	56	11	17	14
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	26	0	61	42	13	3	68	73	14	22	18
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	8.1	8.8	8.7	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	9%	0%	59%	0%	39%	0%
Vol Thru, %	47%	91%	100%	41%	0%	61%	0%
Vol Right, %	51%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	22	0	79	10	28	14
LT Vol	2	2	0	47	0	11	0
Through Vol	52	20	0	32	0	17	0
RT Vol	56	0	0	0	10	0	14
Lane Flow Rate	143	29	0	103	13	36	18
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.185	0.041	0	0.152	0.016	0.053	0.022
Departure Headway (Hd)	4.665	5.161	5.115	5.322	4.321	5.221	4.321
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	771	695	0	676	830	687	830
Service Time	2.682	2.883	2.837	3.04	2.039	2.942	2.041
HCM Lane V/C Ratio	0.185	0.042	0	0.152	0.016	0.052	0.022
HCM Control Delay	8.7	8.1	7.8	9	7.1	8.2	7.1
HCM Lane LOS	A	A	N	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0	0.5	0	0.2	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	31	93	83	7	71
Future Vol, veh/h	80	31	93	83	7	71
Conflicting Peds, #/hr	0	2	2	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	220	-	0	170
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	93	36	108	97	8	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	427	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	314	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1460	-	586	943
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	541	941
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	687	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	941	-	-	1457	-
HCM Lane V/C Ratio	0.015	0.088	-	-	0.074	-
HCM Control Delay (s)	11.8	9.2	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.3	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	27	45	86	40	29
Future Vol, veh/h	39	27	45	86	40	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	44	31	51	98	45	33
Number of Lanes	1	1	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.5	8.3	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	58%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	42%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	39	27	45	86
LT Vol	40	0	0	45	0
Through Vol	0	39	0	0	86
RT Vol	29	0	27	0	0
Lane Flow Rate	78	44	31	51	98
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.094	0.058	0.034	0.074	0.127
Departure Headway (Hd)	4.306	4.735	4.033	5.196	4.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	837	746	873	685	757
Service Time	2.306	2.529	1.827	2.962	2.461
HCM Lane V/C Ratio	0.093	0.059	0.036	0.074	0.129
HCM Control Delay	7.8	7.8	7	8.4	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	120	0	7	88
Future Vol, veh/h	1	5	120	0	7	88
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	6	135	0	8	99
Number of Lanes	1	0	2	0	1	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	3	1	0
HCM Control Delay	7.2	6.9	6.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	17%	100%	0%	0%
Vol Thru, %	100%	100%	0%	0%	100%	100%
Vol Right, %	0%	0%	83%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	60	6	7	44	44
LT Vol	0	0	1	7	0	0
Through Vol	60	60	0	0	44	44
RT Vol	0	0	5	0	0	0
Lane Flow Rate	67	67	7	8	49	49
Geometry Grp	8	8	7	7	7	7
Degree of Util (X)	0.087	0.055	0.008	0.011	0.063	0.039
Departure Headway (Hd)	4.669	2.952	4.402	5.095	4.595	2.876
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	767	1208	805	704	782	1245
Service Time	2.4	0.682	2.171	2.812	2.311	0.592
HCM Lane V/C Ratio	0.087	0.055	0.009	0.011	0.063	0.039
HCM Control Delay	7.8	5.9	7.2	7.9	7.6	5.7
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0	0.2	0.1

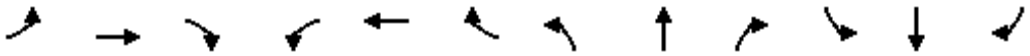
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	215	59	34	238	3	103	2	21	5	1	2
Future Vol, veh/h	4	215	59	34	238	3	103	2	21	5	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	195	-	-	298	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	229	63	36	253	3	110	2	22	5	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	294	0	0	599	599	263	608	629	255
Stage 1	-	-	-	-	-	-	271	271	-	327	327	-
Stage 2	-	-	-	-	-	-	328	328	-	281	302	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1315	-	-	1273	-	-	415	417	778	409	400	786
Stage 1	-	-	-	-	-	-	737	687	-	688	650	-
Stage 2	-	-	-	-	-	-	687	649	-	728	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1315	-	-	1271	-	-	403	403	777	386	387	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	403	-	386	387	-
Stage 1	-	-	-	-	-	-	733	684	-	686	632	-
Stage 2	-	-	-	-	-	-	665	631	-	703	663	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	15.9	13.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	777	1315	-	-	1271	-	-	442
HCM Lane V/C Ratio	0.272	0.029	0.003	-	-	0.028	-	-	0.019
HCM Control Delay (s)	17.2	9.8	7.7	-	-	7.9	-	-	13.3
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.1	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	282	28	133	291	1	106	0	270	10	0	0
Future Volume (veh/h)	0	282	28	133	291	1	106	0	270	10	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	297	25	140	306	1	112	0	29	11	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	115	732	61	179	886	3	312	0	34	16	6	0
Arrive On Green	0.00	0.22	0.22	0.10	0.24	0.24	0.17	0.00	0.02	0.01	0.00	0.00
Sat Flow, veh/h	1795	3340	279	1795	3662	12	1795	0	1598	1795	1885	0
Grp Volume(v), veh/h	0	158	164	140	150	157	112	0	29	11	0	0
Grp Sat Flow(s),veh/h/ln	1795	1791	1828	1795	1791	1883	1795	0	1598	1795	1885	0
Q Serve(g_s), s	0.0	2.4	2.5	2.4	2.2	2.2	1.8	0.0	0.6	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	2.5	2.4	2.2	2.2	1.8	0.0	0.6	0.2	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.01	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	115	392	401	179	433	456	312	0	34	16	6	0
V/C Ratio(X)	0.00	0.40	0.41	0.78	0.35	0.35	0.36	0.00	0.85	0.70	0.00	0.00
Avail Cap(c_a), veh/h	697	2747	2804	2698	5158	5423	956	0	1701	956	2125	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.7	10.7	14.0	10.0	10.0	11.6	0.0	15.6	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	2.8	1.0	1.0	0.9	0.0	18.9	18.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.6	0.7	0.6	0.6	0.6	0.0	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.5	11.5	16.9	11.0	11.0	12.5	0.0	34.5	34.7	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	B	A	C	C	A	A
Approach Vol, veh/h		322			447			141			11	
Approach Delay, s/veh		11.5			12.8			17.0			34.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	13.0	4.9	5.3	8.1	13.7	10.2	0.0
Change Period (Y+Rc), s	5.6	6.0	4.6	4.6	6.0	* 6	4.6	4.6
Max Green Setting (Gmax), s	48.0	49.0	17.0	34.0	12.4	* 92	17.0	36.0
Max Q Clear Time (g_c+I1), s	4.4	4.5	2.2	2.6	0.0	4.2	3.8	0.0
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	3.4	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	567	17	35	345	158	35	7	28	122	7	113
Future Volume (veh/h)	141	567	17	35	345	158	35	7	28	122	7	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	142	573	12	35	348	133	35	7	2	123	7	13
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	1008	2550	1113	45	435	163	96	30	9	147	29	54
Arrive On Green	0.56	0.71	0.71	0.02	0.17	0.17	0.05	0.02	0.02	0.08	0.05	0.05
Sat Flow, veh/h	1795	3582	1563	1795	2540	954	1795	1410	403	1795	586	1088
Grp Volume(v), veh/h	142	573	12	35	244	237	35	0	9	123	0	20
Grp Sat Flow(s),veh/h/ln	1795	1791	1563	1795	1791	1703	1795	0	1813	1795	0	1674
Q Serve(g_s), s	5.1	7.4	0.1	2.6	17.6	18.1	2.5	0.0	0.7	9.1	0.0	1.6
Cycle Q Clear(g_c), s	5.1	7.4	0.1	2.6	17.6	18.1	2.5	0.0	0.7	9.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.22	1.00		0.65
Lane Grp Cap(c), veh/h	1008	2550	1113	45	306	291	96	0	38	147	0	83
V/C Ratio(X)	0.14	0.22	0.01	0.78	0.79	0.81	0.36	0.00	0.23	0.84	0.00	0.24
Avail Cap(c_a), veh/h	1008	2550	1113	61	464	442	180	0	301	293	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	6.7	1.0	65.4	53.7	53.9	61.7	0.0	65.0	61.1	0.0	61.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	24.3	18.9	21.6	0.9	0.0	1.1	4.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.5	0.1	1.5	9.4	9.3	1.2	0.0	0.3	4.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	6.8	1.0	89.7	72.6	75.5	62.5	0.0	66.1	65.8	0.0	62.3
LnGrp LOS	B	A	A	F	E	E	E	A	E	E	A	E
Approach Vol, veh/h		727			516			44			143	
Approach Delay, s/veh		8.2			75.1			63.3			65.3	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	102.2	16.5	7.5	81.9	29.1	12.7	11.3
Change Period (Y+Rc), s	5.4	* 6.1	5.5	* 4.6	6.1	* 6	5.5	4.6
Max Green Setting (Gmax), s	4.6	* 65	22.0	* 22	33.9	* 35	13.5	30.4
Max Q Clear Time (g_c+I1), s	4.6	9.4	11.1	2.7	7.1	20.1	4.5	3.6
Green Ext Time (p_c), s	0.0	5.1	0.0	0.0	0.0	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	467	91	179	344	154	45	51	122	226	73	50
Future Volume (veh/h)	30	467	91	179	344	154	45	51	122	226	73	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	31	481	92	185	355	154	46	53	74	233	75	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	76	544	104	223	544	236	193	75	105	330	210	109
Arrive On Green	0.04	0.35	0.35	0.12	0.44	0.44	0.11	0.11	0.11	0.18	0.18	0.18
Sat Flow, veh/h	1795	1538	294	1795	1247	541	1795	702	980	1795	1144	595
Grp Volume(v), veh/h	31	0	573	185	0	509	46	0	127	233	0	114
Grp Sat Flow(s),veh/h/ln	1795	0	1832	1795	0	1788	1795	0	1681	1795	0	1739
Q Serve(g_s), s	1.5	0.0	25.8	8.8	0.0	19.7	2.1	0.0	6.4	10.7	0.0	5.0
Cycle Q Clear(g_c), s	1.5	0.0	25.8	8.8	0.0	19.7	2.1	0.0	6.4	10.7	0.0	5.0
Prop In Lane	1.00		0.16	1.00		0.30	1.00		0.58	1.00		0.34
Lane Grp Cap(c), veh/h	76	0	648	223	0	780	193	0	181	330	0	319
V/C Ratio(X)	0.41	0.00	0.88	0.83	0.00	0.65	0.24	0.00	0.70	0.71	0.00	0.36
Avail Cap(c_a), veh/h	655	0	1066	676	0	1040	942	0	882	860	0	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	26.6	37.5	0.0	19.5	35.8	0.0	37.8	33.6	0.0	31.3
Incr Delay (d2), s/veh	1.3	0.0	5.3	3.0	0.0	1.2	0.8	0.0	6.1	3.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	10.7	3.8	0.0	7.3	0.9	0.0	2.9	4.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	31.9	40.5	0.0	20.7	36.6	0.0	43.8	37.0	0.0	32.1
LnGrp LOS	D	A	C	D	A	C	D	A	D	D	A	C
Approach Vol, veh/h		604			694			173			347	
Approach Delay, s/veh		32.4			26.0			41.9			35.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	37.0		20.3	8.6	44.2		14.5
Change Period (Y+Rc), s	4.9	* 6		* 4.2	4.9	6.0		5.1
Max Green Setting (Gmax), s	33.0	* 51		* 42	32.0	51.0		46.0
Max Q Clear Time (g_c+I1), s	10.8	27.8		12.7	3.5	21.7		8.4
Green Ext Time (p_c), s	0.2	3.3		1.8	0.0	4.1		1.2

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	182	1	0	1	1	814	0	3	494	1
Future Volume (veh/h)	2	0	182	1	0	1	1	814	0	3	494	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	2	0	41	1	0	1	1	895	0	3	543	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	153	0	136	8	0	7	4	1451	0	12	1467	654
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.41	0.00	0.01	0.41	0.41
Sat Flow, veh/h	1795	0	1598	1795	0	1598	1795	3676	0	1795	3582	1598
Grp Volume(v), veh/h	2	0	41	1	0	1	1	895	0	3	543	1
Grp Sat Flow(s),veh/h/ln	1795	0	1598	1795	0	1598	1795	1791	0	1795	1791	1598
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	0.0	0.0	8.1	0.0	0.1	4.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.0	0.0	0.0	0.0	0.0	8.1	0.0	0.1	4.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	0	136	8	0	7	4	1451	0	12	1467	654
V/C Ratio(X)	0.01	0.00	0.30	0.13	0.00	0.14	0.23	0.62	0.00	0.25	0.37	0.00
Avail Cap(c_a), veh/h	878	0	781	878	0	781	922	4380	0	878	4380	1953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	17.6	20.3	0.0	20.3	20.4	9.6	0.0	20.2	8.4	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.5	2.6	0.0	3.4	9.4	0.4	0.0	4.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	18.0	22.9	0.0	23.7	29.8	10.1	0.0	24.4	8.6	7.1
LnGrp LOS	B	A	B	C	A	C	C	B	A	C	A	A
Approach Vol, veh/h		43			2			896			547	
Approach Delay, s/veh		18.0			23.3			10.1			8.6	
Approach LOS		B			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	23.4		8.2	4.3	23.5		4.9
Change Period (Y+Rc), s	* 4.2	6.8		* 4.7	* 4.2	6.8		4.7
Max Green Setting (Gmax), s	* 2.3	50.0		* 20	* 21	50.0		20.0
Max Q Clear Time (g_c+I1), s	2.1	10.1		3.0	2.0	6.3		2.0
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	3.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	318	80	375	442	418	100
Future Volume (veh/h)	318	80	375	442	418	100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	335	22	395	465	440	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	672	299	655	1839	808	360
Arrive On Green	0.19	0.19	0.19	0.51	0.23	0.23
Sat Flow, veh/h	3591	1598	3483	3676	3676	1598
Grp Volume(v), veh/h	335	22	395	465	440	26
Grp Sat Flow(s),veh/h/ln	1795	1598	1742	1791	1791	1598
Q Serve(g_s), s	3.5	0.5	4.4	3.1	4.6	0.5
Cycle Q Clear(g_c), s	3.5	0.5	4.4	3.1	4.6	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	672	299	655	1839	808	360
V/C Ratio(X)	0.50	0.07	0.60	0.25	0.54	0.07
Avail Cap(c_a), veh/h	2133	949	2482	4255	4255	1898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	14.1	15.6	5.7	14.4	12.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.5	1.4	0.6	1.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.6	14.1	16.0	5.8	15.0	12.9
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	357			860	466	
Approach Delay, s/veh	15.5			10.5	14.8	
Approach LOS	B			B	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	28.4		13.7	12.1	16.3
Change Period (Y+Rc), s	6.8		5.8	* 4.2	6.8
Max Green Setting (Gmax), s	50.0		25.0	* 30	50.0
Max Q Clear Time (g_c+I1), s	5.1		5.5	6.4	6.6
Green Ext Time (p_c), s	3.0		0.6	0.7	2.9

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	312	2	130	83	677	0	0	205	252
Future Volume (veh/h)	0	0	0	312	2	130	83	677	0	0	205	252
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				329	0	33	87	713	0	0	216	66
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				1	1	1	1	1	0	0	1	1
Cap, veh/h				751	0	334	229	1625	0	0	767	342
Arrive On Green				0.21	0.00	0.21	0.13	0.45	0.00	0.00	0.21	0.21
Sat Flow, veh/h				3591	0	1598	1795	3676	0	0	3676	1598
Grp Volume(v), veh/h				329	0	33	87	713	0	0	216	66
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1795	1791	0	0	1791	1598
Q Serve(g_s), s				3.0	0.0	0.6	1.7	5.1	0.0	0.0	1.9	1.3
Cycle Q Clear(g_c), s				3.0	0.0	0.6	1.7	5.1	0.0	0.0	1.9	1.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				751	0	334	229	1625	0	0	767	342
V/C Ratio(X)				0.44	0.00	0.10	0.38	0.44	0.00	0.00	0.28	0.19
Avail Cap(c_a), veh/h				2883	0	1283	1201	4792	0	0	4792	2138
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.9	0.0	11.9	15.0	7.0	0.0	0.0	12.3	12.0
Incr Delay (d2), s/veh				0.1	0.0	0.0	0.4	0.2	0.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.0	0.2	0.5	1.0	0.0	0.0	0.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				13.0	0.0	12.0	15.3	7.1	0.0	0.0	12.5	12.3
LnGrp LOS				B	A	B	B	A	A	A	B	B
Approach Vol, veh/h					362			800			282	
Approach Delay, s/veh					12.9			8.0			12.4	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	23.8		9.0	14.8		13.6
Change Period (Y+Rc), s	6.8		* 4.2	6.8		5.8
Max Green Setting (Gmax), s	50.0		* 25	50.0		30.0
Max Q Clear Time (g_c+I1), s	7.1		3.7	3.9		5.0
Green Ext Time (p_c), s	5.0		0.1	1.5		0.6

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	2	1	353	380	32
Future Vol, veh/h	75	2	1	353	380	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	80	2	1	376	404	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	611	219	438	0	-	0
Stage 1	421	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.88	6.98	4.18	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.24	-	-	-
Pot Cap-1 Maneuver	421	779	1104	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	421	779	1104	-	-	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1104	-	421	779	-	-
HCM Lane V/C Ratio	0.001	-	0.19	0.003	-	-
HCM Control Delay (s)	8.3	-	15.5	9.6	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.7	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	2	1	295	356	26
Future Vol, veh/h	59	2	1	295	356	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	63	2	1	314	379	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	552	204	407	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	457	794	1127	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	457	794	1127	-	-	-
Mov Cap-2 Maneuver	457	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1127	-	457	794	-	-
HCM Lane V/C Ratio	0.001	-	0.137	0.003	-	-
HCM Control Delay (s)	8.2	-	14.1	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0	-	-

Intersection 1 **El Dorado Hills Blvd/Lassen Ln-Serrano Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	58	53	91.2%	40.5	5.9	D
	Through	714	709	99.3%	16.8	3.2	B
	Right Turn	129	132	102.2%	4.3	0.5	A
	Subtotal	901	894	99.2%	16.5	2.5	B
SB	Left Turn	37	37	99.7%	40.7	8.0	D
	Through	948	944	99.6%	17.0	2.2	B
	Right Turn	18	20	110.0%	13.8	6.9	B
	Subtotal	1,003	1,001	99.8%	17.8	2.2	B
EB	Left Turn	17	17	100.6%	36.6	6.9	D
	Through	12	12	98.3%	34.4	15.6	C
	Right Turn	39	41	104.1%	15.0	5.7	B
	Subtotal	68	70	102.2%	23.4	6.7	C
WB	Left Turn	164	162	98.8%	27.7	4.5	C
	Through	26	23	89.2%	26.7	8.4	C
	Right Turn	72	73	100.8%	19.5	3.0	B
	Subtotal	262	258	98.4%	25.1	3.1	C
Total		2,234	2,222	99.5%	18.3	1.5	B

Intersection 2 **El Dorado Hills Blvd/Saratoga Way-Park Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	234	233	99.6%	66.2	6.0	E
	Through	768	763	99.3%	16.8	3.1	B
	Right Turn	47	47	99.1%	8.9	4.3	A
	Subtotal	1,049	1,043	99.4%	27.8	2.4	C
SB	Left Turn	126	124	98.0%	74.6	12.1	E
	Through	1,091	1,081	99.0%	43.4	9.1	D
	Right Turn	94	98	103.7%	40.4	11.7	D
	Subtotal	1,311	1,302	99.3%	46.4	8.9	D
EB	Left Turn	69	67	96.7%	55.7	8.2	E
	Through	28	29	103.6%	61.6	16.5	E
	Right Turn	300	308	102.6%	30.9	8.5	C
	Subtotal	397	403	101.6%	36.7	7.0	D
WB	Left Turn	16	19	116.3%	51.6	18.9	D
	Through	14	15	107.1%	65.3	23.3	E
	Right Turn	62	58	93.9%	18.7	9.6	B
	Subtotal	92	92	99.8%	32.8	11.3	C
Total		2,849	2,839	99.7%	37.8	5.0	D

Intersection 3 **El Dorado Hills Blvd/US 50 WB Ramps-Saratoga Way** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	675	677	100.3%	60.3	14.6	E
	Through	840	837	99.7%	22.1	2.9	C
	Right Turn	147	149	101.3%	15.3	5.1	B
	Subtotal	1,662	1,663	100.1%	36.8	7.6	D
SB	Left Turn	41	39	94.1%	86.9	21.4	F
	Through	992	996	100.4%	49.6	11.4	D
	Right Turn	377	388	102.9%	25.2	6.3	C
	Subtotal	1,410	1,423	100.9%	44.1	9.5	D
EB	Left Turn	152	153	100.9%	45.8	5.7	D
	Through	49	47	95.7%	49.1	8.3	D
	Right Turn	489	480	98.1%	1.2	0.2	A
	Subtotal	690	680	98.5%	14.5	2.0	B
WB	Left Turn	100	96	96.2%	50.0	5.4	D
	Through	56	55	97.5%	49.6	12.3	D
	Right Turn	56	55	98.6%	48.3	9.3	D
	Subtotal	212	206	97.2%	49.6	5.2	D
Total		3,974	3,972	99.9%	36.2	6.6	D

Intersection 4 **Latrobe Rd/US 50 EB Ramps** **Signal**

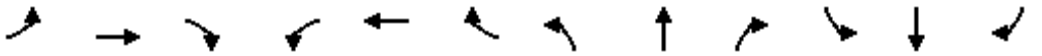
Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,352	1,357	100.4%	7.9	2.1	A
	Right Turn	308	315	102.1%	8.6	1.3	A
	Subtotal	1,660	1,672	100.7%	8.0	1.9	A
SB	Left Turn	249	235	94.5%	47.9	13.4	D
	Through	1,333	1,340	100.5%	26.8	2.0	C
	Right Turn						
	Subtotal	1,582	1,575	99.5%	30.0	3.4	C
EB	Left Turn						
	Through						
	Right Turn	1,217	1,198	98.4%	25.9	2.9	C
	Subtotal	1,217	1,198	98.4%	25.9	2.9	C
WB	Left Turn						
	Through						
	Right Turn	309	315	102.0%	0.4	0.1	A
	Subtotal	309	315	102.0%	0.4	0.1	A
Total		4,768	4,760	99.8%	19.2	1.9	B

Intersection 5 **Latrobe Rd/Town Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	3	90.0%	52.0	49.5	D
	Through	1,331	1,340	100.7%	30.7	4.3	C
	Right Turn	152	152	100.1%	6.4	1.3	A
	Subtotal	1,486	1,495	100.6%	28.3	3.8	C
SB	Left Turn	342	332	97.1%	56.0	9.5	E
	Through	2,179	2,161	99.2%	34.9	18.7	C
	Right Turn	29	29	101.4%	5.0	1.9	A
	Subtotal	2,550	2,522	98.9%	37.6	16.8	D
EB	Left Turn	11	9	82.7%	50.4	35.8	D
	Through	5	5	96.0%	40.6	51.0	D
	Right Turn	5	4	86.0%	13.6	27.8	B
	Subtotal	21	18	86.7%	56.9	35.0	E
WB	Left Turn	59	55	93.9%	57.7	17.2	E
	Through	5	5	106.0%	47.6	48.2	D
	Right Turn	306	306	100.0%	20.1	5.0	C
	Subtotal	370	367	99.1%	25.8	6.0	C
Total		4,427	4,402	99.4%	33.7	9.8	C

Intersection 6 **Latrobe Rd/White Rock Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	53	51	96.2%	52.7	12.8	D
	Through	1,143	1,149	100.5%	24.8	2.4	C
	Right Turn	244	252	103.3%	7.3	1.2	A
	Subtotal	1,440	1,452	100.8%	23.1	2.3	C
SB	Left Turn	121	119	97.9%	108.0	27.2	F
	Through	1,740	1,708	98.2%	114.8	26.1	F
	Right Turn	382	386	101.0%	75.6	27.4	E
	Subtotal	2,243	2,213	98.6%	107.8	26.5	F
EB	Left Turn	234	226	96.7%	44.4	6.6	D
	Through	82	84	102.4%	45.7	8.2	D
	Right Turn	60	60	99.8%	25.2	5.4	C
	Subtotal	376	370	98.4%	41.6	4.8	D
WB	Left Turn	339	334	98.6%	44.4	6.5	D
	Through	118	125	105.9%	43.5	9.3	D
	Right Turn	107	107	100.1%	7.4	1.9	A
	Subtotal	564	566	100.4%	36.8	4.5	D
Total		4,623	4,601	99.5%	67.8	13.1	E



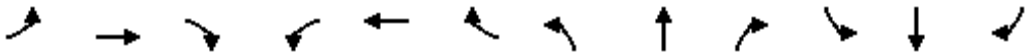
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	2	9	17	7	4	32	1199	9	6	1872	402
Future Volume (veh/h)	173	2	9	17	7	4	32	1199	9	6	1872	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	225	0	0	21	9	1	40	1499	11	8	2340	492
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	287	151	0	31	13	1	52	2688	20	10	3077	609
Arrive On Green	0.08	0.00	0.00	0.03	0.03	0.03	0.03	0.75	0.75	0.01	0.73	0.73
Sat Flow, veh/h	3534	1856	0	1209	518	58	1767	3587	26	1767	4239	839
Grp Volume(v), veh/h	225	0	0	31	0	0	40	736	774	8	1834	998
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1785	0	0	1767	1763	1851	1767	1689	1702
Q Serve(g_s), s	8.2	0.0	0.0	2.3	0.0	0.0	2.9	23.5	23.5	0.6	42.6	50.8
Cycle Q Clear(g_c), s	8.2	0.0	0.0	2.3	0.0	0.0	2.9	23.5	23.5	0.6	42.6	50.8
Prop In Lane	1.00		0.00	0.68		0.03	1.00		0.01	1.00		0.49
Lane Grp Cap(c), veh/h	287	151	0	46	0	0	52	1321	1387	10	2451	1235
V/C Ratio(X)	0.78	0.00	0.00	0.67	0.00	0.00	0.77	0.56	0.56	0.78	0.75	0.81
Avail Cap(c_a), veh/h	433	227	0	109	0	0	108	1348	1416	108	2583	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	0.0	0.0	63.1	0.0	0.0	63.0	7.0	7.1	64.9	10.8	11.9
Incr Delay (d2), s/veh	5.3	0.0	0.0	6.2	0.0	0.0	8.7	0.6	0.6	36.9	1.3	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	1.1	0.0	0.0	1.4	6.7	7.0	0.4	12.4	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	0.0	0.0	69.3	0.0	0.0	71.7	7.7	7.7	101.8	12.0	15.8
LnGrp LOS	E	A	A	E	A	A	E	A	A	F	B	B
Approach Vol, veh/h		225			31			1550			2840	
Approach Delay, s/veh		64.2			69.3			9.3			13.6	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	104.0		14.6	7.8	100.9		7.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	100.0		16.0	8.0	100.0		8.0				
Max Q Clear Time (g_c+I1), s	2.6	25.5		10.2	4.9	52.8		4.3				
Green Ext Time (p_c), s	0.0	23.3		0.4	0.0	42.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	15.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	37	10	26	66	282	32	673	19	191	1078	489
Future Volume (veh/h)	248	37	10	26	66	282	32	673	19	191	1078	489
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	388	0	0	36	105	136	44	922	12	262	1477	637
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	440	231	0	47	137	158	56	1663	741	284	1475	592
Arrive On Green	0.13	0.00	0.00	0.10	0.10	0.10	0.03	0.48	0.48	0.16	0.61	0.61
Sat Flow, veh/h	3506	1841	0	464	1353	1560	1753	3497	1558	1753	2435	978
Grp Volume(v), veh/h	388	0	0	141	0	136	44	922	12	262	1030	1084
Grp Sat Flow(s),veh/h/ln	1753	1841	0	1818	0	1560	1753	1749	1558	1753	1749	1665
Q Serve(g_s), s	15.1	0.0	0.0	10.5	0.0	11.9	3.5	26.1	0.6	20.5	78.6	84.2
Cycle Q Clear(g_c), s	15.1	0.0	0.0	10.5	0.0	11.9	3.5	26.1	0.6	20.5	78.6	84.2
Prop In Lane	1.00		0.00	0.26		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	440	231	0	184	0	158	56	1663	741	284	1059	1008
V/C Ratio(X)	0.88	0.00	0.00	0.76	0.00	0.86	0.78	0.55	0.02	0.92	0.97	1.08
Avail Cap(c_a), veh/h	504	265	0	248	0	213	101	1663	741	416	1059	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	60.8	0.0	61.5	66.8	26.0	19.3	57.4	26.3	27.4
Incr Delay (d2), s/veh	13.9	0.0	0.0	6.1	0.0	18.0	8.4	0.2	0.0	16.3	21.1	50.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	5.2	0.0	5.5	1.6	10.2	0.2	10.0	34.4	43.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	0.0	0.0	67.0	0.0	79.5	75.2	26.2	19.3	73.7	47.4	78.3
LnGrp LOS	E	A	A	E	A	E	E	C	B	E	D	F
Approach Vol, veh/h		388			277			978			2376	
Approach Delay, s/veh		73.6			73.1			28.3			64.4	
Approach LOS		E			E			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.5	71.4		19.1	8.5	89.5		22.0				
Change Period (Y+Rc), s	4.0	5.3		5.0	4.0	5.3		4.5				
Max Green Setting (Gmax), s	33.0	59.2		19.0	8.0	84.2		20.0				
Max Q Clear Time (g_c+I1), s	22.5	28.1		13.9	5.5	86.2		17.1				
Green Ext Time (p_c), s	0.1	1.9		0.2	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		57.1
HCM 6th LOS		E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection 1 **El Dorado Hills Blvd/Lassen Ln-Serrano Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	69	68	98.1%	36.8	2.6	D
	Through	1,027	1,014	98.8%	13.2	1.3	B
	Right Turn	264	268	101.6%	5.1	0.6	A
	Subtotal	1,360	1,350	99.3%	12.9	1.3	B
SB	Left Turn	32	31	96.9%	32.7	6.3	C
	Through	765	777	101.5%	10.8	2.2	B
	Right Turn	12	13	104.2%	6.3	5.3	A
	Subtotal	809	820	101.4%	11.7	2.1	B
EB	Left Turn	8	6	68.8%	23.1	24.4	C
	Through	7	7	98.6%	21.8	21.6	C
	Right Turn	37	39	104.3%	7.5	1.9	A
	Subtotal	52	51	98.1%	12.0	2.9	B
WB	Left Turn	168	169	100.6%	23.5	2.6	C
	Through	9	9	102.2%	29.2	13.1	C
	Right Turn	29	30	104.8%	14.9	6.8	B
	Subtotal	206	209	101.3%	22.2	2.5	C
Total		2,427	2,430	100.1%	13.3	0.4	B

Intersection 2 **El Dorado Hills Blvd/Saratoga Way-Park Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	262	252	96.3%	65.0	12.9	E
	Through	999	969	96.9%	30.3	8.4	C
	Right Turn	87	83	95.1%	22.5	9.0	C
	Subtotal	1,348	1,304	96.7%	37.3	4.7	D
SB	Left Turn	177	181	102.3%	99.1	29.2	F
	Through	748	748	100.0%	47.5	15.7	D
	Right Turn	114	115	100.9%	36.5	15.9	D
	Subtotal	1,039	1,044	100.5%	57.0	17.6	E
EB	Left Turn	136	135	99.6%	64.2	5.9	E
	Through	49	47	95.9%	74.8	16.3	E
	Right Turn	290	295	101.7%	19.5	4.1	B
	Subtotal	475	477	100.5%	38.7	3.7	D
WB	Left Turn	63	60	95.1%	47.4	7.2	D
	Through	31	32	102.3%	52.3	4.6	D
	Right Turn	219	224	102.4%	25.3	6.3	C
	Subtotal	313	316	100.9%	31.5	4.5	C
Total		3,175	3,141	98.9%	43.5	5.6	D

Intersection 3 **El Dorado Hills Blvd/US 50 WB Ramps-Saratoga Way** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,043	1,033	99.1%	52.4	21.2	D
	Through	1,100	1,072	97.5%	23.0	4.6	C
	Right Turn	271	265	97.6%	21.6	5.4	C
	Subtotal	2,414	2,370	98.2%	35.4	9.9	D
SB	Left Turn	66	67	100.9%	161.5	45.8	F
	Through	733	719	98.1%	93.6	23.5	F
	Right Turn	305	314	103.1%	28.9	6.1	C
	Subtotal	1,104	1,100	99.7%	79.8	17.8	E
EB	Left Turn	147	143	97.3%	57.8	7.3	E
	Through	63	59	94.3%	62.5	26.1	E
	Right Turn	180	183	101.7%	0.9	0.2	A
	Subtotal	390	385	98.8%	32.2	6.9	C
WB	Left Turn	181	186	102.8%	64.2	10.0	E
	Through	93	90	96.5%	62.6	9.1	E
	Right Turn	100	106	105.5%	61.2	12.7	E
	Subtotal	374	381	102.0%	62.9	9.9	E
Total		4,282	4,237	99.0%	49.2	8.0	D

Intersection 4 **Latrobe Rd/US 50 EB Ramps** **Signal**

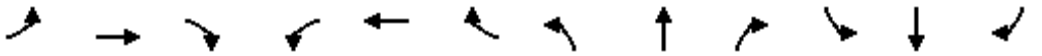
Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,984	1,949	98.2%	10.3	1.8	B
	Right Turn	464	442	95.2%	12.6	1.5	B
	Subtotal	2,448	2,391	97.7%	10.7	1.6	B
SB	Left Turn	262	255	97.4%	36.6	4.7	D
	Through	837	835	99.7%	12.1	1.5	B
	Right Turn						
	Subtotal	1,099	1,090	99.2%	17.8	2.0	B
EB	Left Turn						
	Through						
	Right Turn	787	800	101.7%	26.2	2.4	C
	Subtotal	787	800	101.7%	26.2	2.4	C
WB	Left Turn						
	Through						
	Right Turn	429	424	98.8%	0.4	0.1	A
	Subtotal	429	424	98.8%	0.4	0.1	A
Total		4,763	4,704	98.8%	14.1	0.8	B

Intersection 5 **Latrobe Rd/Town Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	3	83.3%	83.3	78.6	F
	Through	1,800	1,744	96.9%	106.9	17.3	F
	Right Turn	132	125	94.4%	10.3	3.6	B
	Subtotal	1,935	1,871	96.7%	100.5	16.3	F
SB	Left Turn	481	485	100.8%	49.2	5.4	D
	Through	1,133	1,139	100.5%	14.8	3.6	B
	Right Turn	10	11	106.0%	2.0	0.8	A
	Subtotal	1,624	1,634	100.6%	24.9	2.5	C
EB	Left Turn	24	22	91.7%	50.6	12.6	D
	Through	6	5	78.3%	54.4	37.8	D
	Right Turn	9	12	132.2%	11.0	6.7	B
	Subtotal	39	39	99.0%	35.3	9.2	D
WB	Left Turn	73	75	102.7%	50.5	9.5	D
	Through	8	7	83.8%	36.9	39.0	D
	Right Turn	608	612	100.7%	23.9	3.6	C
	Subtotal	689	694	100.7%	27.2	3.7	C
Total		4,287	4,237	98.8%	58.8	7.7	E

Intersection 6 **Latrobe Rd/White Rock Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	54	53	98.0%	109.4	55.0	F
	Through	1,479	1,447	97.8%	114.3	71.5	F
	Right Turn	320	312	97.4%	85.8	69.8	F
	Subtotal	1,853	1,811	97.7%	109.7	70.7	F
SB	Left Turn	188	185	98.5%	55.7	12.2	E
	Through	798	809	101.4%	31.9	9.8	C
	Right Turn	230	234	101.9%	8.7	2.7	A
	Subtotal	1,216	1,229	101.1%	31.2	6.4	C
EB	Left Turn	311	313	100.6%	58.2	13.2	E
	Through	218	223	102.4%	42.0	4.7	D
	Right Turn	50	50	100.2%	29.9	7.6	C
	Subtotal	579	586	101.2%	49.5	7.6	D
WB	Left Turn	205	198	96.6%	56.2	13.9	E
	Through	145	152	104.8%	44.0	7.8	D
	Right Turn	144	137	95.1%	7.0	1.8	A
	Subtotal	494	487	98.6%	37.1	7.2	D
Total		4,142	4,113	99.3%	69.4	31.4	E



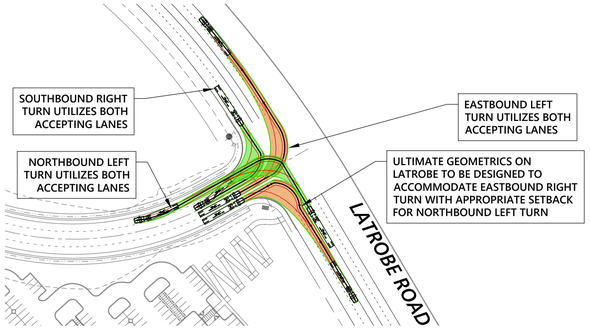
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	7	17	7	6	6	17	1476	14	12	940	121
Future Volume (veh/h)	360	7	17	7	6	6	17	1476	14	12	940	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	431	0	0	8	7	0	19	1677	16	14	1068	133
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	302	0	17	15	0	39	2035	19	18	2535	315
Arrive On Green	0.16	0.00	0.00	0.02	0.02	0.00	0.02	0.56	0.56	0.01	0.55	0.55
Sat Flow, veh/h	3563	1870	0	972	850	0	1781	3606	34	1781	4587	570
Grp Volume(v), veh/h	431	0	0	15	0	0	19	826	867	14	792	409
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1822	0	0	1781	1777	1863	1781	1702	1753
Q Serve(g_s), s	8.4	0.0	0.0	0.6	0.0	0.0	0.8	27.7	27.8	0.6	9.9	10.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	0.6	0.0	0.0	0.8	27.7	27.8	0.6	9.9	10.0
Prop In Lane	1.00		0.00	0.53		0.00	1.00		0.02	1.00		0.33
Lane Grp Cap(c), veh/h	575	302	0	33	0	0	39	1003	1052	18	1882	969
V/C Ratio(X)	0.75	0.00	0.00	0.46	0.00	0.00	0.49	0.82	0.82	0.77	0.42	0.42
Avail Cap(c_a), veh/h	1217	639	0	622	0	0	414	1093	1146	438	2093	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	0.0	35.6	0.0	0.0	35.4	13.0	13.0	36.1	9.5	9.5
Incr Delay (d2), s/veh	2.0	0.0	0.0	3.7	0.0	0.0	3.5	5.2	5.0	22.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	0.3	0.0	0.0	0.3	8.9	9.3	0.3	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	0.0	39.3	0.0	0.0	38.8	18.1	18.0	58.5	9.8	10.0
LnGrp LOS	C	A	A	D	A	A	D	B	B	E	A	A
Approach Vol, veh/h		431			15			1712			1215	
Approach Delay, s/veh		31.3			39.3			18.3			10.4	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	47.3		15.8	5.6	46.4		5.3				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	18.0	45.0		25.0	17.0	45.0		25.0				
Max Q Clear Time (g_c+I1), s	2.6	29.8		10.4	2.8	12.0		2.6				
Green Ext Time (p_c), s	0.0	11.5		1.4	0.0	12.3		0.0				

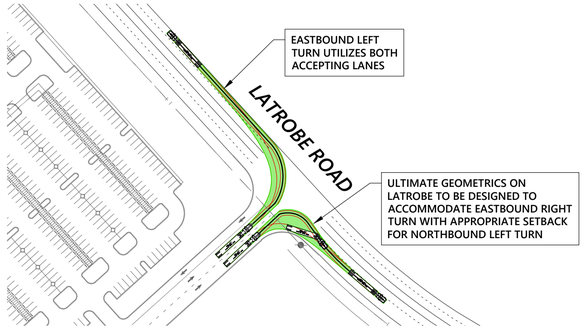
Intersection Summary			
HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



DETAIL 'A'
NO SCALE



DETAIL 'B'
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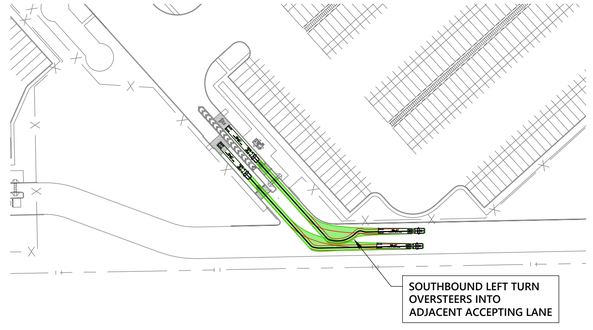

DETAIL 'C'
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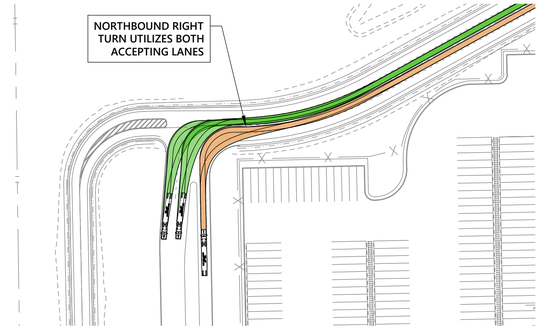
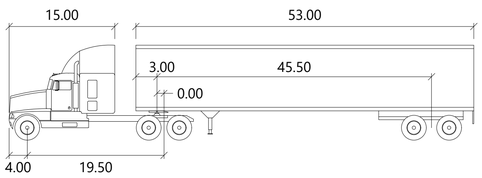


DETAIL 'D'
NO SCALE

DETAIL 'E'
NO SCALE



WB-67

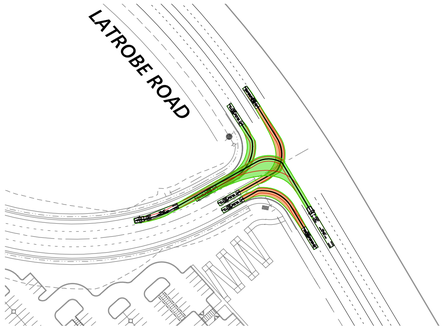
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Exhibit A

Frontier
WB-67 Truck Turning Templates

CADD FILE: \\Fpsa03.fpainc.local\Data\2021 Projects\4080.00_CONF_Project_Frontier\CAD\4080-Exhibits_3.dwg
Oct 19, 2022



DETAIL 'A'
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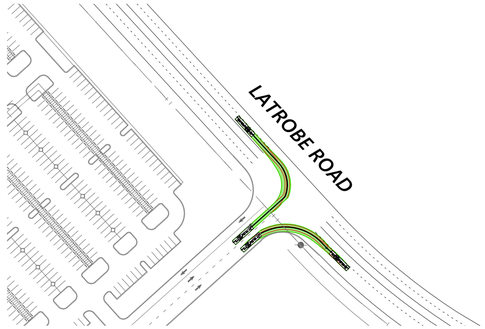
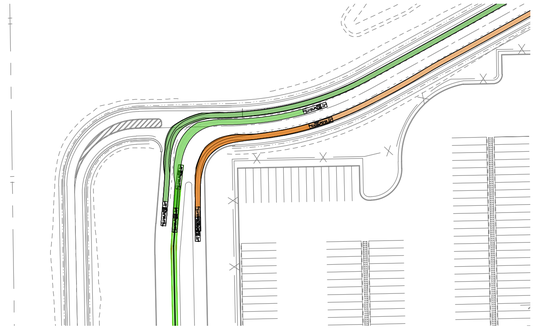


DETAIL 'B'
NO SCALE

DETAIL 'C'
NO SCALE

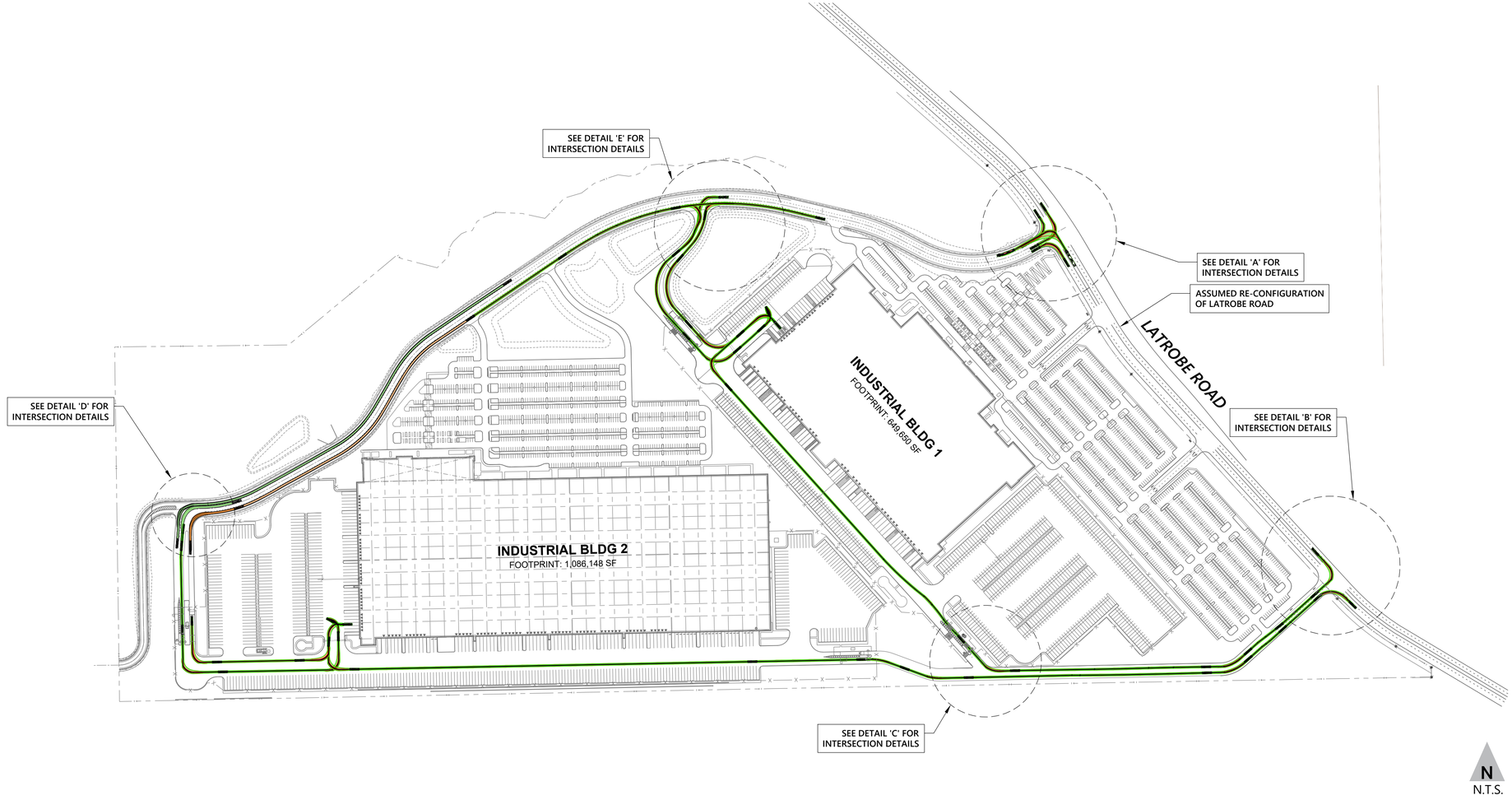


DETAIL 'D'
NO SCALE

DETAIL 'E'
NO SCALE

Rear-Load Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Exhibit B

Frontier
Rear-Load Garbage Truck Turning Templates

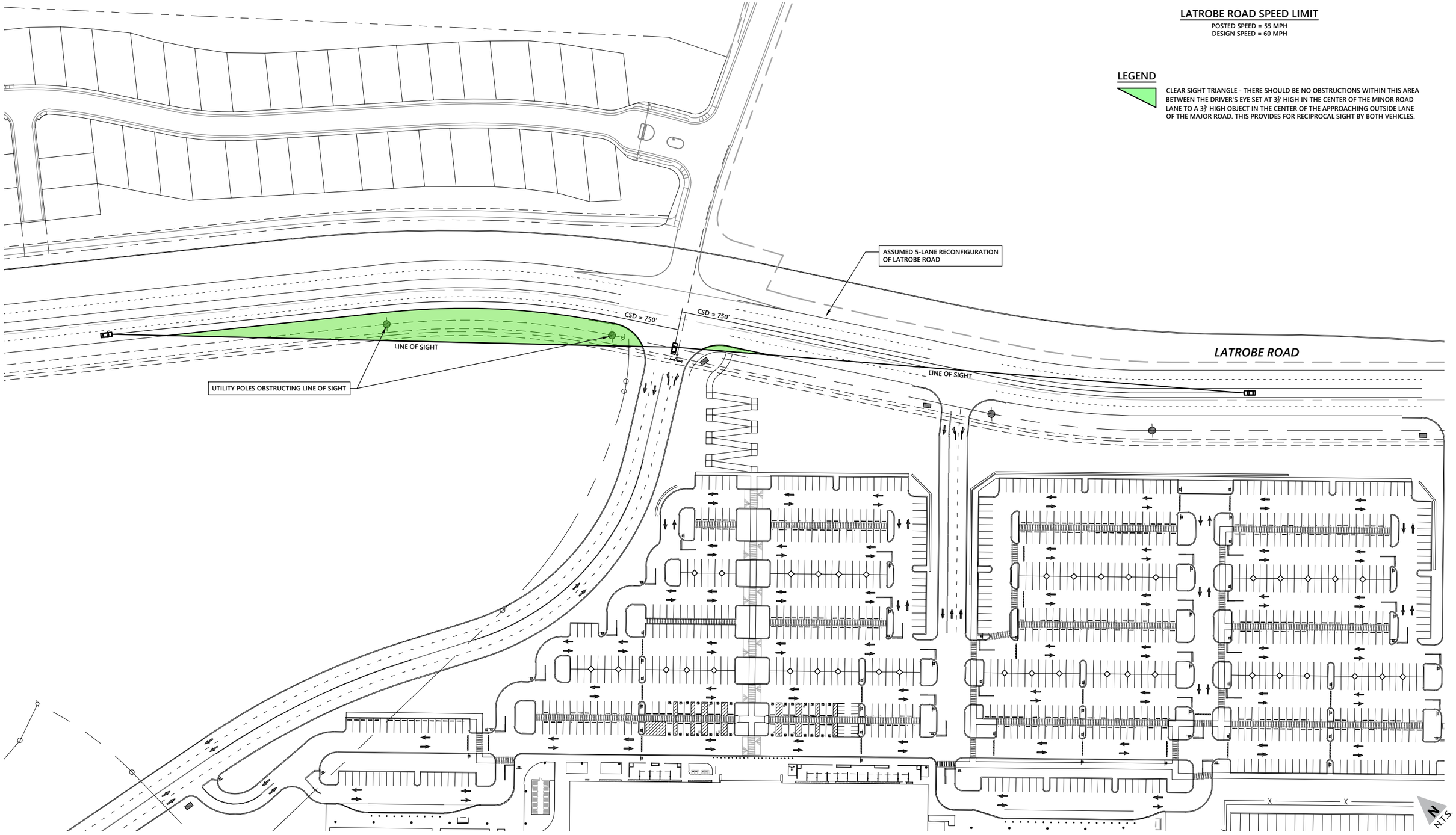
CADD FILE: \\fpsad03.fpinc.local\Data\2021 Projects\4080.00_CONF_Project_Frontier\CAD\4080-Exhibits_3.dwg
Oct 19, 2022

LATROBE ROAD SPEED LIMIT

POSTED SPEED = 55 MPH
DESIGN SPEED = 60 MPH

LEGEND

CLEAR SIGHT TRIANGLE - THERE SHOULD BE NO OBSTRUCTIONS WITHIN THIS AREA BETWEEN THE DRIVER'S EYE SET AT 3½' HIGH IN THE CENTER OF THE MINOR ROAD LANE TO A 3½' HIGH OBJECT IN THE CENTER OF THE APPROACHING OUTSIDE LANE OF THE MAJOR ROAD. THIS PROVIDES FOR RECIPROCAL SIGHT BY BOTH VEHICLES.



NOTES:

1. CORNER SIGHT DISTANCE IS CALCULATED PER HIGHWAY DESIGN MANUAL TOPIC 405.1 (2) (a): CSD = 1.47 (V_m) (T_g) WHERE V_m IS THE DESIGN SPEED (MPH) OF THE MAJOR ROAD AND T_g IS THE TIME GAP (SECONDS) FOR THE MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD. TABLE 405.1A PROVIDES THE TIME GAP FOR A PASSENGER CAR MAKING A LEFT TURN FROM STOP OF 7½ SECONDS, AN ADDITIONAL 1 SECOND IS ADDED TO GIVE THE DRIVER ENOUGH TIME TO CROSS THE ADDITIONAL TRAVEL LANE AND LEFT TURN LANE ALONG LATROBE ROAD, RESULTING IN A T_g OF 8½ SECONDS. THIS RESULTS IN A CSD = 1.47 (8.5) (60) = 750'.

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Exhibit C

Project Driveway Sight Distance Evaluation

Driveway 1

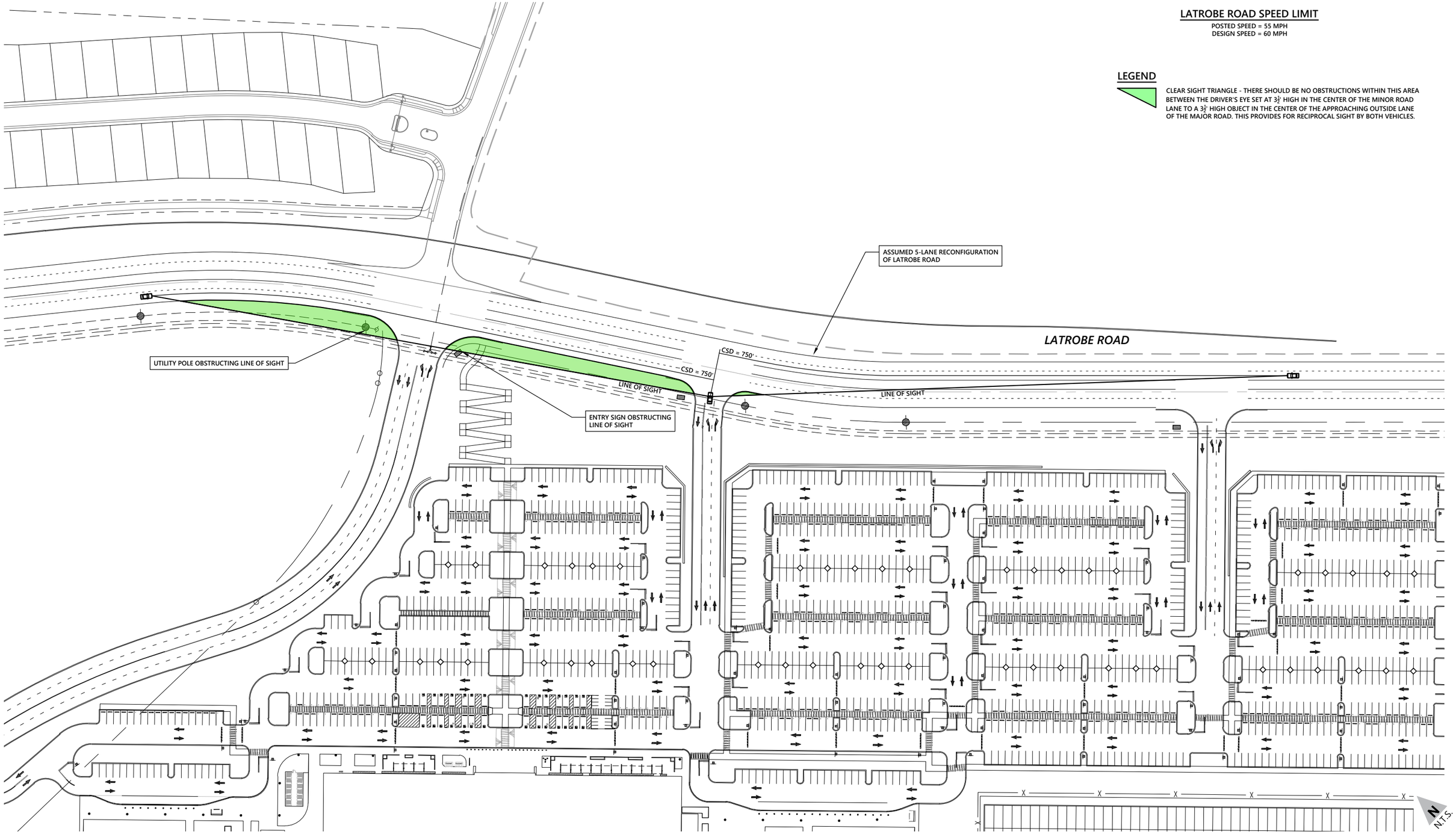
CADD FILE: N:\2021 Projects\4080.00_CONF_Project_Frontier\CADD\4080-Exhibits_2.dwg
Jun 03, 2022

LATROBE ROAD SPEED LIMIT

POSTED SPEED = 55 MPH
DESIGN SPEED = 60 MPH

LEGEND

CLEAR SIGHT TRIANGLE - THERE SHOULD BE NO OBSTRUCTIONS WITHIN THIS AREA BETWEEN THE DRIVER'S EYE SET AT 3½' HIGH IN THE CENTER OF THE MINOR ROAD LANE TO A 3½' HIGH OBJECT IN THE CENTER OF THE APPROACHING OUTSIDE LANE OF THE MAJOR ROAD. THIS PROVIDES FOR RECIPROCAL SIGHT BY BOTH VEHICLES.



NOTES:

1. CORNER SIGHT DISTANCE IS CALCULATED PER HIGHWAY DESIGN MANUAL TOPIC 405.1 (2) (a): CSD = 1.47 (V_m) (T_g) WHERE V_m IS THE DESIGN SPEED (MPH) OF THE MAJOR ROAD AND T_g IS THE TIME GAP (SECONDS) FOR THE MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD. TABLE 405.1A PROVIDES THE TIME GAP FOR A PASSENGER CAR MAKING A LEFT TURN FROM STOP OF 7½ SECONDS, AN ADDITIONAL 1 SECOND IS ADDED TO GIVE THE DRIVER ENOUGH TIME TO CROSS THE ADDITIONAL TRAVEL LANE AND LEFT TURN LANE ALONG LATROBE ROAD, RESULTING IN A T_g OF 8½ SECONDS. THIS RESULTS IN A CSD = 1.47 (8.5) (60) = 750'.

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Exhibit D

Project Driveway Sight Distance Evaluation

Driveway 2

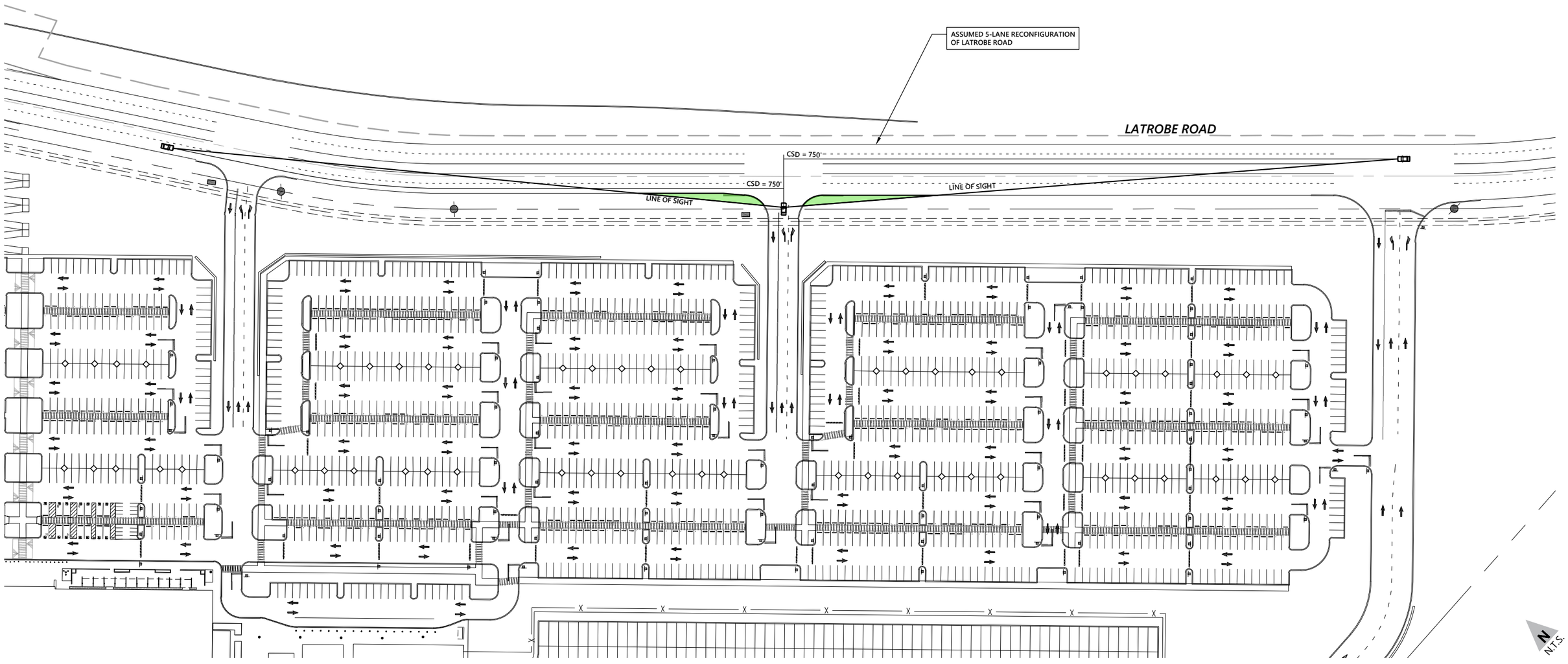
CADD FILE: N:\2021 Projects\4080.00_CONF_Project_Frontier\CAD\4080-Exhibits_2.dwg
Jun 03, 2022

LATROBE ROAD SPEED LIMIT

POSTED SPEED = 55 MPH
DESIGN SPEED = 60 MPH

LEGEND

CLEAR SIGHT TRIANGLE - THERE SHOULD BE NO OBSTRUCTIONS WITHIN THIS AREA BETWEEN THE DRIVER'S EYE SET AT 3½' HIGH IN THE CENTER OF THE MINOR ROAD LANE TO A 3½' HIGH OBJECT IN THE CENTER OF THE APPROACHING OUTSIDE LANE OF THE MAJOR ROAD. THIS PROVIDES FOR RECIPROCAL SIGHT BY BOTH VEHICLES.



NOTES:

1. CORNER SIGHT DISTANCE IS CALCULATED PER HIGHWAY DESIGN MANUAL TOPIC 405.1 (2) (a): CSD = 1.47 (V_m) (T_g) WHERE V_m IS THE DESIGN SPEED (MPH) OF THE MAJOR ROAD AND T_g IS THE TIME GAP (SECONDS) FOR THE MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD. TABLE 405.1A PROVIDES THE TIME GAP FOR A PASSENGER CAR MAKING A LEFT TURN FROM STOP OF 7½ SECONDS, AN ADDITIONAL 1 SECOND IS ADDED TO GIVE THE DRIVER ENOUGH TIME TO CROSS THE ADDITIONAL TRAVEL LANE AND LEFT TURN LANE ALONG LATROBE ROAD, RESULTING IN A T_g OF 8½ SECONDS. THIS RESULTS IN A CSD = 1.47 (8.5) (60) = 750'.

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Exhibit E

Project Driveway Sight Distance Evaluation

Driveway 3

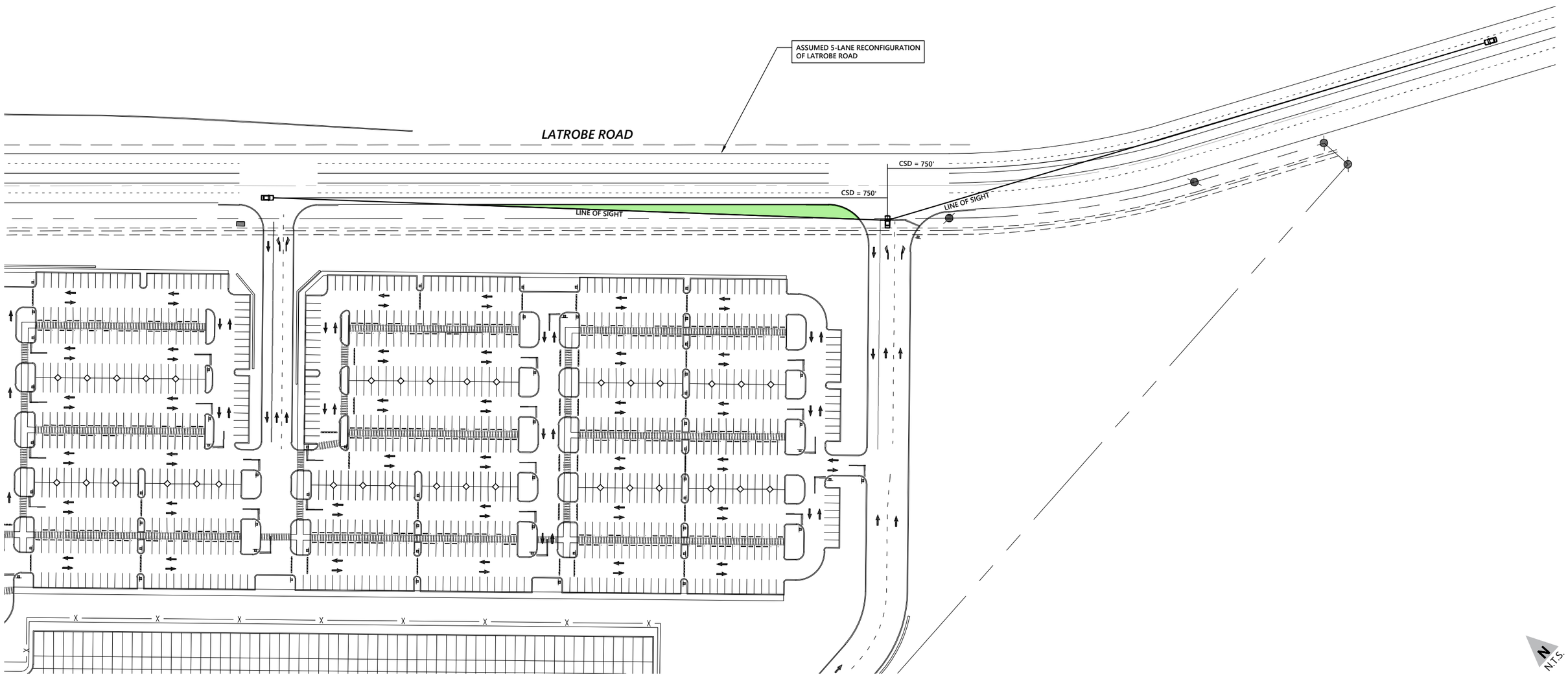
CADD FILE: N:\2021 Projects\4080.00_CONF_Project_Frontier\CAD\4080-Exhibits_2.dwg
Jun 03, 2022

LATROBE ROAD SPEED LIMIT

POSTED SPEED = 55 MPH
DESIGN SPEED = 60 MPH

LEGEND

CLEAR SIGHT TRIANGLE - THERE SHOULD BE NO OBSTRUCTIONS WITHIN THIS AREA BETWEEN THE DRIVER'S EYE SET AT 3½' HIGH IN THE CENTER OF THE MINOR ROAD LANE TO A 3½' HIGH OBJECT IN THE CENTER OF THE APPROACHING OUTSIDE LANE OF THE MAJOR ROAD. THIS PROVIDES FOR RECIPROCAL SIGHT BY BOTH VEHICLES.



NOTES:

1. CORNER SIGHT DISTANCE IS CALCULATED PER HIGHWAY DESIGN MANUAL TOPIC 405.1 (2) (a): CSD = 1.47 (V_m) (T_g) WHERE V_m IS THE DESIGN SPEED (MPH) OF THE MAJOR ROAD AND T_g IS THE TIME GAP (SECONDS) FOR THE MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD. TABLE 405.1A PROVIDES THE TIME GAP FOR A PASSENGER CAR MAKING A LEFT TURN FROM STOP OF 7½ SECONDS, AN ADDITIONAL 1 SECOND IS ADDED TO GIVE THE DRIVER ENOUGH TIME TO CROSS THE ADDITIONAL TRAVEL LANE AND LEFT TURN LANE ALONG LATROBE ROAD, RESULTING IN A T_g OF 8½ SECONDS. THIS RESULTS IN A CSD = 1.47 (8.5) (60) = 750'.

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

N
N.T.S.

Exhibit F

Project Driveway Sight Distance Evaluation
Driveway 4

CADD FILE: N:\2021 Projects\14080.00_CONF_Project_Frontier\CAD\14080-Exhibits_2.dwg
Jun 03, 2022