Appendix A
Acronyms and Abbreviations

APPENDIX A
Acronyms and Abbreviations

AB	Assembly Bill
AC&W	Aircraft Control and Warning
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing materials
ADWF	average dry weather flow
AEP	annual exceedance probability
AF/year	acre feet per year
AFB	Air Force Base
AFBCA	Air Force Base Conversion Agency
ALUC	airport land use commission
ALUP	airport land use plan
APE	area of potential effect
AQMP	Air Quality Mitigation Plan
ARB	Air Resources Board (California)
ATCM	Airborne Toxic Control Measure
BEPA	Bald Eagle Protection Act (Federal)
bgs	below ground surface
BMP	best management practice
BO	Biological Opinion
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officer's Association
CBC	California Building Code
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act , also called the Superfund Act
CESA	California Endangered Species Act
cf	cubic feet

CFR	Code of Federal Regulations
cfs	cubic feet per second
CH_4	methane
CLUP	Comprehensive Land Use Plan
CMUTCD	California Manual on Uniform Traffic Control Devices
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2 equivalents
County	Sacramento County
CRPD	Cordova Recreation and Park District
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
CWHR	California Wildlife Habitat Relationships
DA	Department of the Army
dB	decibels
dBA	A-weighted decibels
dbh	diameter at breast height
DHS	Department of Health Services
DNL	Also termed Ldn, the DNL is the 24-hour day and night A-weighted noise exposure level, which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night. Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.
DO	dissolved oxygen
DOC	California Department of Conservation
DOF	California Department of Finance
DOT	Department of Transportation
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
du	dwelling unit
DWR	Department of Water Resources
EGUSD	Elk Grove Unified School District
EIR	Environmental Impact Report
EIS	Enivornmental Impact Statement
EMF	Electric and magnetic fields
EPA	U.S. Environmental Protection Agency
ESA	Environmental Science Associates
ESA	Endangered Species Act
ESD	Equivalent Single-Family Dwelling Units

FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPPA	Farmland Protection Policy Act
FR	Federal Register
FTA	Federal Transit Administration
GHG	greenhouse gas
gpm	gallons per minute
HAP	Hazardous Air Pollutants
HCD	Department of Housing and Community Development (California)
HCM	Highway Capacity Manual
Hwy 50	U.S. Highway 50 (also U.S. 50)
Hz	hertz
I-80	Interstate 80
IPCC	Intergovernmental Panel on Climate Change
IRP	Installation Restoration Program
kV	kilovolts
LBP	lead-based paint
LEDPA	Least Environmentally Damaging Practicable Alternative
LEED	Leadership in Energy and Environmental Design
Leq	noise over a specified period of time, typically one hour
Lmax	instantaneous maximum noise level for a specified period of time
LOS	level of service
MAPPA	Mather Airport Planning Policy Area
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant levels
MEI	Maximally Exposed Individual
mg/L	milligrams per liter
$\mu\gamma/\mu^3$	micrograms per cubic meter
MGD	million gallons per day
MIST	Mather Internal Study Team
MRZ	mineral resource zone
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NCIC	North Central Information Center

NDMA	N-nitrosodimethylamine
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_3	nitrogen trifluoride
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NSA	North Service Area
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyls
PCE	Primary Constituent Elements
PCE	tetrachloroethylene
PG&E	Pacific Gas and Electric Company
Plan	Mather Specific Plan
PM10	particulate matter of less than 10 microns in size
PM2.5	particulate matter of less than 2.5 microns
ppm	parts per million
PWWF	peak wet weather flow
RCRA	Resource Conservation and Recovery Act
RHNP	Regional Housing Needs Plan
ROD	Record of Decision
ROG	reactive organic gases
RT	Sacramento Regional Transit District
RWQCB	Regional Water Quality Control Board
SAC	Strategic Air Command
SACOG	Sacramento Area Council of Governments
SACOMC	Sacramento Commission on Mather Conversion
SARA	Superfund Amendments and Reauthorization Act
SASD	Sacramento Area Sewer District
SCEMD	Sacramento County Environmental Management Department
SCWA	Sacramento County Water Agency
sf	square feet
SHPO	State Historic Preservation Officer
SIP	state implementation plan
SMAQMD	Sacramento Metropolitan Air Quality Management District

SMFD	Sacramento Metropolitan Fire District
SMUD	Sacramento Mucipial Utility District
SO_2	sulfur dioxide
SPA	Special Planning Area
SPCC	spill prevention, control, and countermeasures
SR	State Route
SRCSD	Sacramento Regional County Sanitation District
SRI	Solar Reflective Index
SROD	Supplemental Record of Decision
SRWTP	Sacramento Regional Wastewater Treatment Plant
SSHCP	South Sacramento Habitat Conservation Plan
ST	short term
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
T-BACT	Toxics Best Available Control Technology
TCE	trichloroethylene
TDS	total dissolved solids
TNM	Traffic Noise Model
tpd	tons per day
TRACON	Terminal Radar Control
U.S. 50	U.S. Highway 50 (also Hwy 50)
UCMP	California Museum of Paleontology Collections
UDA	Urban Development Area
ULI	Urban Land Institute
USACE	United States Army Corps of Engineers
USB	Urban Services Boundary
USC	U.S. Code
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USNWS	United States National Weather Service
v/c	volume-to capacity
VA	U.S. Department of Veteran Affairs
VELB	valley elderberry longhorn beetle
VOC	volatile organic compounds
WEAP	Worker Environmental Awareness Training
WQC	Water Quality Certification
WTP	water treatment plant
WWTP	wastewater treatment plant

Appendix B
Scoping Report

ESA

MATHER SPECIFIC PLAN PROJECT

Scoping Report

Prepared for
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, CA 95814
Contact: Kathleen Dadey, (916) 557–7253
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Oakland

Olympia

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Tampa

Woodland Hills

209259

TABLE OF CONTENTS

Mather Specific Plan Project Scoping Report

MATHER SPECIFIC PLAN PROJECT
Scoping Report

Introduction

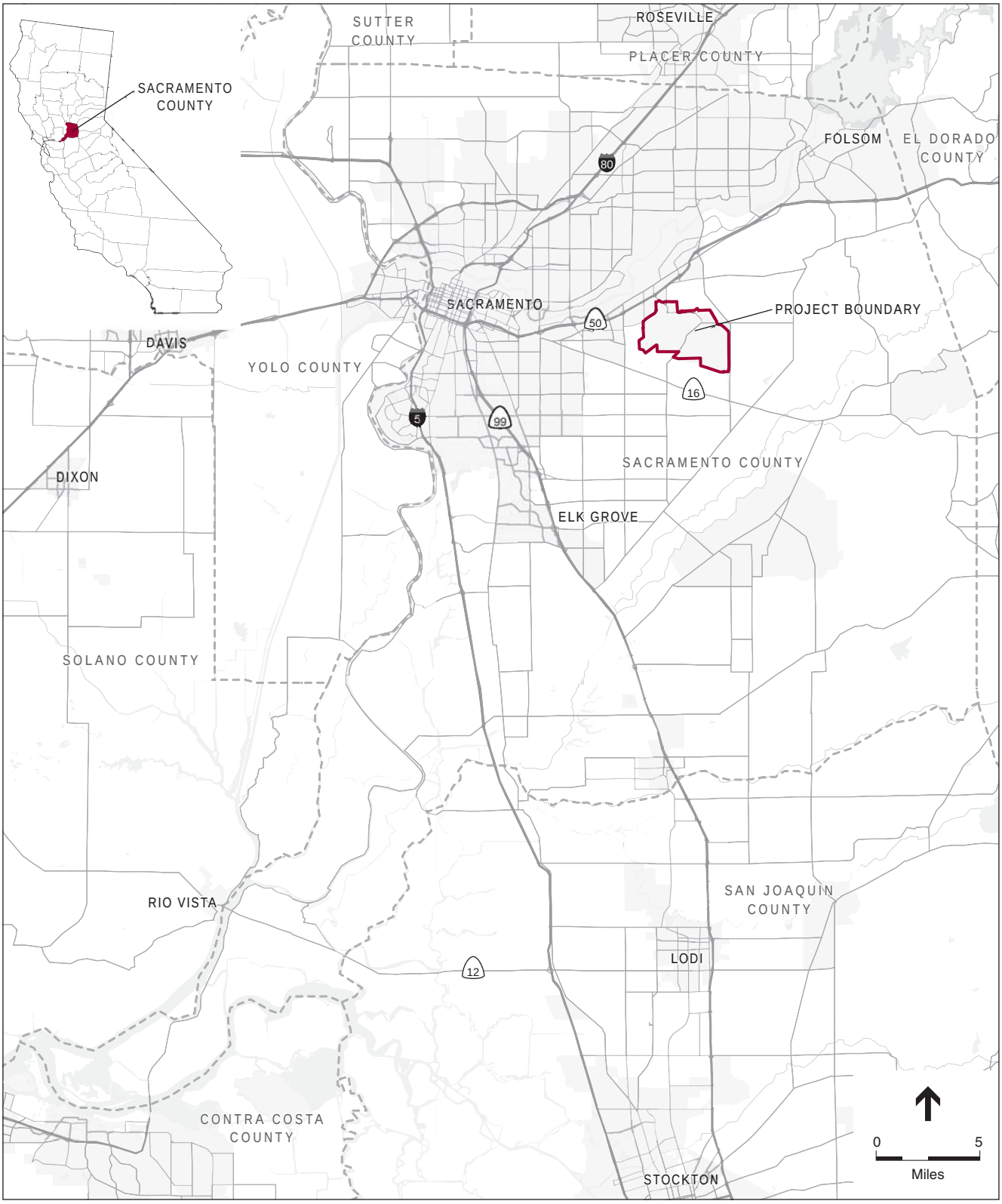
The U.S. Army Corps of Engineers (Corps), Sacramento District is preparing an Environmental Impact Statement (EIS) for the proposed Mather Specific Plan project. The Corps is the lead agency under the National Environmental Policy Act (NEPA). As part of the public involvement process for the EIS, the lead agency asked for input on the scope of the environmental review for the project through a public scoping meeting (January 6, 2010) and a written comment period (December 11, 2009 through January 31, 2010)[1]. This report presents a summary of the issues raised during scoping.

Proposed Project and Location

The Sacramento County Department of Economic Development (Applicant) submitted to the Corps seven separate permit applications for implementation of the Plan (i.e., the Applicant's Preferred Alternative). Each application covers one of the seven different proposed land uses within the boundaries of the Mather Specific Plan including airport commercial, commercial development, "economic development" i.e. aggregate extraction, university village/residential, parks/recreation, regional sports park, and infrastructure. Since the submission of the permit applications the acreages associated with the Applicant's Preferred Project have changed. The change in acreages are due to increased detail provided by the Applicant and refinement of GIS data and are consistent with the scale of development considered in the current permit applications. For this reason, the analyses and figures in the EIS and various technical documents show differing acreages as compared to the current permit applications.

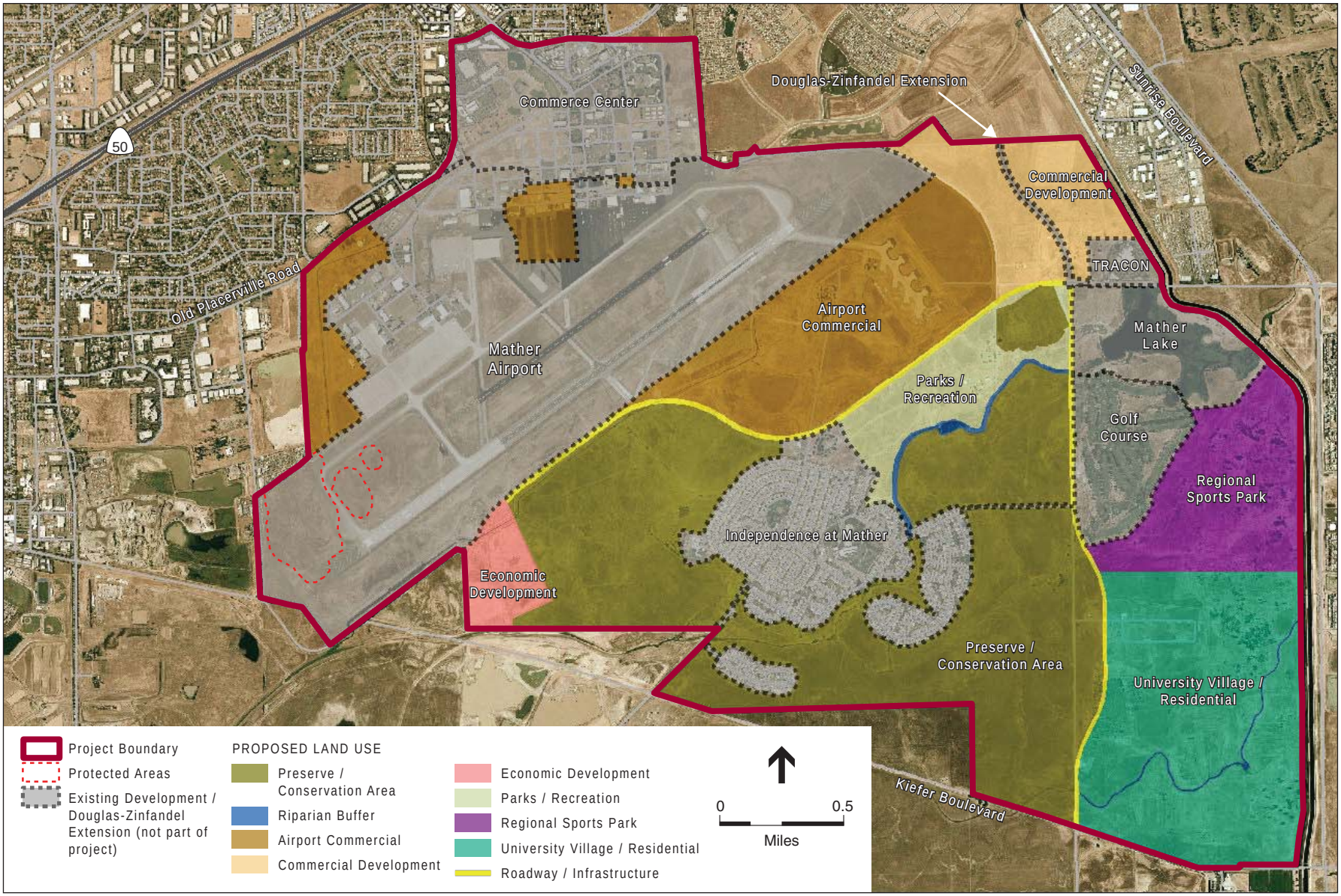
The Mather Specific Plan covers approximately 5,749 acres in eastern Sacramento County, California ("Plan Area"). The regional location is shown in **Figure 1**. The Applicant Preferred Project proposes to develop approximately 1,936 acres, and set aside 1,265 acres of wetland preserve/open space as shown in **Figure 2**. The Applicant Preferred Project includes approximately 592 acres of airport commercial (light industrial and airport support), 203 acres of commercial retail, 74 acres of aggregate extraction, 593 acres of university village/residential, 151 acres of parks and recreation, 273 acres for a regional sports park, and 50 acres for roadways and infrastructure.

[1] The Notice of Intent printed in the Federal Register states "Scoping comments should be submitted before January 31, 2010, but may be submitted at any time prior to publication of the Draft EIS."



SOURCE: DeLorme Street Atlas USA, 2000; and ESA, 2010

Figure 1
Regional Location



SOURCE: NAIP, 2006; Sacramento County, 2010; and ESA, 2010

Figure 2
Applicant Preferred Alternative

Background

Over 2,000 acres are currently developed within the Plan Area. These existing uses include Mather Airport, a commerce center and various other uses north of the airport runway, Federal Aviation Administration's Northern California Terminal Radar Control (or TRACON) facility, Mather Regional Park, and Independence at Mather, a residential development of single-family homes. These existing uses are shown on **Figure 2**.

Mather Airport was previously Mather Air Force Base, which was decommissioned in 1993. The airport was reopened as Sacramento Mather Airport, a public-use air cargo and general aviation airport, in May 1995. Most all-cargo carriers operating at Sacramento International Airport relocated to Mather Airport after its opening. The airport is leased by Sacramento County and operated by the Sacramento County Airport System; it includes two parallel runways and an air cargo ramp space. In addition to air cargo service and general aviation aircraft uses, there are maintenance shops, storage buildings, offices, fuel stations, warehouses and education/training facilities at the airport.

North of the airport runway are various government and commercial facilities, the majority of which were constructed when the site was an active AFB. This area includes Mather Commerce Center with office space, industrial space, medical facilities, and education and retail space. The area includes the U.S. Department of Veteran Affairs Medical Center, which was converted from the former U.S. Air Force Hospital, as well as various County offices.

The Northern California TRACON facility, located just north of Mather Lake provides air traffic control service for major airports in northern California including San Francisco Bay airports, the Monterey/Salinas area, Stockton/San Joaquin Valley and the Sacramento Valley.

Within the eastern portion of the project site is Mather Regional Park, which includes Mather Lake and a public 18-hole golf course. Near the center of the project site is Independence at Mather, a modern residential housing subdivision, which was redeveloped in the location of former AFB housing. Independence at Mather includes 1,271 single-family homes.

The remainder of the project site is currently undeveloped open space. An old landing field containing three parachute landing areas is located just west of the golf course. Sacramento Splash, a non-profit educational organization, provides tours of vernal pools in the open space area for school children and the general public. The Mather Aerospace Modelers utilize a portion of the project site, including a model airplane runway, just east of Eagles Nest Road and approximately 2,000 feet north of Kiefer Boulevard.

A Specific Plan (entitled the Mather Field Specific Plan) was adopted by the Sacramento County Board of Supervisors in May of 1997. The planning document lays out the envisioned transition of the former Mather AFB from military to civilian activities. Prior to development, an updated Mather Specific Plan which addresses recent project modifications will need to be adopted.

Sacramento County has submitted seven permit applications for seven separate land use developments within the Plan Area. An initial application was submitted in May 2008 with a modification submitted

in October 2009. The applications include activities that would result in the discharge of dredged or fill material into approximately 35.4 acres of wetlands and other waters of the U.S. A Department of the Army (DA) permit under Section 404 of the Clean Water Act is required for these types of discharges. The Corps determined that preparation of an EIS was required to meet the requirements of NEPA. A statement of responsibilities between the Corps, Sacramento County Department of Economic Development, and Environmental Science Associates (ESA) for preparing the EIS was subsequently signed.

Notice of Intent/Public Notice

The Corps published a Notice of Intent (NOI) in the Federal Register, Vol. 74, No. 237 on December 11, 2009 (**Appendix A**), to inform agencies and the general public that a Draft EIS was being prepared and invited comments on the scope and content of the document. The NOI also provided information on the date and time of the public scoping meeting. The Corps published a public notice with similar information on their Current Public Notices website: http://www.spk.usace.army.mil/organizations/ cespk-co/regulatory/PNs/index.html (**Appendix A**). Notice of the scoping comment period and public scoping meeting was provided via legal notice in the *Sacramento Bee* newspaper on December 21, 2009 (see **Appendix A**) and was included on the Mather Neighbors (http://www.matherneighbors.com/) and Rancho Cordova Post (http://www.ranchocordovapost.com/) online event calendars.

Public Scoping Meeting

The Corps held a public scoping meeting to solicit input from interested parties to be considered in project design, alternatives development, and on the scope and content of the EIS. The meeting was held on January 6, 2010 from 4 p.m. to 7 p.m. at 10590 Armstrong Avenue, Mather, California 95655, in Main Conference Room A. Attendees were given the opportunity to ask questions and to provide written and oral comments. A court recorder was present, though no oral comments were submitted.

Summary of Written Public Comments

To date, three comment letters have been received on the NOI as listed in **Table 1**. The letters are included as **Appendix B**. Comments are summarized below and include the number of the associated comment letter in parenthesis.

TABLE 1
NOI COMMENT LETTERS

Letter	Name	Organization	Date
1	Kenneth Sanchez	U.S. Fish and Wildlife Service	January 15, 2010
2	Kathleen Goforth	U.S. Environmental Protection Agency	March 12, 2010
3	Carol Witham	California Native Plant Society	March 15, 2010

Air Quality

- The EIS should assess air quality impacts adequately and describe how impacts will be minimized through mitigation measures. (2)

- The EIS should discuss baseline air quality conditions, describe applicable federal and state air quality regulations and rigorously assess direct, indirect and cumulative effects of the proposed project on air quality. The EIS should address impacts from construction and post construction conditions including increased traffic. (2)

- The EIS should describe specific commitments to mitigate emissions that will prevent further degradation of air quality in the Air Basin, as well as provide a quantitative estimate of the air quality benefits likely to result from each mitigation measure proposed. (2)

- The DEIS should describe the Corps' coordination with EPA, California Air Resources Board, and the Sacramento Metropolitan Air Quality Management District to reduce air quality impacts in the Air Basin. (2)

- The DEIS should explain whether the project will or will not meet general conformity requirements with the state implementation plans for the Air Basin. (2)

- Though the Clean Air Act does not require a federal lead agency to prepare a draft General Conformity Determination as part of the NEPA process, the EPA recommends this in the interest of full public disclosure and to better inform decision making. (2)

Alternatives

- An alternative should be included that protects resources used by Sacramento Splash program; specifically, the “Bomb Pool” east of the munitions storage area. (3)

Aquatic Resources (Including Wetlands and Vernal Pools)

- The County must create a wetland management plan (or enter into a wetland protection agreement) in compliance with the Department of Defense SROD for the base closure and transfer. (2 and 3)

- The EIS should consider unregulated vernal pool losses as documented in the mapping project conducted by Dr. Robert Holland (available at: http://www.placerlandtrust.org/vernalpoolreport.aspx). (3)

- The EIS should discuss direct, indirect and cumulative effects of the project on water quality, wetlands and vernal pools. (2)

Biological Resources

- The EIS should include an effects analysis of federally-listed species and designated critical habitat, including a proposed conservation strategy for federally-listed species and discussion of the effects of this project cumulatively with other proposed or upcoming projects. (1)

- A species list should be obtained from the U.S. Fish and Wildlife Services' Sacramento Fish and Wildlife Office website (http://www.fws.gov/sacramento/) and the list should be updated every 90 days. (1)

- The U.S. Fish and Wildlife Service is particularly concerned with the effect on four federally-listed vernal pool species and four critical habitat units (listed on page 2 of comment letter 1).

- The EIS should use *The Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (U.S. Fish and Wildlife Service, 2005) when evaluating the project and compensation. U.S. Fish and Wildlife Service recommends implementing the strategies in the Recovery Plan. EIS should include implementation and consistency with the Recovery Plan as a conservation measure for impacts to biological resources. (1)

- The County needs to establish provisions for the long-term management of the Preserve (including development of a management plan). Land management responsibilities shall reside with a resource management agency, qualified non-profit organization or appropriate private entity subject to U.S Fish and Wildlife Service approval. Sufficient funding levels with acceptable guarantees shall be provided for ongoing maintenance and stewardship of easement lands. (1)

- EIS should establish performance standards to evaluate the success of the proposed measures, provide a range of options to achieve the performance standards, and commit the lead agency to successful completion of the measures. It is recommended that conservation measures be enforceable and not deferred until a later time. For conservation measures the EIS should identify the following:

  - how each measure will be carried out,
  - who will perform the measures,
  - when the measures will be performed,
  - why the measures are feasible,
  - the performance standards and mechanism for achieving success, and
  - an assured source of funding to manage identified compensation lands. (1)

Climate Change

- The EIS should discuss climate change implications for Mather Lake and Morrison Creek, describe and evaluate the potential impacts of the project in the context of projected climate change effects (changes in temperature and increased frequency of high intensity storms), and consider the consequences of these effects on wetlands and vernal pools and stormwater/sewage treatment capacity. (2)

Cumulative

- The cumulative analysis should consider other EISs being prepared for area projects including the Sunridge Specific Plan, The Preserve (also known as The Ranch or Sunridge 530), Sun-Creek, Heritage Falls, The Arboretum, Rio Del Oro, Cordova Hills, Folsom Sphere of Influence, Glenborough, Easton Place, Excelsior Estates, The Connector and the Kiefer Landfill. (3)

- The cumulative discussion should consider parcels within a 5-mile radius of project where wetland delineations have been received, or for which a pre-application meeting has been held, regardless of status of permit application. (3)

Flooding

- Describe the current Federal Emergency Management Agency (FEMA) floodplain management and insurance regulations and how they may influence land management decisions in the project area. It is recommended that FEMA's Region IX Mitigation Division, Map Modernization Unit be contacted to ensure that the latest regulation guidelines are included. (2)

Mitigation

- Because land [in the Mather Specific Plan] is a public trust resource it should not be used as potential mitigation for the proposed development. (3)

NEPA/EIS Process

- Compliance with 1994 Supplemental Record of Decision (SROD) should be documented before proceeding with NEPA process for actions regarding new development plans for the Mather Specific Plan. (2)

Appendix A
Public Notices

12900 NORTH MERIDAN STREET, CARMEL, IN
2525 CALIFORNIA STREET, COLUMBUS, IN
7409 EAGLE CREST BLVD, EVANSVILLE, IN
1111 SOUTH PARK DRIVE, GREENWOOD, IN
225 N HIGH STREET, MUNCIE, IN
801 WABASH AVE, TERRE HAUTE, IN
201 E. RUDISILL BLVD, FORT WAYNE, IN
955 MEZZANINE DRIVE, LAFAYETTE, IN
7525 EAST 39TH STREET, INDIANAPOLIS, IN

NPA (Subcontractor): Shares Inc., Shelbyville, IN

301 SOUTH PROSPECT ROAD, BLOOMINGTON, IL
1201 N MITSUBISHI MOTORWAY, BLOOMINGTON, IL
310–312 W. CHURCH ST., CHAMPAIGN, IL
306 W ELDORADO STREET, DECATUR, IL
405 SOUTH BANKER STREET, EFFINGHAM, IL
2066 WINDISH DR, GALESBURG, IL
2415 WEST CORNERSTONE CT, PEORIA, IL
3701 EAST LAKE CENTRE DR., QUINCY, IL
3101 CONSTITUTION DRIVE, SPRINGFIELD, IL
1122 T & C COMMONS, CHESTERFIELD, MO
111 CORPORATE OFFICE DR. #145, EARTH CITY, MO
1222 SPRUCE ST, ST LOUIS, MO

NPA (Subcontractor): United Cerebral Palsy of the Land of Lincoln, Springfield, IL

1115 NORTH MADISON AVE, EL DORADO, AR
4905 OLD GREENWOOD RD., FORT SMITH, AR
190 AVIATION PLAZA SUITE C, HOT SPRINGS, AR
615 S MAIN ST, JONESBORO, AR
700 W CAPITOL AVENUE, LITTLE ROCK, AR
100 EAST 8TH AVE, PINE BLUFF, AR
1401 HUDSON LN STE 134, MONROE, LA
3007 KNIGHT ST, SHREVEPORT, LA
3333 S. NATIONAL AVE, SPRINGFIELD, MO
109 S HIGHLAND AVE, JACKSON, TN
MEMPHIS FB: 167 N MAIN ST, MEMPHIS, TN
22 N FRONT ST, MEMPHIS, TN
500 N STATE LINE AVE, TEXARKANA, AR
655 E MILSAP RD, FAYETTEVILLE, AR

NPA (Subcontractor): United Cerebral Palsy of Central Arkansas, Little Rock, AR

1110 MONTLIMAR DR, MOBILE, AL
235 ROOSEVELT AVE., ALBANY, GA
3604 MACON ROAD, COLUMBUS, GA
VALDOSTA FB: 401 NORTH PATTERSON ST, VALDOSTA, GA
202 WEST ADAMS STREET, DOTHAN, AL
125 W ROMANA STREET, PENSACOLA, FL
880 N. REUS STREET, PENSACOLA, FL
651–F WEST 14TH STREET, PANAMA CITY, FL

NPA (Subcontractor): Wiregrass Rehabilitation Center, Inc., Dothan, AL

2120 CAPITOL AVE, CHEYENNE, WY

NPA (Subcontractor): Bayaud Industries, Inc., Denver, CO

300 COUNTRY CLUB RD, EUGENE, OR
GUS J. SOLOMON CTHSE: 620 SW MAIN ST, PORTLAND, OR
E.GREEN—W.WYATT FB: 1220 SW THIRD AVE, PORTLAND, OR
1660 OAK STREET SE, SALEM, OR
500 W 12TH ST, VANCOUVER, WA

NPA (Subcontractor): Garten Services, Inc., Salem, OR

10715 DAVID TAYLOR DRIVE, CHARLOTTE, NC
3308 CHAPEL HILLS BLVD, DURHAM, NC
320 FEDERAL PLACE, GREENSBORO, NC
2303 W MEADOWVIEW ROAD, GREENSBORO, NC
115 5TH AVENUE, NW, HICKORY, NC
4405 BLAND ROAD, RALEIGH, NC
RALEIGH FB: 310 NEW BERN AVENUE, RALEIGH, NC
251 N MAIN STREET, WINSTON SALEM, NC
151 PATTON AVENUE, ASHEVILLE, NC
225 GREEN ST, FAYETTEVILLE, NC
3340 JAECKLE DRIVE, WILMINGTON, NC

NPA (Subcontractor): OE Enterprises, Inc., Hillsborough, NC

1212 CHARLES STREET, BEAUFORT, SC
1 POSTON ROAD, CHARLESTON, SC
1835 ASSEMBLY STREET, COLUMBIA, SC
440 ROPER MOUNTAIN ROAD, GREENVILLE, SC
601 19th AVENUE NORTH, MYRTLE BEACH, SC
401 W EVANS ST, FLORENCE, SC

NPA (Subcontractor): Florence County Disabilities and Special Needs Board, Florence, SC

5799 BROADMOOR ST, MISSION, KS
120 SE 6TH STREET, TOPEKA, KS
271 WEST 3RD STREET NORTH, WICHITA, KS
3720 SOUTH ELIZABETH STREET, INDEPENDENCE, MO
6000 E. GEOSPACE DRIVE, INDEPENDENCE, MO
5800 E BANNISTER ROAD, KANSAS CITY, MO
APPEAL SITE: 2345 GRAND AVE, KANSAS CITY, MO
333 WEST PERSHING ROAD, KANSAS CITY, MO
200 SPACE CENTER DRIVE, LEES SUMMIT, MO

NPA (Subcontractor): Independence and Blue Springs Industries, Inc., Independence, MO

211 N DELAWARE AVE, MASON CITY, IA

NPA (Subcontractor): Harrison County Sheltered Workshop Association, Bethany, MO

4825 COFFEE RD, BAKERSFIELD, CA

NPA (Subcontractor): The Bakersfield Association for Retarded Citizens, Inc., Bakersfield, CA

1534 NORTH BRIDGE ST., CHILLICOTHE, OH
JOHN W PECK FB: 550 MAIN STREET, CINCINNATI, OH
36 E SEVENTH STREET, CINCINNATI, OH
312 ELM ST., CINCINNATI, OH
200 W 2ND ST, DAYTON, OH
70 N. PLAINS ROAD, THE PLAINS, OH
9075 CENTRE POINTE DRIVE, WESTCHESTER, OH
710 MAIN ST., ZANESVILLE, OH
200 WEST FOURTH STREET, COVINGTON, KY
333 SCOTT STREET, COVINGTON, KY
COLUMBUS FOB: 200 N HIGH ST, COLUMBUS, OH
401 NORTH FRONT STREET, COLUMBUS, OH

NPA (Subcontractor): Greene, Inc., Xenia, OH

SANTA ANA POD: 801 CIVIC CENTER DRIVE, W., SANTA ANA, CA

NPA (Subcontractor): Landmark Services, Inc., Santa Ana, CA

Patricia Briscoe,

Deputy Director, Business Operations.

[FR Doc. E9–29485 Filed 12–10–09; 8:45 am]

BILLING CODE 6353–01–P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Proposed Mather Specific Plan, Sacramento County, CA, Permit Application number SPK–2002–561

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers, Sacramento District, (Corps) will prepare an Environmental Impact Statement (EIS) for the Mather Specific Plan in Sacramento County, CA. The Sacramento County Department of Economic Development has applied for a Department of the Army permit to fill approximately 35.4 acres of waters of the United States, including wetlands, to construct the project.

ADDRESSES: Please send written comments to Kathleen Dadey, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Room 1480, Sacramento, CA, 95814–2922.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and EIS can be answered by Kathleen Dadey, (916) 557–7253, e-mail: *kathleen.a.dadey@usace.army.mil.*

SUPPLEMENTARY INFORMATION: The Sacramento County Department of Economic Development has applied for Department of Army permits under Section 404 of the Clean Water Act to develop public and private uses within the Mather Specific Plan area in eastern Sacramento County, CA. The Plan area encompasses approximately 5,716 acres of land, of which over 2,000 acres are

currently developed. The project proposes to develop approximately 1,870 acres, and set aside 1,274 acres of wetland preserve/open space. The proposed action includes approximately 584 acres of commercial uses associated with the adjacent Mather Airport, 201 acres of commercial, 84 acres of aggregate extraction, 598 acres of university village/residential, 102 acres of parks and recreation, 274 acres for a regional sports park, and 27.4 acres for utilities and infrastructure. Approximately 124 acres of waters of the United States have been identified in the proposed project area, including 69.8 acres of vernal wetlands (pools and swales), 27.3 acres of depressional seasonal wetlands, 1.9 acres of ditches, 5.7 acres of lake/pond and 19.1 acres of other waters of the United States. The applicant has applied for permits to fill 35.39 acres of these waters. The approximately 1,274 acre open space and wetland preserve would contain approximately 47.3 acres of waters not directly impacted by the project. In addition, approximately 4.9 acres of wetlands at the west end of the Mather Airport runway would be avoided and placed under some type of protective agreement, but not a conservation easement.

The EIS will include an evaluation of a reasonable range of alternatives. Currently, at least four alternatives are expected to be analyzed in detail: (1) The no action alternative (no permit issued), (2) the applicant's preferred project (proposed action), (3) an offsite alternative, and (4) a reduced development footprint alternative. The no action alternative assumes limited development would occur in the Mather Specific Plan area with all waters of the United States avoided. The off-site alternative assumes the proposed project would be developed at a different but suitably-sized site in the region. A reduced development footprint alternative will have a smaller development footprint than the applicant's preferred project with less direct impacts to waters of the United States.

The Corps' scoping process for the EIS includes a public involvement program with several opportunities to provide oral and written comments. In addition to public meetings and notifications in the **Federal Register**, the Corps will issue public notices when the draft and final EISs are available. Affected Federal, State, and local agencies, Native American tribes, and other interested organizations and parties are invited to participate.

Potentially significant issues to be analyzed in the EIS include, but are not limited to: Hydrology, water supply, water quality, cultural resources, biological resources, traffic and transportation, and air quality.

The Corps is the lead agency for preparation of the EIS under the requirements of the National Environmental Policy Act (NEPA). The Corps will coordinate with the U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service and Central Valley Regional Water Quality Control Board.

Other environmental review and consultation requirements for the proposed action include the need for the applicant to obtain water quality certification under Section 401 of the Clean Water Act from the Central Valley Regional Water Quality Control Board. In addition, because the proposed project may affect federally-listed endangered species, the Corps will formally consult with the U.S. Fish and Wildlife Service in accordance with Section 7 of the federal Endangered Species Act. The Corps will also be consulting with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act concerning properties listed, or potentially eligible for listing, on the National Register of Historic Places.

One public scoping meeting for the EIS will be held on January 6, from 4 p.m. to 7 p.m. Conference Room 170 located at 10545 Armstrong Avenue, Mather CA, 95655. Interested parties can provide oral and written comments at the meeting. Interested parties may also submit written comments on this notice. Scoping comments should be submitted before January 31, 2010, but may be submitted at any time prior to publication of the Draft EIS.

Interested parties may register for the Corps' public notice email notification lists at: *http://www.spk.usace.army.mil/organizations/cespk-co/regulatory/pnlist.html.*

Dated: November 30, 2009.

Thomas C. Chapman,

Colonel, Corps of Engineers, District Engineer.

[FR Doc. E9–29603 Filed 12–10–09; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Public Hearings for the Draft Environmental Impact Statement/ Overseas Environmental Impact Statement for the Gulf of Alaska Navy Training Activities

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to section 102(2)(c) of the National Environmental Policy Act (NEPA); the Council on Environmental Quality Regulations for implementing the procedural provisions of NEPA (Title 40 Code of Federal Regulations Parts 1500–1508); and Executive Order 12114, Environmental Effects Abroad of Major Federal Actions, the Department of the Navy (Navy) has prepared and filed with the U.S. Environmental Protection Agency a Draft Environmental Impact Statement/ Overseas Environmental Impact Statement (EIS/OEIS) for public release on December 11, 2009. The National Marine Fisheries Service (NMFS) is a Cooperating Agency for the EIS/OEIS.

The Draft EIS/OEIS evaluates the potential environmental effects of the Proposed Action from Navy training activities conducted in the Gulf of Alaska and Alaska's inland training areas, collectively referred to as the Alaska Training Areas (ATA). The Draft EIS/OEIS addresses ongoing and proposed military training activities, as well as proposed force structure changes and the introduction of new weapons and systems to the Fleet. The Proposed Action serves to achieve and maintain Fleet readiness using the ATA to support and conduct current, emerging, and future training activities. A Notice of Intent for this Draft EIS/OEIS was published in the **Federal Register** on March 17, 2008 (73 FR 14237).

The Navy will conduct five public hearings to receive oral and written comments on the Draft EIS/OEIS. Federal, State, and local agencies, elected officials, and other interested individuals and organizations are invited to be present or represented at the public hearings. This notice announces the dates and locations of the public hearings for this Draft EIS/OEIS.

An open house session will precede the scheduled public hearing at each of the locations listed below, and will allow individuals to review the information presented in the Draft EIS/ OEIS. Navy representatives will be available during the open house sessions to clarify information related to the Draft EIS/OEIS.

Dates and Addresses: Five public hearings will be held in Alaska to receive oral and written comments on the Draft EIS/OEIS. All meetings will start with an open house session from 5 p.m. to 7 p.m., followed by a presentation and formal public comment period from 7 p.m. to 8:30 p.m. Public hearings will be held on the following dates and at the following locations:

Public Notice

Public Notice of Permit Application
Action ID: SPK-2002-00561
Comments Period: 16 December 2009 – 15 March 2010

SUBJECT: The U.S. Army Corps of Engineers, Sacramento District, (Corps) is evaluating permit applications under Section 404 of the Clean Water Act to develop public and private uses within the Mather Specific Plan area in eastern Sacramento County, California. The Plan area encompasses approximately 5,716 acres of land, of which over 2,000 acres are currently developed. The Corps has determined that an Environmental Impact Statement (EIS) will be developed in accordance with the National Policy Act (NEPA). A Notice of Intent (NOI) was published in the Federal Register on December 11, 2009, and can be found at http://www.access.gpo.gov/su_docs/fedreg/frcont09.html. This notice may also be viewed at the Corps web site at http://www.spk.usace.army.mil/regulatory.html.

The Corps is the lead agency for preparation of the EIS under the requirements of the NEPA. The Corps will coordinate with the U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service and Central Valley Regional Water Quality Control Board.

AUTHORITY: This application is being evaluated under Section 404 of the Clean Water Act for the discharge of dredged or fill material in waters of the United States.

APPLICANT: Sacramento County
Department of Economic Development
700 H Street Suite 7650
Sacramento, California 95814
Attn: Rick Balaz, Senior Project Manager

LOCATION: The project site is located in Sections 10 - 16, 23, 24, Township 8 North, Range 6 East, and Sections 18 and 19, Township 8 North, Range 7 East, MDB&M, in Sacramento County, California.

PROJECT DESCRIPTION: The applicant proposes to develop approximately 1,870 acres, and set aside 1,274 acres of wetland preserve/open space. The proposed action includes approximately 584 acres of commercial uses associated with the adjacent Mather Airport, 201 acres of commercial, 84 acres of aggregate extraction, 598 acres of university village/residential, 102 acres of parks and recreation, 274 acres for a regional sports park, and 27.4 acres for utilities and infrastructure. The applicant has applied for permits to fill 35.39 acres of these waters. The approximately 1,274 acre open space and wetland preserve would contain approximately 47.3 acres of waters not directly impacted by the project. In addition, approximately 4.9 acres of wetlands at the west end of the Mather Airport runway would be avoided and placed under some type of protective agreement, but not a conservation easement.

PUBLIC SCOPING MEETING: A public scoping meeting for the EIS will be held on January 6, from 4:00 pm to 7:00 pm 10590 Armstrong Avenue, Mather California 95655, in Main Conference Room A. Please note that this is a slight change in venue relative to the address in the NOI in the Federal Register. Interested parties can provide oral and written comments at the meeting. Interested parties

may also submit written comments on this notice. Scoping comments should be submitted before February 14, 2010, but may be submitted at any time prior to publication of the Draft EIS.

ADDITIONAL INFORMATION:

Environmental Setting. The project area is southeast of Sacramento on the former Mather Air Force Base, which is currently owned by the U.S. government. Plans to transfer the property to the County are awaiting completion of a Wetlands Management Plan by the County. Approximately 124 acres of waters of the United States have been identified in the proposed project area, including 69.8 acres of vernal wetlands (pools and swales), 27.3 acres of depressional seasonal wetlands, 1.9 acres of ditches, 5.7 acres of lake/pond and 19.1 acres of other waters of the United States.

Alternatives. The EIS will include an evaluation of a reasonable range of alternatives. Currently, at least four alternatives are expected to be analyzed in detail: (1) the no action alternative (no permit issued), (2) the applicant's preferred project (proposed action), (3) an offsite alternative, and (4) a reduced development footprint alternative. The no action alternative assumes limited development would occur in the Mather Specific Plan area with all waters of the United States avoided. The off-site alternative assumes the proposed project would be developed at a different but suitably-sized site in the region. A reduced development footprint alternative will have a smaller development footprint than the applicant's preferred project with less direct impacts to waters of the United States.

Mitigation. The Corps requires that applicants consider and use all reasonable and practical measures to avoid and minimize impacts to aquatic resources. If the applicant is unable to avoid or minimize all impacts, the Corps may require compensatory mitigation. As stated by the applicant, current mitigation comprises preservation of approximately 1,274 acres of wetland/open space habitat, containing 47.3 acres of waters on-site.

OTHER GOVERNMENTAL AUTHORIZATIONS: Water quality certification, as required under Section 401 of the Clean Water Act, from the Central Valley Regional Water Quality Control Board is required for this project. The applicant has not indicated they have applied for certification.

HISTORIC PROPERTIES: The Corps will initiate consultation with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act.

ENDANGERED SPECIES: The Corps will initiate consultation with US Fish and Wildlife Service under Section 7 of the Endangered Species Act.

ESSENTIAL FISH HABITAT: The proposed project will not affect Essential Fish Habitat (EFH) as defined in the Magnuson-Stevens Fishery Conservation and Management Act.

The above determinations are based on information provided by the applicant and our preliminary review.

PROCESS: The scoping process for the development of an EIS is intended to be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action. As part of the scoping process, the Corps, as the lead Federal Agency in the preparation of the EIS, has invited the participation of affected Federal, State, and local agencies, any affected Indian tribes and other interested persons. Throughout the scoping process, several opportunities will be available for interested parties to provide verbal and written comments on

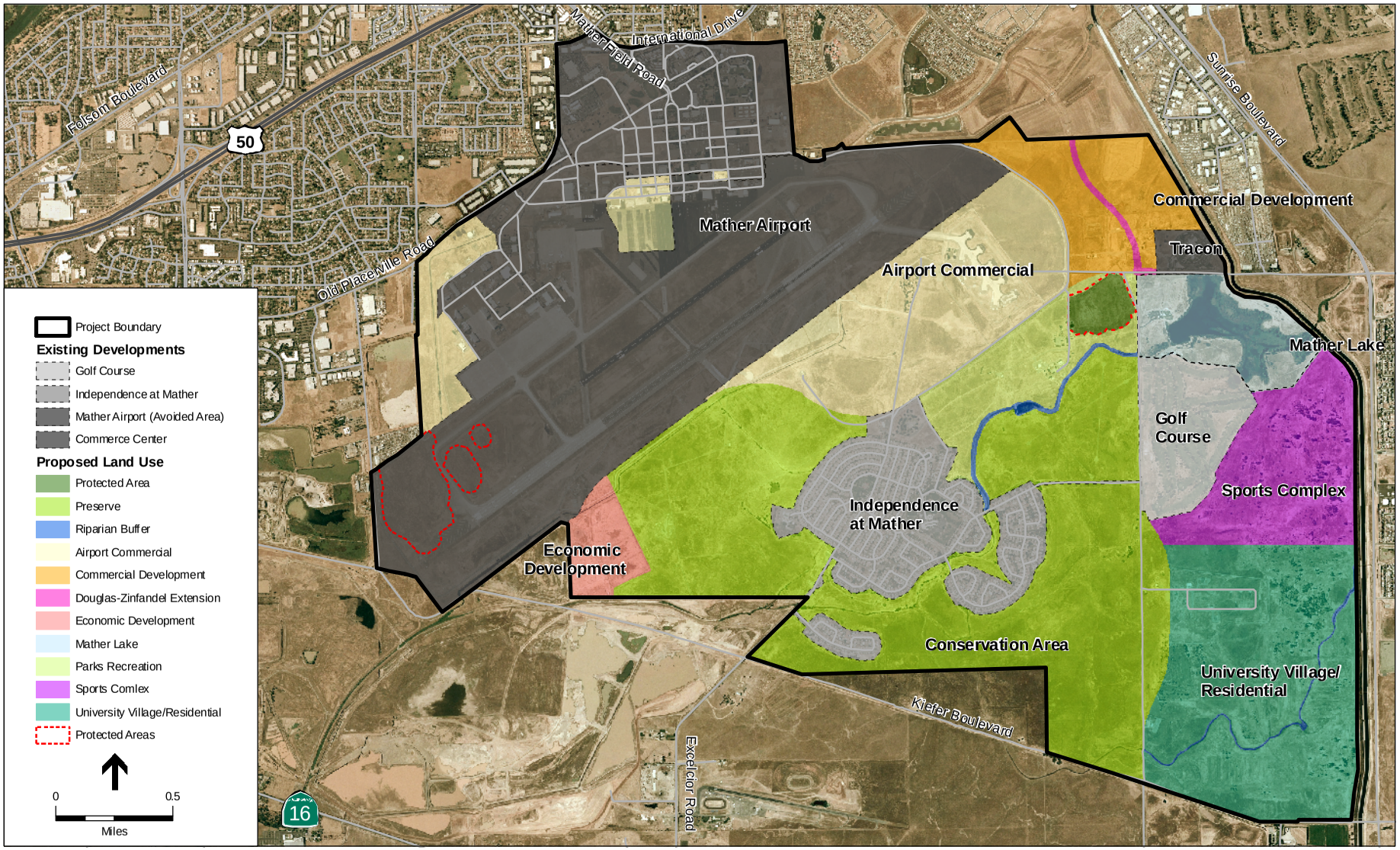
the proposed project. The EIS will evaluate all significant impacts of the proposed activity, including those impacts to hydrology, water supply, water quality, cultural resources, biological resources, traffic and transportation, and air quality.

SUBMITTING COMMENTS: Written comments, referencing Public Notice SPK-2002-561 must be submitted to the office listed below on or before **February 15, 2009**.

Kathleen A. Dadey, PhD, Chief, CA Delta Branch
US Army Corps of Engineers, Sacramento District
Sacramento Office
1325 J Street, Room 1480
Sacramento, California 95814 2922
Email: kathleen.a.dadey@usace.army.mil

The Corps is particularly interested in receiving comments related to the proposal's probable impacts on the affected aquatic environment and the secondary and cumulative effects. Please note that all comment letters received are subject to release to the public through the Freedom of Information Act. If you have questions or need additional information please contact the applicant or the Corps' project manager Kathleen A. Dadey, (916) 557-7253, kathleen.a.dadey@usace.army.mil.

Attachment: 1 drawing



SOURCE: NAIP, 2009; Sacramento County, 2009: and ESA, 2009

Mather Specific Plan. 209295

Proposed Land Uses

The Sacramento Bee

P.O. Box 15779 • 2100 Q Street • Sacramento, CA 95852

ESA WATER
2600 CAPITOL MALL #200
SACRAMENTO, CA 95816

DECLARATION OF PUBLICATION
(C.C.P. 2015.5)

COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interest ed in the above entitled matter. I am the printer and principal clerk of the publisher of The Sacramento Bee, printed and published in the City of Sacramento, County of Sacramento, State of California, daily, for which said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under the date of September 26, 1994, Action No. 379071; that the notice of which the annexed is a printed copy, has been published in each issue thereof and not in any supplement thereof on the following dates, to wit:

December 21, 2009

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Sacramento, California, on **December 21, 2009**

(Signature)

NO 2 PUBLIC NOTICE

Public Scoping Meeting for the Proposed Mather Specific Plan Project.

The U.S. Army Corps of Engineers, Sacramento District, (Corps) is evaluating permit applications under Section 404 of the Clean Water Act to develop public and private uses within the Mather Specific Plan area in eastern Sacramento County, California. The Plan area encompasses approximately 5,716 acres of land, of which over 2,000 acres are currently developed. The Corps has determined that an Environmental Impact Statement (EIS) will be developed in accordance with the National Environmental Policy Act.

A public scoping meeting for the EIS will be held on January 6, from 4:00 pm to 7:00 pm at 10590 Armstrong Avenue, Mather, California 95655, in Main Conference Room A. Please note that this is a slight change in venue relative to the address printed in the Notice of Intent in the Federal Register. Interested parties can provide oral and written comments at the meeting. Interested parties may also submit written comments on this notice, to Kathleen Dadey, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Room 1480, Sacramento, California 95814 or Kathleen.A.Dadey@usace.army.mil. Scoping comments should be submitted before March 15, 2010, but may be submitted at any time prior to publication of the Draft EIS.

Appendix B
Comment Letters

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

In reply refer to:
81420-2008-TA-1801-2

JAN 15 2010

Post-it® Fax Note 7671	Date 1/21	# of pages ▸ 6
To Erik Fisher	From Kate Dadey	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 564-4501	Fax #	

FYI

Kathleen Dadey, Ph.D.
U.S. Army Corps of Engineers
Regulatory Branch
1325 J Street, Room 1480
Sacramento, California 95814-2922

Subject: Comments on the Public Notice of Permit Application for the Development of the Former Mather Air Force Base, Sacramento County, California (SPK-2002-00561)

Dear Dr. Dadey:

This responds to the December 16, 2009, Public Notice (SPK-2002-00561) from the U.S. Army Corps of Engineers (Corps) for the Development of the Former Mather Air Force Base (proposed project) in Sacramento County, California. The former air force base is currently owned by the U.S. Air Force, but is in the process of being transferred to Sacramento County (County) (project applicant). As described in the Public Notice, the County proposes to develop approximately 1,890 acres of the former base and set aside 1,274 acres of wetland preserve. Developed areas include commercial development associated with the adjacent Mather Airport, general commercial development, aggregate extraction, a university village/residential area, parks and recreation areas, a regional sports park, and additional utility and infrastructure. The project site is located in Section 10 – 16, 23, 25, Township 8 North, Range 6 East, and Section 18 and 19, Township 8 North Range 7 East, MDB&M in Sacramento County, California. The Corps has determined that an Environmental Impact Statement (EIS) will be developed in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The U.S. Fish and Wildlife Service (Service) is providing comments in accordance with the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

The Service has been meeting regularly with Sacramento County (County) (project applicant), the U.S. Air Force (Air Force), U.S. Environmental Protection Agency (EPA), the Corps, and the California Department Fish and Game (DFG) regarding the transfer of the property from the Air Force to the County and the County's plans for development. The Service has drafted a biological opinion for the transfer based on these discussions and materials submitted to the Service by the County and the Air Force. There are discrepancies between the Service's understanding of the project based on these meetings and the information provided in the public notice. Most notably

is the level of protection provided the area north of Morrison Creek and some of the acreages provided. The area north of Morrison Creek, which is classified as "Protected Area" in the public notice, has been presented by the County to the Service as part of the "Preserve" that will be protected with a conservation easement. According to the public notice, the acreage of all waters in the Preserve not directly affected by the proposed project is 47.3 acres, but the Service has been told there are 64.57 acres of vernal pool habitat within the Preserve. Wetlands at the west end of the runway proposed to be placed under some type of protective agreement are 4.9 acres according to the public notice, but the Service has been told there are 6.95 acres. The Service has questioned these discrepancies and the County has clarified that the pools north of Morrison Creek will be included under the conservation easement with the rest of the Preserve. Further, the 47.3 acres of waters in the Preserve and the 4.9 acres of waters at the end of the runway presented in the public notice are actually the acreage of vernal pools, not total waters or vernal pool habitat; there are over 64 acres of vernal pool habitat within the Preserve and approximately 6.9 acres of vernal pool habitat at the end of the runway.

Potential impacts on federally-listed species and critical habitat

The Service recommends that the EIS include a meaningful effects analysis for federally-listed species and designated critical habitat, including a proposed conservation strategy for federally-listed species and a discussion of the effects of this project cumulatively with other proposed or upcoming projects. The Service will consider this evaluation during consultation with the Corps pursuant to section 7 of the Act. At that time, the Service would use information provided by the Corps, the applicant, and information otherwise available to the Service to determine the extent of effects to federally-listed species.

A species list for Federally-listed species can be obtained from the Service's Sacramento Fish and Wildlife Office website: http://www.fws.gov/sacramento/. The species list should be updated every 90 days in the event that additional species are listed or delisted, or critical habitat is designated within the proposed project action area.

The project applicant proposes to fill approximately 35.39 acres of jurisdictional waters, including habitat for federally-listed vernal pool species, some of which is within designated critical habitat for vernal pool species. The Service is particularly concerned about the proposed project's effects on the following federally-listed vernal pool species and critical habitat:

- endangered vernal pool tadpole shrimp (*Lepidurus packardi*);
- threatened vernal pool fairy shrimp (*Branchinecta lynchi*);
- endangered Sacramento Orcutt grass (*Orcuttia viscida*);
- endangered slender Orcutt grass (*Orcuttia tenuis*);
- vernal pool tadpole shrimp critical habitat unit 8;
- threatened vernal pool fairy shrimp critical habitat unit 13;
- Sacramento Orcutt grass critical habitat unit 2; and
- slender Orcutt grass critical habitat unit 6.

Vernal pool species and critical habitat

Most listed species, and vernal pool species in particular, are threatened by loss and fragmentation of existing habitat. Vernal pool complexes are mosaics of wetted pools and swales which are hydrologically connected and include the associated upland habitat and local watersheds essential for the function of the pools. These vernal pool complexes should be preserved on a landscape level to ensure the persistence of the species that inhabit them. Habitat conversion for urban, agricultural, and industrial uses has filled much of the vernal pool habitat in Sacramento County, and the remaining habitat has become increasingly fragmented.

In general, our recovery plans should be used when evaluating where projects are planned and where compensation is proposed. The *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (Service 2005) provides a recovery strategy for 20 federally-listed species: 10 endangered plants, 5 threatened plants, 3 endangered animals, and 2 threatened animals. Of these, the vernal pool tadpole shrimp, vernal pool fairy shrimp, Sacramento Orcutt grass, and slender Orcutt grass either exist or have a high potential to exist on the proposed project site. The Recovery Plan presents an ecosystem-level strategy for recovery and conservation focused on habitat protection and management. Core areas, which are the focus for habitat protection efforts presented in the Recovery Plan, have been defined and prioritized based on ecological features, population distributions, and distinct geographic and /or genetic diversity necessary to recover these species.

The proposed project occurs partially within the Mather Core Area, one of eight core areas that occur within the Southeastern Sacramento Valley vernal pool region. The Mather Core Area is designated a Priority One Core Area, and as such is considered essential to species' recovery (Service 2005). Sacramento County and the Mather Core Area are particularly important to the recovery of the vernal pool tadpole shrimp, slender Orcutt grass, and Sacramento Orcutt grass. One third of the total reported occurrences are within Sacramento County and the Service estimates that approximately 74 percent of all known tadpole shrimp in the Southeastern Sacramento Valley vernal pool region occur within the Mather Core Area (Service unpub. data). The conservation goals for the Mather Core Area set forth in the Recovery Plan include protecting 95 percent of suitable habitat for vernal pool tadpole shrimp, slender Orcutt grass, and Sacramento Orcutt grass, and protecting 85 percent of suitable habitat for vernal pool fairy shrimp. Numerous surveys have been conducted in the action area and there are multiple records of vernal pool crustaceans on Mather Field, including in the proposed Preserve and the area proposed for development by the County.

In addition, the proposed project occurs partially within the Mather Critical Habitat Unit for the vernal pool tadpole shrimp and fairy shrimp. The Mather Critical Habitat Unit contains all four Primary Constituent Elements (PCE) identified in the final rule designating critical habitat for these species (FR 71: 7118-7316). PCEs are those physical and biological features of a landscape necessary for species survival and reproduction and are essential to the role of critical habitat in species recovery. In designating critical habitat special management considerations are identified as threats or impacts particularly important to listed species management and recovery.

The special management considerations identified for this Unit include: habitat conversion for urban or agriculture uses, changes in hydrology, grazing, off-road vehicle use, and invasive species (FR 71: 7118-7316).

Critical habitat is an essential component of successful species recovery. The Mather Critical Habitat Unit (Service 2006) is small relative to other Critical Habitat Units. However, it is located within the Mather Core Area and, as mentioned above, this region is vitally important in the recovery of a number of vernal pool species. Conserving suitable vernal pool habitat within the Mather Critical Habitat Unit is a priority for the Service.

As a primary consideration, the Service recommends that the applicant implement the strategies in the Recovery Plan. The EIS should include implementation and consistency with the Recovery Plan as a conservation measure for impacts to biological resources. Service staff are available to work with the applicant to develop a conservation strategy for the proposed project to address compliance with the Act is necessary.

Enforceable Conservation Measures

Conservation measures should establish performance standards to evaluate the success of the proposed measures, provide a range of options to achieve the performance standards, and must commit the lead agency to successful completion of the measures. Conservation measures should also describe when the conservation measure will be implemented, and explain why the measures are feasible. The Service recommends that the conservation measures be enforceable and do not defer conservation (particularly compensation) details to some future time. The County will need to establish provisions for the long-term management of the Preserve, including development of a management plan. Land management responsibilities shall reside with a resource management agency, qualified non-profit organization, or appropriate private entity, subject to Service approval. A sufficient funding level with acceptable guarantees (e.g., cash endowment, letters of credit) shall be provided to fully ensure the ongoing maintenance and stewardship of the easement lands. Prior to selecting a Preserve manager and establishing a management endowment the County will be financially responsible for carrying out the ongoing management, monitoring, and reporting requirements associated with the Preserve.

The EIS should identify the following items:

- how each measure will be carried out;
- who will perform the measures;
- when the measures will be performed; and,
- the performance standards and mechanisms for achieving success; and
- an assured source of funding to acquire and manage identified compensation lands.

The EIS could describe a range of enforceable conservation measures that will be implemented in instances where approval and cooperation with the entities identified above either does or does not occur, and must reduce the impacts to biological resources to a level that is below significant.

Thank you for the opportunity to review this project. We are committed to working with the Corps, the applicant, and other proponents to ensure that this proposed project avoids and minimizes effects on federally-listed species and remains consistent with the conservation strategies and operating conservation programs of pending and existing habitat conservation plans. Please contact Lisa Ellis or Jana Affonso, Sacramento Valley Branch Chief, at 916-414-6645 if you have any questions or concerns regarding this letter.

Sincerely,

Kenneth D. Sanchez
Assistant Field Supervisor

cc:
Clark Whittam, Sacramento County
Philip Mook, U.S. Air Force
Paul Jones, U.S. Environmental Protection Agency
Dan Gifford, California Department of Fish and Game
Todd Gardner, California Department of Fish and Game

Literature Cited

U.S. Fish and Wildlife Service. 2005. Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon. Portland, Oregon. xxii + 574 pp.

U.S. Fish and Wildlife Service. 2006. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for Four Vernal Pool Crustaceans and Eleven Vernal Pool

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

MAR 1 2 2010

Kathleen Dadey
U.S. Army Corps of Engineers
1325 J Street, Planning Division, CESPK-PD-R
Sacramento, CA 95814

Subject: Scoping Comments for the Mather Specific Plan in Sacramento County, CA.

Dear Ms. Dadey:

The Environmental Protection Agency (EPA) has reviewed the Notice of Intent to prepare an environmental impact statement (EIS) for the Mather Specific Plan in Sacramento County, CA. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act. These comments were also prepared under the authority of and in accordance with, the provisions of the Federal Guidelines (Guidelines) promulgated at 40 CFR 230 under Section 404(b) (1) of the Clean Water Act (CWA).

EPA Region 9's Wetlands Office has been involved in aquatic resource protection at Mather Air Field since the early 1990's. EPA worked closely with the Air Force in formulating the Supplemental Record of Decision (SROD), issued in 1994, for the Disposal and Reuse of Mather Air Force Base. The SROD was as protective of the vernal pool resources on the site as the times permitted. We are concerned that Sacramento County is pursuing the development of an EIS for the Mather Specific Plan prematurely, given that compliance with critical elements of the 1994 SROD remains to be accomplished. We encourage the U.S. Army Corps of Engineers (USACE) to ensure that compliance with the 1994 SROD, in its entirety, is documented before proceeding with the NEPA process for any actions regarding new development plans for the Mather Specific Plan.

The SROD, which was signed by Assistant Secretary Rodney A. Coleman on November 21, 1994, calls for one of the following two measures to be in place at the time of conveyance of the property to Sacramento County, to protect wetlands and endangered species on the site: 1. a wetland protection agreement is entered into by Sacramento County, USACE, US Fish and Wildlife Service (FWS), and EPA Region 9; or 2. a restriction is attached to the deeds requiring Sacramento County to adhere to a wetland management plan developed by Sacramento County and approved by the aforementioned federal agencies and the California Department of Fish and Game.

In 2005, EPA participated in a series of stakeholder meetings designed to establish conservation areas on Mather and to set forth, in concept, the manner in which those areas would be managed in perpetuity. Also at that time, we worked closely with Sacramento County staff and USACE on a "permitting blueprint" that set dates and processes for obtaining local entitlements as well as state and federal permits to develop areas designated for commercial and recreational development.

To date, a wetland protection agreement has not been signed by the agencies pursuant to the SROD, and a wetland management plan has been circulated as a draft document, but not approved. Under these circumstances, transfer of the property from the Air Force to Sacramento County prior would be contrary to the SROD.

Once full compliance with the 1994 SROD has been achieved, scoping to identify issues to be addressed in the Draft EIS (DEIS) for the Mather Specific Plan would be appropriate. Issues of particular concern to EPA include impacts to sensitive resources, including vernal pools, wetlands, and water quality; and the cumulative impacts upon the Sacramento Metropolitan Air Basin, which is already designated "nonattainment" for national ambient air quality standards. A more detailed discussion of our concerns is included below.

The DEIS should clearly describe the direct, indirect, and cumulative effects of the project on water quality, wetlands and vernal pools. This should include a discussion of climate change implications for Mather Lake and Morrison Creek. For example, describe and evaluate the potential impacts of the project in the context of projected climate change effects, such as changes in temperature and increased frequency of high intensity storms. The DEIS should consider the consequences of these effects on wetlands and vernal pools and storm water/sewage treatment capacity.

We understand that the methods for determining flood risk, appropriate flood protection levels, and management of levee vegetation have been evolving over the years. The DEIS should provide a detailed description of the current Federal Emergency Management Agency (FEMA) floodplain management and insurance regulations and how they may influence land management decisions in the project area. Furthermore, we recommend USACE contact FEMA's Region IX Mitigation Division, Map Modernization Unit to ensure that the latest regulation guidelines are integrated into the DEIS.

EPA encourages the USACE to adequately assess air quality impacts of the project and describe in the DEIS how these impacts will be minimized through mitigation measures. The proposed project area falls within the Sacramento Metropolitan Air Basin, which is designated "nonattainment" for national ambient air quality standards (NAAQS) including ozone and particulate matter less than 10 microns (PM10). Specifically, the air basin is designated "serious nonattainment" for 8-hour ozone, and "moderate nonattainment" for PM10.

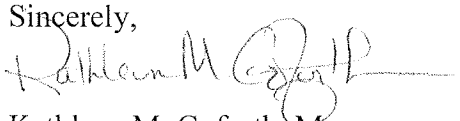
The DEIS should provide a discussion of the baseline air quality conditions in the project area, a description of applicable federal and state air quality regulations, and a rigorous assessment of direct, indirect, and cumulative effects of the proposed project on air quality. These analyses should address impacts from construction and post construction conditions, including increased traffic.

The DEIS should describe specific commitments to mitigate emissions that will prevent further degradation of air quality in the Air Basin, as well as provide a quantitative estimate of the air quality benefits likely to result from each mitigation measure proposed. The DEIS should also describe the USACE's coordination with EPA, California Air Resources Board, and the Sacramento Metropolitan Air Quality Management District to reduce air quality impacts in the Air Basin.

The DEIS should explain whether the project will or will not meet general conformity requirements with the state implementation plans for the Air Basin. If the federal action is determined to potentially interfere with the attainment of Clean Air Act NAAQS, the Corps is required to conduct a conformity analysis to determine the likelihood and extent of interference. Though the Clean Air Act does not require a federal lead agency to prepare a draft General Conformity Determination as part of the NEPA process, the EPA recommends this in the interest of full public disclosure and to better inform decision making.

We appreciate the opportunity to review this NOI. When the DEIS is released for public review, please send one hard copy and one CD ROM to the address above (mail code: CED-2). If you have any questions, please contact me at (415) 972-3521, or contact James Munson, the lead reviewer for this project. James can be reached at (415) 972-3800 or munson.james@epa.gov.

Sincerely,



Kathleen M. Goforth, Manager
Environmental Review Office
Communities and Ecosystems Division

California Native Plant Society

March 15, 2010

Kathleen A. Dadey
U.S. Army Corps of Engineers
Sacramento District
1325 J Street, Room 1480
Sacramento, CA, 95814-2922
Kathleen.a.dadey@usace.army.mil VIA EMAIL

Subject: Mather Specific Plan
Public Notice Number SPK-2002-00561

Dear Ms. Dadey,

The California Native Plant Society (CNPS) is a statewide non-profit organization of some 10,000 scientists, educators, and laypeople dedicated to the conservation and understanding of the California native flora. As a science-based conservation organization, we believe that good land use decisions must be accompanied by a thorough assessment of the environmental impacts as required by the state and federal Endangered Species Acts, the Clean Water Act, the National Environmental Policy Act, the California Environmental Quality Act, and other resource protection laws.

The Sacramento Valley Chapter of CNPS has been highly involved in participating in and commenting upon land use decisions at all levels that affect vernal pool ecosystems in Sacramento County. Chapter volunteers serve on the South Sacramento Habitat Conservation Plan steering committee and biological subcommittee. Chapter volunteers serve on a stakeholders group to determine land use planning for the former Mather Air Force Base and its vernal pool grassland ecosystem. Chapter volunteers serve on local land trust boards, steering committees, and management committees. Chapter volunteers have testified at innumerable planning commission, board of supervisors, and city council meetings on projects that impact vernal pool resources.

The Sacramento Valley Chapter of CNPS has long viewed the region including the area referenced in the Mather Specific Plan as the “Yellowstone” of vernal pool landscapes in Sacramento County. Due to its extraordinary biological resources, CNPS lobbied extensively to prevent piece-meal projects on the former Mather Field AFB. Geospatial analysis independently conducted for the developing South Sacramento Habitat Conservation Plan has confirmed that this region is unique within Sacramento County from the perspective of both density and diversity of vernal pools present, and in listed species presence. The diversity of vernal pool sizes, shapes, and hydroperiods is strongly correlated to high species diversity and a high level of ecosystem supporting function. The density of aquatic resources and listed species indicates that losses of this habitat will not easily be mitigated for elsewhere in the county.

Ownership Issues

To our knowledge, the land identified in the Mather Specific Plan is still primarily under ownership of the Department of Defense. The County of Sacramento has failed to comply with the Record of Decision regarding base closure and transfer of the land because it has not fulfilled the obligation of creating a wetland preserve with an adequate management and monitoring plan. This must be completed before the county can take ownership and create a specific plan.

Mitigation Issues

Because the land is currently a public trust resource, CNPS does not believe that is appropriate for the County of Sacramento to claim any of this land as potential mitigation for its proposed development project.

Alternatives Analysis

CNPS requests that an alternative which includes protection of important resources used by the Sacramento Splash program. Specifically, we request an alternative that protects the "Bomb Pool" just east of the munitions storage area.

Cumulative Impacts Analysis

The EIS for the Mather Specific Plan must consider and cross-walk with the various other EISs being prepared for other projects in and around the area including the Sunridge Specific Plan, "The Preserve (or now called The Ranch or Sunridge 530)", Sun-Creek, Heritage Falls, The Arboretum, Rio Del Oro, Cordova Hills, Folsom Sphere of Influence, Glenborough, Easton Place, Excelsior Estates, The Connector and the Kiefer Landfill.

CNPS specifically requests that the U.S. Army Corps of Engineers consider any parcel for which a wetland delineation has been received, or for which a pre-application meeting has been held, regardless of the status of the permit application, within a five mile radius of Mather Specific Plan project be included in the cumulative impacts analysis.

CNPS specifically requests that the U.S. Army Corps of Engineers also analyze the cumulative impacts of unregulated vernal pool losses as has been recently disclosed through a mapping project conducted by Dr. Robert F. Holland. This report is available at http://www.placerlandtrust.org/vernalpoolreport.aspx.

Summary

On behalf of CNPS, I appreciate the opportunity to comment on this Notice of Intent. Please keep me informed of activities related to projects in this area that might impact vernal pool grasslands and endangered species habitat.

Sincerely,

Carol W. Witham
CNPS Vice-President
1141 37th Street
Sacramento CA 95816
(916) 452-5440
cwitham@ncal.net

Appendix C
Air Quality Data

ESA

APPENDIX C

Air Quality Analysis Report

Introduction to the Air Quality Models and Results

The URBEMIS2007, version 9.2.4, model was used to calculate emissions of ROG, NOx, CO, PM10, PM2.5, and CO_2 associated with project construction and operations, as well as for the aggregate facility operations.

In addition, for CO_2 quantification from electricity usage, GHG emission factors were incorporated from the *Local Government Operations Protocol* (CARB et al., 2008). Results of the URBEMIS2007 modeling and GHG from electricity usage are presented below.

URBEMIS2007 MODEL RESULTS FOR CONSTRUCTION AND OPERATION ACTIVITIES

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Construction Unmitigated.urb924

Project Name: Mather SP Construction

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (lbs/day unmitigated)	818.85	112.91	374.77	0.54	1,538.50	5.93	1,544.43	321.31	5.45	326.77	57,219.83

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 1/2/2012-1/31/2012 Active Days: 22	10.05	84.81	44.63	0.00	1,538.42	3.97	1,542.39	321.29	3.65	324.94	9,274.83
Fine Grading 01/01/2012-03/31/2012	10.05	84.81	44.63	0.00	1,538.42	3.97	1,542.39	321.29	3.65	324.94	9,274.83
Fine Grading Dust	0.00	0.00	0.00	0.00	1,538.40	0.00	1,538.40	321.28	0.00	321.28	0.00
Fine Grading Off Road Diesel	9.94	83.94	42.08	0.00	0.00	3.94	3.94	0.00	3.62	3.62	8,842.87
Fine Grading On Road Diesel	0.06	0.77	0.28	0.00	0.01	0.03	0.04	0.00	0.03	0.03	152.50
Fine Grading Worker Trips	0.06	0.10	2.27	0.00	0.01	0.01	0.02	0.00	0.00	0.01	279.47
Time Slice 2/1/2012-3/30/2012 Active Days: 43	18.41	**112.91**	59.86	0.03	**1,538.50**	**5.93**	**1,544.43**	**321.31**	**5.45**	**326.77**	12,953.85
Asphalt 02/01/2012-03/31/2012	8.35	28.11	15.23	0.02	0.08	1.96	2.04	0.03	1.80	1.83	3,679.02
Paving Off-Gas	4.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.86	17.34	10.24	0.00	0.00	1.53	1.53	0.00	1.41	1.41	1,418.81
Paving On Road Diesel	0.77	10.72	3.86	0.02	0.07	0.42	0.50	0.02	0.39	0.41	2,120.47
Paving Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Fine Grading 01/01/2012-03/31/2012	10.05	84.81	44.63	0.00	1,538.42	3.97	1,542.39	321.29	3.65	324.94	9,274.83
Fine Grading Dust	0.00	0.00	0.00	0.00	1,538.40	0.00	1,538.40	321.28	0.00	321.28	0.00
Fine Grading Off Road Diesel	9.94	83.94	42.08	0.00	0.00	3.94	3.94	0.00	3.62	3.62	8,842.87
Fine Grading On Road Diesel	0.06	0.77	0.28	0.00	0.01	0.03	0.04	0.00	0.03	0.03	152.50
Fine Grading Worker Trips	0.06	0.10	2.27	0.00	0.01	0.01	0.02	0.00	0.00	0.01	279.47
Time Slice 4/2/2012-8/31/2012 Active Days: 110	17.44	103.42	366.28	0.53	2.24	5.02	7.26	0.79	4.52	5.32	56,174.60
Building 04/01/2012-11/30/2012	17.44	103.42	366.28	0.53	2.24	5.02	7.26	0.79	4.52	5.32	56,174.60
Building Off Road Diesel	3.48	20.42	13.62	0.00	0.00	1.42	1.42	0.00	1.31	1.31	2,259.28
Building Vendor Trips	6.16	70.88	67.24	0.18	0.67	2.87	3.54	0.23	2.63	2.85	18,771.92
Building Worker Trips	7.81	12.12	285.41	0.35	1.57	0.73	2.30	0.57	0.59	1.16	35,143.40

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Time Slice 9/3/2012-11/30/2012 Active Days: 65	**818.85**	103.78	**374.77**	**0.54**	2.28	5.04	7.33	0.81	4.54	5.35	**57,219.83**
Building 04/01/2012-11/30/2012	17.44	103.42	366.28	0.53	2.24	5.02	7.26	0.79	4.52	5.32	56,174.60
Building Off Road Diesel	3.48	20.42	13.62	0.00	0.00	1.42	1.42	0.00	1.31	1.31	2,259.28
Building Vendor Trips	6.16	70.88	67.24	0.18	0.67	2.87	3.54	0.23	2.63	2.85	18,771.92
Building Worker Trips	7.81	12.12	285.41	0.35	1.57	0.73	2.30	0.57	0.59	1.16	35,143.40
Coating 09/01/2012-12/31/2012	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Architectural Coating	801.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.23	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Time Slice 12/3/2012-12/31/2012 Active Days: 21	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Coating 09/01/2012-12/31/2012	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Architectural Coating	801.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.23	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 3/31/2012 - Default Fine Site Grading Description

Total Acres Disturbed: 307.68

Maximum Daily Acreage Disturbed: 76.92

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 37.88

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

3 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 2/1/2012 - 3/31/2012 - Default Paving Description

Acres to be Paved: 76.92

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/1/2012 - 11/30/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/1/2012 - 12/31/2012 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Construction Mitigated.urb924

Project Name: Mather SP Construction

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (lbs/day unmitigated)	818.85	103.78	374.77	0.54	300.09	5.04	303.62	62.68	4.54	65.93	57,219.83
2012 TOTALS (lbs/day mitigated)	818.85	99.70	374.77	0.54	142.02	4.40	144.17	29.67	3.95	31.65	57,219.83

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 1/2/2012-1/31/2012 Active Days: 22	3.79	30.43	17.65	0.00	300.01	1.57	301.58	62.66	1.45	64.10	3,299.71
Fine Grading 01/01/2012-03/31/2012	3.79	30.43	17.65	0.00	300.01	1.57	301.58	62.66	1.45	64.10	3,299.71
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	3.71	29.61	16.24	0.00	0.00	1.54	1.54	0.00	1.42	1.42	3,007.48
Fine Grading On Road Diesel	0.06	0.77	0.28	0.00	0.01	0.03	0.04	0.00	0.03	0.03	152.50
Fine Grading Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Time Slice 2/1/2012-3/30/2012 Active Days: 43	12.15	58.54	32.88	0.02	**300.09**	3.53	**303.62**	**62.68**	3.25	**65.93**	6,978.73
Asphalt 02/01/2012-03/31/2012	8.35	28.11	15.23	0.02	0.08	1.96	2.04	0.03	1.80	1.83	3,679.02
Paving Off-Gas	4.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.86	17.34	10.24	0.00	0.00	1.53	1.53	0.00	1.41	1.41	1,418.81
Paving On Road Diesel	0.77	10.72	3.86	0.02	0.07	0.42	0.50	0.02	0.39	0.41	2,120.47
Paving Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Fine Grading 01/01/2012-03/31/2012	3.79	30.43	17.65	0.00	300.01	1.57	301.58	62.66	1.45	64.10	3,299.71
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	3.71	29.61	16.24	0.00	0.00	1.54	1.54	0.00	1.42	1.42	3,007.48
Fine Grading On Road Diesel	0.06	0.77	0.28	0.00	0.01	0.03	0.04	0.00	0.03	0.03	152.50
Fine Grading Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Time Slice 4/2/2012-8/31/2012 Active Days: 110	17.44	103.42	366.28	0.53	2.24	5.02	7.26	0.79	4.52	5.32	56,174.60
Building 04/01/2012-11/30/2012	17.44	103.42	366.28	0.53	2.24	5.02	7.26	0.79	4.52	5.32	56,174.60
Building Off Road Diesel	3.48	20.42	13.62	0.00	0.00	1.42	1.42	0.00	1.31	1.31	2,259.28
Building Vendor Trips	6.16	70.88	67.24	0.18	0.67	2.87	3.54	0.23	2.63	2.85	18,771.92
Building Worker Trips	7.81	12.12	285.41	0.35	1.57	0.73	2.30	0.57	0.59	1.16	35,143.40

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Time Slice 9/3/2012-11/30/2012 Active Days: 65	**818.85**	**103.78**	**374.77**	**0.54**	2.28	**5.04**	7.33	0.81	**4.54**	5.35	**57,219.83**
Building 04/01/2012-11/30/2012	17.44	103.42	366.28	0.53	2.24	5.02	7.26	0.79	4.52	5.32	56,174.60
Building Off Road Diesel	3.48	20.42	13.62	0.00	0.00	1.42	1.42	0.00	1.31	1.31	2,259.28
Building Vendor Trips	6.16	70.88	67.24	0.18	0.67	2.87	3.54	0.23	2.63	2.85	18,771.92
Building Worker Trips	7.81	12.12	285.41	0.35	1.57	0.73	2.30	0.57	0.59	1.16	35,143.40
Coating 09/01/2012-12/31/2012	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Architectural Coating	801.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.23	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Time Slice 12/3/2012-12/31/2012 Active Days: 21	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Coating 09/01/2012-12/31/2012	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Architectural Coating	801.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.23	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 3/31/2012 - Default Fine Site Grading Description

Total Acres Disturbed: 307.68

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 37.88

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

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Phase: Paving 2/1/2012 - 3/31/2012 - Default Paving Description

Acres to be Paved: 76.92

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/1/2012 - 11/30/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/1/2012 - 12/31/2012 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

10/15/2010 12:05:10 PM

Time Slice 1/2/2012-1/31/2012 Active Days: 22	3.79	24.51	17.65	0.00	141.94	0.88	142.82	29.64	0.81	30.45	3,299.71
Fine Grading 01/01/2012-03/31/2012	3.79	24.51	17.65	0.00	141.94	0.88	142.82	29.64	0.81	30.45	3,299.71
Fine Grading Dust	0.00	0.00	0.00	0.00	141.93	0.00	141.93	29.64	0.00	29.64	0.00
Fine Grading Off Road Diesel	3.71	23.69	16.24	0.00	0.00	0.85	0.85	0.00	0.78	0.78	3,007.48
Fine Grading On Road Diesel	0.06	0.77	0.28	0.00	0.01	0.03	0.04	0.00	0.03	0.03	152.50
Fine Grading Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Time Slice 2/1/2012-3/30/2012 Active Days: 43	12.15	49.15	32.88	0.02	142.02	2.15	144.17	29.67	1.98	31.65	6,978.73
Asphalt 02/01/2012-03/31/2012	8.35	24.64	15.23	0.02	0.08	1.27	1.35	0.03	1.17	1.19	3,679.02
Paving Off-Gas	4.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.86	13.87	10.24	0.00	0.00	0.84	0.84	0.00	0.78	0.78	1,418.81
Paving On Road Diesel	0.77	10.72	3.86	0.02	0.07	0.42	0.50	0.02	0.39	0.41	2,120.47
Paving Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Fine Grading 01/01/2012-03/31/2012	3.79	24.51	17.65	0.00	141.94	0.88	142.82	29.64	0.81	30.45	3,299.71
Fine Grading Dust	0.00	0.00	0.00	0.00	141.93	0.00	141.93	29.64	0.00	29.64	0.00
Fine Grading Off Road Diesel	3.71	23.69	16.24	0.00	0.00	0.85	0.85	0.00	0.78	0.78	3,007.48
Fine Grading On Road Diesel	0.06	0.77	0.28	0.00	0.01	0.03	0.04	0.00	0.03	0.03	152.50
Fine Grading Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Time Slice 4/2/2012-8/31/2012 Active Days: 110	17.44	99.34	366.28	0.53	2.24	4.38	6.62	0.79	3.94	4.73	56,174.60
Building 04/01/2012-11/30/2012	17.44	99.34	366.28	0.53	2.24	4.38	6.62	0.79	3.94	4.73	56,174.60
Building Off Road Diesel	3.48	16.34	13.62	0.00	0.00	0.78	0.78	0.00	0.72	0.72	2,259.28
Building Vendor Trips	6.16	70.88	67.24	0.18	0.67	2.87	3.54	0.23	2.63	2.85	18,771.92
Building Worker Trips	7.81	12.12	285.41	0.35	1.57	0.73	2.30	0.57	0.59	1.16	35,143.40

Time Slice 9/3/2012-11/30/2012 Active Days: 65	**818.85**	99.70	**374.77**	**0.54**	2.28	4.40	6.69	0.81	3.95	4.76	**57,219.83**
Building 04/01/2012-11/30/2012	17.44	99.34	366.28	0.53	2.24	4.38	6.62	0.79	3.94	4.73	56,174.60
Building Off Road Diesel	3.48	16.34	13.62	0.00	0.00	0.78	0.78	0.00	0.72	0.72	2,259.28
Building Vendor Trips	6.16	70.88	67.24	0.18	0.67	2.87	3.54	0.23	2.63	2.85	18,771.92
Building Worker Trips	7.81	12.12	285.41	0.35	1.57	0.73	2.30	0.57	0.59	1.16	35,143.40
Coating 09/01/2012-12/31/2012	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Architectural Coating	801.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.23	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Time Slice 12/3/2012-12/31/2012 Active Days: 21	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Coating 09/01/2012-12/31/2012	801.41	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24
Architectural Coating	801.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.23	0.36	8.49	0.01	0.05	0.02	0.07	0.02	0.02	0.03	1,045.24

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/1/2012 - 3/31/2012 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Graders, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Rubber Tired Dozers, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Water Trucks, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

The following mitigation measures apply to Phase: Paving 2/1/2012 - 3/31/2012 - Default Paving Description

For Pavers, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Paving Equipment, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Rollers, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

The following mitigation measures apply to Phase: Building Construction 4/1/2012 - 11/30/2012 - Default Building Construction Description

For Cranes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Forklifts, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Generator Sets, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

For Welders, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

NOX: 20% PM10: 45% PM25: 45%

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Construction Unmitigated.urb924

Project Name: Mather SP Construction

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (tons/year unmitigated)	36.49	12.43	34.19	0.05	50.20	0.61	50.81	10.51	0.55	11.07	5,340.75

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2012	36.49	12.43	34.19	0.05	50.20	0.61	50.81	10.51	0.55	11.07	5,340.75
Fine Grading 01/01/2012-03/31/2012	0.33	2.76	1.45	0.00	50.00	0.13	50.13	10.44	0.12	10.56	301.43
Fine Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Fine Grading Off Road Diesel	0.32	2.73	1.37	0.00	0.00	0.13	0.13	0.00	0.12	0.12	287.39
Fine Grading On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.96
Fine Grading Worker Trips	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.08
Asphalt 02/01/2012-03/31/2012	0.18	0.60	0.33	0.00	0.00	0.04	0.04	0.00	0.04	0.04	79.10
Paving Off-Gas	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.06	0.37	0.22	0.00	0.00	0.03	0.03	0.00	0.03	0.03	30.50
Paving On Road Diesel	0.02	0.23	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	45.59
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Building 04/01/2012-11/30/2012	1.53	9.05	32.05	0.05	0.20	0.44	0.64	0.07	0.40	0.47	4,915.28
Building Off Road Diesel	0.30	1.79	1.19	0.00	0.00	0.12	0.12	0.00	0.11	0.11	197.69
Building Vendor Trips	0.54	6.20	5.88	0.02	0.06	0.25	0.31	0.02	0.23	0.25	1,642.54
Building Worker Trips	0.68	1.06	24.97	0.03	0.14	0.06	0.20	0.05	0.05	0.10	3,075.05
Coating 09/01/2012-12/31/2012	34.46	0.02	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.95
Architectural Coating	34.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.95

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 3/31/2012 - Default Fine Site Grading Description

Total Acres Disturbed: 307.68

Maximum Daily Acreage Disturbed: 76.92

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 37.88

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

3 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 2/1/2012 - 3/31/2012 - Default Paving Description

Acres to be Paved: 76.92

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/1/2012 - 11/30/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/1/2012 - 12/31/2012 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Construction Mitigated.urb924

Project Name: Mather SP Construction

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (tons/year unmitigated)	36.29	10.66	33.32	0.05	9.95	0.53	10.48	2.11	0.48	2.59	5,146.56
2012 TOTALS (tons/year mitigated)	32.84	10.66	33.32	0.05	9.95	0.53	10.48	2.11	0.48	2.59	5,146.56
Percent Reduction	9.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2012	36.29	10.66	33.32	0.05	9.95	0.53	10.48	2.11	0.48	2.59	5,146.56
Fine Grading 01/01/2012-03/31/2012	0.12	0.99	0.57	0.00	9.75	0.05	9.80	2.04	0.05	2.08	107.24
Fine Grading Dust	0.00	0.00	0.00	0.00	9.75	0.00	9.75	2.04	0.00	2.04	0.00
Fine Grading Off Road Diesel	0.12	0.96	0.53	0.00	0.00	0.05	0.05	0.00	0.05	0.05	97.74
Fine Grading On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.96
Fine Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.54
Asphalt 02/01/2012-03/31/2012	0.18	0.60	0.33	0.00	0.00	0.04	0.04	0.00	0.04	0.04	79.10
Paving Off-Gas	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.06	0.37	0.22	0.00	0.00	0.03	0.03	0.00	0.03	0.03	30.50
Paving On Road Diesel	0.02	0.23	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	45.59
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Building 04/01/2012-11/30/2012	1.53	9.05	32.05	0.05	0.20	0.44	0.64	0.07	0.40	0.47	4,915.28
Building Off Road Diesel	0.30	1.79	1.19	0.00	0.00	0.12	0.12	0.00	0.11	0.11	197.69
Building Vendor Trips	0.54	6.20	5.88	0.02	0.06	0.25	0.31	0.02	0.23	0.25	1,642.54
Building Worker Trips	0.68	1.06	24.97	0.03	0.14	0.06	0.20	0.05	0.05	0.10	3,075.05
Coating 09/01/2012-12/31/2012	34.46	0.02	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.95
Architectural Coating	34.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.95

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 3/31/2012 - Default Fine Site Grading Description

Total Acres Disturbed: 307.68

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

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On Road Truck Travel (VMT): 37.88

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 2/1/2012 - 3/31/2012 - Default Paving Description

Acres to be Paved: 76.92

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/1/2012 - 11/30/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/1/2012 - 12/31/2012 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012	32.84	10.66	33.32	0.05	9.95	0.53	10.48	2.11	0.48	2.59	5,146.56
Fine Grading 01/01/2012-03/31/2012	0.12	0.99	0.57	0.00	9.75	0.05	9.80	2.04	0.05	2.08	107.24
Fine Grading Dust	0.00	0.00	0.00	0.00	9.75	0.00	9.75	2.04	0.00	2.04	0.00
Fine Grading Off Road Diesel	0.12	0.96	0.53	0.00	0.00	0.05	0.05	0.00	0.05	0.05	97.74
Fine Grading On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.96
Fine Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.54
Asphalt 02/01/2012-03/31/2012	0.18	0.60	0.33	0.00	0.00	0.04	0.04	0.00	0.04	0.04	79.10
Paving Off-Gas	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.06	0.37	0.22	0.00	0.00	0.03	0.03	0.00	0.03	0.03	30.50
Paving On Road Diesel	0.02	0.23	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	45.59
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Building 04/01/2012-11/30/2012	1.53	9.05	32.05	0.05	0.20	0.44	0.64	0.07	0.40	0.47	4,915.28
Building Off Road Diesel	0.30	1.79	1.19	0.00	0.00	0.12	0.12	0.00	0.11	0.11	197.69
Building Vendor Trips	0.54	6.20	5.88	0.02	0.06	0.25	0.31	0.02	0.23	0.25	1,642.54
Building Worker Trips	0.68	1.06	24.97	0.03	0.14	0.06	0.20	0.05	0.05	0.10	3,075.05
Coating 09/01/2012-12/31/2012	31.02	0.02	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.95
Architectural Coating	31.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.95

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Architectural Coating 9/1/2012 - 12/31/2012 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Alt A Ops Revised 10-14.urb924

Project Name: Mather Specific Plan Ops

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	226.52	58.85	153.82	0.01	0.44	0.44	72,212.99

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	705.94	520.69	6,802.05	12.00	1,911.35	363.56	1,205,522.12

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	932.46	579.54	6,955.87	12.01	1,911.79	364.00	1,277,735.11

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.36	57.45	31.61	0.00	0.11	0.11	72,014.79
Hearth - No Summer Emissions							
Landscape	21.15	1.40	122.21	0.01	0.33	0.33	198.20
Consumer Products	114.21						
Architectural Coatings	86.80						
TOTALS (lbs/day, unmitigated)	226.52	58.85	153.82	0.01	0.44	0.44	72,212.99

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	109.82	83.74	1,123.41	1.94	307.23	58.51	194,766.21
University/college (4 yrs)	140.60	60.23	767.55	1.37	219.42	41.70	137,924.71
City park	44.44	42.74	544.71	0.97	155.72	29.60	97,881.87
Regnl shop. center	85.49	81.04	1,029.02	1.84	294.80	56.03	185,231.15
Strip mall	44.98	42.77	543.05	0.97	155.58	29.57	97,752.62
General light industry	249.19	187.03	2,488.50	4.37	693.07	131.88	437,965.66
Industrial park	31.42	23.14	305.81	0.54	85.53	16.27	53,999.90
TOTALS (lbs/day, unmitigated)	705.94	520.69	6,802.05	12.00	1,911.35	363.56	1,205,522.12

10/15/2010 5:36:51 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	843.33	8.27	dwelling units	2,530.00	20,923.10	178,886.24
University/college (4 yrs)		2.28	students	7,500.00	17,100.00	127,822.50
City park		44.29	acres	274.00	12,135.46	90,712.57
Regnl shop. center		36.97	1000 sq ft	630.32	23,302.93	171,742.61
Strip mall		38.41	1000 sq ft	320.17	12,297.73	90,634.27
General light industry		7.17	1000 sq ft	6,220.37	44,600.05	403,630.50
Industrial park		6.92	1000 sq ft	822.41	5,691.08	49,811.15
					136,050.35	1,113,239.84

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	97.0	3.0
Light Truck 3751-5750 lbs	22.8	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4

10/15/2010 5:36:51 PM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
University/college (4 yrs)				5.0	2.5	92.5
City park				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
General light industry				50.0	25.0	25.0

10/15/2010 5:36:51 PM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Industrial park				41.5	20.8	37.8

10/15/2010 5:37:21 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Alt A Ops Revised 10-14.urb924

Project Name: Mather Specific Plan Ops

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	435.50	111.86	2,120.12	6.88	340.97	328.22	147,185.58

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	565.81	778.07	5,736.64	9.56	1,911.35	363.56	964,536.93

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,001.31	889.93	7,856.76	16.44	2,252.32	691.78	1,111,722.51

10/15/2010 5:37:21 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.36	57.45	31.61	0.00	0.11	0.11	72,014.79
Hearth	230.13	54.41	2,088.51	6.88	340.86	328.11	75,170.79
Landscaping - No Winter Emissions							
Consumer Products	114.21						
Architectural Coatings	86.80						
TOTALS (lbs/day, unmitigated)	435.50	111.86	2,120.12	6.88	340.97	328.22	147,185.58

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	91.59	125.11	944.14	1.55	307.23	58.51	156,042.35
University/college (4 yrs)	70.12	89.88	655.73	1.09	219.42	41.70	110,254.73
City park	45.32	63.78	465.35	0.77	155.72	29.60	78,245.14
Regnl shop. center	86.04	120.89	881.06	1.47	294.80	56.03	148,053.69
Strip mall	45.40	63.80	464.96	0.77	155.58	29.57	78,132.85
General light industry	202.26	279.98	2,069.94	3.48	693.07	131.88	350,590.98
Industrial park	25.08	34.63	255.46	0.43	85.53	16.27	43,217.19
TOTALS (lbs/day, unmitigated)	565.81	778.07	5,736.64	9.56	1,911.35	363.56	964,536.93

10/15/2010 5:37:21 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	843.33	8.27	dwelling units	2,530.00	20,923.10	178,886.24
University/college (4 yrs)		2.28	students	7,500.00	17,100.00	127,822.50
City park		44.29	acres	274.00	12,135.46	90,712.57
Regnl shop. center		36.97	1000 sq ft	630.32	23,302.93	171,742.61
Strip mall		38.41	1000 sq ft	320.17	12,297.73	90,634.27
General light industry		7.17	1000 sq ft	6,220.37	44,600.05	403,630.50
Industrial park		6.92	1000 sq ft	822.41	5,691.08	49,811.15
					136,050.35	1,113,239.84

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	97.0	3.0
Light Truck 3751-5750 lbs	22.8	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4

10/15/2010 5:37:21 PM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
University/college (4 yrs)				5.0	2.5	92.5
City park				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
General light industry				50.0	25.0	25.0

10/15/2010 5:37:21 PM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Industrial park				41.5	20.8	37.8

10/15/2010 5:37:30 PM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Alt A Ops Revised 10-14.urb924

Project Name: Mather Specific Plan Ops

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	48.79	12.29	102.16	0.28	13.98	13.46	15,537.34

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	120.29	110.68	1,176.58	2.04	348.82	66.35	205,347.85

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	169.08	122.97	1,278.74	2.32	362.80	79.81	220,885.19

10/15/2010 5:37:30 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.80	10.48	5.77	0.00	0.02	0.02	13,142.70
Hearth	9.41	1.68	85.39	0.28	13.93	13.41	2,376.80
Landscape	1.90	0.13	11.00	0.00	0.03	0.03	17.84
Consumer Products	20.84						
Architectural Coatings	15.84						
TOTALS (tons/year, unmitigated)	48.79	12.29	102.16	0.28	13.98	13.46	15,537.34

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	18.93	17.80	194.12	0.33	56.07	10.68	33,189.13
University/college (4 yrs)	21.37	12.80	133.28	0.23	40.04	7.61	23,488.00
City park	8.16	9.08	94.58	0.17	28.42	5.40	16,668.87
Regnl shop. center	15.63	17.21	178.80	0.31	53.80	10.22	31,543.06
Strip mall	8.23	9.08	94.36	0.17	28.39	5.40	16,646.32
General light industry	42.62	39.79	428.69	0.74	126.49	24.07	74,613.44
Industrial park	5.35	4.92	52.75	0.09	15.61	2.97	9,199.03
TOTALS (tons/year, unmitigated)	120.29	110.68	1,176.58	2.04	348.82	66.35	205,347.85

10/15/2010 5:37:30 PM

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	843.33	8.27	dwelling units	2,530.00	20,923.10	178,886.24
University/college (4 yrs)		2.28	students	7,500.00	17,100.00	127,822.50
City park		44.29	acres	274.00	12,135.46	90,712.57
Regnl shop. center		36.97	1000 sq ft	630.32	23,302.93	171,742.61
Strip mall		38.41	1000 sq ft	320.17	12,297.73	90,634.27
General light industry		7.17	1000 sq ft	6,220.37	44,600.05	403,630.50
Industrial park		6.92	1000 sq ft	822.41	5,691.08	49,811.15
					136,050.35	1,113,239.84

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.5	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	97.0	3.0
Light Truck 3751-5750 lbs	22.8	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4

10/15/2010 5:37:30 PM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	10.8	7.3	7.3
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
University/college (4 yrs)				5.0	2.5	92.5
City park				5.0	2.5	92.5
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
General light industry				50.0	25.0	25.0

10/15/2010 5:37:30 PM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Industrial park				41.5	20.8	37.8

10/15/2010 5:30:04 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Aggregate.urb924

Project Name: Mather SP Aggregate

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

10/15/2010 5:30:04 PM

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (lbs/day unmitigated)	4.09	39.83	19.68	0.04	300.17	2.15	302.31	62.71	1.97	64.68	6,532.28
2012 TOTALS (lbs/day mitigated)	4.09	39.83	19.68	0.04	142.10	2.15	144.24	29.70	1.97	31.67	6,532.28
2013 TOTALS (lbs/day unmitigated)	3.74	35.80	18.62	0.04	300.17	1.89	302.05	62.71	1.74	64.44	6,532.35
2013 TOTALS (lbs/day mitigated)	3.74	35.80	18.62	0.04	142.10	1.89	143.98	29.70	1.74	31.43	6,532.35
2014 TOTALS (lbs/day unmitigated)	3.42	32.07	17.69	0.04	300.17	1.65	301.81	62.71	1.51	64.22	6,532.41
2014 TOTALS (lbs/day mitigated)	3.42	32.07	17.69	0.04	142.10	1.65	143.74	29.70	1.51	31.21	6,532.41
2015 TOTALS (lbs/day unmitigated)	3.15	28.60	16.87	0.04	300.17	1.46	301.63	62.71	1.34	64.05	6,532.44
2015 TOTALS (lbs/day mitigated)	3.15	28.60	16.87	0.04	142.10	1.46	143.56	29.70	1.34	31.04	6,532.44
2016 TOTALS (lbs/day unmitigated)	2.91	25.52	16.19	0.04	300.17	1.26	301.43	62.71	1.16	63.87	6,532.45
2016 TOTALS (lbs/day mitigated)	2.91	25.52	16.19	0.04	142.10	1.26	143.36	29.70	1.16	30.86	6,532.45

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

10/15/2010 5:30:04 PM

Time Slice 1/2/2012-12/31/2012 Active Days: 261	**4.09**	**39.83**	**19.68**	**0.04**	**300.17**	**2.15**	**302.31**	**62.71**	**1.97**	**64.68**	6,532.28
Fine Grading 01/01/2012-12/31/2016	4.09	39.83	19.68	0.04	300.17	2.15	302.31	62.71	1.97	64.68	6,532.28
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	2.41	16.81	10.28	0.00	0.00	1.24	1.24	0.00	1.14	1.14	1,849.73
Fine Grading On Road Diesel	1.65	22.97	8.26	0.04	0.16	0.90	1.06	0.05	0.83	0.88	4,542.82
Fine Grading Worker Trips	0.03	0.05	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.73
Time Slice 1/1/2013-12/31/2013 Active Days: 261	3.74	35.80	18.62	**0.04**	**300.17**	1.89	302.05	**62.71**	1.74	64.44	6,532.35
Fine Grading 01/01/2012-12/31/2016	3.74	35.80	18.62	0.04	300.17	1.89	302.05	62.71	1.74	64.44	6,532.35
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	2.21	15.57	10.17	0.00	0.00	1.10	1.10	0.00	1.01	1.01	1,849.73
Fine Grading On Road Diesel	1.51	20.18	7.41	0.04	0.16	0.79	0.95	0.05	0.73	0.78	4,542.82
Fine Grading Worker Trips	0.03	0.04	1.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.80
Time Slice 1/1/2014-12/31/2014 Active Days: 261	3.42	32.07	17.69	**0.04**	**300.17**	1.65	301.81	**62.71**	1.51	64.22	6,532.41
Fine Grading 01/01/2012-12/31/2016	3.42	32.07	17.69	0.04	300.17	1.65	301.81	62.71	1.51	64.22	6,532.41
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	2.02	14.34	10.09	0.00	0.00	0.95	0.95	0.00	0.88	0.88	1,849.73
Fine Grading On Road Diesel	1.37	17.69	6.64	0.04	0.16	0.69	0.85	0.05	0.63	0.69	4,542.82
Fine Grading Worker Trips	0.03	0.04	0.96	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.86

10/15/2010 5:30:04 PM

Time Slice 1/1/2015-12/31/2015 Active Days: 261	3.15	28.60	16.87	**0.04**	**300.17**	1.46	301.63	**62.71**	1.34	64.05	6,532.44
Fine Grading 01/01/2012-12/31/2016	3.15	28.60	16.87	0.04	300.17	1.46	301.63	62.71	1.34	64.05	6,532.44
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	1.87	12.98	9.99	0.00	0.00	0.85	0.85	0.00	0.79	0.79	1,849.73
Fine Grading On Road Diesel	1.26	15.59	6.00	0.04	0.16	0.60	0.76	0.05	0.56	0.61	4,542.82
Fine Grading Worker Trips	0.02	0.04	0.88	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90
Time Slice 1/1/2016-12/30/2016 Active Days: 261	2.91	25.52	16.19	**0.04**	**300.17**	1.26	301.43	**62.71**	1.16	63.87	**6,532.45**
Fine Grading 01/01/2012-12/31/2016	2.91	25.52	16.19	0.04	300.17	1.26	301.43	62.71	1.16	63.87	6,532.45
Fine Grading Dust	0.00	0.00	0.00	0.00	300.00	0.00	300.00	62.65	0.00	62.65	0.00
Fine Grading Off Road Diesel	1.72	11.73	9.93	0.00	0.00	0.73	0.73	0.00	0.67	0.67	1,849.73
Fine Grading On Road Diesel	1.16	13.76	5.44	0.04	0.16	0.53	0.69	0.05	0.49	0.54	4,542.82
Fine Grading Worker Trips	0.02	0.03	0.82	0.00	0.01	0.00	0.01	0.00	0.00	0.00	139.90

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 12/31/2016 - Default Fine Site Grading Description

Total Acres Disturbed: 60

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1128.37

Off-Road Equipment:

4 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

10/15/2010 5:30:26 PM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\Weekend Work Shortcuts\Mather Specific Plan\Mather URBEMIS Data\Mather SP Aggregate.urb924

Project Name: Mather SP Aggregate

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (tons/year unmitigated)	0.53	5.20	2.57	0.01	39.17	0.28	39.45	8.18	0.26	8.44	852.46
2012 TOTALS (tons/year mitigated)	0.53	5.20	2.57	0.01	18.54	0.28	18.82	3.88	0.26	4.13	852.46
Percent Reduction	0.00	0.00	0.00	0.00	52.66	0.00	52.29	52.64	0.00	51.04	0.00
2013 TOTALS (tons/year unmitigated)	0.49	4.67	2.43	0.01	39.17	0.25	39.42	8.18	0.23	8.41	852.47
2013 TOTALS (tons/year mitigated)	0.49	4.67	2.43	0.01	18.54	0.25	18.79	3.88	0.23	4.10	852.47
Percent Reduction	0.00	0.00	0.00	0.00	52.66	0.00	52.33	52.64	0.00	51.22	0.00
2014 TOTALS (tons/year unmitigated)	0.45	4.18	2.31	0.01	39.17	0.21	39.39	8.18	0.20	8.38	852.48
2014 TOTALS (tons/year mitigated)	0.45	4.18	2.31	0.01	18.54	0.21	18.76	3.88	0.20	4.07	852.48
Percent Reduction	0.00	0.00	0.00	0.00	52.66	0.00	52.37	52.64	0.00	51.40	0.00

2015 TOTALS (tons/year unmitigated)	0.41	3.73	2.20	0.01	39.17	0.19	39.36	8.18	0.18	8.36	852.48
2015 TOTALS (tons/year mitigated)	0.41	3.73	2.20	0.01	18.54	0.19	18.73	3.88	0.18	4.05	852.48
Percent Reduction	0.00	0.00	0.00	0.00	52.66	0.00	52.41	52.64	0.00	51.54	0.00
2016 TOTALS (tons/year unmitigated)	0.38	3.33	2.11	0.01	39.17	0.16	39.34	8.18	0.15	8.33	852.48
2016 TOTALS (tons/year mitigated)	0.38	3.33	2.11	0.01	18.54	0.16	18.71	3.88	0.15	4.03	852.48
Percent Reduction	0.00	0.00	0.00	0.00	52.66	0.00	52.44	52.64	0.00	51.69	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012	0.53	5.20	2.57	0.01	39.17	0.28	39.45	8.18	0.26	8.44	852.46
Fine Grading 01/01/2012-12/31/2016	0.53	5.20	2.57	0.01	39.17	0.28	39.45	8.18	0.26	8.44	852.46
Fine Grading Dust	0.00	0.00	0.00	0.00	39.15	0.00	39.15	8.18	0.00	8.18	0.00
Fine Grading Off Road Diesel	0.31	2.19	1.34	0.00	0.00	0.16	0.16	0.00	0.15	0.15	241.39
Fine Grading On Road Diesel	0.22	3.00	1.08	0.01	0.02	0.12	0.14	0.01	0.11	0.12	592.84
Fine Grading Worker Trips	0.00	0.01	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.24

2013	0.49	4.67	2.43	0.01	39.17	0.25	39.42	8.18	0.23	8.41	852.47
Fine Grading 01/01/2012-12/31/2016	0.49	4.67	2.43	0.01	39.17	0.25	39.42	8.18	0.23	8.41	852.47
Fine Grading Dust	0.00	0.00	0.00	0.00	39.15	0.00	39.15	8.18	0.00	8.18	0.00
Fine Grading Off Road Diesel	0.29	2.03	1.33	0.00	0.00	0.14	0.14	0.00	0.13	0.13	241.39
Fine Grading On Road Diesel	0.20	2.63	0.97	0.01	0.02	0.10	0.12	0.01	0.09	0.10	592.84
Fine Grading Worker Trips	0.00	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.24
2014	0.45	4.18	2.31	0.01	39.17	0.21	39.39	8.18	0.20	8.38	852.48
Fine Grading 01/01/2012-12/31/2016	0.45	4.18	2.31	0.01	39.17	0.21	39.39	8.18	0.20	8.38	852.48
Fine Grading Dust	0.00	0.00	0.00	0.00	39.15	0.00	39.15	8.18	0.00	8.18	0.00
Fine Grading Off Road Diesel	0.26	1.87	1.32	0.00	0.00	0.12	0.12	0.00	0.11	0.11	241.39
Fine Grading On Road Diesel	0.18	2.31	0.87	0.01	0.02	0.09	0.11	0.01	0.08	0.09	592.84
Fine Grading Worker Trips	0.00	0.01	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.25
2015	0.41	3.73	2.20	0.01	39.17	0.19	39.36	8.18	0.18	8.36	852.48
Fine Grading 01/01/2012-12/31/2016	0.41	3.73	2.20	0.01	39.17	0.19	39.36	8.18	0.18	8.36	852.48
Fine Grading Dust	0.00	0.00	0.00	0.00	39.15	0.00	39.15	8.18	0.00	8.18	0.00
Fine Grading Off Road Diesel	0.24	1.69	1.30	0.00	0.00	0.11	0.11	0.00	0.10	0.10	241.39
Fine Grading On Road Diesel	0.16	2.03	0.78	0.01	0.02	0.08	0.10	0.01	0.07	0.08	592.84
Fine Grading Worker Trips	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.26

2016	0.38	3.33	2.11	0.01	39.17	0.16	39.34	8.18	0.15	8.33	852.48
Fine Grading 01/01/2012-12/31/2016	0.38	3.33	2.11	0.01	39.17	0.16	39.34	8.18	0.15	8.33	852.48
Fine Grading Dust	0.00	0.00	0.00	0.00	39.15	0.00	39.15	8.18	0.00	8.18	0.00
Fine Grading Off Road Diesel	0.22	1.53	1.30	0.00	0.00	0.09	0.09	0.00	0.09	0.09	241.39
Fine Grading On Road Diesel	0.15	1.80	0.71	0.01	0.02	0.07	0.09	0.01	0.06	0.07	592.84
Fine Grading Worker Trips	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.26

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 12/31/2016 - Default Fine Site Grading Description

Total Acres Disturbed: 60

Maximum Daily Acreage Disturbed: 15

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1128.37

Off-Road Equipment:

4 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2012	0.53	5.20	2.57	0.01	18.54	0.28	18.82	3.88	0.26	4.13	852.46
Fine Grading 01/01/2012-12/31/2016	0.53	5.20	2.57	0.01	18.54	0.28	18.82	3.88	0.26	4.13	852.46
Fine Grading Dust	0.00	0.00	0.00	0.00	18.52	0.00	18.52	3.87	0.00	3.87	0.00
Fine Grading Off Road Diesel	0.31	2.19	1.34	0.00	0.00	0.16	0.16	0.00	0.15	0.15	241.39
Fine Grading On Road Diesel	0.22	3.00	1.08	0.01	0.02	0.12	0.14	0.01	0.11	0.12	592.84
Fine Grading Worker Trips	0.00	0.01	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.24
2013	0.49	4.67	2.43	0.01	18.54	0.25	18.79	3.88	0.23	4.10	852.47
Fine Grading 01/01/2012-12/31/2016	0.49	4.67	2.43	0.01	18.54	0.25	18.79	3.88	0.23	4.10	852.47
Fine Grading Dust	0.00	0.00	0.00	0.00	18.52	0.00	18.52	3.87	0.00	3.87	0.00
Fine Grading Off Road Diesel	0.29	2.03	1.33	0.00	0.00	0.14	0.14	0.00	0.13	0.13	241.39
Fine Grading On Road Diesel	0.20	2.63	0.97	0.01	0.02	0.10	0.12	0.01	0.09	0.10	592.84
Fine Grading Worker Trips	0.00	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.24
2014	0.45	4.18	2.31	0.01	18.54	0.21	18.76	3.88	0.20	4.07	852.48
Fine Grading 01/01/2012-12/31/2016	0.45	4.18	2.31	0.01	18.54	0.21	18.76	3.88	0.20	4.07	852.48
Fine Grading Dust	0.00	0.00	0.00	0.00	18.52	0.00	18.52	3.87	0.00	3.87	0.00
Fine Grading Off Road Diesel	0.26	1.87	1.32	0.00	0.00	0.12	0.12	0.00	0.11	0.11	241.39
Fine Grading On Road Diesel	0.18	2.31	0.87	0.01	0.02	0.09	0.11	0.01	0.08	0.09	592.84
Fine Grading Worker Trips	0.00	0.01	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.25

2015	0.41	3.73	2.20	0.01	18.54	0.19	18.73	3.88	0.18	4.05	852.48
Fine Grading 01/01/2012-12/31/2016	0.41	3.73	2.20	0.01	18.54	0.19	18.73	3.88	0.18	4.05	852.48
Fine Grading Dust	0.00	0.00	0.00	0.00	18.52	0.00	18.52	3.87	0.00	3.87	0.00
Fine Grading Off Road Diesel	0.24	1.69	1.30	0.00	0.00	0.11	0.11	0.00	0.10	0.10	241.39
Fine Grading On Road Diesel	0.16	2.03	0.78	0.01	0.02	0.08	0.10	0.01	0.07	0.08	592.84
Fine Grading Worker Trips	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.26
2016	0.38	3.33	2.11	0.01	18.54	0.16	18.71	3.88	0.15	4.03	852.48
Fine Grading 01/01/2012-12/31/2016	0.38	3.33	2.11	0.01	18.54	0.16	18.71	3.88	0.15	4.03	852.48
Fine Grading Dust	0.00	0.00	0.00	0.00	18.52	0.00	18.52	3.87	0.00	3.87	0.00
Fine Grading Off Road Diesel	0.22	1.53	1.30	0.00	0.00	0.09	0.09	0.00	0.09	0.09	241.39
Fine Grading On Road Diesel	0.15	1.80	0.71	0.01	0.02	0.07	0.09	0.01	0.06	0.07	592.84
Fine Grading Worker Trips	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.26

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/1/2012 - 12/31/2016 - Default Fine Site Grading Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

GHG QUANTIFICATION FROM PROJECT ELECTRICITY USAGE

Indirect Greenhouse Gas (GHG) Emissions from Project use of Electricity (Power Plant Emissions)

Typical SMUD Residential Customer Annual Household Energy Use:	9250	kWh/yr	per household	per SMAQMD, 2009
Typical SMUD Commercial Customer Annual Energy Use (per square foot):	17	kWh/yr	per square foot	per SMAQMD, 2009
School Annual Energy Use (per student):	941	kWh/yr	per student	DGS, 2007
Water Conveyance Electricity:	2328700	kWh/year		CEC, 2005
Wastewater Conveyance Electricity:	3558750	kWh/year		CEC, 2005
Residential Units:	2901			
Commercial Square Feet:	8868279			
Students:	8300	At all schools proposed		

Estimated Project Annual Electrical Use: 191,292,743 kWh (kilowatt hours)/yr
191,293 mWh (megawatt hours)/yr

Indirect GHG gases	Emission Factor lb/mWh	Annual Project Electricity mWh	Annual GHGs metric tons	CO2 Equivalent Factor	Annual CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	555.26	191,293	48,179	1	48179.4
Nitrous Oxide (N2O)	0.011	191,293	1.0	296	282.5
Methane (CH4)	0.029	191,293	2.5	23	57.9

Total Indirect GHG Emissions from Project Electricity Use= 48520 annual average

Notes and References:

Total Emissions from Indirect Electricity Use

CO2, CH4, and N2O Emission Factor Source: Local Government Operations Protocol (CARB et al., 2008)
Specifically Tables G.5 and G.6 (Appendix G)

lbs/metric ton = 2204.62

CALCULATION OF METHANE AND N2O EMISSIONS

Vehicles:

From URBEMIS 2007: 205,347.85 tons per year of CO2

Vehicle Emissions = 186288.43 metric tons per year of CO2

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 transportation fossil fuel combustion was	188	MMT CO2	
Mobile source combustion	0.6	MMT CH4	as eCO2
Mobile Source Combustion	11.8	MMT N2O	as eCO2

So for Mobile sources…	CH4 emission =	0.32	percent of CO2 Emissions	
	N2O emissions =	6.28	percent of CO2 Emissions	
	CH4 emissions =	596.12	metric tons/year	as eCO2
	N2O emissions =	11698.91	metric tons/year	as eCO2

Area Sources

From URBEMIS 2007: 15,537.34 tons per year of CO2

Natural Gas = 14095.237 metric tons per year of CO2

From Table 6 California Greenouse Gas Emisssions and Sink Summary:

in 2004 residential fossil fuel combustion was	27.9	MMT CO2	
Stationary source combustion	1.3	MMT CH4	as eCO2
Stationary Source Combustion	0.2	MMT N2O	as eCO2

So for Stationary sources…	CH4 emission =	4.66	percent of CO2 Emissions	
	N2O emissions =	0.72	percent of CO2 Emissions	
	CH4 emissions =	656.84	metric tons/year	as eCO2
	N2O emissions =	101.49	metric tons/year	as eCO2

Appendix D
Biological Database Reports

ESA

Selected Elements by Scientific Name

California Department of Fish and Game

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFG SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S3	WL
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	None	G2G3	S2	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S2	SSC
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S2S3	
Branchinecta mesovallensis midvalley fairy shrimp	ICBRA03150	None	None	G2	S2	
Buteo regalis ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S2	
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Dumontia oregonensis hairy water flea	ICBRA23010	None	None	G1G3	S1	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Hydrochara rickseckeri Ricksecker's water scavenger beetle	IICOL5V010	None	None	G1G2	S1S2	
Juncus leiospermus var. ahartii Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1.2	1B.2
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2.2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S2S3	
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G3	S2S3	
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	

Selected Elements by Scientific Name

California Department of Fish and Game

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFG SSC or FP
Orcuttia tenuis slender Orcutt grass	PMPOA4G050	Threatened	Endangered	G2	S2	1B.1
Orcuttia viscida Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2S3	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S4	SSC

Record Count: 27

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

May 22, 2012

Document Number: 120522093132

Lindsay Tisch
Environmental Science Associates
2600 Capitol Avenue
Suite 200
Sacramento, CA 95816

Subject: Species List for Mather Field Specific Plan EIS

Dear: Ms. Tisch

We are sending this official species list in response to your May 22, 2012 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be August 20, 2012.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found here.

Endangered Species Division

These buttons will not appear on your list.

Revise Selection

Print this page

Print species list before going on to letter.

Make Official Letter

U.S. Fish & Wildlife Service

Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 120522093132

Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

- Branchinecta conservatio
  - Conservancy fairy shrimp (E)
- Branchinecta lynchi
  - Critical habitat, vernal pool fairy shrimp (X)
  - vernal pool fairy shrimp (T)
- Desmocerus californicus dimorphus
  - Critical habitat, valley elderberry longhorn beetle (X)
  - valley elderberry longhorn beetle (T)
- Lepidurus packardi
  - Critical habitat, vernal pool tadpole shrimp (X)
  - vernal pool tadpole shrimp (E)

Fish

- Hypomesus transpacificus
  - delta smelt (T)
- Oncorhynchus mykiss
  - Central Valley steelhead (T) (NMFS)
  - Critical habitat, Central Valley steelhead (X) (NMFS)

- Oncorhynchus tshawytscha
  - Central Valley spring-run chinook salmon (T) (NMFS)
  - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense
  - California tiger salamander, central population (T)
- Rana draytonii
  - California red-legged frog (T)

Reptiles

- Thamnophis gigas
  - giant garter snake (T)

Plants

- Orcuttia tenuis
  - Critical habitat, slender Orcutt grass (X)
  - slender Orcutt grass (T)
- Orcuttia viscida
  - Critical habitat, Sacramento Orcutt grass (X)
  - Sacramento Orcutt grass (E)

Quads Containing Listed, Proposed or Candidate Species:

BUFFALO CREEK (511C)

CARMICHAEL (512D)

County Lists

No county species lists requested.

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.
See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

> Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.
- Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be August 20, 2012.

Appendix E
Transportation Analysis

ESA

Mather Specific Plan
Transportation Analysis

Prepared for

ESA Associates
Sacramento County DERA

Prepared by

DKS Associates
TRANSPORTATION SOLUTIONS
8950 Cal Center Drive, Suite 340
Sacramento, CA 95826

December 2010

Table of Contents

Table of Figures

List of Tables

Transportation

Introduction

DKS Associates evaluated the transportation impacts of the proposed Mather Specific Plan for ESA Community Development. This report summarizes the methodology, analyses, and conclusions of the assessment.

Project Description

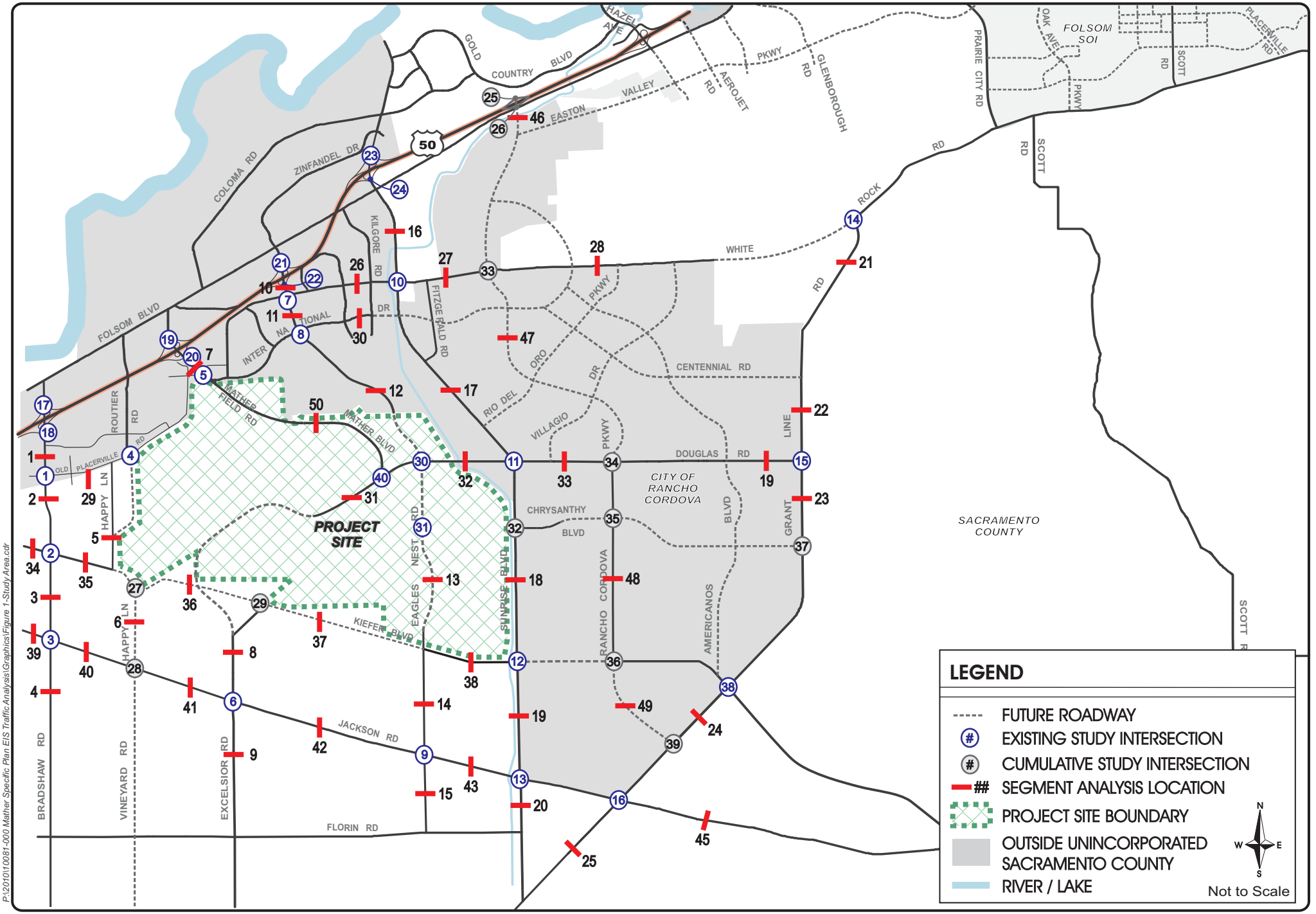
Figure 1 shows the Mather Specific Plan EIS project boundary. The project boundary includes the existing Mather Airport and is located to the south and west of the City of Rancho Cordova and to the east and north of Sacramento County. The Plan area encompasses approximately 5,716 acres of land, of which over 2,000 acres are currently developed. The project proposes to develop approximately 1,869.7 acres, and set aside 1,273.5 acres of open space. As shown on **Figure 2**, the project includes the improvement of Eagles Nest Road between Douglas Road and Kiefer Boulevard.

Analysis Scenarios

To identify project traffic impacts, the following scenarios were evaluated:

- Existing Conditions
- Baseline Conditions (No Permit Alternative)
- Baseline Plus the Preferred Alternative
- Baseline Plus Alternative I (modified use/density)
- Cumulative Conditions
- Cumulative Conditions Plus the Preferred Alternative
- Cumulative Conditions Plus Alternative I (modified use/density)

The Existing Conditions scenario reflects existing traffic counts and roadway geometry without any additional projects. The Baseline Conditions scenario reflects an extension of International Drive from Kilgore Road to Sunrise Boulevard currently under construction, as well as completion of the planned extension of Zinfandel Drive from Douglas Road to North Mather Drive.

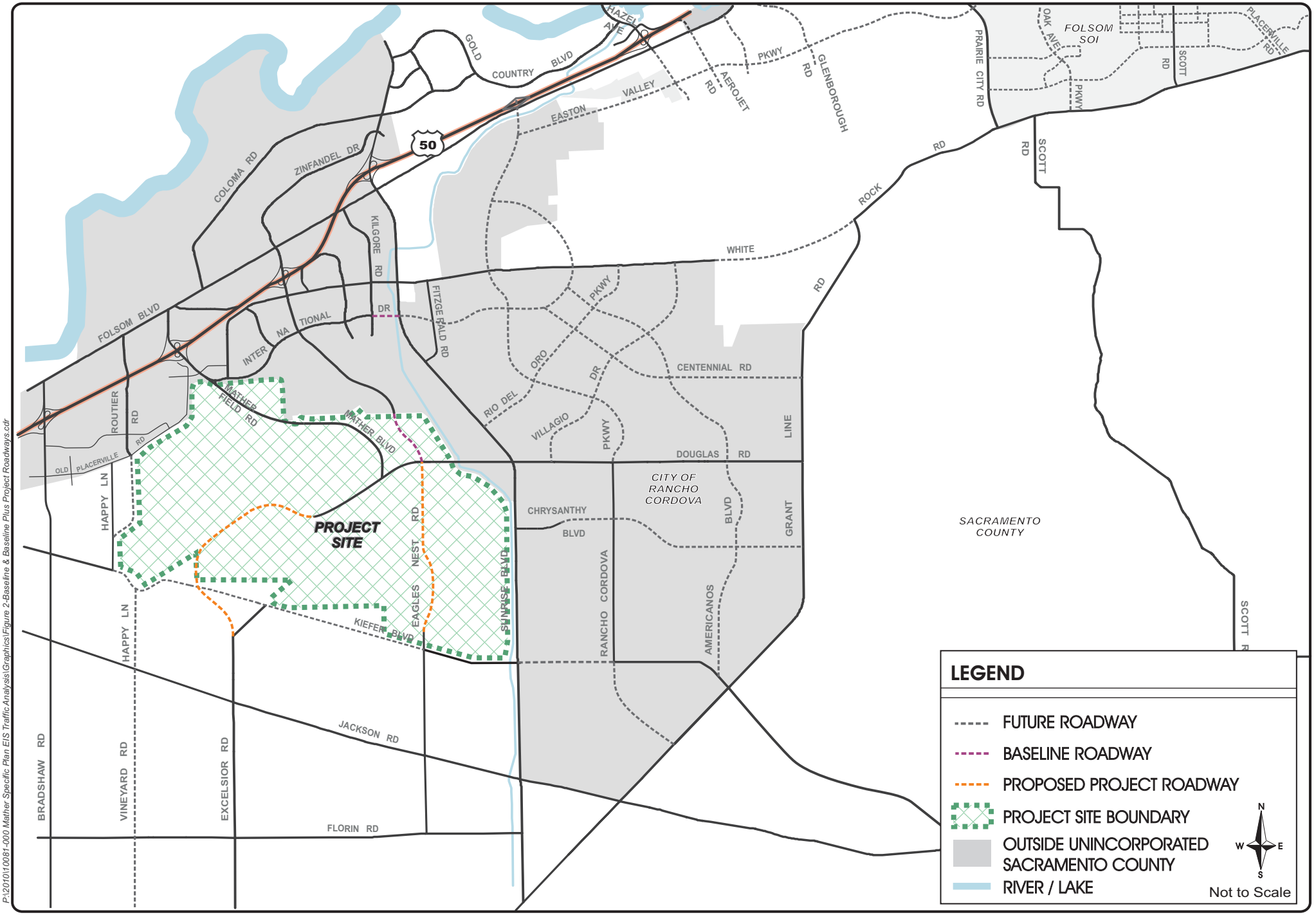


P:\2010\10081-000 Mather Specific Plan EIS Traffic Analysis\Graphics\Figure 1-Study Area.cdr

DKS Associates
TRANSPORTATION SOLUTIONS

FIGURE 1
STUDY AREA

MATHER SPECIFIC PLAN



P:\2010\10081-000 Mather Specific Plan EIS Traffic Analysis\Graphics\Figure 2-Baseline & Baseline Plus Project Roadways.cdr

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TRANSPORTATION SOLUTIONS

FIGURE 2

BASELINE & BASELINE PLUS PROJECT ROADWAYS

Existing Transportation System

Information on the existing transportation system was assembled from field observations, surveys (including traffic counts), previous environmental impact reports, and available information from the County, Caltrans, the Sacramento Area Council of Governments (SACOG), and Regional Transit. The roadway system is illustrated on **Figure 1**.

Existing Roadways

U.S. Highway 50 (US 50) and **State Highway 16** (Jackson Road) provides regional access to the study area. U.S. 50 is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to Canal Street in the City of Placerville, where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada. West of Sunrise Boulevard it is an eight-lane freeway. Between Sunrise Boulevard and Folsom Boulevard, it has six mixed flow lanes and two High Occupancy Vehicle (HOV) lanes (carpool lanes). **State Highway 16** (Jackson Road) is an east-west facility that extends from Folsom Boulevard to the west into Amador County to the east. It is a two-lane highway with at-grade intersections which connects the City of Sacramento with the Sierra foothills.

Bradshaw Road is a two to six-lane north-south arterial roadway west of Mather Field that extends from north of Folsom Boulevard to Grant Line Road.

Routier Road is a is north-south roadway northwest of Mather Field. It extends from Old Placerville Road to Folsom Boulevard.

Mather Field Road is a four to six-lane divided arterial providing access from Folsom Boulevard and U.S. 50 to Mather Field.

Excelsior Road is a rural two-lane north-south roadway that extends from the Sheldon Road near Grant Line Road through the Independence at Mather development to Douglas Road.

Zinfandel Drive extends from Sunrise Boulevard in Rancho Cordova north of U.S. 50 to the office park area north of Mather Field. As it crosses U.S. 50, Zinfandel Drive has three through lanes in the northbound direction and two through lanes in the southbound direction.

Eagles Nest Road is a rural north-south road that extends from Douglas Road on Mather Field to Grant Line Road. Eagles Nest Road is not maintained and is not open to public traffic adjacent to Mather Field.

Sunrise Boulevard is a north-south roadway designated as a thoroughfare within the County. It has six lanes between U.S. 50 and White Rock Road, four to six lanes between White Rock Road and Douglas Road, five lanes between Douglas Road and Kiefer Boulevard, and two lanes between Kiefer Boulevard and Grant Line Road.

Grant Line Road is a two-lane north-south rural roadway east of Mather Field. It extends from White Rock Road to Highway 99 south of Elk Grove.

White Rock Road is a two to six lane east-west roadway that provides access to the office parks/light industrial uses northeast of Mather Field. It begins at International Drive and continues easterly into El Dorado County.

Old Placerville Road is a two to four-lane east-west roadway that extends from just west of Bradshaw Road to Rockingham Drive just west of Mather Field Road.

International Drive is presently a four to six-lane divided roadway connecting Mather Field Road at Mather Field to Zinfandel Drive. International Drive extends to approximately one-quarter mile west of Sunrise Boulevard, where it terminates at Kilgore Road. An extension of International Drive from Sunrise Boulevard to Kilgore Road is currently under construction.

Douglas Road is a two-lane, east-west road which exits the east boundary of Mather Field, It continues as a two to five-lane roadway to the east across Sunrise Boulevard to Grant Line Road.

Kiefer Boulevard is an east-west roadway that extends from Folsom Boulevard to east of Sunrise Boulevard, generally forming the southern boundary of Mather Field. Kiefer Boulevard is not maintained and is not open to public traffic adjacent to Mather Field, between Happy Lane and Eagles Nest Road.

Transit System

No transit service is currently provided in the project area. All transit service is provided to the north of the project site by the Sacramento Regional Transit District (RT). The Sacramento Regional Transit District (RT) operates 97 bus routes and 37.4 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 256 buses powered by compressed natural gas (CNG) and 16 shuttle vans. Buses operate daily from 5 a.m. to 11:30 p.m. every 15 to 75 minutes, depending on the route. Light rail trains begin operation at 4:30 a.m. with service every 15 minutes during the day and every 30 minutes in the evening. The Blue Line trains run until 1 a.m. and the Gold Line to Folsom runs until 7 p.m.

Passenger amenities include 47 light rail stops or stations, 25 bus and light rail transfer centers and 18 free park-and-ride lots. RT also serves more than 3,600 bus stops throughout Sacramento County.

Light Rail Stations in Rancho Cordova along Regional Transit's Gold Line include Mather Field/Mills, Zinfandel, Cordova Town Center and Sunrise. These stations are served by bus routes 21, 28, 72, 74 and 75.

The Gold Line provides weekday, evening, Saturday, Sunday, and holiday light rail service between Historic Folsom and the Sacramento Valley Station.

Route 21 (Sunrise) provides weekday, evening, Saturday, Sunday, and holiday service. This route extends to the north from the Mather/Mills Light Rail Station along Coloma Road, Sunrise Boulevard and Twin Oaks Avenue.

Route 28 (Fair Oaks – Cordova Town Center) provides weekday service. This route connects to Light Rail Stations in Rancho Cordova with the Sunrise Mall Transit Center. To the north and east, this route operates along Folsom Boulevard, Sunrise Boulevard and Fair Oaks Boulevard.

Route 72 (Rosemont – Lincoln Village) provides weekday, evening, Saturday, Sunday, and holiday service. To the west, this route extends along Kiefer Boulevard to the Watt/Manlove Light Rail Station. To the north, this route extends along Bradshaw Road, Lincoln Village Drive, Rockingham Drive and Mather field Road to connect with the Mather/Mills Light Rail Station.

Route 74 (International) provides weekday service. This route connects with the Sunrise and Mather/Mills Light Rail Stations via roadways south of Folsom Boulevard including Mather Field Road and International Drive.

Route 75 (Mather Field) provides weekday, Saturday, Sunday, and holiday service. This route connects the Mather/Mill Light Rail Station to roadways south of Folsom Boulevard including Mather Field Road, Femoyer Street, Mather Boulevard, and Old Placerville Road.

Pedestrian and Bicycle Facilities

No pedestrian or bike facilities exist in the project area. The nearest pedestrian and bicycle facilities are located in the City of Rancho Cordova to the north.

Study Area

In conjunction with the Sacramento County Department of Transportation, the study area for this environmental document was defined. The study area is illustrated in Figure 1. It includes 40 intersections, 50 roadway segments, and portions of the US 50 freeway system from Bradshaw Road to the future Rancho Cordova Parkway.

Intersections

A total of 40 intersections were analyzed for the study. The key study intersections are as follows:

City or County Intersections

1. Bradshaw Road / Old Placerville Road

2. Bradshaw Road / Kiefer Boulevard

3. Bradshaw Road / Jackson Road
4. Routier Road / Old Placerville Road
5. Mather Field Road / Rockingham Drive
6. Excelsior Road / Jackson Road
7. Zinfandel Drive / White Rock Road
8. Zinfandel Drive / Data Drive
9. Eagles Nest Road / Jackson Road
10. Sunrise Boulevard / White Rock Road
11. Sunrise Boulevard / Douglas Road
12. Sunrise Boulevard / Kiefer Boulevard
13. Sunrise Boulevard / Jackson Road
14. Grant Line Road / White Rock Road
15. Grant Line Road / Douglas Road
16. Grant Line Road / Jackson Road

Ramp Intersections

17. Bradshaw Road / US 50 WB Ramps
18. Bradshaw Road / US 50 EB Ramps
19. Mather Field Road / US 50 WB Ramps
20. Mather Field Road / US 50 EB Ramps
21. Zinfandel Drive / US 50 WB Ramps
22. Zinfandel Drive / US 50 EB Ramps
23. Sunrise Boulevard / US 50 WB Ramps
24. Sunrise Boulevard / US 50 EB Ramps

25. Rancho Cordova Parkway / US 50 WB Ramps

26. Rancho Cordova Parkway / US 50 EB Ramps

New City/County Intersections

27. Routier Road / Kiefer Boulevard

28. Routier Road / Jackson Highway

29. Excelsior Road / Kiefer Boulevard

30. Zinfandel Drive / Douglas Road

31. Zinfandel Drive / Chrysanthy Boulevard

32. Sunrise Boulevard / Chrysanthy Boulevard

33. Rancho Cordova Parkway / White Rock Road

34. Rancho Cordova Parkway / Douglas Road

35. Rancho Cordova Parkway / Chrysanthy Boulevard

36. Rancho Cordova Parkway / Kiefer Road

37. Grant Line Road / Chrysanthy Boulevard

38. Grant Line Road / Kiefer Boulevard

39. Rancho Cordova Parkway / Grant Line Road

40. Mather Boulevard / Douglas Road

Roadway segments

A total of 50 study area roadway segments were analyzed for the study. The key roadway segments intersections are as follows:

1. Bradshaw Road from US 50 to Old Placerville Road

2. Bradshaw Road from Old Placerville Road to Kiefer Boulevard

3. Bradshaw Road from Kiefer Boulevard to Jackson Road

4. Bradshaw Road from Jackson Road to Elder Creek Road

5. Routier Road from Old Placerville Road to Kiefer Boulevard
6. Routier Road from Kiefer Boulevard to Jackson Road
7. Mather Field Road from US 50 to Old Placerville Road
8. Excelsior Road from Kiefer Road to Jackson Road
9. Excelsior Road from Jackson Road to Elder Creek Road
10. Zinfandel Drive from US 50 to White Rock Road
11. Zinfandel Drive from White Rock Road to Old Placerville Road
12. Zinfandel Drive from Old Placerville Road to Douglas Road
13. Zinfandel Drive from Douglas Road to Kiefer Boulevard
14. Eagles Nest Road from Kiefer Boulevard to Jackson Road
15. Eagles Nest Road from Jackson Road to Florin Road
16. Sunrise Road from US 50 to White Rock Road
17. Sunrise Road from White Rock Road to Douglas Road
18. Sunrise Road from Douglas Road to Kiefer Boulevard
19. Sunrise Road from Kiefer Boulevard to Jackson Road
20. Sunrise Road from Jackson Road to Florin Road
21. Grant Line Road from White Rock Road to Douglas Road
22. Grant Line Road from Douglas Road to Chrysanthy Boulevard
23. Grant Line Road from Chrysanthy Boulevard to Kiefer Road
24. Grant Line Road from Kiefer Road to Jackson Road
25. Grant Line Road south of Jackson Road
26. White Rock Road from Zinfandel Drive to Sunrise Boulevard
27. White Rock Road from Sunrise Boulevard to Rancho Cordova Parkway

28. White Rock Road from Rancho Cordova Parkway to Grant Line Road
29. Old Placerville Road from Bradshaw Road to Routier Road
30. Old Placerville Road from Zinfandel Drive to Sunrise Boulevard
31. Douglas Road from Kiefer Road to Zinfandel Drive
32. Douglas Road from Zinfandel Drive to Sunrise Boulevard
33. Douglas Road from Sunrise Boulevard to Rancho Cordova Parkway
34. Kiefer Road from Rosemont Drive to Bradshaw Road
35. Kiefer Road from Bradshaw Road to Routier Road
36. Kiefer Road from Routier Road to Excelsior Road
37. Kiefer Road from Excelsior Road to Eagles Nest Road
38. Kiefer Road from Eagles Nest Road to Sunrise Boulevard
39. Jackson Road west of Bradshaw
40. Jackson Road from Bradshaw Road to Routier Road
41. Jackson Road from Routier Road to Excelsior Road
42. Jackson Road from Excelsior Road to Eagles Nest Road
43. Jackson Road from Eagles Nest Road to Sunrise Boulevard
44. Jackson Road from Sunrise Boulevard to Grant Line Road
45. Jackson Road from Grant Line Road to the East
46. Rancho Cordova Parkway from US 50 to White Rock Road
47. Rancho Cordova Parkway from White Rock Road to Douglas Road
48. Rancho Cordova Parkway from Douglas Road to Kiefer Boulevard
49. Rancho Cordova Parkway from Kiefer Boulevard to Grant Line Road
50. Chrysanthy Boulevard from Eagles Nest Road to Sunrise Boulevard

Freeway segments

A total of ten mainline segments of U.S. 50 were analyzed for the study. The key highway segments are as follows:

U.S 50 (Eastbound)

1. Watt Avenue to Bradshaw Road
2. Bradshaw Road to Mather Field Road
3. Mather Field Road to Sunrise Boulevard
4. Sunrise Boulevard to Rancho Cordova Parkway
5. Rancho Cordova Parkway to Hazel Avenue

U.S 50 (Westbound)

6. Hazel Avenue to Rancho Cordova Parkway
7. Rancho Cordova Parkway to Sunrise Boulevard
8. Sunrise Boulevard to Mather Field Road
9. Mather Field Road to Bradshaw Road
10. Bradshaw Road to Watt Avenue

Freeway Ramps

Ramp operations were evaluated at a total of five interchanges on U.S. 50. The key highway interchanges are as follows:

1. Bradshaw Road
2. Mather Field Road
3. Zinfandel Drive
4. Sunrise Boulevard
5. Rancho Cordova Parkway

Regulatory Framework

State Plans, Policies, Regulations, and Laws

Caltrans policies are applicable to the project and alternatives under consideration and are summarized in Caltrans' Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). These guidelines identify circumstances under which Caltrans believes that a traffic impact study would be required, information that Caltrans believes should be included in the study, analysis scenarios, and guidance on acceptable analysis methodologies.

The standards for Caltrans' facilities in the study area are detailed in the U.S. 50 Corridor System Management Plan (CSMP) and the SR 16 Route Concept Report. The 20-Year Concept LOS for U.S. 50 in the study area is LOS F, because improvements necessary to improve the LOS to E are not feasible due to environmental, right-of-way, financial, and other constraints. For SR 16, LOS E is considered the minimum acceptable operating condition.

Regional and Local Plans, Policies, Regulations, and Laws

Metropolitan Transportation Plan for 2035

The MTP 2035 (SACOG 2008) is a long-range planning document for identifying and programming roadway improvements throughout the Sacramento region. The MTP has a history of being able to fund and deliver identified Tier I projects through state and local funding.

Sacramento County General Plan

Goals and policies of the Sacramento County General Plan relating to traffic and transportation found applicable to the project are listed below:

CI-2 Sacramento County shall conduct land use and transportation planning with a regional perspective.

CI-10 Sacramento County shall promote and support the network of Transportation Corridors as designated on the Transportation Plan accompanying this Element.

CI-14 Sacramento County shall utilize design and development standards which support travel by transit, walking, bicycling, and clean alternative fuel and low emission vehicles.

CI-21 Incorporate preferential consideration for buses and private HOV's at strategic congestion points (such as bridges and on-ramps) directed at discouraging drive-alone commuting.

CI-22 Sacramento County shall apply the following Level of Service (LOS) standards for planning roads in the unincorporated area:

Rural collectors: LOS D

Urban area roads: LOS E

and may proceed with additional capacity projects within the scope of the adopted Transportation Plan when the Board of Supervisors has determined that the implementation of all feasible measures which will reduce travel demand in the affected corridor will not provide the target level of service.

CI-24 Sacramento County shall support a program to develop a regional network of High Occupancy Vehicle (HOV) lanes throughout the urban area that includes provisions to designate existing mixed flow lanes for HOV use.

Sacramento County has a Level of Service "E" policy within the Urban Service Boundary and has a Level of Service "D" policy outside the Urban Service Boundary.

City of Rancho Cordova General Plan

Goals and policies of the City of Rancho Cordova General Plan relating to traffic and transportation found applicable to the project are listed below:

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

C.1.11 As part of major individual roadway enhancement project (e.g., intersection redesign, signalization of previously un-signalized intersection), enhance and upgrade pedestrian and bicycle facilities within one-quarter mile of the project.

C.2.6 Provide on-street bike lanes along all connector roadways and on local and major roadways when necessary to provide for interconnected routes. On-street bike routes may be provided on local, connector, and major roadways as deemed necessary by the City.

Because the City of Rancho Cordova formally adopted the County's traffic-impact study guidelines upon incorporation, plans and policies from the County Guidelines (County of Sacramento 2004) were used in this analysis, except where the Circulation Element/Plan of the City of Rancho Cordova General Plan (City of Rancho Cordova 2005a, 2005b) supersedes County thresholds and requirements. The City of Rancho Cordova has adopted a Level of Service "D" policy.

Existing Roadway Operating Conditions

Level Of Service Definitions

Determination of roadway operating conditions is based upon comparison of traffic volumes to roadway capacity. "Levels of service" describe roadway operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Levels of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced conditions. **Table 1** presents the level of service definitions. Sacramento County utilizes a LOS "E" standard for urban areas (roadways west of Prairie City Road), and a LOS "D" standard for rural areas (study roadways east of Prairie City Road). The City of Rancho Cordova utilizes a LOS "D" standard for its roadways. Caltrans has a route concept LOS "F" for US 50 in Sacramento County. In this report, we use a LOS "E" standard for all Caltrans facilities to be conservative.

In this traffic assessment, capacity analyses were conducted for intersections and roadway segments in accordance with Sacramento County, City of Rancho Cordova and Caltrans practice. The following summarizes the analysis types:

- Intersection-based capacity analyses are conducted utilizing a.m. peak commuter hour and p.m. peak hour traffic volumes. These analyses evaluate the ability of intersections to accommodate traffic volumes during peak travel periods.

- Roadway segment-based capacity analyses are conducted utilizing daily traffic volumes for Sacramento County and the City of Rancho Cordova. These analyses evaluate the adequacy of the number of roadway lanes between major intersections.

- Freeway segment-based capacity analyses are conducted utilizing a.m. and p.m. peak hour volumes for Caltrans facilities. These analyses evaluate the adequacy of the number of freeway lanes between interchanges.

- Freeway merge, diverge, and weave analyses are conducted utilizing a.m. and p.m. peak hour volumes for Caltrans facilities. These analyses evaluate the adequacy of the freeway system to accommodate entering and exiting traffic volumes.

Intersection Analysis

For intersection-based capacity analyses, different analysis methodologies are utilized depending upon whether an intersection is controlled by a traffic signal, two-way stop sign control, or all-way stop sign control.

Table 2 presents the level of service definitions for unsignalized intersections, both two-way and all-way stop control. Level of service is based upon average control delay calculated based upon Highway Capacity Manual, 2000 methods. For two-way stop locations, delay is calculated for each lane group, and the worst delay / level of service is reported. For all-way stop locations, average delay for all movements is reported.

TABLE 1

LEVEL OF SERVICE DEFINITIONS

Level of Service A describes primarily free-flow operations at average travel speeds, usually 90 percent of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level of Service B describes reasonably free-flow operations at average travel speeds, usually 70 percent of the free-flow speed for the given street class. The ability to maneuver within the traffic stream is only slightly restricted and control delay at signalized intersections are not significant.

Level of Service C describes stable operations: however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free-flow speed for the street class.

Level of Service D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of the free-flow speed

Level of Service E is characterized by significant delays and average travel speeds of 33 percent or less of the free-flow speed. Such operations are caused by a combination of adverse progression, high signal delay, high volumes, extensive delays at critical intersections and inappropriate signal timing.

Level of Service F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes and extensive queuing.

Source: *Highway Capacity Manual, Transportation Research Board, Special Report No. 209,* Washington, D.C., 2000.

TABLE 2

LEVEL OF SERVICE CRITERIA

UNSIGNALIZED INTERSECTIONS

Level of Service	Total Delay Per Vehicle (seconds)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

For signalized intersections, different methodologies are utilized dependent upon jurisdiction. Sacramento County and the City of Rancho Cordova utilize an updated version of the Circular 212 (Interim Materials on Highway Capacity) methodology. The level of service definitions based upon the Circular 212 methodology are shown in **Table 3**. For Caltrans intersections, the Highway Capacity Manual, 2000 methodology is utilized. The level of service definitions based upon this methodology are shown in **Table 4**. For signalized intersections, level of service reflects average intersection conditions. Some movements may experience better or worse levels of service.

Roadway Segment Analysis

Level of service analyses were conducted for Sacramento County and the City of Rancho Cordova roadway segments in the study area based upon daily traffic volumes, number of traffic lanes between intersections, and roadway characteristics. These analyses were conducted utilizing the methodology employed in the analysis of the Sacramento County General Plan and the City of Rancho Cordova General Plan. In this methodology, the major roadway network is divided into "capacity class" categories for level of service determination, as shown in **Table 5**.

The capacity class categories are based upon the nature of traffic flow along the facility, including number of interruptions due to intersection control and "side-friction" due to driveways and local streets. For each capacity class shown in **Table 5**, relationships were developed between daily traffic volumes and roadway level of service**. Table 6** summarizes the maximum daily traffic volumes for each capacity class/level of service combination. The segment-based level of service represents peak hour conditions, although it is calculated based upon daily traffic volumes and capacity estimates.

Freeway Segment Analysis

Level of service analyses were conducted for freeway segments in the study area based upon methodologies defined in the Highway Capacity Manual 2000 in accordance with Caltrans requirements. Level of service thresholds for freeway segments are calculated based on the associated traffic density of the freeway segment (i.e., the number of vehicles per lane per mile). The level of service is determined by the traffic density of the freeway segment, as shown in **Table 7**.

TABLE 3
LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS - CIRCULAR 212 METHOD

	Sum of Critical Lane Volumes by Signal Phasing (vehicles / critical lane / hour)		
Level of Service	**2-Phase**	**3-Phase**	**4 or more Phase**
A	0-990	0-930	0-900
B	991-1155	931-1085	901-1050
C	1156-1320	1086-1240	1051-1200
D	1321-1485	1241-1395	1201-1350
E	1486-1650	1396-1550	1351-1500
F	>1650	>1550	>1500

Sources: Traffic Impact Guidelines, County of Sacramento, July 2004.

TABLE 4
LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS - HIGHWAY CAPACITY MANUAL METHOD

Level of Service	**Total Delay Per Vehicle (seconds)**
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

TABLE 5
ROADWAY CAPACITY CLASSES

Capacity Class	General Criteria			
	Stops per Mile	Driveways Speed	Range	Lanes
Urban Roadways				
Arterial - High Access Control	1 - 2	None	45 - 55	4 +
Arterial - Moderate Access Control	2 - 4	Limited	35 - 45	2 +
Arterial - Low Access Control	4 +	High	25 - 35	2 +
Rural Roadways				
Two-lane Highway	< 0.5	Limited	45 - 55	2
Two-lane road, paved shoulders	0.5 - 2	Limited	45 - 55	2
Two-lane road, no shoulders	0.5 - 2	Limited	45 - 55	2

Source: Sacramento County General Plan Update, Draft Environmental Impact Report, 2009.

TABLE 6

ROADWAY SEGMENT EVALUATION CRITERIA FOR LEVEL OF SERVICE SACRAMENTO COUNTY AND THE CITY OF RANCHO CORDOVA

Capacity Class	Maximum Daily Traffic Volume Per Lane				
	Level of Service				
	A B C			D	E
Urban Roadways					
Arterial - High Access Control	6,000	7,000	8,000	9,000	10,000
Arterial - Moderate Access Control	5,400	6,300	7,200	8,100	9,000
Arterial - Low Access Control	4,500	5,250	6,000	6,750	7,500
Rural Roadways					
Two-lane Highway	1,200	2,400	3,950	6,750	11,450
Two-lane road, paved shoulders	1,100	2,150	3,550	6,100	10,000
Two-lane road, no shoulders	900	1,800	2,950	5,050	8,500

Source: Sacramento County General Plan Update, Draft Environmental Impact Report, 2009.

TABLE 7

FREEWAY MAINLINE SEGMENT LEVEL OF SERVICE CRITERIA

Level of Service	Density Range	Description
A	<11	Excellent.
B	11-18	Very Good.
C	18-26	Good.
D	26-35	Fair.
E	35-45	Poor. Maximum density at which sustained flows at capacity are expected to occur.
F	45+	Failure. Breakdown and congestion occurs when queues begin to form on the freeway.

Density expressed as passenger cars per mile per lane.
Source: Highway Capacity Manual, Transportation Research Board, 2000

Freeway Ramp Merge, Diverge, and Weave Analysis

Freeway ramp junctions (merge / diverge) and weaving area analysis analyses were conducted at area interchanges using the 2000 Highway Capacity Manual methodology. This methodology correlates the LOS to the expected density of vehicles in passenger cars per mile per lane. **Table 8** summarizes the relationship between density and LOS for freeway ramp junctions and weaving areas.

Signal Warrants

At each unsignalized intersection the potential need for a traffic signal was evaluated. Traffic signal warrants are a series of standards that provide guidelines for determining if a traffic signal is appropriate. If one or more of the signal warrants are met, signalization of the intersection may be appropriate. However, a signal likely should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in accidents.

The California Manual on Uniform Traffic Control Devices (CMUTCD) presents various warrant analyses to assist in evaluating the need for traffic signals at an intersection. The peak hour delay and / or the peak hour volume warrant were utilized to evaluate the possibility that traffic signals may be warranted at study intersections in this report.

Existing Volumes and Lanes

Existing a.m. and p.m. peak hour traffic volumes and lane geometry at the study area intersections are illustrated in Figure 3.

TABLE 8
FREEWAY RAMP MERGE/DIVERGE & WEAVING AREA LEVEL OF SERVICE CIRTERIA

Level of Service	Merge/Diverge Density (pc/mi/ln)[1] W	eaving Area Density (pc/mi/ln)1
A	< 10.0	< 10.0
B	> 10.0 – 20.0	> 10.0 – 20.0
C	> 20.0 – 28.0	> 20.0 – 28.0
D	> 28.0 – 35.0	> 28.0 – 35.0
E	> 35.0	> 35.0 – 43.0

1. pc/mi/ln = passenger cars per mile per lane
Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Existing count data was obtained between 2006 and 2010. Intersection peak hour turning movement counts were collected by the Traffic Operations Analysis Report - White Rock Road Improvement Project (2006), Traffic Operations Analysis Report - US 50 Auxiliary Lane Project (2006), Folsom South of US 50 Annexation Environmental Impact Report (2007), White Rock Road Widening Report (2008), Teichert Quarry Traffic Study (2006 and 2007), the Walltown Quarry Project (2009) and Mather Construction Traffic Update (2010). Peak hour freeway directional volumes were from the Traffic Operations Analysis Report - US 50 Auxiliary Lane Project (2006). Daily Roadway Segment Volumes were collected by Sacramento County Department of Transportation (2005-2007), Caltrans (2007), White Rock Road Widening Report (2008), and Teichert Quarry Traffic Study (2006 and 2007). A review of daily freeway mainline volumes on US 50 at the Zinfandel Drive interchange shows traffic volumes are generally lower in 2010 compared with 2006 thru 2008 volumes. Because older counts collected between 2006 and 2008 are generally higher, they provide a more conservative analysis.

Existing Operating Conditions

Sacramento County Intersections

Table 9 summarizes a.m. and p.m. peak hour operating conditions and the peak-hour traffic signal warrants analyses at the study area intersections. During the a.m. and p.m. peak hours, all of the Sacramento County intersections meet the Level of Service (LOS) "E" standard within the Urban Service Boundary and the Level of Service (LOS) "D" standard outside the boundary with the exception of the following intersection:

- Grant Line Road and White Rock Road - LOS “F”

City of Rancho Cordova Intersections

Table 9 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the City of Rancho Cordova intersections meet the Level of Service (LOS) "D" standard with the exception of the following intersections:

- Sunrise Boulevard and Folsom Boulevard – LOS “E”
- Sunrise Boulevard and Jackson Road (SR-16) - LOS “F”

Caltrans State Highway Intersections

Table 9 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the Caltrans State Highway intersections meet the Level of Service (LOS) "E" standard.

Sacramento County Roadway Segments

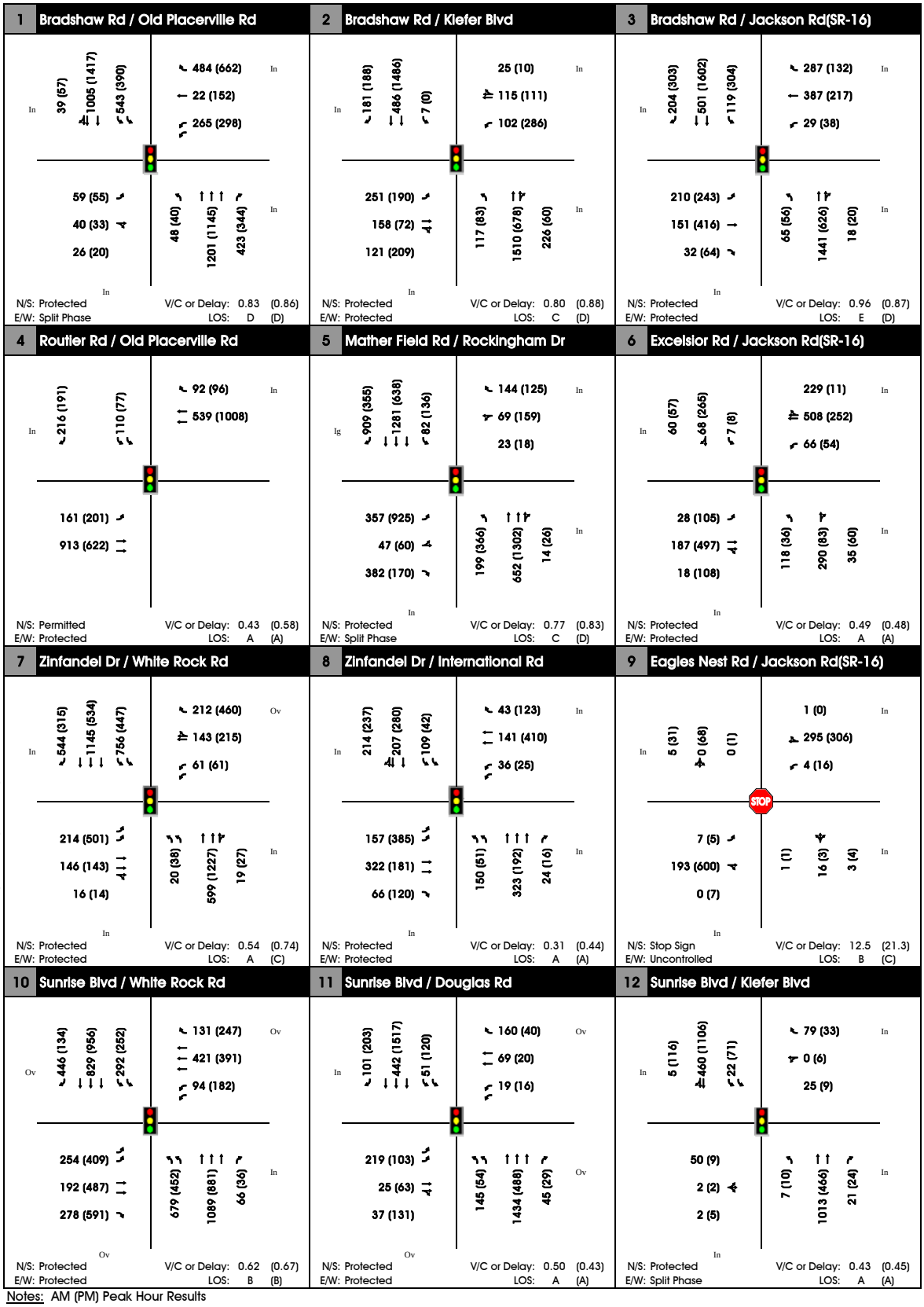
Table 10 summarizes roadway operating conditions. All of the Sacramento County roadway segments meet the Level of Service (LOS) "E" standard within the Urban Service Boundary and the Level of Service (LOS) "D" standard outside the boundary, with the following exception:

- Bradshaw Rd - Old Placerville Rd to Kiefer Blvd – LOS “F”

City of Rancho Cordova Roadway Segments

Table 10 summarizes roadway operating conditions. All of the City of Rancho Cordova roadway segments meet the Level of Service (LOS) "D" standard with the following exceptions:

- Bradshaw Rd - US-50 to Old Placerville Rd – LOS “F”
- Old Placerville Rd - Bradshaw Rd to Routier Rd – LOS “F”
- Sunrise Blvd - Folsom Blvd to White Rock Rd – LOS “E”
- Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16) – LOS “E”



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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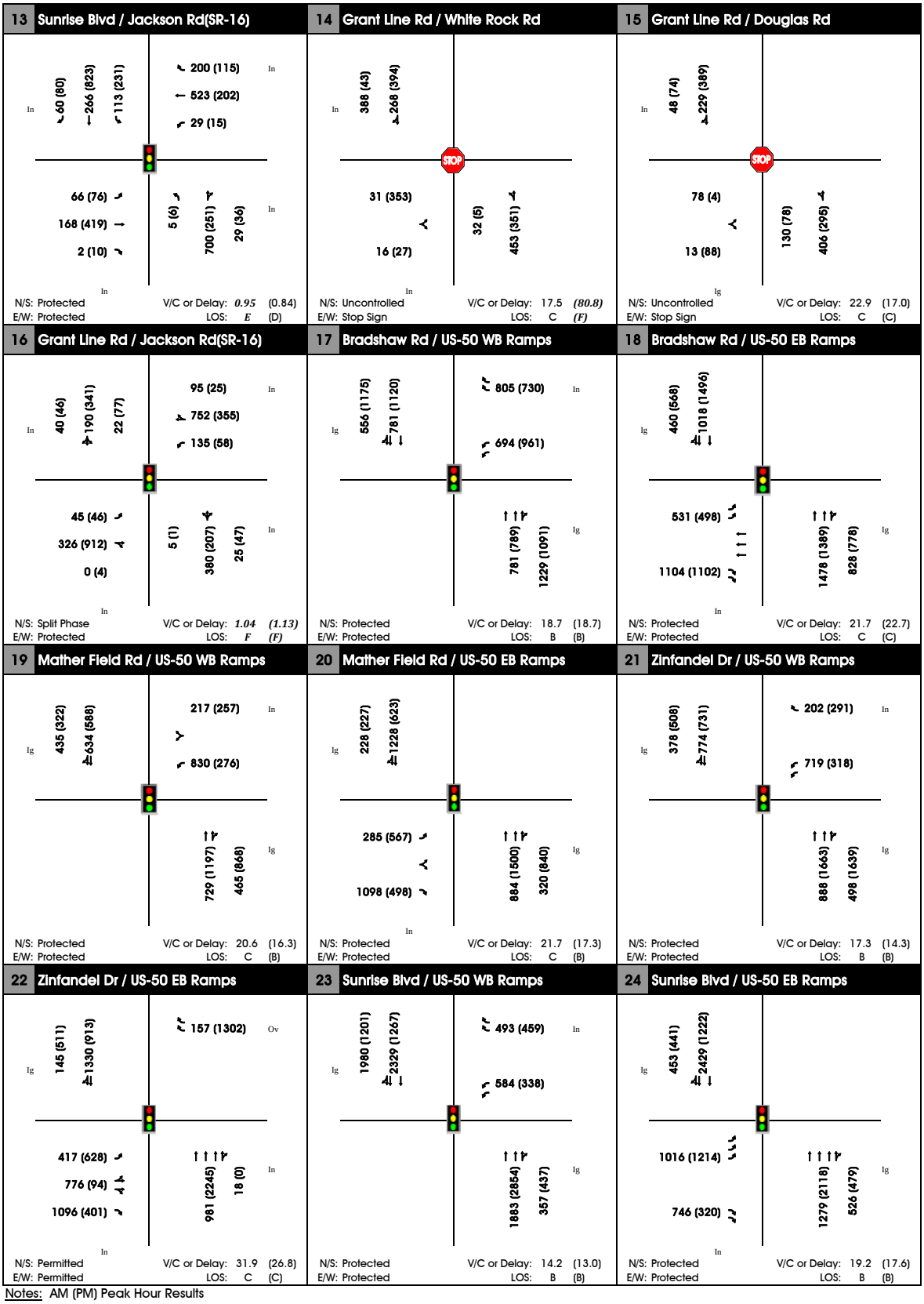
FIGURE 3
DRAFT EXISTING CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM
MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results

"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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FIGURE 3

DRAFT EXISTING CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN

TABLE 9
EXISTING AM/PM PEAK HOUR INTERSECTION OPERATING CONDITIONS-SACRAMENTO COUNTY, CITY OF RANCHO CORDOVA

Intersection		Level of Service (LOS) Methodology		Existing No Project Conditions					
				AM Peak Hour			PM Peak Hour		
North-South Street	East-West Street	Analysis Methodology	Policy Standard	Meets Signal Warrant	V/C or Delay [1]	LOS	Signal Warrant	V/C or Delay [1]	LOS
Sacramento County									
Bradshaw Rd	Kiefer Blvd	Circular 212 Planning	E	--	0.80	C	--	0.88	D
Bradshaw Rd	Jackson Rd(SR-16)	Circular 212 Planning	E	--	0.96	E	--	0.87	D
Excelsior Rd	Jackson Rd(SR-16)	Circular 212 Planning	E	--	0.49	A	--	0.48	A
Eagles Nest Rd	Jackson Rd(SR-16)	2000 HCM Unsignalized	E	No	12.5	B	No	21.3	C
Grant Line Rd	White Rock Rd	2000 HCM Unsignalized	E	No	17.5	C	**Yes 80.8**		**F**
City of Rancho Cordova									
Bradshaw Rd	Old Placerville Rd	Circular 212 Planning	D	--	0.84	D	--	0.9	D
Routier Rd	Old Placerville Rd	Circular 212 Planning	D	--	0.44	A	--	0.6	A
Mather Field Rd	Rockingham Dr	Circular 212 Planning	D	--	0.82	D	--	0.9	D
Zinfandel Dr	White Rock Rd	Circular 212 Planning	D	--	0.52	A	--	0.7	B
Zinfandel Dr	International Rd	Circular 212 Planning	D	--	0.44	A	--	0.6	A
Sunrise Blvd	White Rock Rd	Circular 212 Planning	D	--	0.45	A	--	0.5	A
Sunrise Blvd	Douglas Rd	Circular 212 Planning	D	--	0.41	A	--	0.5	A
Sunrise Blvd	Kiefer Blvd	Circular 212 Planning	D	--	0.44	A	--	0.5	A
Sunrise Blvd	Jackson Rd(SR-16)	Circular 212 Planning	D	--	0.96	E	--	0.9	D
Grant Line Rd	Douglas Rd	2000 HCM Unsignalized	D	No	22	C	No	16.5	C
Grant Line Rd	Jackson Rd(SR-16)	Circular 212 Planning	D	--	1.03	F	--	1.1	F
Excelsior Rd	Kiefer Blvd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--
Zinfandel Dr	Douglas Rd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--
Zinfandel Dr	Chrysanthy Blvd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--
Mather Blvd	Douglas Rd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--
Caltrans State Highway									
Bradshaw Rd	US-50 WB Ramps	2000 HCM Operations	E	--	18.70	B	--	18.7	B
Bradshaw Rd	US-50 EB Ramps	2000 HCM Operations	E	--	21.70	C	--	22.7	C
Mather Field Rd	US-50 WB Ramps	2000 HCM Operations	E	--	20.60	C	--	16.3	B
Mather Field Rd	US-50 EB Ramps	2000 HCM Operations	E	--	21.70	C	--	17.3	B
Zinfandel Dr	US-50 WB Ramps	2000 HCM Operations	E	--	17.30	B	--	14.3	B
Zinfandel Dr	US-50 EB Ramps	2000 HCM Operations	E	--	31.90	C	--	26.8	C
Sunrise Blvd	US-50 WB Ramps	2000 HCM Operations	E	--	14.20	B	--	13.0	B
Sunrise Blvd	US-50 EB Ramps	2000 HCM Operations	E	--	19.20	B	--	17.6	B

[1] V/C = Volume-to Capacity ratio, Delay; At 4-Way Stop intersections (based on the 2000 HCM 4-Way Stop methodology) the reported delay is the average intersection delay.

At unsignalized, 2-Way Stop intersections (Based on the 2000 HCM Unsignalized methodology). The reported delay is for the worst approach

At signalized intersections (based on the 2000 HCM Operations). The reported delay is the intersection delay. Bold indicates deficiency. Shaded areas indicate impact.

Source: DKS Associates, 2010

TABLE 10

EXISTING LEVEL OF SERVICE SACRAMENTO CO & CITY OF RANCHO CORDOVA ROADWAY SEGMENTS

					Existing No Project	
Roadway Segment	**LOS Policy**	**Lanes**	**Facility Type**	**Capacity**	**Volume**	**V/C**	**LOS**
Bradshaw Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	59,400	**1.10**	**F**
Bradshaw Rd - Old Placerville Rd to Kiefer Blvd	E	4	Arterial - M	36,000	41,700	**1.16**	**F**
Bradshaw Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	4	Arterial - M	36,000	28,000	0.78	C
Bradshaw Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	4	Arterial - M	36,000	23,200	0.64	B
Happy Ln - Old Placerville Rd to Kiefer Blvd	E	2	Arterial - M	18,000	3,700	0.21	A
Mather Field Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	37,500	0.69	B
Excelsior Rd - North of Jackson Rd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000	4,600	0.26	A
Excelsior Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	2	Arterial - M	18,000	4,600	0.26	A
Zinfandel Dr - US-50 to White Rock Rd	D	6	Arterial - M	54,000	47,000	0.87	D
Zinfandel Dr - White Rock Rd to International Dr	D	6	Arterial - M	54,000	19,700	0.36	A
Zinfandel Dr - South of International to Douglas Rd	D	2	Arterial - M	18,000			
Eagles Nest Rd - Douglas Rd to Kiefer Blvd	E	2	Arterial - M	18,000			
Eagles Nest Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000			
Eagles Nest Rd - Jackson Rd (SR-16) to Florin Rd	E	2	Arterial - M	18,000			
Sunrise Blvd - Folsom Blvd to White Rock Rd	D	6	Arterial - M	54,000	49,500	**0.92**	**E**
Sunrise Blvd - White Rock Rd to Douglas Rd	D	6	Arterial - M	54,000	28,200	0.52	A
Sunrise Blvd - Douglas Rd to Kiefer Blvd	D	5	Arterial - M	45,000	24,500	0.54	A
Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16)	D	2	Arterial - M	18,000	17,500	**0.97**	**E**
Sunrise Blvd - Jackson Rd (SR-16) to Florin Rd	E	2	Rural S	20,000	11,100	0.56	D
Grant Line Rd - White Rock Rd to Douglas Rd	D	2	Rural NS	17,000	9,600	0.56	D
Grant Line Rd - Douglas Rd to Chrysanthy Blvd	D	2	Rural S	20,000	6,500	0.33	C
Grant Line Rd - Chrysanthy Blvd to Kiefer Blvd	D	2	Rural S	20,000	6,500	0.33	C
Grant Line Rd - Kiefer Blvd to Jackson Rd (SR-16)	D	2	Rural S	20,000	7,800	0.39	D
Grant Line Rd - Jackson Rd (SR-16) to Sunrise Blvd	E	2	Rural S	20,000	7,900	0.40	D
White Rock Rd - Zinfandel Dr to Sunrise Blvd	D	6	Arterial - M	54,000	27,000	0.50	A
White Rock Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	4	Arterial - M	36,000	9,800	0.27	A
White Rock Rd - Rancho Cordova Pkwy to Grant Line Rd	D	2	Rural NS	17,000	3,400	0.20	B
Old Placerville Rd - Bradshaw Rd to Routier Rd	D	2	Arterial - M	18,000	18,400	**1.02**	**F**
International Drive - Zinfandel Dr to Kilgore Rd	D	6	Arterial - M	54,000	19,300	0.36	A
Douglas Rd Ext - Extension to Excelsior Rd	D	2	Arterial - M	18,000			
Douglas Rd - Eagles Nest Rd to Sunrise Blvd	D	2	Arterial - M	18,000	6,300	0.35	A
Douglas Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	6	Arterial - M	54,000	4,400	0.08	A
Jackson Rd (SR-16) - Watt Ave to Bradshaw Rd	E	2	Arterial - M	18,000	12,800	0.71	C
Jackson Rd (SR-16) - Bradshaw Rd to Excelsior Rd	E	2	Rural Hwy	22,900	10,800	0.47	D
Jackson Rd (SR-16) - Excelsior Rd to Eagles Nest Rd	E	2	Rural Hwy	22,900	9,200	0.40	D
Jackson Rd (SR-16) - Eagles Nest Rd to Sunrise Blvd	E	2	Rural Hwy	22,900	9,200	0.40	D
Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd	D	2	Rural Hwy	22,900	13,000	0.57	D
Jackson Rd (SR-16) - Grant Line Rd to Kiefer Blvd	E	2	Rural Hwy	22,900	14,300	0.62	E
Mather Blvd - Douglas Rd to Base	D	2	Arterial - M	18,000	7,100	0.39	A

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity; Arterial - M = Arterial with moderate access control; Rural Hwy = Rural 2-lane highway, Rural S = Rural 2-lane road with 24'-36' of pavement and paved shoulders; Rural NS = rural 2-lane road with 24'-36' of pavement and no shoulders.
***Bold** indicates deficiency. **Shaded** areas indicate impact.* Source: DKS Associates 2010

Caltrans Freeway Mainline

Level of service analyses were also conducted for the study area freeway segments based upon a.m. peak hour traffic volumes, and number of both mixed flow and full auxiliary lanes. **Table 11** summarizes the freeway levels of service. All of the Caltrans freeway segments meet the LOS "E" standard.

Caltrans Freeway Merge, Diverge, and Weaving Areas

Level of service analyses were also conducted for the study area freeway merge, diverge, and weaving areas. **Table 12** summarizes the freeway levels of service. All of the Caltrans freeway merge, diverge, and weaving areas meet the LOS "E" standard.

Existing Transit Service

No transit service is currently provided in the project area. All transit service is provided to the north of the project site by the Sacramento Regional Transit District (RT).

Existing Bicycle and Pedestrian Facilities

There are currently no bicycle or pedestrian facilities in the study area.

TABLE 11
EXISTING LEVEL OF SERVICE - CALTRANS FREEWAY MAINLINE SEGMENTS

		Existing[1]		
Segment Lanes		**Volumes**	**Density[2]**	**LOS [3]**
AM Peak Hour				
US-50 EB Watt Ave to Bradshaw Rd	4	7,720	38	E
US-50 EB Bradshaw Rd to Mather Field Rd	4	7,200	34	D
US-50 EB Mather Field Rd to Zinfandel Dr	5	6,420	26	D
US-50 EB Zinfandel Dr to Sunrise Blvd	4	4,780	21	C
US-50 EB Sunrise Blvd to Hazel Ave	4	4,240	23	C
US-50 WB Hazel Ave to Sunrise Blvd	4	6,030	36	E
US-50 WB Sunrise Blvd to Zinfandel Dr	4	7,820	40	E
US-50 WB Zinfandel Dr to Mather Field Rd	5	7,420	28	D
US-50 WB Mather Field Rd to Bradshaw Rd	4	7,290	35	D
US-50 WB Bradshaw Rd to Watt Ave	4	7,870	40	E
PM Peak Hour				
US-50 EB Watt Ave to Bradshaw Rd	4	7,630	38	E
US-50 EB Bradshaw Rd to Mather Field Rd	4	6,920	32	D
US-50 EB Mather Field Rd to Zinfandel Dr	5	7,190	27	D
US-50 EB Zinfandel Dr to Sunrise Blvd	4	7,060	33	D
US-50 EB Sunrise Blvd to Hazel Ave	4	6,180	37	E
US-50 WB Hazel Ave to Sunrise Blvd	4	5,040	28	D
US-50 WB Sunrise Blvd to Zinfandel Dr	4	4,860	21	C
US-50 WB Zinfandel Dr to Mather Field Rd	5	6,370	25	C
US-50 WB Mather Field Rd to Bradshaw Rd	4	6,770	31	D
US-50 WB Bradshaw Rd to Watt Ave	4	7,590	37	E

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service

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TABLE 12

EXISTING LEVEL OF SERVICE - CALTRANS FREEWAY MERGE/DIVERGE WEAVING AREAS

		Peak Hour Ramp Volumes		Peak Hour Ramp Density/LOS			
		Existing Count		Existing Count			
		AM	PM	AM		PM	
Segment	Ramp Type			Density[1]	LOS	[2] Density	LOS
US-50 Eastbound							
Bradshaw Road Off-Ramp		1,635	1,600	20.0	B	15.9	B
Bradshaw Road On-Ramp	Loop	460	568	20.3	C	17.5	B
Bradshaw Road On-Ramp	Slip	828	778	28.3	D	23.6	C
Mather Field Road Off-Ramp		1,383	1,065	**42.2**	**F**	34.5	D
Mather Field Road On-Ramp	Loop	228	227	19.1	B	16.7	B
Zinfandel Drive On-Ramp	Loop	145	511	16.2	B	18.4	B
Zinfandel Drive On-Ramp	Slip	169	873	16.1	B	19.3	B
Sunrise Boulevard On-Ramp	Loop & Slip	979	920	23.2	C	32.2	D
US-50 Westbound							
Zinfandel Drive Off-Ramp		921	609	30.7	D	30.0	D
Zinfandel Drive On-Ramp	Slip	169	873	13.3	B	17.5	B
Mather Field Road On-Ramp	Loop & Slip	900	1,190	29.5	D	28.7	D
Bradshaw Road Off-Ramp		1,499	1,691	17.1	B	18.5	B
Bradshaw Road On-Ramp	Loop	1,229	1,091	19.6	B	19.1	B
Bradshaw Road On-Ramp	Slip	1,229	1,091	19.6	B	19.1	B

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service,
Bold indicates deficiency. Shaded areas indicate impact.

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Baseline Transportation System

Baseline Roadways

Short term Baseline traffic volumes were developed to reflect roadway extensions either currently under construction or expected to be completed prior to construction of the Preferred Alternative. The Baseline Conditions scenario reflects an extension of International Drive from Kilgore Road to Sunrise Boulevard currently under construction, as well as completion of the planned extension of Zinfandel Drive from Douglas Road to North Mather Drive. The Baseline Conditions roadways are shown in **Figure 2**.

Baseline Operating Conditions

Sacramento County Intersections

Table 13 summarizes a.m. and p.m. peak hour operating conditions and the peak-hour traffic signal warrants analyses at the study area intersections. During the a.m. and p.m. peak hours, all of the Sacramento County intersections meet the Level of Service (LOS) "E" standard within the Urban Service Boundary and the Level of Service (LOS) "D" standard outside the boundary with the exception of the following intersection:

- Grant Line Road and White Rock Road - LOS “F”

While the p.m. peak hour LOS remains “F” at the Grant Line Road and White Rock Road intersection under baseline operating conditions, the delay is reduced from 80.8 seconds under existing conditions to 56.8 seconds under baseline conditions. Baseline conditions include the extension of Zinfandel Drive to Douglas Road, which reduces the total approach volumes at the Grant Line Road and White Rock Road intersection from 1,173 under existing conditions to 1,117 under baseline conditions, during the p.m. peak hour.

City of Rancho Cordova Intersections

Table 13 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the City of Rancho Cordova intersections meet the Level of Service (LOS) "D" standard with the exception of the following intersections:

- Sunrise Boulevard and Jackson Road (SR-16) - LOS “E”
- Grant Line Road and Jackson Road (SR-16) - LOS “F”

Caltrans State Highway Intersections

Table 13 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the Caltrans State Highway intersections meet the Level of Service (LOS) "E" standard.

Sacramento County Roadway Segments

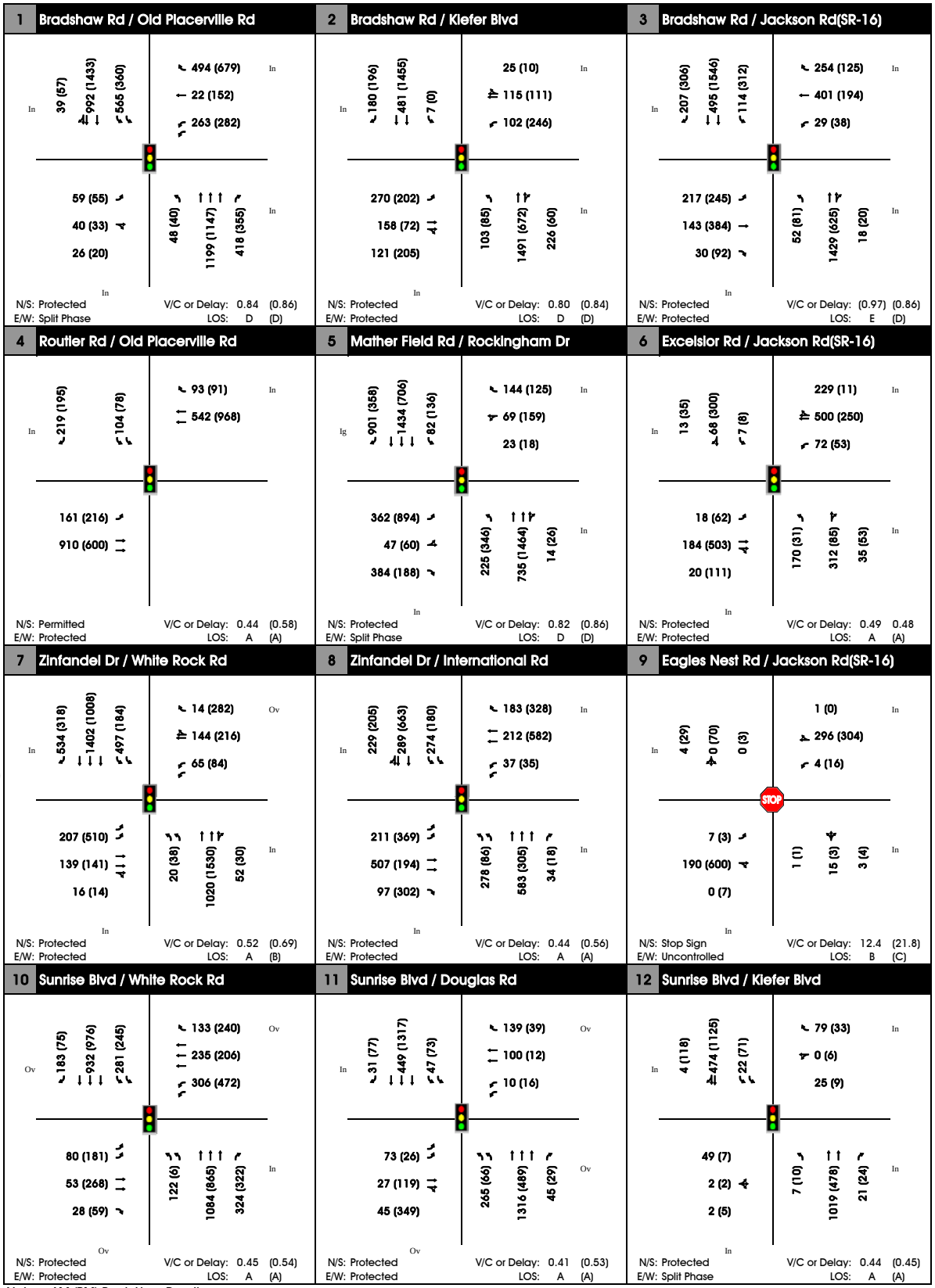
Table 14 summarizes roadway operating conditions. All of the Sacramento County roadway segments meet the Level of Service (LOS) "E" standard within the Urban Service Boundary and the Level of Service (LOS) "D" standard outside the boundary, with the following exception:

- Bradshaw Rd - Old Placerville Rd to Kiefer Blvd – LOS “F”

City of Rancho Cordova Roadway Segments

Table 14 summarizes roadway operating conditions. All of the City of Rancho Cordova roadway segments meet the Level of Service (LOS) "D" standard with the following exceptions:

- Bradshaw Rd - US-50 to Old Placerville Rd – LOS “F”
- Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16) – LOS “E”
- Old Placerville Rd - Bradshaw Rd to Routier Rd – LOS “F”



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Notes: AM (PM) Peak Hour Results

"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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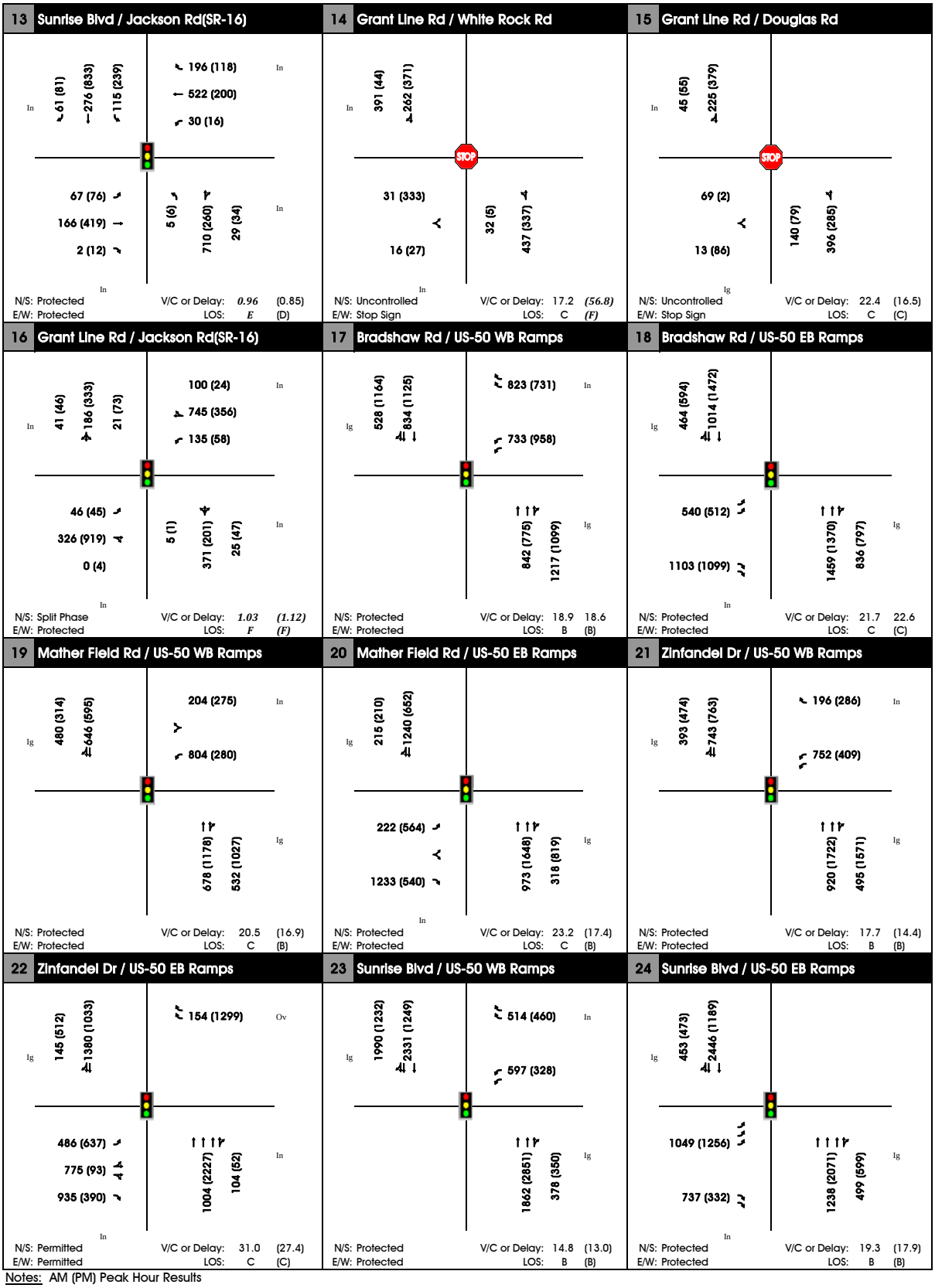
FIGURE 4

DRAFT BASELINE NO PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results

"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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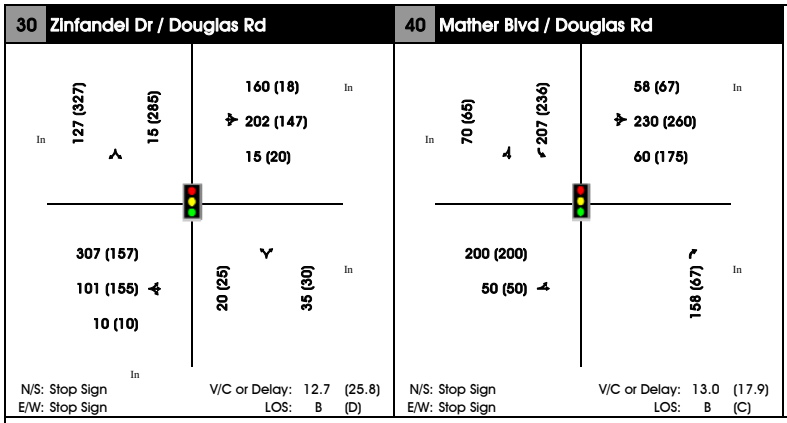
FIGURE 4

DRAFT BASELINE NO PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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FIGURE 4

DRAFT BASELINE NO PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN

TABLE 13
BASELINE AM/PM PEAK HOUR INTERSECTION OPERATING CONDITIONS - SACRAMENTO COUNTY, CITY OF RANCHO CORDOVA CALTRANS

Intersection		Level of Service (LOS) Methodology		Baseline No Project Conditions					
				AM Peak Hour			PM Peak Hour		
North-South Street	East-West Street	Analysis Methodology	Policy Standard	Meets Signal Warrant	V/C or Delay [1]	LOS	Signal Warrant	V/C or Delay [1]	LOS
Sacramento County									
Bradshaw Rd	Kiefer Blvd	Circular 212 Planning	E	--	0.80	D	--	0.84	D
Bradshaw Rd	Jackson Rd(SR-16)	Circular 212 Planning	E	--	0.97	E	--	0.86	D
Excelsior Rd	Jackson Rd(SR-16)	Circular 212 Planning	E	--	0.49	A	--	0.48	A
Eagles Nest Rd	Jackson Rd(SR-16)	2000 HCM Unsignalized	E	No	12.4	B	No	21.8	C
Grant Line Rd	White Rock Rd	2000 HCM Unsignalized	E	No	17.2	C	**Yes 56.8**		**F**
City of Rancho Cordova									
Bradshaw Rd	Old Placerville Rd	Circular 212 Planning	D	--	0.84	D	--	0.86	D
Routier Rd	Old Placerville Rd	Circular 212 Planning	D	--	0.44	A	--	0.58	A
Mather Field Rd	Rockingham Dr	Circular 212 Planning	D	--	0.82	D	--	0.86	D
Zinfandel Dr	White Rock Rd	Circular 212 Planning	D	--	0.52	A	--	0.69	B
Zinfandel Dr	International Rd	Circular 212 Planning	D	--	0.44	A	--	0.56	A
Sunrise Blvd	White Rock Rd	Circular 212 Planning	D	--	0.45	A	--	0.54	A
Sunrise Blvd	Douglas Rd	Circular 212 Planning	D	--	0.41	A	--	0.53	A
Sunrise Blvd	Kiefer Blvd	Circular 212 Planning	D	--	0.44	A	--	0.45	A
Sunrise Blvd	Jackson Rd(SR-16)	Circular 212 Planning	D	--	**0.96 E**		--	0.85	D
Grant Line Rd	Douglas Rd	2000 HCM Unsignalized	D	No	22.4	C	No	16.5	C
Grant Line Rd	Jackson Rd(SR-16)	Circular 212 Planning	D	--	**1.03 F**		**--**	**1.12**	**F**
Excelsior Rd	Kiefer Blvd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--
Zinfandel Rd	Douglas Rd	2000 HCM 4-Way Stop	D	No	12.7	B	No	25.8	D
Zinfandel Rd	Chrysanthy Blvd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--
Mather Blvd	Douglas Rd	2000 HCM 4-Way Stop	D	No	13.0	B	No	17.90	C
Caltrans State Highway									
Bradshaw Rd	US-50 WB Ramps	2000 HCM Operations	E	--	18.9	B	--	18.6	B
Bradshaw Rd	US-50 EB Ramps	2000 HCM Operations	E	--	21.7	C	--	22.6	C
Mather Field Rd	US-50 WB Ramps	2000 HCM Operations	E	--	20.5	C	--	16.9	B
Mather Field Rd	US-50 EB Ramps	2000 HCM Operations	E	--	23.2	C	--	17.4	B
Zinfandel Dr	US-50 WB Ramps	2000 HCM Operations	E	--	17.7	B	--	14.4	B
Zinfandel Dr	US-50 EB Ramps	2000 HCM Operations	E	--	31.0	C	--	27.4	C
Sunrise Blvd	US-50 WB Ramps	2000 HCM Operations	E	--	14.8	B	--	13.0	B
Sunrise Blvd	US-50 EB Ramps	2000 HCM Operations	E	--	19.3	B	--	17.9	B

[1] V/C = Volume-to Capacity ratio, Delay; At 4-Way Stop intersections (based on the 2000 HCM 4-Way Stop methodology) the reported delay is the average intersection delay. At unsignalized, 2-Way Stop intersections (Based on the 2000 HCM Unsignalized methodology) the reported delay is for the worst approach. At signalized intersections (based on the 2000 HCM Operations) the reported delay is the intersection delay. Bold indicates deficiency. Shaded areas indicate impact. Source: DKS Associates, 2010.

TABLE 14

BASELINE LEVEL OF SERVICE - SACRAMENTO CO & CITY OF RANCHO CORDOVA ROADWAY SEGMENTS

				Baseline			
					No Project		
Roadway Segment	**LOS Policy**	**Lanes**	**Facility Type**	**Capacity**	**Volume**	**V/C**	**LOS**
Bradshaw Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	59,000	**1.09**	**F**
Bradshaw Rd - Old Placerville Rd to Kiefer Blvd	E	4	Arterial - M	36,000	41,500	**1.15**	**F**
Bradshaw Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	4	Arterial - M	36,000	27,600	0.77	C
Bradshaw Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	4	Arterial - M	36,000	23,000	0.64	B
Happy Ln - Old Placerville Rd to Kiefer Blvd	E	2	Arterial - M	18,000	3,700	0.21	A
Mather Field Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	39,200	0.73	C
Excelsior Rd - North of Jackson Rd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000	3,800	0.22	C
Excelsior Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	2	Arterial - M	18,000	5,000	0.29	C
Zinfandel Dr - US-50 to White Rock Rd	D	6	Arterial - M	54,000	48,400	0.90	D
Zinfandel Dr - White Rock Rd to International Dr	D	6	Arterial - M	54,000	29,800	0.55	A
Zinfandel Dr - South of International to Douglas Rd	D	2	Arterial - M	18,000	6,500	0.12	A
Eagles Nest Rd - Douglas Rd to Kiefer Blvd	E	2	Arterial - M	18,000			
Eagles Nest Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000			
Eagles Nest Rd - Jackson Rd (SR-16) to Florin Rd	E	2	Arterial - M	18,000			
Sunrise Blvd - Folsom Blvd to White Rock Rd	D	6	Arterial - M	54,000	47,900	0.89	D
Sunrise Blvd - White Rock Rd to Douglas Rd	D	6	Arterial - M	54,000	24,300	0.45	A
Sunrise Blvd - Douglas Rd to Kiefer Blvd	D	5	Arterial - M	45,000	24,700	0.55	A
Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16)	D	2	Arterial - M	18,000	17,700	**0.98**	**E**
Sunrise Blvd - Jackson Rd (SR-16) to Florin Rd	E	2	Rural S	20,000	11,300	0.57	D
Grant Line Rd - White Rock Rd to Douglas Rd	D	2	Rural NS	17,000	9,400	0.55	D
Grant Line Rd - Douglas Rd to Chrysanthy Blvd	D	2	Rural S	20,000	6,500	0.33	C
Grant Line Rd - Chrysanthy Blvd to Kiefer Blvd	D	2	Rural S	20,000	6,500	0.33	C
Grant Line Rd - Kiefer Blvd to Jackson Rd (SR-16)	D	2	Rural S	20,000	7,700	0.39	D
Grant Line Rd - Jackson Rd (SR-16) to Sunrise Blvd	E	2	Rural S	20,000	7,800	0.39	D
White Rock Rd - Zinfandel Dr to Sunrise Blvd	D	6	Arterial - M	54,000	6,500	0.12	A
White Rock Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	4	Arterial - M	36,000	10,000	0.28	A
White Rock Rd - Rancho Cordova Pkwy to Grant Line Rd	D	2	Rural NS	17,000	3,300	0.19	B
Old Placerville Rd - Bradshaw Rd to Routier Rd	D	2	Arterial - M	18,000	18,400	**1.02**	**F**
International Drive - Zinfandel Dr to Kilgore Rd	D	6	Arterial - M	54,000	27,100	0.50	A
Douglas Rd Ext - Extension to Excelsior Rd	D	2	Arterial - M	18,000			
Douglas Rd - Eagles Nest Rd to Sunrise Blvd	D	2	Arterial - M	18,000	5,000	0.28	A
Douglas Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	6	Arterial - M	54,000	4,400	0.08	A
Jackson Rd (SR-16) - Watt Ave to Bradshaw Rd	E	2	Arterial - M	18,000	12,200	0.68	B
Jackson Rd (SR-16) - Bradshaw Rd to Excelsior Rd	E	2	Rural Hwy	22,900	10,100	0.44	D
Jackson Rd (SR-16) - Excelsior Rd to Eagles Nest Rd	E	2	Rural Hwy	22,900	9,100	0.40	D
Jackson Rd (SR-16) - Eagles Nest Rd to Sunrise Blvd	E	2	Rural Hwy	22,900	9,200	0.40	D
Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd	D	2	Rural Hwy	22,900	13,000	0.57	D
Jackson Rd (SR-16) - Grant Line Rd to Kiefer Blvd	E	2	Rural Hwy	22,900	14,300	0.62	E
Mather Blvd - Douglas Rd to Base	D	2	Arterial - M	18,000	6,300	0.35	A

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity; Arterial - M = Arterial with moderate access control; Rural Hwy = Rural 2-lane highway, Rural S = Rural 2-lane road with 24'-36' of pavement and paved shoulders; Rural NS = rural 2-lane road with 24'-36' of pavement and no shoulders

Source: DKS Associates 2010

Caltrans Freeway Mainline

Level of service analyses were also conducted for the study area freeway segments based upon a.m. peak hour traffic volumes, and number of both mixed flow and full auxiliary lanes. **Table 15** summarizes the freeway levels of service. All of the Caltrans freeway segments meet the LOS "E" standard.

Caltrans Freeway Merge, Diverge, and Weaving Areas

Level of service analyses were also conducted for the study area freeway merge, diverge, and weaving areas. **Table 16** summarizes the freeway levels of service. All of the Caltrans freeway merge, diverge, and weaving areas meet the LOS "E" standard.

TABLE 15

BASELINE LEVEL OF SERVICE - CALTRANS FREEWAY MAINLINE SEGMENTS

		Baseline No Project		
Segment Lanes		**Volumes**	**Density[2]**	**LOS [3]**
AM Peak Hour				
US-50 EB Watt Ave to Bradshaw Rd	4	7,710	38	E
US-50 EB Bradshaw Rd to Mather Field Rd	4	7,190	34	D
US-50 EB Mather Field Rd to Zinfandel Dr	5	6,340	26	D
US-50 EB Zinfandel Dr to Sunrise Blvd	4	4,850	21	C
US-50 EB Sunrise Blvd to Hazel Ave	4	4,260	24	C
US-50 WB Hazel Ave to Sunrise Blvd	4	6,040	36	E
US-50 WB Sunrise Blvd to Zinfandel Dr	4	7,820	40	E
US-50 WB Zinfandel Dr to Mather Field Rd	5	7,350	27	D
US-50 WB Mather Field Rd to Bradshaw Rd	4	7,360	35	D
US-50 WB Bradshaw Rd to Watt Ave	4	7,910	41	E
PM Peak Hour				
US-50 EB Watt Ave to Bradshaw Rd	4	7,640	38	E
US-50 EB Bradshaw Rd to Mather Field Rd	4	6,980	32	D
US-50 EB Mather Field Rd to Zinfandel Dr	5	7,170	27	D
US-50 EB Zinfandel Dr to Sunrise Blvd	4	7,040	33	D
US-50 EB Sunrise Blvd to Hazel Ave	4	6,230	37	E
US-50 WB Hazel Ave to Sunrise Blvd	4	5,070	28	D
US-50 WB Sunrise Blvd to Zinfandel Dr	4	4,930	22	C
US-50 WB Zinfandel Dr to Mather Field Rd	5	6,240	24	C
US-50 WB Mather Field Rd to Bradshaw Rd	4	6,770	31	D
US-50 WB Bradshaw Rd to Watt Ave	4	7,600	37	E

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service

DKS Associates 2010

TABLE 16

BASELINE LEVEL OF SERVICE - CALTRANS FREEWAY MERGE/DIVERGE WEAVING AREAS

		Peak Hour Ramp Volumes		Peak Hour Ramp Density/LOS			
		Baseline No Project		Baseline No Project			
		AM	PM	AM		PM	
Segment	Ramp Type			Density	LOS	Density	LOS
US-50 Eastbound							
Bradshaw Road Off-Ramp		1,643	1,611	20.0	B	16.0	B
Bradshaw Road On-Ramp	Loop	464	594	20.3	C	17.6	B
Bradshaw Road On-Ramp	Slip	836	797	28.2	D	23.7	C
Mather Field Road Off-Ramp		1,446	1,104	**42.5**	**F**	35.0	D
Mather Field Road On-Ramp	Loop	218	210	18.9	B	16.7	B
Zinfandel Drive On-Ramp	Loop	145	512	16.2	B	18.4	B
Zinfandel Drive On-Ramp	Slip	255	854	16.3	B	19.3	B
Sunrise Boulevard On-Ramp	Loop & Slip	948	1,081	23.2	C	33.1	D
US-50 Westbound							
Zinfandel Drive Off-Ramp		948	695	30.9	D	30.8	D
Zinfandel Drive On-Ramp	Slip	131	832	17.8	B	16.7	B
Mather Field Road On-Ramp	Loop & Slip	1,012	1,339	29.5	D	28.3	D
Bradshaw Road Off-Ramp		1,556	1,687	17.7	B	18.4	B
Bradshaw Road On-Ramp	Loop	1,250	1,103	19.7	B	19.1	B
Bradshaw Road On-Ramp	Slip	1,250	1,103	19.7	B	19.1	B

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service
Bold indicates deficiency. Shaded areas indicate impact.
DKS Associates 2010

Environmental Impacts

Thresholds of Significance

ROADWAY FACILITIES

Because the project under consideration would cause traffic impacts on transportation facilities that are under state, County, and City jurisdictions, this analysis was conducted using a combination of policies and guidelines. Each roadway facility was analyzed in accordance with the policies and guidelines of its jurisdiction.

Sacramento County defines the minimum acceptable operation level for its roadways and intersections to be LOS D for rural areas and LOS E for urban areas. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural. This traffic study identifies significant environmental effects of the proposed project. In describing the significant impacts, this study identifies whether the impacts are avoidable (where the environmental effect of the proposed project reaches the threshold of significance but feasible mitigation measures are available to reduce the impact to a less-than-significant level), or unavoidable (where no feasible mitigation is available to reduce the impact to a less-than-significant level). The following thresholds of significance are used in this study to determine if an impact is significant and requires mitigation in Sacramento County:

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

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

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

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

The City of Rancho Cordova identifies LOS "D" as its minimum standard for intersection and roadway operations. For City of Rancho Cordova facilities, an impact is deemed significant if: The facility is operating at an acceptable level of service (better than or equal to LOS "D") without the project, and the addition of traffic associated with the project degrades the level of service to worse than LOS "D", or, 2. The facility is operating worse than LOS "D" without the project, and the addition of traffic associated with the project causes delay at an unsignalized intersection that meets signal warrants to increase by more than 5 seconds, or the v/c ratio at

signalized intersections to increase by more than 0.05, or the v/c on segments to increase by more than 0.05.

For state-controlled facilities, thresholds presented in the State's Corridor System Management Plan or Route Concept Report were applied. (The concept service level for Jackson Road is LOS "E." The concept service level for U.S. 50 is LOS "F." For this study, LOS "E" is applied to U.S. 50 as a conservative approach for identifying impacts). For state-controlled facilities, an impact is deemed significant if: The facility is operating at an acceptable level of service (better than or equal to LOS "E") without the project, and the addition of traffic associated with the project degrades the level of service to worse the LOS "E", or, 2. The facility is operating worse than LOS "E" without the project, and the addition of traffic associated with the project causes any volume increase on the state controlled facility.

BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

Bicycle facilities include Class I (off-street facilities), Class II (on-street bicycle lanes identified with signage and markings), and Class III (on-street bicycle routes identified by signage). Pedestrian facilities are composed of paths, sidewalks, and pedestrian crossings. Transit facilities include shuttle services, bus service, BRT, and light-rail facilities.

A bicycle or pedestrian impact is considered significant if the proposed project would:

- eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use;
- interfere with the implementation of a planned bikeway as shown in the Bicycle Master Plan, or be in conflict with the Pedestrian Master Plan; or
- result in unsafe conditions for bicyclists or pedestrians, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflict.

A project is considered to have a significant impact on the public transit system if the project would generate ridership which, when added to existing or future ridership, exceeds available or planned system capacity.

Analysis Methodology

Project Trip Generation

Trip generation of the project is based upon information on trip generation compiled by the Institute of Transportation Engineers (Trip Generation, Eighth Edition, 2008) and the project description. Details of the trip generation estimation are included in the technical appendix.

These trip generation values do not assume any substantial reductions in trip generation within the project site due to special efforts, such as project design, transportation management associations, etc. This provides a conservative analysis of the proposed project's impacts. These

volumes are based upon the ultimate uses of the proposed project. It is assumed that interim uses which may occur, such as aggregate mining, would exist at an earlier phase of development of Mather Field, and that the total trip generation at that time would be less than at the ultimate buildout of the proposed project.

Within the project area, trips can be made between the various land uses without accessing the external roadway system. These trips are known as internal trips. The number of internal trips was calculated by the SACMET travel model. The travel model divides all trips by trip purposes, such as trips from home to work, work to shopping, and work to home. The model then distributes and assigns these trips between appropriate trips origins and destinations. The distribution process considers the land use type, land use size, type of trip, time of day, and competing off-site uses. The trips that remain in the project site are the internal trips. For the project, the number of internal trips is estimated to be 716 trips in the a.m. peak hour, 1,148 trips in the p.m. peak hour, and 12,030 daily trips.

Table 17 summarizes the trip generation of the project. The project is anticipated to generate 9,448 a.m. peak hour trip ends, 12,517 p.m. peak hour trip ends, and 136,047 weekday daily trip ends. A Trip End is equal to one trip and is a single or one-directional vehicle movement with either the origin or the destination (exiting or entering) in the study site. Trip ends include trips leaving the project boundary as well as internal trips.

TABLE 17
PREFERRED ALTERNATIVE A PROJECT TRIP GENERATION

		Cumulative Year 2035			Cumulative Yea r 2035 + Project	
		Daily	AM Peak Hour		PM Peak Hour	
Project Component	Size		Entering	Exiting	Entering	Exiting
Airport Commercial – Light Industrial	6,220,368 sf General Light Industrial	44,614	2,434	1,007	1,511	2,546
Commercial Development – LI	822,4131 sf General Light Industrial	5,689	310	128	193	325
Commercial Development Comm/Retail	630,332 sf Retail	23,305	810	512	986	1,246
Private University	7,500 Students	17,071	778	445	652	877
Residential/Elementary School	2,530 Dwelling Units	20,935	585	1,032	1,093	755
Neighborhood Town Center/Comm	320,166 sf Retail	12,299	420	264	525	662
Sports Village/Fields	274 acres	12,134	396	327	539	607
	Total 136,047		**5,733**	**3,715**	**5,499**	**7,018**

DKS Associates 2010, ITE Trip Generation, Eighth Edition, 2008

Project Trip Distribution

The distribution of trips associated with development on the project site was derived utilizing the regional SACMET travel model, observations of travel patterns near the site, and knowledge of the proposed access locations associated with the site. Trip distribution varies by land use and time period. **Figure 5** and **Table 18** illustrates the trip distribution based upon project traffic during the day.

TABLE 18
TRIP DISTRIBUTION - PREFERRED ALTERNATIVE A

	Estimated Trip Distribution (Percent)	
Route Baseline		Cumulative
S.R. 50 Via Bradshaw Road Interchange	10	10
S.R. 50 via Mather Boulevard Interchange	15	10
S.R. 50 via Zinfandel Drive Interchange	25	15
S.R. 50 via Sunrise Boulevard Interchange	5	1
Jackson via Bradshaw Road	5	5
Jackson via Excelsior Road	2	5
Jackson via Eagles Nest Road	15	20
Jackson Road via Sunrise Boulevard	5	10
Other Roads / Internal Trips	18	24

Source: DKS Associates, 2010

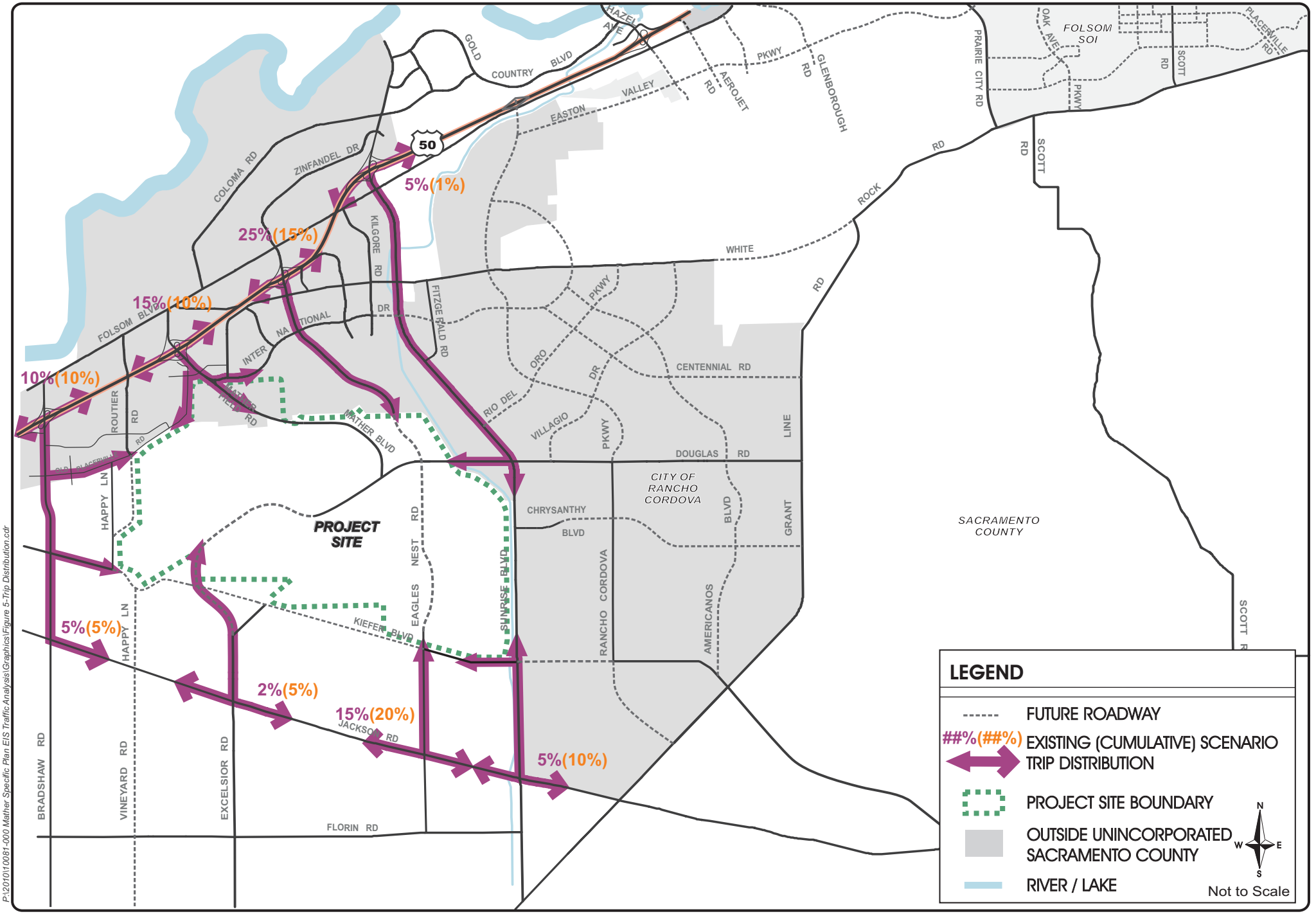

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FIGURE 5
TRIP DISTRIBUTION

MATHER SPECIFIC PLAN

Baseline Plus Preferred Project Scenario Analysis

For determination of impact significance, conditions associated with the Plus Mather Specific Plan Project scenario are compared to Baseline Conditions.

Land Use / Trip Generation / Trip Distribution

The "Plus Preferred Alternative" scenario includes the trip generation of the Project as described in the earlier Trip Generation section. This traffic is distributed on study area roadways as described in the earlier Trip Distribution section.

Roadway Network

Roadways assumed to be developed with the "Plus Preferred Alternative" scenario include the improvement of Eagles Nest Road between Douglas Road and Kiefer Boulevard and construction of the extension of Douglas Road around the Independence at Mather development to Excelsior Road. **Figure 2** shows the baseline and baseline plus preferred alternative networks.

Baseline Plus Preferred Alternative Scenario Traffic Volumes

Peak hour traffic volumes of the baseline plus preferred alternative scenario are illustrated in **Figure 6**. Daily segment traffic volumes of the baseline and baseline plus preferred alternative scenarios are summarized in **Table 20**.

Baseline Plus Preferred Alternative Scenario Impacts

Sacramento County Intersections

Table 19 summarizes a.m. and p.m. peak hour intersection operating conditions at the study area intersections under Baseline conditions with the addition of the preferred alternative. The following intersections are considered to have a significant impact due to the project:

- Bradshaw Road and Jackson Road (SR-16) – Operating conditions would degrade from an acceptable LOS "E" to an unacceptable LOS "F" in the a.m. peak hour.

- Eagles Nest Road and Jackson Road (SR-16) – Operating conditions at this unsignalized intersection would degrade from an acceptable LOS "B" to an unacceptable LOS "F" in the a.m. peak hour and would degrade from an acceptable LOS "C" to an unacceptable LOS "F" in the p.m. peak hour. This intersection meets peak hour signal warrants with the addition of the project traffic during a.m. and p.m. peak periods.

- Grant Line Road and White Rock Road – Operating conditions at this unsignalized intersection would further delay at an unacceptable LOS "F" in the p.m. peak hour, with an increase in delay of more than five seconds, and meets peak hour signal warrants.

City of Rancho Cordova Intersections

Table 19 summarizes a.m. and p.m. peak hour intersection operating conditions at the study area intersections under Baseline conditions with the addition of the preferred alternative. The following intersection is considered to have a significant impact due to the project:

- Bradshaw Road and Old Placerville Road – Operating conditions would degrade from an acceptable LOS "D" to an unacceptable LOS "F" in the a.m. peak hour and would degrade from an acceptable LOS "D" to an unacceptable LOS "E" in the p.m. peak hour.

- Mather Field Road and Rockingham Drive – Operating conditions would degrade from an acceptable LOS "D" to an unacceptable LOS "F" in the a.m. and p.m. peak periods.

- Sunrise Boulevard and Jackson Road (SR-16) – Operating conditions already at an unacceptable LOS "E" would further degrade to an unacceptable LOS "F" in the a.m. peak hour. During the p.m. peak hour, operating conditions would degrade from an acceptable LOS "D" to an unacceptable LOS "E".

- Grant Line Road and Douglas Road – Operating conditions would degrade from an acceptable LOS "C" to an unacceptable LOS "E" in the a.m. peak hour.

- Zinfandel Drive and Douglas Road – Operating conditions at this unsignalized intersection would degrade from an acceptable LOS "B" to an unacceptable LOS "F" in the a.m. peak hour and would degrade from an acceptable LOS "D" to an unacceptable LOS "F" in the p.m. peak hour. This intersection meets peak hour signal warrants with the addition of the project traffic during a.m. and p.m. peak periods.

- Zinfandel Drive and Chrysanthy Boulevard – Operating conditions at this unsignalized intersection would operate at an unacceptable LOS "F" in the a.m. peak hour and p.m. peak hour. This intersection meets peak hour signal warrants with the addition of the project traffic during a.m. and p.m. peak periods.

- Mather Boulevard and Douglas Road – Operating conditions at this unsignalized intersection would degrade from an acceptable LOS "B" to an unacceptable LOS "F" in the a.m. peak hour and would degrade from an acceptable LOS "C" to an unacceptable LOS "F" in the p.m. peak hour. This intersection meets peak hour signal warrants with the addition of the project traffic during a.m. and p.m. peak periods.

CALTRANS State Highway Intersections

Table 19 summarizes a.m. peak hour intersection operating conditions at the study area intersections under Baseline conditions with the addition of the Preferred Alternative A. The increase in traffic due to the project results in less-than-significant impacts at the subject intersections.

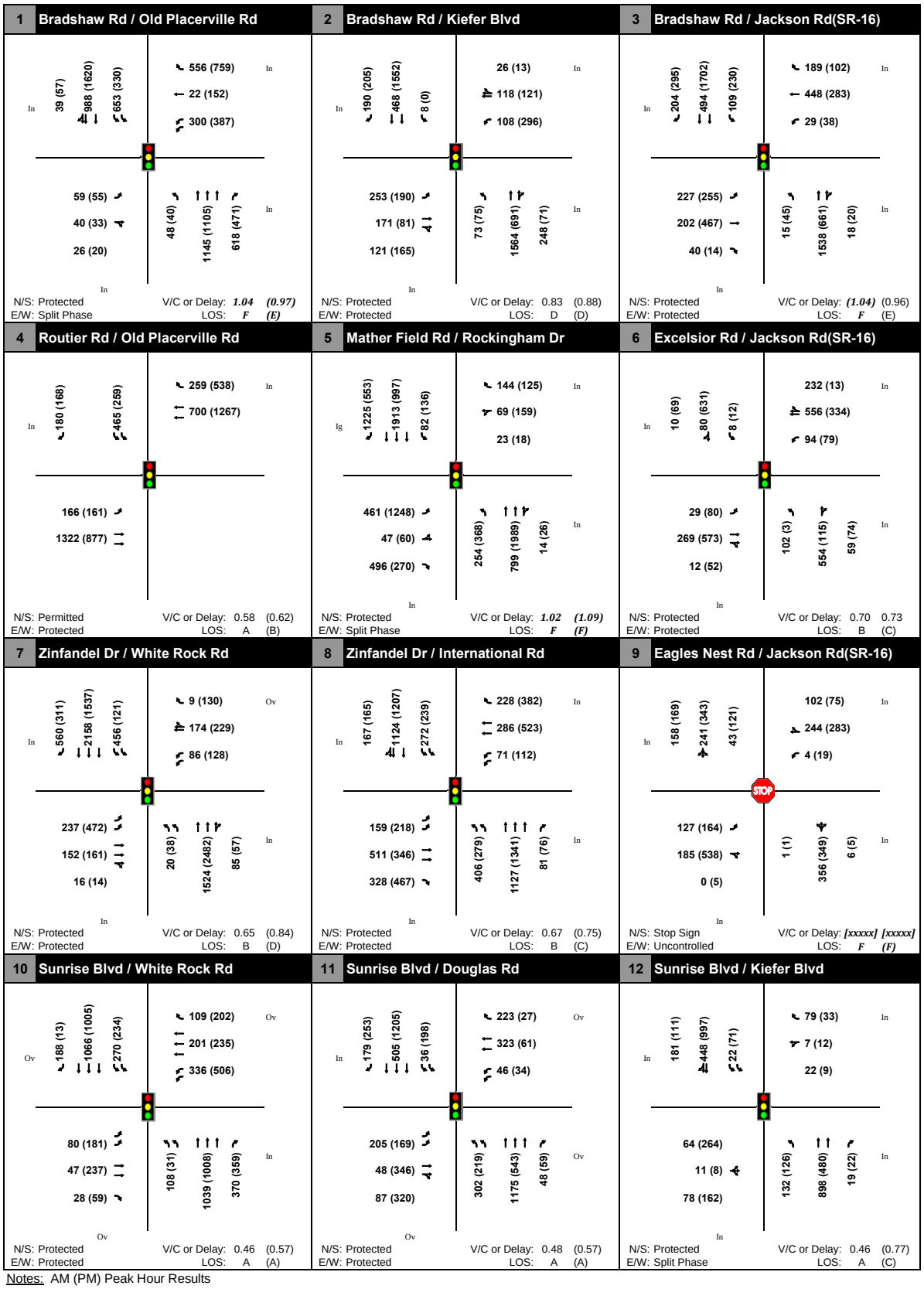
Sacramento County Roadway Segments

Table 20 summarizes roadway operating conditions under Baseline conditions with the addition of the Preferred Alternative A. The increase in traffic due to the project results in less-than-significant impacts at the subject roadway segments.

City of Rancho Cordova Roadway Segments

Table 20 summarizes roadway operating conditions under Baseline conditions with the addition of the Preferred Alternative A. The following roadway segments are considered to have a significant impact due to the project:

- Bradshaw Rd - US-50 to Old Placerville Rd – Operating conditions already at an unacceptable LOS "F" degrade, with an increase in V/C ratio of more than 0.05.
- Mather Field Rd - US-50 to Old Placerville Rd – Operations degrade from an acceptable LOS "C" to LOS "E."
- Zinfandel Dr - US-50 to White Rock Rd – Operations degrade from an acceptable LOS "D" to LOS "F."
- Zinfandel Dr - White Rock Rd to International Dr – Operations degrade from an acceptable LOS "A" to LOS "E."
- Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16) – Operating conditions already at an unacceptable LOS "E" degrade, with an increase in V/C ratio of more than 0.05.
- Old Placerville Rd - Bradshaw Rd to Routier Rd – Operating conditions already at an unacceptable LOS "F" degrade, with an increase in V/C ratio of more than 0.05.
- Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd – Operations degrade from an acceptable LOS "D" to LOS "E."



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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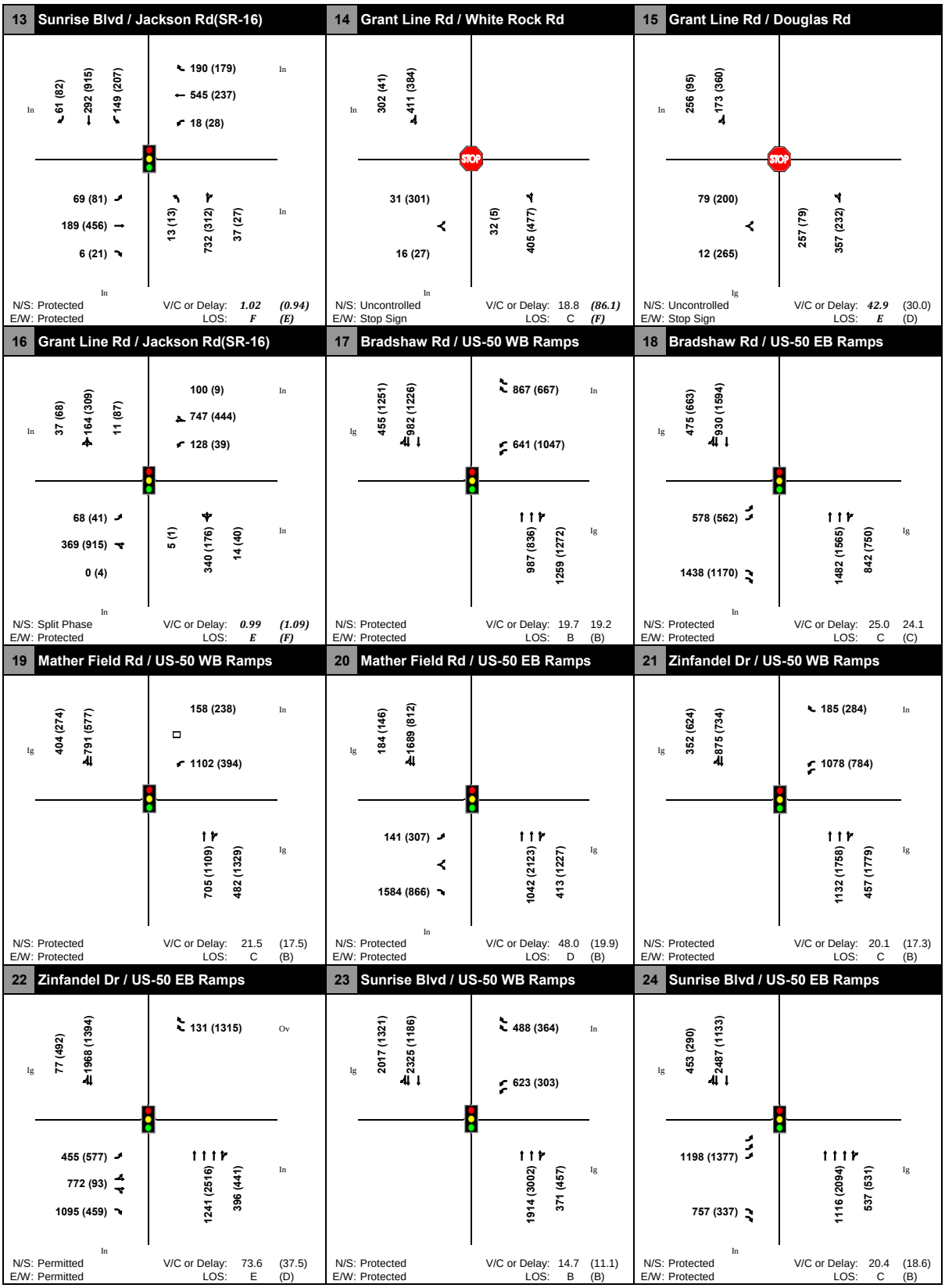
FIGURE 6

DRAFT BASELINE PLUS PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results

"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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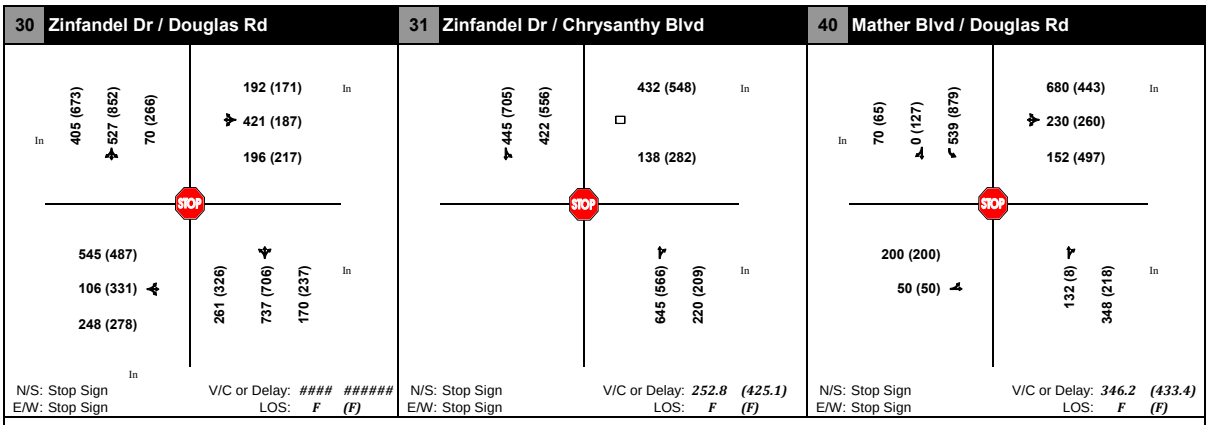
FIGURE 6

DRAFT BASELINE PLUS PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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FIGURE 6

DRAFT BASELINE PLUS PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN

TABLE 19
BASELINE WITH PROJECT AM/PM PEAK HOUR INTERSECTION OPERATING CONDITIONS-SACRAMENTO COUNTY, CITY OF RANCHO CORDOVA, CALTRANS

Intersection		Level of Service (LOS) Methodology		Baseline No Project Conditions						Baseline Plus Project Conditions					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
North-South Street	East-West Street	Analysis Methodology	Policy Standard	Meets Signal Warrant	V/C or Delay [1]	LOS	Signal Warrant	V/C or Delay [1]	LOS	Meets Signal Warrant	V/C or Delay [1]	LOS	Signal Warrant	V/C or Delay [1]	LOS
Sacramento County															
Bradshaw Rd	Kiefer Blvd	Circular 212 Planning	E	--	0.80	D	--	0.84	D	--	0.83	D	--	0.88	D
Bradshaw Rd	Jackson Rd(SR-16)	Circular 212 Planning	E	--	0.97	E	--	0.86	D	--	**1.04**	**F**	--	0.96	E
Excelsior Rd	Jackson Rd(SR-16)	Circular 212 Planning	E	--	0.49	A	--	0.48	A	--	0.70	B	--	0.73	C
Eagles Nest Rd	Jackson Rd(SR-16)	2000 HCM Unsignalized	E	No	12.4	B	No	21.8	C	**Yes**	**[xxxxx]**	**F**	**Yes**	**[xxxxx]**	**F**
Grant Line Rd	White Rock Rd	2000 HCM Unsignalized	E	No	17.2	C	**Yes 56.8**		F	No	18.8	C	**Yes**	**86.1**	**F**
City of Rancho Cordova															
Bradshaw Rd	Old Placerville Rd	Circular 212 Planning	D	--	0.84	D	--	0.86	D	**--**	**1.04**	**F**	**--**	**0.97**	**E**
Routier Rd	Old Placerville Rd	Circular 212 Planning	D	--	0.44	A	--	0.58	A	--	0.58	A	--	0.62	B
Mather Field Rd	Rockingham Dr	Circular 212 Planning	D	--	0.82	D	--	0.86	D	**--**	**1.02**	**F**	**--**	**1.09**	**F**
Zinfandel Dr	White Rock Rd	Circular 212 Planning	D	--	0.52	A	--	0.69	B	--	0.65	B	--	0.84	D
Zinfandel Dr	International Rd	Circular 212 Planning	D	--	0.44	A	--	0.56	A	--	0.67	B	--	0.75	C
Sunrise Blvd	White Rock Rd	Circular 212 Planning	D	--	0.45	A	--	0.54	A	--	0.46	A	--	0.57	A
Sunrise Blvd	Douglas Rd	Circular 212 Planning	D	--	0.41	A	--	0.53	A	--	0.48	A	--	0.57	A
Sunrise Blvd	Kiefer Blvd	Circular 212 Planning	D	--	0.44	A	--	0.45	A	--	0.46	A	--	0.77	C
Sunrise Blvd	Jackson Rd(SR-16)	Circular 212 Planning	D	--	**0.96 E**		--	0.85	D	**--**	**1.02**	**F**	**--**	**0.94**	**E**
Grant Line Rd	Douglas Rd	2000 HCM Unsignalized	D	No	22.4	C	No	16.5	C	**Yes**	**42.9**	**E**	Yes	30.0	D
Grant Line Rd	Jackson Rd(SR-16)	Circular 212 Planning	D	--	**1.03**	F	--	**1.12**	F	--	0.99	E	--	1.09	F
Excelsior Rd	Kiefer Blvd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--	No	8.6	A	No	10.1	B
Zinfandel Dr	Douglas Rd	2000 HCM 4-Way Stop	D	No	12.7	B	No	25.8	D	**Yes**	**691.2**	**F**	**Yes**	**1,084.7**	**F**
Zinfandel Dr	Chrysanthy Blvd	2000 HCM 4-Way Stop	D	--	--	--	--	--	--	**Yes**	**252.8**	**F**	**Yes**	**425.1**	**F**
Mather Blvd	Douglas Rd	2000 HCM 4-Way Stop	D	No	13	B	No	17.9	C	**Yes**	**346.2**	**F**	**Yes**	**433.4**	**F**
Caltrans State Highways															
Bradshaw Rd	US-50 WB Ramps	2000 HCM Operations	E	--	18.9	B	--	18.6	B	--	19.7	B	--	19.2	B
Bradshaw Rd	US-50 EB Ramps	2000 HCM Operations	E	--	21.7	C	--	22.6	C	--	25.0	C	--	24.1	C
Mather Field Rd	US-50 WB Ramps	2000 HCM Operations	E	--	20.5	C	--	16.9	B	--	21.5	C	--	17.5	B
Mather Field Rd	US-50 EB Ramps	2000 HCM Operations	E	--	23.2	C	--	17.4	B	--	48.0	D	--	19.9	B
Zinfandel Dr	US-50 WB Ramps	2000 HCM Operations	E	--	17.7	B	--	14.4	B	--	20.1	C	--	17.3	B
Zinfandel Dr	US-50 EB Ramps	2000 HCM Operations	E	--	31.0	C	--	27.4	C	--	73.6	E	--	37.5	D
Sunrise Blvd	US-50 WB Ramps	2000 HCM Operations	E	--	14.8	B	--	13.0	B	--	14.7	B	--	11.1	B
Sunrise Blvd	US-50 EB Ramps	2000 HCM Operations	E	--	19.3	B	--	17.9	B	--	20.4	C	--	18.6	B

[1] V/C = Volume-to Capacity ratio, Delay; At 4-Way Stop intersections (based on the 2000 HCM 4-Way Stop methodology) the reported delay is the average intersection delay. At unsignalized, 2-Way Stop intersections (Based on the 2000 HCM Unsignalized methodology) the reported delay is for the worst approach. At signalized intersections (based on the 2000 HCM Operations) the reported delay is the intersection delay. Bold indicates deficiency. Shaded areas indicate impact. Source: DKS Associates, 2010.

TABLE 20
BASELINE LEVEL OF SERVICE - SACRAMENTO CO & CITY OF RANCHO CORDOVA ROADWAY SEGMENTS

					Baseline No Project			Baseline Project		
Roadway Segment	**LOS Policy**	**Lanes**	**Facility Type**	**Capacity**	**Volume V/C**		**LOS**	**Volume V/C**		**LOS**
Bradshaw Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	59,000	**1.09 F**		63,800	**1.18**	**F**
Bradshaw Rd - Old Placerville Rd to Kiefer Blvd	E	4	Arterial - M	36,000	41,500	**1.15 F**		43,200	**1.20 F**	
Bradshaw Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	4	Arterial - M	36,000	27,600	0.77	C	28,700	0.80	C
Bradshaw Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	4	Arterial - M	36,000	23,000	0.64	B	24,100	0.67	B
Happy Ln - Old Placerville Rd to Kiefer Blvd	E	2	Arterial - M	18,000	3,700	0.21	A	4,100	0.23	A
Mather Field Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	39,200	0.73	C	50,700	**0.94**	**E**
Excelsior Rd - North of Jackson Rd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000	3,800	0.22	C	6,100	0.36	D
Excelsior Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	2	Arterial - M	18,000	5,000	0.29	C	6,500	0.38	D
Zinfandel Dr - US-50 to White Rock Rd	D	6	Arterial - M	54,000	48,400	0.90	D	68,600	**1.27**	**F**
Zinfandel Dr - White Rock Rd to International Dr	D	6	Arterial - M	54,000	29,800	0.55	A	52,300	**0.97**	**E**
Zinfandel Dr - South of International to Douglas Rd	D	2	Arterial - M	18,000	6,500	0.12	A	36,000	0.67	B
Eagles Nest Rd - Douglas Rd to Kiefer Blvd	E	2	Arterial - M	18,000				17,400	0.51	D
Eagles Nest Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000				16,000	0.94	E
Eagles Nest Rd - Jackson Rd (SR-16) to Florin Rd	E	2	Arterial - M	18,000				10,000	0.59	D
Sunrise Blvd - Folsom Blvd to White Rock Rd	D	6	Arterial - M	54,000	47,900	0.89	D	47,800	0.89	D
Sunrise Blvd - White Rock Rd to Douglas Rd	D	6	Arterial - M	54,000	24,300	0.45	A	27,700	0.51	A
Sunrise Blvd - Douglas Rd to Kiefer Blvd	D	5	Arterial - M	45,000	24,700	0.55	A	27,700	0.62	B
Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16)	D	2	Arterial - M	18,000	17,700	**0.98 E**		20,200	**1.12**	**F**
Sunrise Blvd - Jackson Rd (SR-16) to Florin Rd	E	2	Rural S	20,000	11,300	0.57	D	12,700	0.64	E
Grant Line Rd - White Rock Rd to Douglas Rd	D	2	Rural NS	17,000	9,400	0.55	D	10,100	0.59	D
Grant Line Rd - Douglas Rd to Chrysanthy Blvd	D	2	Rural S	20,000	6,500	0.33	C	6,600	0.33	C
Grant Line Rd - Chrysanthy Blvd to Kiefer Blvd	D	2	Rural S	20,000	6,500	0.33	C	6,600	0.33	C
Grant Line Rd - Kiefer Blvd to Jackson Rd (SR-16)	D	2	Rural S	20,000	7,700	0.39	D	7,300	0.37	D
Grant Line Rd - Jackson Rd (SR-16) to Sunrise Blvd	E	2	Rural S	20,000	7,800	0.39	D	7,100	0.36	D
White Rock Rd - Zinfandel Dr to Sunrise Blvd	D	6	Arterial - M	54,000	6,500	0.12	A	6,000	0.11	A
White Rock Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	4	Arterial - M	36,000	10,000	0.28	A	10,100	0.28	A
White Rock Rd - Rancho Cordova Pkwy to Grant Line Rd	D	2	Rural NS	17,000	3,300	0.19	B	3,100	0.18	B
Old Placerville Rd - Bradshaw Rd to Routier Rd	D	2	Arterial - M	18,000	18,400	**1.02 F**		23,300	**1.29**	**F**
International Drive - Zinfandel Dr to Kilgore Rd	D	6	Arterial - M	54,000	27,100	0.50	A	29,100	0.54	A
Douglas Rd Ext - Extension to Excelsior Rd	D	2	Arterial - M	18,000				2,900	0.08	A
Douglas Rd - Eagles Nest Rd to Sunrise Blvd	D	2	Arterial - M	18,000	5,000	0.28	A	13,700	0.38	A
Douglas Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	6	Arterial - M	54,000	4,400	0.08	A	6,900	0.13	A
Jackson Rd (SR-16) - Watt Ave to Bradshaw Rd	E	2	Arterial - M	18,000	12,200	0.68	B	12,400	0.69	B
Jackson Rd (SR-16) - Bradshaw Rd to Excelsior Rd	E	2	Rural Hwy	22,900	10,100	0.44	D	10,700	0.47	D
Jackson Rd (SR-16) - Excelsior Rd to Eagles Nest Rd	E	2	Rural Hwy	22,900	9,100	0.40	D	11,900	0.52	D
Jackson Rd (SR-16) - Eagles Nest Rd to Sunrise Blvd	E	2	Rural Hwy	22,900	9,200	0.40	D	10,600	0.46	D
Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd	D	2	Rural Hwy	22,900	13,000	0.57	D	15,000	**0.66**	**E**
Jackson Rd (SR-16) - Grant Line Rd to Kiefer Blvd	E	2	Rural Hwy	22,900	14,300	0.62	E	15,800	0.69	E
Mather Blvd - Douglas Rd to Base	D	2	Arterial - M	18,000	6,300	0.35	A	12,100	0.67	B

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity; Arterial - M = Arterial with moderate access control; Rural Hwy = Rural 2-lane highway, Rural S = Rural 2-lane road with 24'-36' of pavement and paved shoulders; Rural NS = rural 2-lane road with 24'-36' of pavement and no shoulders. Bold indicates deficiency. Shaded areas indicate impact. Source: DKS Associates 2010

CALTRANS Freeway Mainline

Table 21 summarizes a.m. and p.m. peak hour mainline operating conditions under Baseline conditions with the addition of the Preferred Alternative A. The increase in traffic due to the project results in less-than-significant impacts at the subject mainline segments.

CALTRANS Freeway Merge, diverge, and weaving areas

Table 22 summarizes a.m. and p.m. peak hour merge, diverge, and weaving area operating conditions under Baseline conditions with the addition of the Preferred Alternative A. The following roadway areas are considered to have a significant impact due to the project:

- Eastbound diverge to Mather Field Road Off-Ramp – There is an increase in traffic volume in this freeway area already operating at LOS "F."

TABLE 21

BASELINE WITH PROJECT LEVEL OF SERVICE - CALTRANS FREEWAY MAINLINE SEGMENTS

		Baseline No Project			Baseline Plus Project		
Segment	**Lanes**	**Volumes**	**Density**	**LOS**	**Volumes**	**Density**	**LOS**
AM Peak Hour							
US-50 EB Watt Ave to Bradshaw Rd	4	7,710	38	E	8,380	47	E
US-50 EB Bradshaw Rd to Mather Field Rd	4	7,190	34	D	7,510	36	D
US-50 EB Mather Field Rd to Zinfandel Dr	5	6,340	26	D	6,470	26	D
US-50 EB Zinfandel Dr to Sunrise Blvd	4	4,850	21	C	5,110	22	C
US-50 EB Sunrise Blvd to Hazel Ave	4	4,260	24	C	4,370	24	C
US-50 WB Hazel Ave to Sunrise Blvd	4	6,040	36	E	6,350	40	E
US-50 WB Sunrise Blvd to Zinfandel Dr	4	7,820	40	E	8,120	43	E
US-50 WB Zinfandel Dr to Mather Field Rd	5	7,350	27	D	7,470	28	D
US-50 WB Mather Field Rd to Bradshaw Rd	4	7,360	35	D	7,110	33	D
US-50 WB Bradshaw Rd to Watt Ave	4	7,910	41	E	7,800	39	E
PM Peak Hour							
US-50 EB Watt Ave to Bradshaw Rd	4	7,640	38	E	7,720	38	E
US-50 EB Bradshaw Rd to Mather Field Rd	4	6,980	32	D	6,950	32	D
US-50 EB Mather Field Rd to Zinfandel Dr	5	7,170	27	D	7,380	28	D
US-50 EB Zinfandel Dr to Sunrise Blvd	4	7,040	33	D	7,580	37	D
US-50 EB Sunrise Blvd to Hazel Ave	4	6,230	37	E	6,550	41	E
US-50 WB Hazel Ave to Sunrise Blvd	4	5,070	28	D	5,200	29	D
US-50 WB Sunrise Blvd to Zinfandel Dr	4	4,930	22	C	5,240	23	C
US-50 WB Zinfandel Dr to Mather Field Rd	5	6,240	24	C	6,550	26	C
US-50 WB Mather Field Rd to Bradshaw Rd	4	6,770	31	D	7,260	34	D
US-50 WB Bradshaw Rd to Watt Ave	4	7,600	37	E	8,320	46	E

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service

DKS Associates 2010

TABLE 22
BASELINE WITH PROJECT LOS - CALTRANS FREEWAY MERGE/DIVERGE WEAVING AREAS

		Peak Hour Ramp Volumes		Peak Hour Ramp Density/LOS			
		Baseline Plus Project		Baseline Plus Project			
		AM	PM	AM		PM	
Segment	Ramp Type			Density	LOS	Density	LOS
US-50 Eastbound							
Bradshaw Road Off-Ramp		2,015	1,731	24.2	C	17.0	B
Bradshaw Road On-Ramp	Loop	475	663	20.9	C	17.6	B
Bradshaw Road On-Ramp	Slip	842	747	29.3	D	23.7	C
Mather Field Road Off-Ramp		1,704	1,197	**45.2 F**		35.3	E
Mather Field Road On-Ramp	Loop	194	147	19.1	B	16.3	B
Zinfandel Drive On-Ramp	Loop	86	502	16.1	B	18.8	B
Zinfandel Drive On-Ramp	Slip	547	1,210	17.1	B	20.0	C
Sunrise Boulevard On-Ramp	Loop & Slip	966	923	23.8	C	34.0	D
US-50 Westbound							
Zinfandel Drive Off-Ramp		1,262	1,068	33.8	D	34.0	D
Zinfandel Drive On-Ramp	Slip	307	992	18.2	B	17.4	B
Mather Field Road On-Ramp	Loop & Slip	888	1,594	28.8	D	29.5	D
Bradshaw Road Off-Ramp		1,502	1,718	16.7	B	19.8	B
Bradshaw Road On-Ramp	Loop	1,300	1,284	19.5	B	20.0	B
Bradshaw Road On-Ramp	Slip	1,300	1,284	19.5	B	20.0	B

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service
Bold indicates deficiency. Shaded areas indicate impact.
DKS Associates 2010

Bicycle and Pedestrian Impacts

The proposed project is not expected to eliminate or adversely affect bikeways and / or pedestrian facilities. The proposed project is not expected to interfere with the implementation of planned bikeways or pedestrian facilities.

Transit Impacts

The Transportation Plan for Sacramento County's General Plan Update allows for expansion of transit service and includes implementation of "high quality transit" in three key corridors that would operate at LOS "F" conditions in 2032. High quality transit, or bus rapid transit, would operate along Watt Avenue, Sunrise Boulevard, and Florin Road. The Transportation Plan in the County's General Plan Update includes a robust transit system to both serve new growth areas and better serve existing urban areas. While the proposed project would result in an increase in the number of transit trips compared to Baseline Conditions, new development within the County

is typically required to provide transit facilities and coordinate with local transit agencies to meet this increase in demand. The impact of the proposed project on transit facilities and operations is considered less-than-significant.

Baseline Plus Preferred Alternative Scenario Mitigation Measures

Potential mitigation measures for Baseline plus preferred alternative project impacts identified at study area intersections are described below.

Sacramento County Intersections

- Bradshaw Road and Jackson Road (SR-16) – The identified mitigation measure is to add a second eastbound left turn lane. This mitigation would improve the intersection to LOS "E," thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 4%.
- Eagles Nest Road and Jackson Road (SR-16) – With the proposed project, this intersection meets peak hour signal warrants. Therefore the identified mitigation is to construct a new traffic signal and provide a separate left turn lane and a shared through-right lane at all approaches. This mitigation would improve the intersection to LOS "C" or better, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 64%, p.m. peak hour: 50%.
- Grant Line Road and White Rock Road – The following mitigation measure may not be necessary because the White Rock Road widening project currently underway would construct a signal at this location. Information relating to this public project is available on the Sacramento County website. If a signal is not constructed at this location before the Mather Specific Plan, the following mitigation shall apply:
    - With or without the proposed project, this intersection meets peak hour signal warrants. Therefore the identified mitigation is to construct a new traffic signal and provide a separate turn and through lane at all approaches. This mitigation would improve the intersection to LOS "A," thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: p.m. peak hour: 10%.

City of Rancho Cordova Intersections

- Bradshaw Road and Old Placerville Road – Addition of an exclusive overlap right turn phase at the northbound and westbound approaches would improve the intersection to LOS "D" or better. However, in general, overlapping is not recommended because it requires prohibition of U-turn movements which are opposed by businesses. The identified mitigation measure is to add a second westbound right turn lane. This mitigation would improve the intersection to LOS "D" during the a.m. peak hour and to LOS "C" during the p.m. peak hour, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 7%, p.m. peak hour: 8%.

- Mather Field Road and Rockingham Drive – The addition of a second exclusive eastbound right turn lane would improve the intersection to LOS "D" in the a.m. peak hour but not in the p.m. peak hour. To mitigate the p.m. peak hour would require the addition of a third eastbound left turn lane and a fourth northbound through lane. Since feasible measures are not available to mitigate peak hour impacts, the impact remains significant and unavoidable.

- Sunrise Boulevard and Jackson Road (SR-16) – The identified mitigation measure is to widen Sunrise Boulevard to provide an exclusive northbound right turn lane and restripe the northbound approach. This mitigation would improve the intersection to LOS "E" or better, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 5%, p.m. peak hour: 10%.

- Grant Line Road and Douglas Road – With the proposed project, this intersection meets peak hour signal warrants. Therefore the identified mitigation is to construct a new traffic signal and provide separate turn and through lanes at all approaches. This mitigation would improve the intersection to LOS "A," thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 22%.

- Zinfandel Drive and Douglas Road – With the proposed project, this intersection meets peak hour signal warrants. Therefore the identified mitigation is to construct a new traffic signal and provide a separate left turn lane, two through lanes, and an exclusive right turn lane in the southbound and westbound approaches. The northbound and eastbound approaches would need dual left turn lanes, two through lanes, and an exclusive right turn lane. This mitigation would improve the intersection to LOS "D" or better, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 74%, p.m. peak hour: 75%.

- Zinfandel Drive and Chrysanthy Boulevard – With the proposed project, this intersection meets peak hour signal warrants. Therefore the identified mitigation is to construct a new traffic signal and provide separate turn and through lanes at all approaches. This mitigation would improve the intersection to LOS "D" or better, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 100%, p.m. peak hour: 100%.

- Mather Boulevard and Douglas Road – With the proposed project, this intersection meets peak hour signal warrants. Therefore the identified mitigation is to construct a new traffic signal and provide separate turn and through lanes in the northbound and eastbound approaches. The southbound approach would need dual left turn lanes and a shared through-right lane. The westbound approach would need separate turn and

through lanes with an overlap right turn phase in the traffic signal operations. This mitigation would improve the intersection to LOS "D," thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 57%, p.m. peak hour: 59%.

City of Rancho Cordova Roadway Segments

- Bradshaw Rd - US-50 to Old Placerville Rd – The existing roadway is already improved to 6 lanes and no further widening is feasible because further widening would be beyond the Sacramento County General Plan designation. This is a significant and unavoidable impact.

- Mather Field Rd - US-50 to Old Placerville Rd – The existing roadway is already improved to 6 lanes and no further widening is feasible because further widening would be beyond the City of Rancho Cordova General Plan designation. This is a significant and unavoidable impact

- Zinfandel Dr - US-50 to White Rock Rd – The existing roadway is already improved to 6 lanes and no further widening is feasible because further widening would be beyond the City of Rancho Cordova General Plan designation. This is a significant and unavoidable impact.

- Zinfandel Dr - White Rock Rd to International – The existing roadway is already improved to 6 lanes and no further widening is feasible because further widening would be beyond the City of Rancho Cordova General Plan designation. This is a significant and unavoidable impact.

- Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16) – Widen to a four lane arterial as identified in the County of Sacramento and City of Rancho Cordova Improvement Standards and to the satisfaction of the Sacramento County Department of Transportation and City of Rancho Cordova Public Works Department. This would improve operating conditions to LOS "A," reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is 12%.

- Old Placerville Rd - Bradshaw Rd to Routier Rd – Widen to a four lane arterial as identified in the County of Sacramento and City of Rancho Cordova Improvement Standards and to the satisfaction of the Sacramento County Department of Transportation and City of Rancho Cordova Public Works Department. This would improve operating conditions to LOS "B," reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is 21%.

- Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd – Widen to a four lane arterial as identified in the County of Sacramento and City of Rancho Cordova Improvement Standards and to the satisfaction of the Sacramento County Department of Transportation

and City of Rancho Cordova Public Works Department. This would improve operating conditions to LOS "A," reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is 13%.

Caltrans Freeway Merge, Diverge, and Weaving Areas

- Eastbound diverge to Mather Field Road Off-Ramp – Add an auxiliary lane to allow a double lane off ramp. This would reduce the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is 15%.

Cumulative Scenario Analysis

The cumulative scenarios are:

- Cumulative Conditions
- Cumulative Conditions Plus the Preferred Alternative A
- Cumulative Conditions Plus Alternative B
- Cumulative Conditions Plus Alternative C

For determination of impact significance, conditions associated with the Plus Preferred Alternative A are compared to the Cumulative No Project scenario.

Methodology

Future traffic volume forecasts were developed through utilization of SACOG's regional SACMET travel model. The SACMET model version used in these analyses was developed for studies of Cordova Hills in eastern Sacramento County. The regional travel model encompasses the entire Sacramento region, and forecasts peak hour and daily traffic volumes based upon projections of future land use and transportation networks throughout the region.

In addition to the background year 2035 traffic, the No Project scenarios include the trip generation of the proposed quarries proposed in eastern Sacramento County.

Roadway Network

Figure 7 illustrates the future roadway network.

Cumulative Scenario Traffic Volumes

Peak hour traffic volumes of the cumulative scenarios are illustrated in **Figures 8 and 9**. Intersection LOS for the cumulative scenarios are summarized in **Table 23**. Daily segment traffic volumes of the cumulative scenarios are summarized in **Table 24**.

Cumulative No Project Operating Conditions

Sacramento County Intersections

Table 23 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the Sacramento County intersections meet the Level of Service (LOS) "E" standard within the Urban Service Boundary and the Level of Service (LOS) "D" standard outside the boundary with the exception of the following intersections:

- Bradshaw Road and Kiefer Boulevard - LOS “F”
- Bradshaw Road and Jackson Road - LOS “F”

City of Rancho Cordova Intersections

Table 23 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the City of Rancho Cordova intersections meet the Level of Service (LOS) "D" standard with the exception of the following intersections:

- Bradshaw Road and Old Placerville Road – LOS “F”
- Routier Road and Old Placerville Road - LOS F”
- Mather Field Road and Rockingham Drive – LOS “F”
- Zinfandel Drive and White Rock Road – LOS “F”
- Zinfandel Drive and International Road – LOS “F”
- Sunrise Boulevard and Douglas Road – LOS “F”
- Sunrise Boulevard and Jackson Road – LOS “E”
- Grant Line Road and Douglas Road – LOS “E”
- Zinfandel Drive and Douglas Road – LOS “F”
- Sunrise Boulevard Chrysanthy Boulevard – LOS “F”
- Rancho Cordova Parkway and White Rock Road – LOS “F”
- Mather Boulevard and Douglas Road – LOS “F”

Caltrans State Highway Intersections

Table 23 summarizes a.m. and p.m. peak hour operating conditions at the study area intersections. During the a.m. and p.m. peak hours, all of the Caltrans State Highway intersections meet the Level of Service (LOS) "E" standard with the exception of the following intersection:

- Zinfandel Drive and US-50 Eastbound Off-Ramp – LOS “F”.

Sacramento County Roadway Segments

Table 24 summarizes roadway operating conditions. All of the Sacramento County roadway segments meet the Level of Service (LOS) "E" standard within the Urban Service Boundary and the Level of Service (LOS) "D" standard outside the boundary, with the following exception:

- Bradshaw Rd - Old Placerville Rd to Kiefer Blvd – LOS “F”
- Bradshaw Rd - Jackson Rd (SR-16) to Elder Creek Rd – LOS “F”
- Happy Ln - Old Placerville Rd to Kiefer Blvd – LOS “F”
- Jackson Rd (SR-16) - Watt Ave to Bradshaw Rd – LOS “F”
- Jackson Rd (SR-16) - Bradshaw Rd to Vineyard Rd – LOS “F”

City of Rancho Cordova Roadway Segments

Table 24 summarizes roadway operating conditions. All of the City of Rancho Cordova roadway segments meet the Level of Service (LOS) "D" standard with the following exceptions:

- Bradshaw Rd - US-50 to Old Placerville Rd – LOS “F”
- Mather Field Rd - US-50 to Old Placerville Rd – LOS “F”
- Zinfandel Dr - US-50 to White Rock Rd – LOS “F”
- Zinfandel Dr - White Rock Rd to International Dr – LOS “F”
- Sunrise Blvd - Folsom Blvd to White Rock Rd – LOS “E”
- Sunrise Blvd - White Rock Rd to Douglas Rd – LOS “E”
- Sunrise Blvd - Douglas Rd to Kiefer Blvd – LOS “E”
- Grant Line Rd - White Rock Rd to Douglas Rd – LOS “F”
- International Drive - Zinfandel Rd to Sunrise Blvd – LOS “F”
- Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd – LOS “E”

Caltrans Freeway Mainline

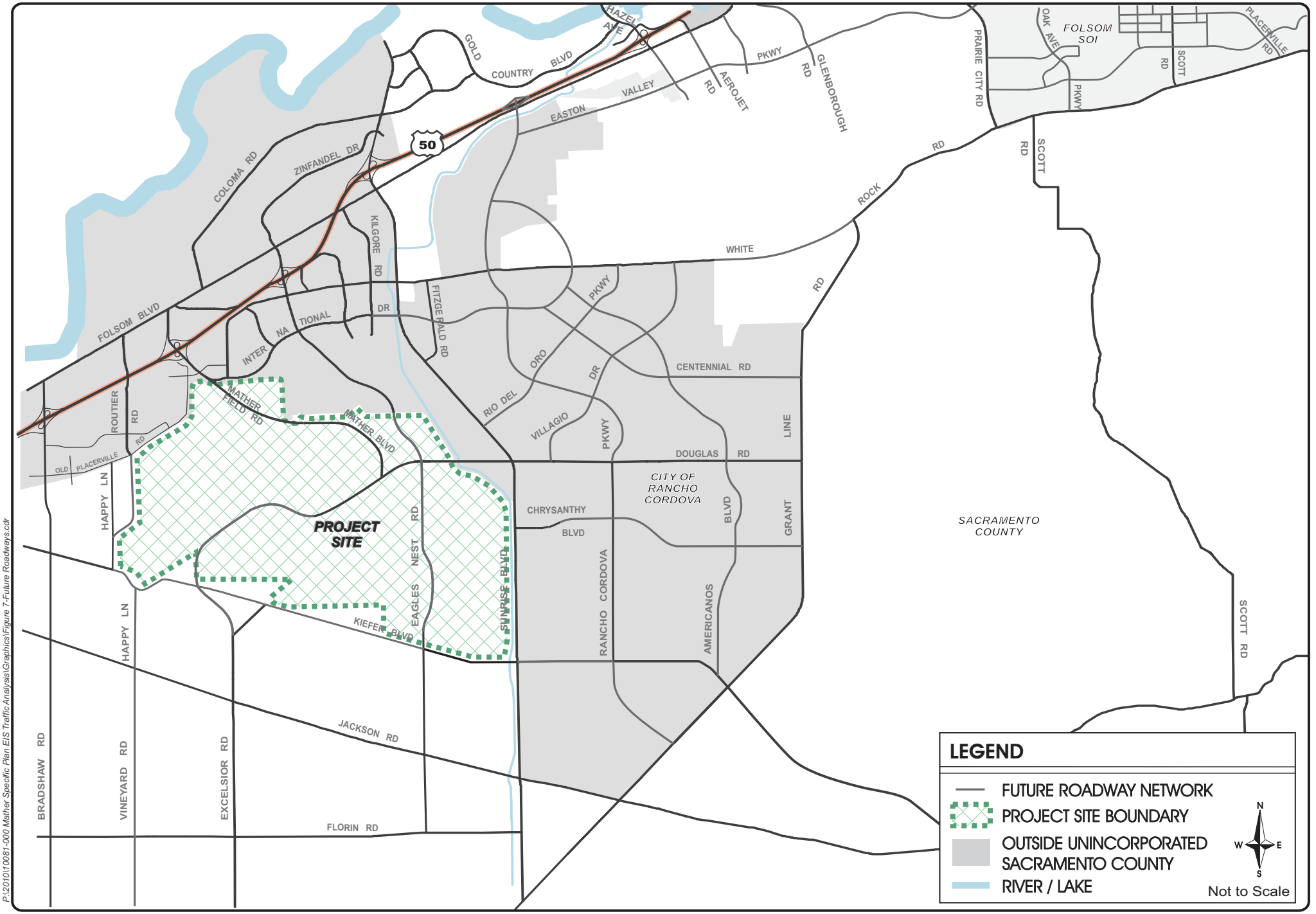
Level of service analyses were also conducted for the study area freeway segments based upon a.m. and p.m. peak hour traffic volumes, and number of both mixed flow and full auxiliary lanes. **Table 25** summarizes the freeway levels of service. All of the Caltrans freeway segments meet the LOS "E" standard with the following exceptions:

- US-50 EB Watt Ave to Bradshaw Rd – LOS "F"
- US-50 WB Hazel Ave to Rancho Cordova Prky – LOS "F"
- US-50 WB Rancho Cordova Prky to Sunrise Blvd – LOS "F"
- US-50 WB Sunrise Blvd to Zinfandel Dr – LOS "F"
- US-50 WB Bradshaw Rd to Watt Ave – LOS "F"
- US-50 EB Rancho Cordova Prky to Hazel Ave – LOS "F"
- US-50 WB Bradshaw Rd to Watt Ave – LOS "F"

Caltrans Freeway Merge, Diverge, and Weaving Areas

Level of service analyses were also conducted for the study area freeway merge, diverge, and weaving areas. **Table 26** summarizes the freeway levels of service. All of the Caltrans freeway merge, diverge, and weaving areas meet the LOS "E" standard with the following exceptions:

- US-50 EB Bradshaw Road Off-Ramp – LOS "F"
- US-50 EB Mather Field Road Off-Ramp – LOS "F"
- US 50 WB Mather Field Road On-Ramp – LOS "F"



P:\2010\10081-000 Mather Specific Plan EIS Traffic Analysis\Graphics\Figure 7-Future Roadways.cdr

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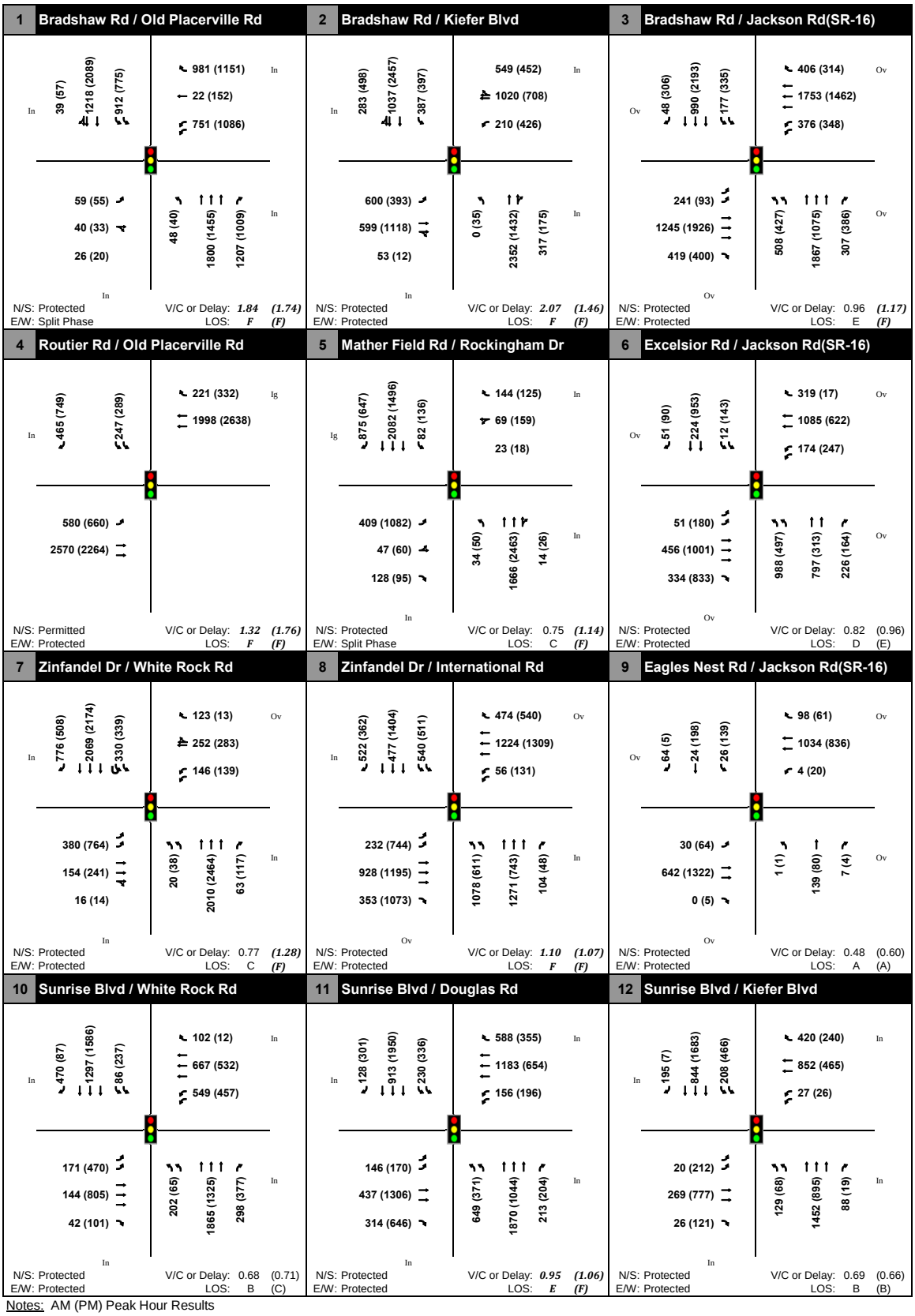
FIGURE 7
FUTURE ROADWAYS

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results

"In"=Include, "Ig"=Ignore, and "Ov"=Overlap phase assumed for Right-turn movement in analysis.

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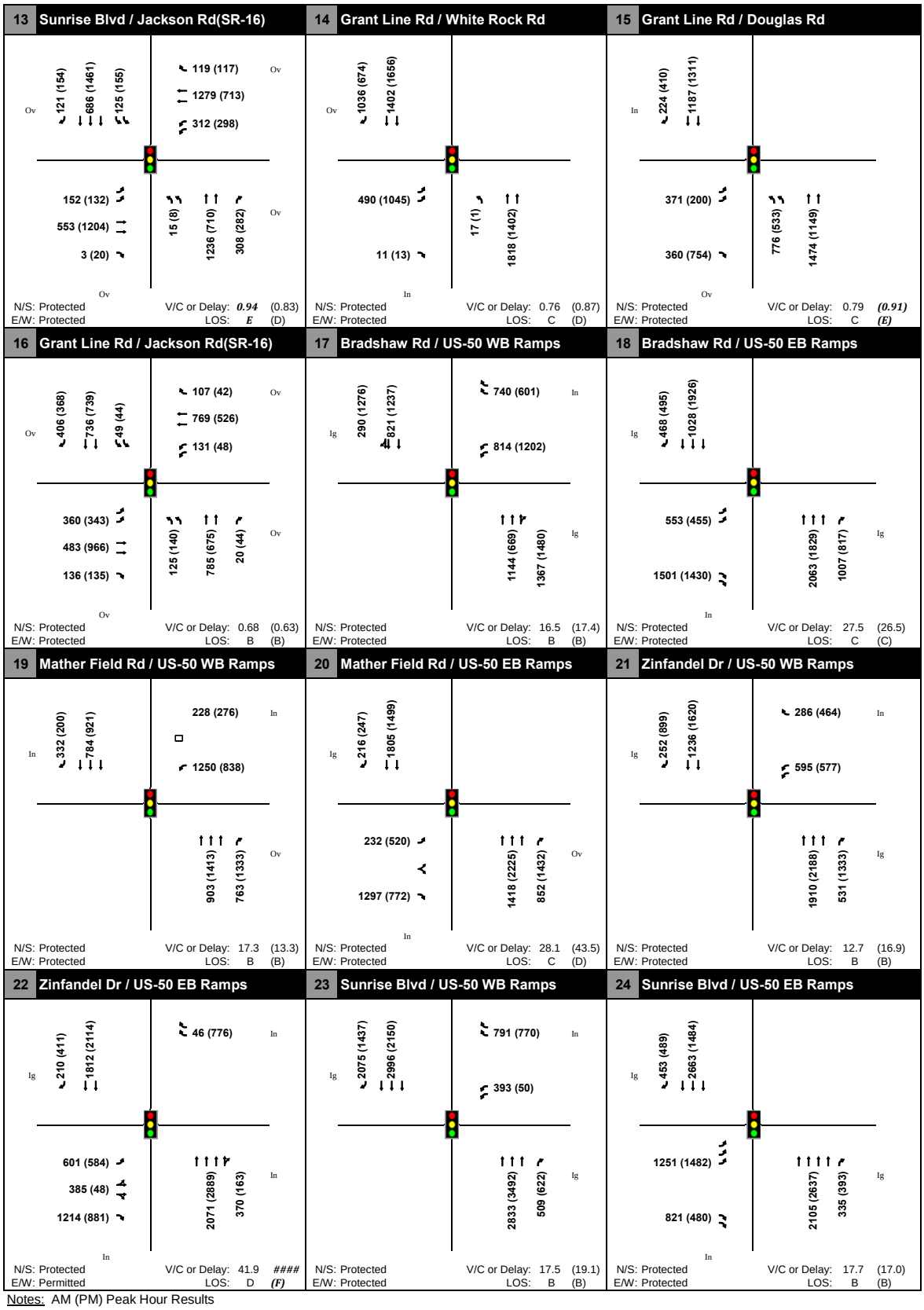
FIGURE 8

DRAFT YEAR 2035 CUMULATIVE NO PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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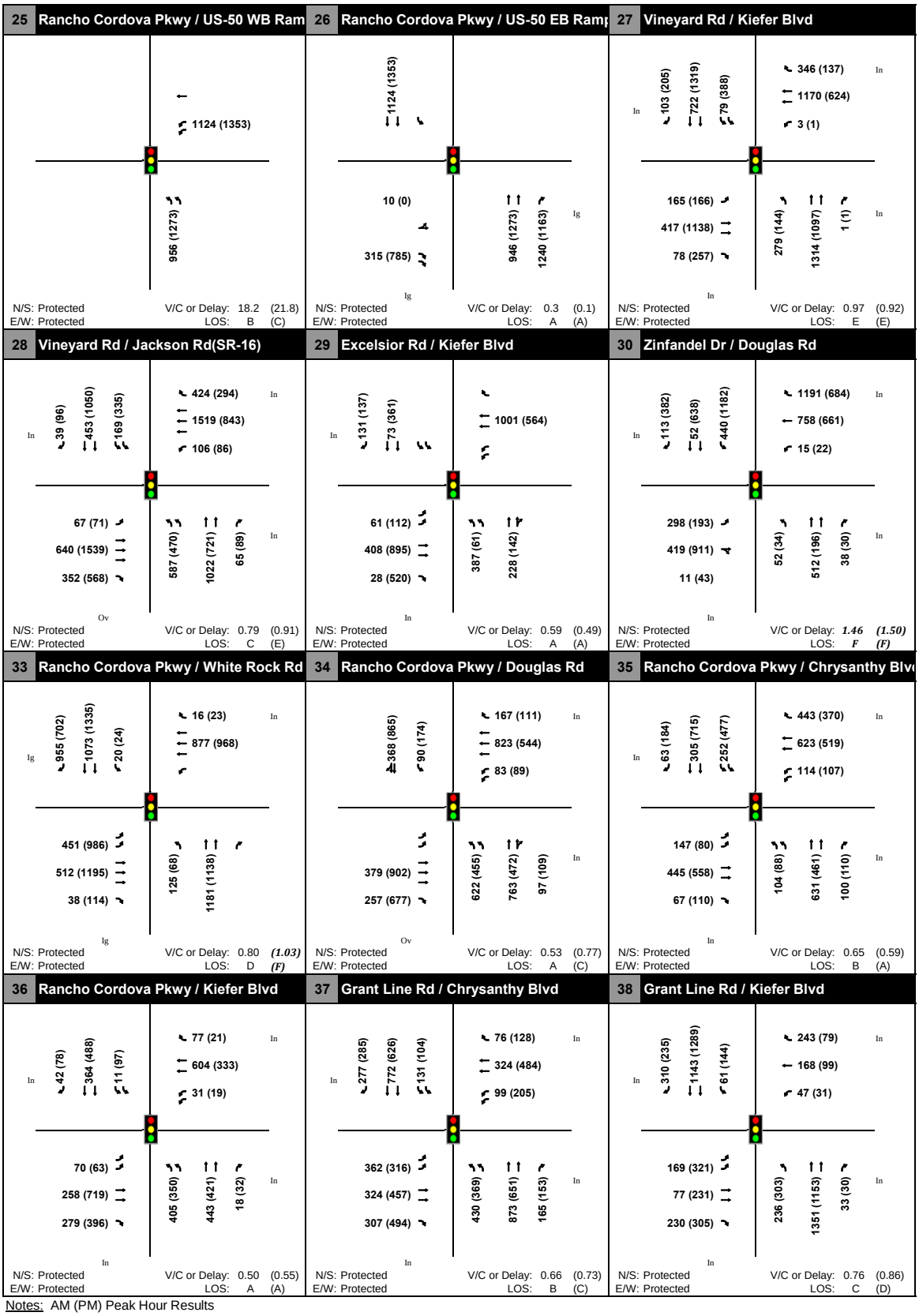
FIGURE 8

DRAFT YEAR 2035 CUMULATIVE NO PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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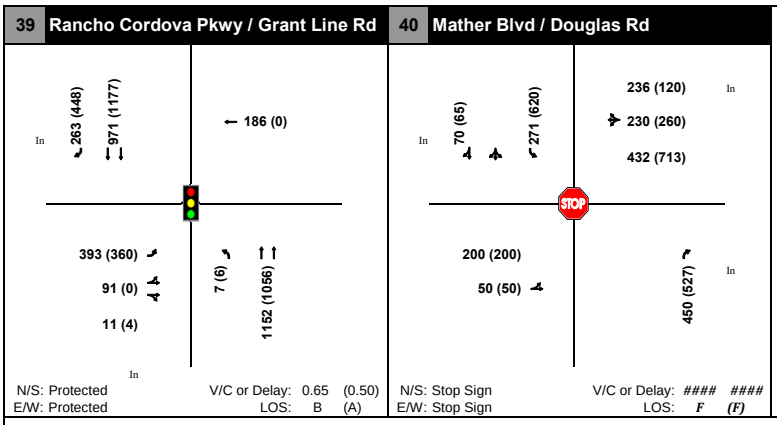
FIGURE 8

DRAFT YEAR 2035 CUMULATIVE NO PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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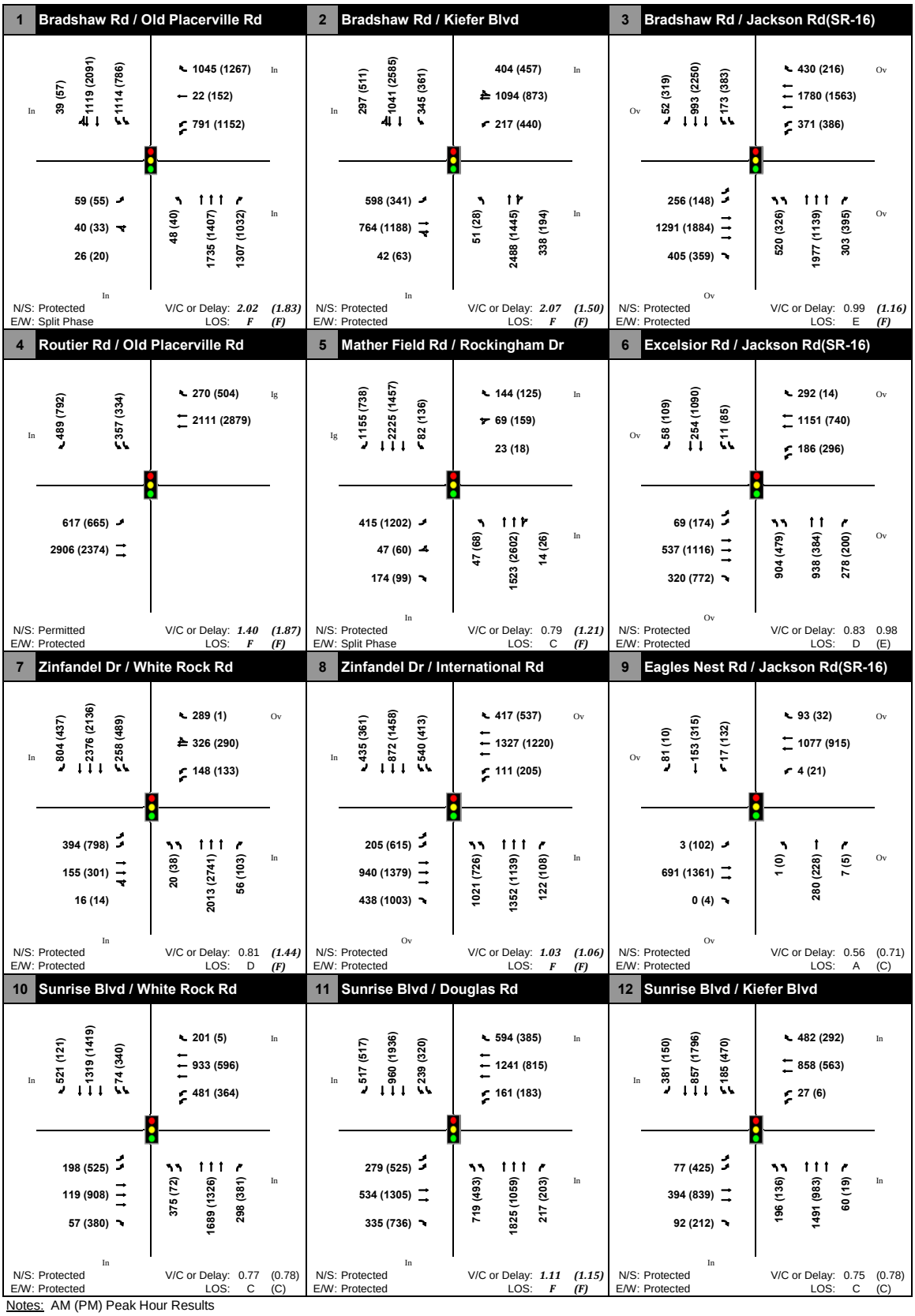
FIGURE 8

DRAFT YEAR 2035 CUMULATIVE NO PROJECT CONDITIONS
INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM
MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results

"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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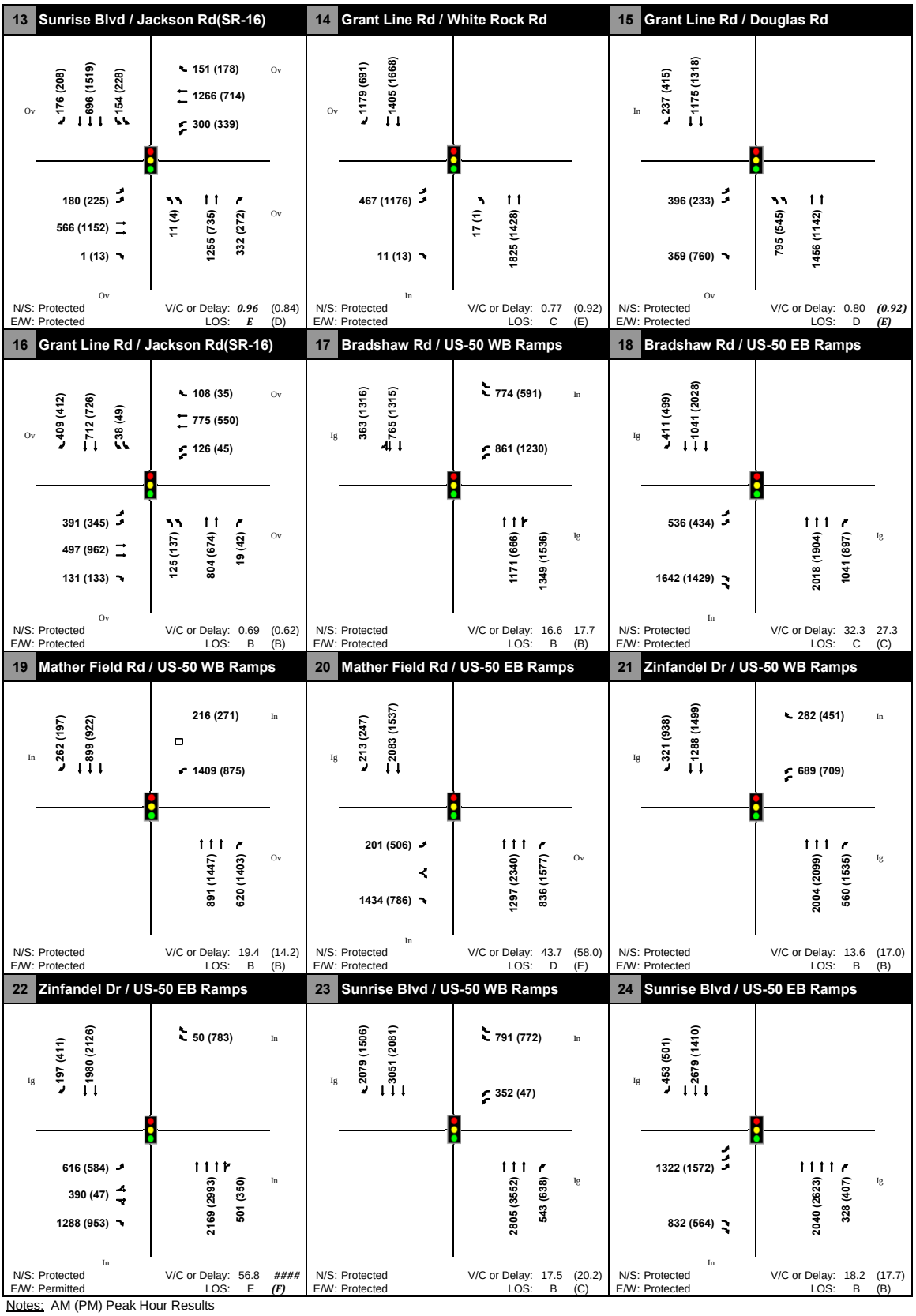
FIGURE 9

DRAFT YEAR 2035 CUMULATIVE PLUS PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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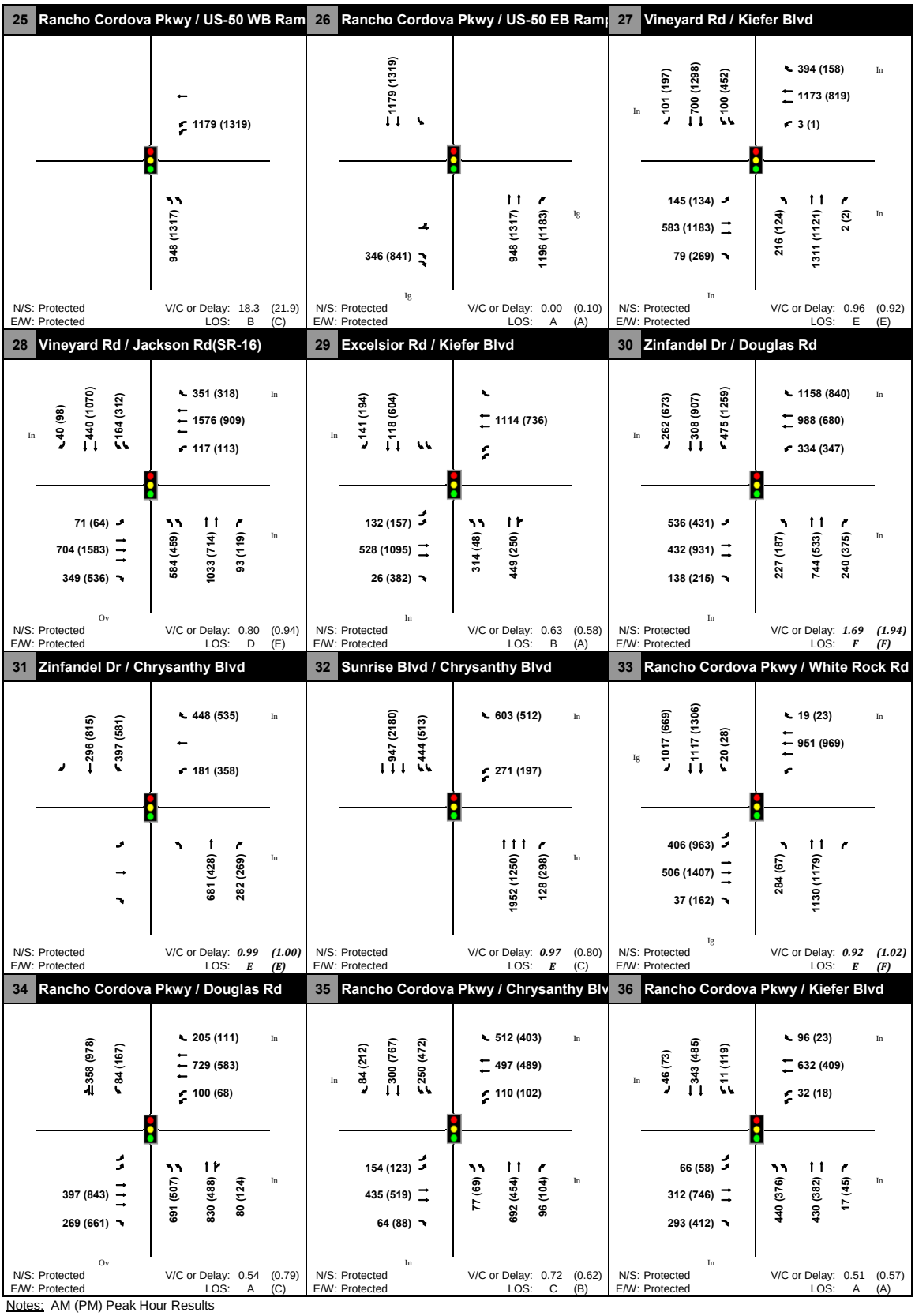
FIGURE 9

DRAFT YEAR 2035 CUMULATIVE PLUS PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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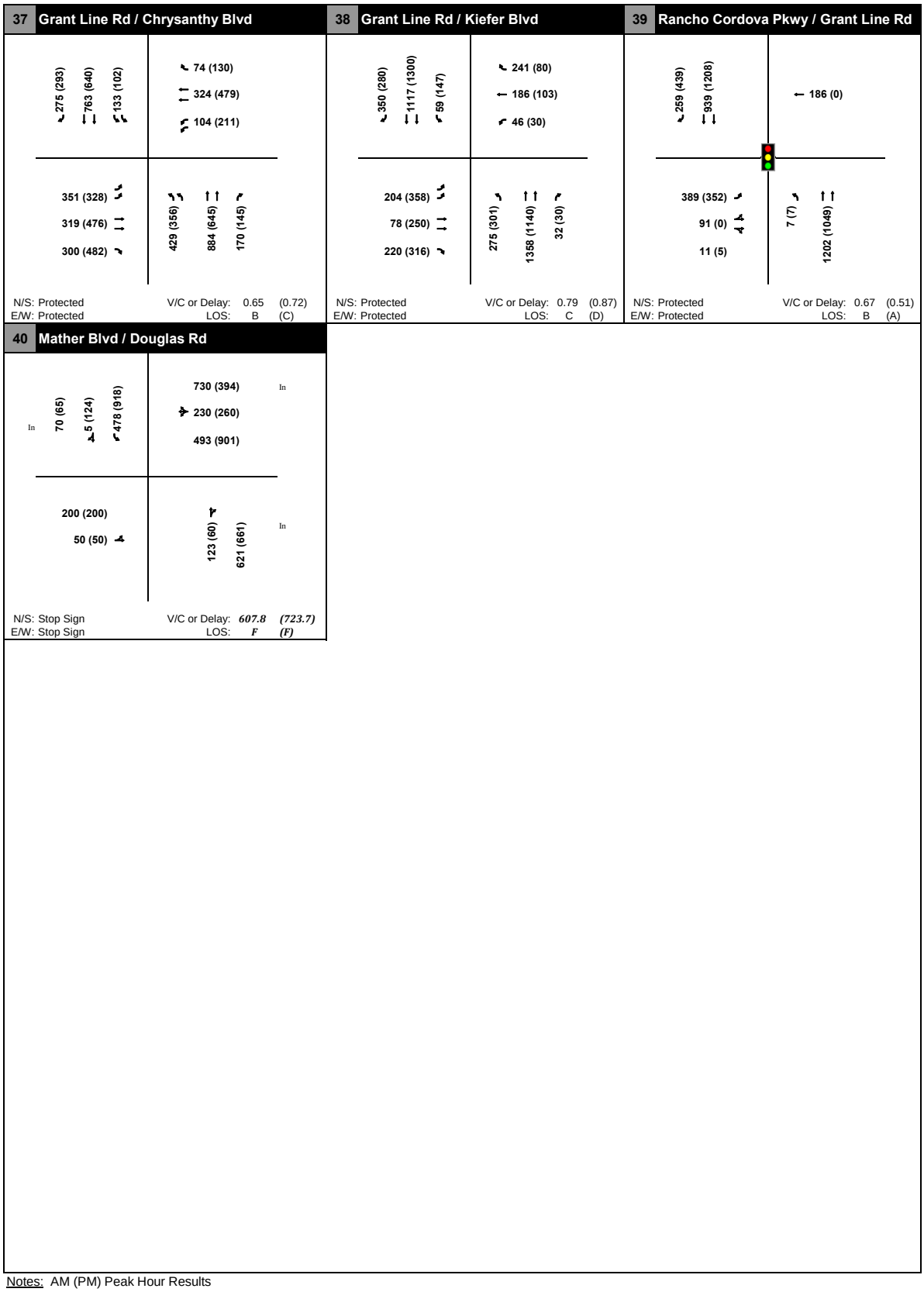
FIGURE 9

DRAFT YEAR 2035 CUMULATIVE PLUS PROJECT CONDITIONS

INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM

MATHER SPECIFIC PLAN



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Notes: AM (PM) Peak Hour Results
"In"=Include, "Ig"=Ignore, and "Ov"=Overlap assumed for Right-turn movement in analysis.

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TRANSPORTATION SOLUTIONS

FIGURE 9

DRAFT YEAR 2035 CUMULATIVE PLUS PROJECT CONDITIONS
INTERSECTION VOLUMES, GEOMETRY, LOS DIAGRAM
MATHER SPECIFIC PLAN

Cumulative Scenario Impacts

Sacramento County Intersections

Table 23 summarizes a.m. and p.m. peak hour intersection operating conditions at the study area intersections under Cumulative conditions with the addition of the Preferred Alternative A. The increase in traffic due to the project results in less-than-significant impacts at the subject intersections.

City of Rancho Cordova Intersections

Table 23 summarizes a.m. and p.m. peak hour intersection operating conditions at the study area intersections under Cumulative conditions with the addition of the preferred alternative. The following intersections are considered to have a significant impact due to the project:

- Bradshaw Road and Old Placerville Road – Operating conditions would further degrade at an unacceptable LOS "F" in the a.m. and p.m. peak periods, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

- Routier Road and Old Placerville – Operating conditions would further degrade at an unacceptable LOS "F" in the a.m. and p.m. peak periods, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

- Mather Field Road and Rockingham Drive – Operating conditions would further degrade at an unacceptable LOS "F" in the p.m. peak hour, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

- Zinfandel Drive and White Rock Road – Operating conditions would further degrade at an unacceptable LOS "F" in the p.m. peak hour, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

- Sunrise Boulevard and Douglas Road – Operating conditions already at an unacceptable LOS "E" would degrade to an unacceptable LOS "F" in the a.m. peak hour and would further degrade at an unacceptable LOS "F" p.m. peak hour. During both peak periods, the increase in volume-to-capacity (v/c) ratio is more than 0.05.

- Zinfandel Drive and Douglas Road – Operating conditions would further degrade at an unacceptable LOS "F" in the a.m. and p.m. peak periods, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

- Zinfandel Drive and Chrysanthy Boulevard – Operating conditions would operate at an unacceptable LOS "E" or "F" in the a.m. and p.m. peak periods.

- Rancho Cordova Boulevard and White Rock Road – Operating conditions would degrade from an acceptable LOS "D" to an unacceptable LOS "F" in the a.m. peak hour, with an increase in volume-to-capacity (v/c) ratio of more than 0.05

- Mather Boulevard and Douglas Road – Operating conditions would further degrade at an unacceptable LOS "F" in the a.m. and p.m. peak periods, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

CALTRANS State Highway Intersections

Table 23 summarizes a.m. and p.m. peak hour intersection operating conditions at the study area intersections under Cumulative conditions with the addition of the Preferred Alternative A. The following intersection is considered to have a significant impact due to the project:

- Zinfandel Drive and US-50 Eastbound Ramps – Operating conditions would further degrade at an unacceptable LOS "F" in the p.m. peak hour, with an increase in volume-to-capacity (v/c) ratio of more than 0.05.

County of Sacramento Roadway Segments

Table 24 summarizes roadway operating conditions under Cumulative conditions with the addition of the Preferred Alternative A. No County of Sacramento roadway segments are considered to have a significant impact due to the project.

City of Rancho Cordova Roadway Segments

Table 24 summarizes roadway operating conditions under Cumulative conditions with the addition of the Preferred Alternative A. The following roadway segments are considered to have a significant impact due to the project:

- Mather Field Rd - US-50 to Old Placerville Rd – Operating conditions already at an unacceptable LOS "F" degrade, with an increase in V/C ratio of more than 0.05.

- Zinfandel Dr - US-50 to White Rock Rd – Operating conditions already at an unacceptable LOS "F" degrade, with an increase in V/C ratio of more than 0.05.

- Zinfandel Dr - White Rock Rd to International Dr – Operating conditions already at an unacceptable LOS "F" degrade, with an increase in V/C ratio of more than 0.05."

- Sunrise Blvd - White Rock Rd to Douglas Rd – Operating conditions already at an unacceptable LOS "E" degrade, with an increase in V/C ratio of more than 0.05.

- Sunrise Blvd - Douglas Rd to Kiefer Blvd – Operating conditions already at an unacceptable LOS "E" degrade, with an increase in V/C ratio of more than 0.05.

- Old Placerville Rd - Bradshaw Rd to Routier Rd - Sunrise Blvd to Grant Line Rd – Operations degrade from an acceptable LOS "D" to LOS "E."

- International Drive - Zinfandel Dr to Sunrise Blvd – Operating conditions already at an unacceptable LOS "F" degrade, with an increase in V/C ratio of more than 0.05.

TABLE 23
CUMULATIVE WITH PROJECT AM/PM PEAK HOUR INTERSECTION OPERATING CONDITIONS - SACRAMENTO COUNTY, CITY OF RANCHO CORDOVA

Intersection		Level of Service (LOS) Methodology			No Project Conditions				Plus Project Conditions			
					AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
North-South Street	East-West Street	Analysis Methodology		Policy Standard	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS
Sacramento County												
Bradshaw Rd	Kiefer Blvd	Circular Planning	212	E	**2.07 F**		**1.46 F**		**2.07 F**		**1.50**	**F**
Bradshaw Rd	Jackson Rd(SR-16)	Circular Planning	212	E	0.96	E	**1.17 F**		0.99	E	**1.16 F**	
Excelsior Rd	Jackson Rd(SR-16)	Circular Planning	212	E	0.82	D	0.96	E	0.83	D	0.98	E
Eagles Nest Rd	Jackson Rd(SR-16)	2000 HCM Unsignalized		E	0.48	A	0.6	A	0.56	A	0.71	C
Grant Line Rd	White Rock Rd	2000 HCM Unsignalized		E	0.76	C	0.87	D	0.77	C	0.92	E
Vineyard Rd	Kiefer Blvd	Circular Planning	212	E	0.97	E	0.92	E	0.96	E	0.92	E
Vineyard Rd	Jackson Rd(SR-16)	Circular Planning	212	E	0.79	C	0.91	E	0.80	D	0.94	E
Excelsior Rd	Kiefer Blvd	Circular Planning	212	E	0.59	A	0.49	A	0.63	B	0.58	A
City of Rancho Cordova												
Bradshaw Rd	Old Placerville Rd	Circular Planning	212	D	**1.84 F**		**1.74 F**		**2.02**	**F**	**1.83**	**F**
Routier Rd	Old Placerville Rd	Circular Planning	212	D	**1.32 F**		**1.76 F**		**1.40**	**F**	**1.87**	**F**
Mather Field Rd	Rockingham Dr	Circular Planning	212	D	0.75	C	**1.14 F**		0.79	C	**1.21**	**F**
Zinfandel Dr	White Rock Rd	Circular Planning	212	D	0.77	C	**1.28 F**		0.81	D	**1.44**	**F**
Zinfandel Dr	International Rd	Circular Planning	212	D	**1.10 F**		**1.07 F**		**1.03 F**		**1.06**	**F**
Sunrise Blvd	White Rock Rd	Circular Planning	212	D	0.68	B	0.71	C	0.77	C	0.78	C
Sunrise Blvd	Douglas Rd	Circular Planning	212	D	**0.95 E**		**1.06 F**		**1.11**	**F**	**1.15**	**F**
Sunrise Blvd	Kiefer Blvd	Circular Planning	212	D	0.69	B	0.66	B	0.75	C	0.78	C
Sunrise Blvd	Jackson Rd(SR-16)	Circular Planning	212	D	**0.94 E**		0.83	D	**0.96 E**		0.84	D
Grant Line Rd	Douglas Rd	2000 HCM Unsignalized		D	0.79	C	**0.91 E**		0.80	D	**0.92 E**	
Grant Line Rd	Jackson Rd(SR-16)	Circular Planning	212	D	0.68	B	0.63	B	0.69	B	0.62	B
Zinfandel Dr	Douglas Rd	Circular Planning	212	D	**1.46 F**		**1.50 F**		**1.69**	**F**	**1.94**	**F**
Zinfandel Dr	Chrysanthy Blvd	Circular Planning	212	D	--	--	--	--	**0.99**	**E**	**1.00**	**E**
Sunrise Blvd	Chrysanthy Blvd	Circular Planning	212	D	**1.04 F**		0.81	D	**0.97 E**		0.80	C
Rancho Cordova Pkwy	White Rock Rd	Circular Planning	212	D	0.80	D	**1.03 F**		**0.92**	**E 1.02**		**F**
Rancho Cordova Pkwy	Douglas Rd	Circular Planning	212	D	0.53	A	0.77	C	0.54	A	0.79	C
Rancho Cordova Pkwy	Chrysanthy Blvd	Circular Planning	212	D	0.65	B	0.59	A	0.72	C	0.62	B
Rancho Cordova Pkwy	Kiefer Blvd	Circular Planning	212	D	0.50	A	0.55	A	0.51	A	0.57	A
Grant Line Rd	Chrysanthy Blvd	Circular Planning	212	D	0.66	B	0.73	C	0.65	B	0.72	C
Grant Line Rd	Kiefer Blvd	Circular Planning	212	D	0.76	C	0.86	D	0.79	C	0.87	D
Rancho Cordova Pkwy	Grant Line Rd	Circular Planning	212	D	0.65	B	0.5	A	0.67	B	0.51	A
Mather Blvd	Douglas Rd	2000 HCM 4-Way Stop		D	**197.0 F**		**345.7 F**		**607.80**	**F**	**723.70**	**F**
Caltrans State Highways												
Bradshaw Rd	US-50 WB	2000 HCM		E	16.5	B	17.4	B	16.6	B	17.7	B

	Ramps		Operations										
Bradshaw Rd	US-50 Ramps	EB	2000 Operations	HCM	E	27.5	C	26.5	C	32.3	C	27.3	C
Mather Field Rd	US-50 Ramps	WB	2000 Operations	HCM	E	17.3	B	13.3	B	19.4	B	14.2	B
Mather Field Rd	US-50 Ramps	EB	2000 Operations	HCM	E	28.1	C	43.5	D	43.7	D	58.0	E
Zinfandel Dr	US-50 Ramps	WB	2000 Operations	HCM	E	12.7	B	16.9	B	13.6	B	17.0	B
Zinfandel Dr	US-50 Ramps	EB	2000 Operations	HCM	E	41.9	D	**115.4 F**		56.8	E	**144.5**	**F**
Sunrise Blvd	US-50 Ramps	WB	2000 Operations	HCM	E	17.5	B	19.1	B	17.5	B	20.2	C
Sunrise Blvd	US-50 Ramps	EB	2000 Operations	HCM	E	17.7	B	17	B	18.2	B	17.7	B
Rancho Cordova Pkwy	US-50 Ramps	WB	2000 Operations	HCM	E	18.2	B	21.8	C	18.3	B	21.9	C
Rancho Cordova Pkwy	US-50 Ramps	EB	2000 Operations	HCM	E	0.3	A	0.1	A	0.0	A	0.1	A

[1] V/C = Volume-to-Capacity ratio;

Delay: At 4-Way Stop intersections (based on the 2000 HCM 4-Way Stop methodology), the reported delay is the average intersection delay.
At unsignalized, 2-Way Stop intersections (based on the 2000 HCM Unsignalized methodology), the reported delay is for the worst approach.
At signalized intersections (based on the 2000 HCM Operations), the reported delay is the intersection delay.
Bold indicates deficiency. **Shaded** areas indicate impact

Source: DKS Associates, 2010

TABLE 24
CUMULATIVE W/ PROJECT LOS - SACRAMENTO COUNTY & CITY OF RANCHO CORDOVA ROADWAY SEGMENTS

					No Project			Project		
Roadway Segment	**LO**	**Lanes**	**Facility Type**	**Capacity**	**Volume**	**V/C**	**LOS**	**Volume**	**V/C**	**LOS**
Bradshaw Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	81,800	**1.51**	**F**	84,400	**1.56**	**F**
Bradshaw Rd - Old Placerville Rd to Kiefer Blvd	E	6	Arterial - M	54,000	83,000	**1.54**	**F**	83,700	**1.55**	**F**
Bradshaw Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	6	Arterial - M	54,000	43,600	0.81	D	44,600	0.83	D
Bradshaw Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	6	Arterial - M	54,000	58,900	**1.09**	**F**	58,900	**1.09**	**F**
Happy Ln - Old Placerville Rd to Kiefer Blvd	E	4	Arterial - M	36,000	39,000	**1.08**	**F**	40,200	**1.12**	**F**
Happy Ln - Kiefer Blvd to Jackson Rd (SR-16)	E	4	Arterial - M	36,000	31,000	0.86	D	30,800	0.86	D
Mather Field Rd - US-50 to Old Placerville Rd	D	6	Arterial - M	54,000	60,700	**1.12**	**F**	67,700	**1.25**	**F**
Excelsior Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	4	Arterial - M	36,000	11,500	0.32	A	13,400	0.37	A
Excelsior Rd - Jackson Rd (SR-16) to Elder Creek Rd	E	4	Arterial - M	36,000	31,400	0.87	D	34,000	0.94	E
Zinfandel Dr - US-50 to White Rock Rd	D	6	Arterial - M	54,000	84,800	**1.57**	**F**	92,900	**1.72**	**F**
Zinfandel Dr - White Rock Rd to International Dr	D	6	Arterial - M	54,000	56,600	**1.05**	**F**	64,700	**1.20**	**F**
Zinfandel Dr - South of International to North of Douglas Rd	D	6	Arterial - M	54,000	30,200	0.56	A	43,200	0.80	D
Eagles Nest Rd - Douglas Rd to Kiefer Blvd	E	2	Arterial - M	36,000	5,600	0.31	A	19,700	0.55	A
Eagles Nest Rd - Kiefer Blvd to Jackson Rd (SR-16)	E	2	Arterial - M	18,000	6,500	0.36	A	10,900	0.61	B
Eagles Nest Rd - Jackson Rd (SR-16) to Florin Rd	E	2	Arterial - M	18,000	1,800	0.10	A	6,200	0.34	A
Sunrise Blvd - Folsom Blvd to White Rock Rd	D	6	Arterial - M	54,000	48,900	**0.91**	**E**	48,200	0.89	D
Sunrise Blvd - White Rock Rd to Douglas Rd	D	6	Arterial - M	54,000	51,600	**0.96**	**E**	59,900	**1.11**	**F**
Sunrise Blvd - Douglas Rd to Kiefer Blvd	D	6	Arterial - M	54,000	52,500	**0.97**	**E**	55,900	**1.04**	**F**
Sunrise Blvd - Kiefer Blvd to Jackson Rd (SR-16)	D	6	Arterial - M	54,000	28,700	0.53	A	32,900	0.61	B
Sunrise Blvd - Jackson Rd (SR-16) to Florin Rd	D	4	Arterial - M	36,000	25,500	0.71	C	26,100	0.73	C
Grant Line Rd - White Rock Rd to Douglas Rd	D	4	Arterial - M	36,000	39,300	**1.09**	**F**	39,000	**1.08**	**F**
Grant Line Rd - Douglas Rd to Chrysanthy Blvd	D	4	Arterial - M	36,000	27,200	0.76	C	27,100	0.75	C
Grant Line Rd - Chrysanthy Blvd to Kiefer Blvd	D	4	Arterial - M	36,000	30,900	0.86	D	30,800	0.86	D
Grant Line Rd - Kiefer Blvd to Jackson Rd (SR-16)	D	4	Arterial - M	36,000	28,400	0.79	C	28,500	0.79	C
Grant Line Rd - Jackson Rd (SR-16) to Sunrise Blvd	E	4	Arterial - M	36,000	22,300	0.62	B	22,000	0.61	B
White Rock Rd - Kilgore Rd to Sunrise Blvd	D	6	Arterial - M	54,000	17,700	0.33	A	20,500	0.38	A
White Rock Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	6	Arterial - M	54,000	16,100	0.30	A	17,100	0.32	A
White Rock Rd - Rancho Cordova Pkwy to Americanos Blvd	D	6	Arterial - M	54,000	7,800	0.14	A	8,500	0.16	A
Old Placerville Rd - Bradshaw Rd to Routier Rd	D	6	Arterial - M	54,000	45,100	0.84	D	51,300	**0.95**	**E**
International Drive - Zinfandel Dr to Sunrise Blvd	D	6	Arterial - M	54,000	58,900	**1.09**	**F**	63,300	**1.17**	**F**
Douglas Rd Ext - Extension to Excelsior Rd	D	4	Arterial - M	36,000	6,000	0.17	A	10,400	0.29	A
Douglas Rd - Eagles Nest Rd to Sunrise Blvd	D	6	Arterial - M	54,000	33,500	0.62	B	43,800	0.81	D
Douglas Rd - Sunrise Blvd to Rancho Cordova Pkwy	D	6	Arterial - M	54,000	36,100	0.67	B	40,100	0.74	C
Kiefer Blvd - Rosemont Dr to Bradshaw Rd	E	4	Arterial - M	36,000	27,100	0.75	C	29,500	0.82	D
Kiefer Blvd - Bradshaw Rd to Vineyard Rd	E	4	Arterial - M	36,000	29,800	0.83	D	32,000	0.89	D
Kiefer Blvd - Vineyard Rd to Excelsior Rd	E	4	Arterial - M	36,000	23,800	0.66	B	28,100	0.78	C
Kiefer Blvd - Excelsior Rd to Eagles Nest Rd	E	4	Arterial - M	36,000	16,000	0.44	A	20,600	0.57	A
Kiefer Blvd - Eagles Nest Rd to Sunrise Blvd	E	4	Arterial - M	36,000	18,700	0.52	A	25,600	0.71	C
Jackson Rd (SR-16) - Watt Ave to Bradshaw Rd	E	6	Arterial - M	54,000	69,400	**1.29**	**F**	69,700	**1.29**	**F**
Jackson Rd (SR-16) - Bradshaw Rd to Vineyard Rd	E	6	Arterial - M	54,000	55,600	**1.03**	**F**	55,800	**1.03**	**F**
Jackson Rd (SR-16) - Vineyard Rd to Excelsior Rd	E	6	Arterial - M	54,000	36,900	0.68	B	37,700	0.70	B
Jackson Rd (SR-16) - Excelsior Rd to Eagles Nest Rd	E	4	Arterial - M	36,000	24,800	0.69	B	27,200	0.76	C
Jackson Rd (SR-16) - Eagles Nest Rd to Sunrise Blvd	E	4	Arterial - M	36,000	25,500	0.71	C	26,300	0.73	C
Jackson Rd (SR-16) - Sunrise Blvd to Grant Line Rd	D	4	Arterial - M	36,000	32,700	**0.91**	**E**	33,700	**0.94**	**E**
Jackson Rd (SR-16) - Sunrise Blvd to Kiefer Blvd	E	2	Rural Hwy	22,900	18,300	0.80	E	18,800	0.82	E
Rancho Cordova Pkwy - US-50 to White Rock Rd	D	6	Arterial - M	54,000	47,200	0.87	D	47,400	0.88	D
Rancho Cordova Pkwy - White Rock Rd to Douglas Rd	D	4	Arterial - M	36,000	17,000	0.47	A	17,200	0.48	A
Rancho Cordova Pkwy - Douglas Rd to Kiefer Blvd	D	4	Arterial - M	36,000	13,600	0.38	A	13,100	0.36	A
Rancho Cordova Pkwy - Kiefer Blvd to Grant Line Rd	D	2	Arterial - M	18,000	9,000	0.50	A	8,800	0.49	A
Mather Blvd - Douglas Rd to Base	D	2	Arterial - M	18,000	9,200	0.51	A	15,700	0.87	D

Notes: LOS = level of service; SR = State Route; U.S. 50 = U.S. Highway 50; V/C = volume-to-capacity; Arterial - M = Arterial with moderate access control; Rural Hwy = Rural 2-lane highway, Rural S = Rural 2-lane road with 24'-36' of pavement and paved shoulders; Rural NS = rural 2-lane road with 24'-36' of pavement and no shoulders
Bold indicates deficiency. **Shaded** areas indicate impact

Source: DKS Associates 2010

CALTRANS Freeway Mainline

Table 25 summarizes a.m. and p.m. peak hour mainline operating conditions under Cumulative conditions with the addition of the Preferred Alternative A. The following roadway mainline segments are considered to have a significant impact due to the project:

- US-50 EB Watt Ave to Bradshaw Rd – There is an increase in traffic volume on this freeway segment already operating at LOS "F."
- US-50 WB Hazel Ave to Rancho Cordova Prky – There is an increase in traffic volume on this freeway segment already operating at LOS "F."
- US-50 WB Rancho Cordova Prky to Sunrise Blvd – There is an increase in traffic volume on this freeway segment already operating at LOS "F."
- US-50 WB Sunrise Blvd to Zinfandel Dr – There is an increase in traffic volume on this freeway segment already operating at LOS "F."
- US-50 EB Rancho Cordova Prky to Hazel Ave – There is an increase in traffic volume on this freeway segment already operating at LOS "F."
- US-50 WB Bradshaw Rd to Watt Ave – There is an increase in traffic volume on this freeway segment already operating at LOS "F."

CALTRANS Freeway Merge, diverge, and weaving areas

Table 26 summarizes a.m. and p.m. peak hour merge, diverge, and weaving area operating conditions under Baseline conditions with the addition of the preferred alternative. The following roadway areas are considered to have a significant impact due to the project:

- Eastbound diverge to Bradshaw Road Off-Ramp – There is an increase in traffic volume in this freeway area already operating at LOS "F."
- Eastbound diverge to Mather Field Road Off-Ramp – There is an increase in traffic volume in this freeway area already operating at LOS "F."
- Westbound loop and slip to Mather Field Road On-Ramp – There is an increase in traffic volume in this freeway area already operating at LOS "F."

Bicycle and Pedestrian Impacts

The proposed project is not expected to eliminate or adversely affect bikeways and / or pedestrian facilities. The proposed project is not expected to interfere with the implementation of planned bikeways or pedestrian facilities.

Transit Impacts

The Transportation Plan for Sacramento County's General Plan Update allows for expansion of transit service and includes implementation of "high quality transit" in three key corridors that would operate at

LOS "F" conditions in 2032. High quality transit, or bus rapid transit, would operate along Watt Avenue, Sunrise Boulevard, and Florin Road. The Transportation Plan in the County's General Plan Update includes a robust transit system to both serve new growth areas and better serve existing urban areas. While the proposed project would result in an increase in the number of transit trips compared to Baseline Conditions, new development within the County is typically required to provide transit facilities and coordinate with local transit agencies to meet this increase in demand. The impact of the proposed project on transit facilities and operations is considered less-than-significant.

TABLE 25
CUMULATIVE WITH PROJECT LEVEL OF SERVICE - CALTRANS FREEWAY MAINLINE SEGMENTS

Segment	Lanes	Cumulative Year 2035			Cumulative Year 2035 + Project		
		Volumes	Density[2]	LOS[3]	Volumes	Density[2]	LOS[3]
AM Peak Hour							
US-50 EB Watt Ave to Bradshaw Rd	5	9,170	**50 F**		**9,570**	**58**	**F**
US-50 EB Bradshaw Rd to Mather Field Rd	5	8,420	40	E	8,670	42	E
US-50 EB Mather Field Rd to Zinfandel Dr	6	8,030	32	D	8,160	33	D
US-50 EB Zinfandel Dr to Sunrise Blvd	5	6,820	29	D	6,980	29	D
US-50 EB Sunrise Blvd to Rancho Cordova Prky	5	5,210	24	C	5,270	24	C
US-50 EB Rancho Cordova Prky to Hazel Ave	5	6,910	44	E	6,910	44	E
US-50 WB Hazel Ave to Rancho Cordova Prky	5	7,670	**60 F**		**7,810**	**65**	**F**
US-50 WB Rancho Cordova Prky to Sunrise Blvd	5	7,500	**50 F**		**7,580**	**51**	**F**
US-50 WB Sunrise Blvd to Zinfandel Dr	5	9,400	**54 F**		**9,560**	**57**	**F**
US-50 WB Zinfandel Dr to Mather Field Rd	6	9,080	33	D	9,340	35	D
US-50 WB Mather Field Rd to Bradshaw Rd	5	8,720	44	E	8,630	43	E
US-50 WB Bradshaw Rd to Watt Ave	5	9,680	**56 F**		9,480	53	F
PM Peak Hour							
US-50 EB Watt Ave to Bradshaw Rd	5	9,770	**47 F**		9,760	**48 F**	
US-50 EB Bradshaw Rd to Mather Field Rd	5	8,750	36	E	8,860	37	E
US-50 EB Mather Field Rd to Zinfandel Dr	6	9,400	34	D	9,640	35	D
US-50 EB Zinfandel Dr to Sunrise Blvd	5	9,000	41	E	9,360	44	E
US-50 EB Sunrise Blvd to Rancho Cordova Prky	5	7,790	40	E	8,000	43	E
US-50 EB Rancho Cordova Prky to Hazel Ave	5	8,170	**62 F**		**8,340**	**68**	**F**
US-50 WB Hazel Ave to Rancho Cordova Prky	5	6,750	37	E	6,740	37	E
US-50 WB Rancho Cordova Prky to Sunrise Blvd	5	6,670	34	D	6,740	34	D
US-50 WB Sunrise Blvd to Zinfandel Dr	5	6,970	27	D	7,120	28	D
US-50 WB Zinfandel Dr to Mather Field Rd	6	8,140	31	D	8,410	32	D
US-50 WB Mather Field Rd to Bradshaw Rd	5	8,270	33	D	8,580	35	D
US-50 WB Bradshaw Rd to Watt Ave	5	9,620	**47 F**		**10,000**	**53**	**F**

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service
Bold indicates deficiency. **Shaded** areas indicate impact

DKS Associates 2010

TABLE 26

CUMULATIVE W/ PROJECT LOS - CALTRANS FREEWAY MERGE/DIVERGE WEAVING AREAS

		Peak Hour Ramp Volumes		Peak Hour Ramp Density/LOS			
		Cumulative Plus Project		Cumulative Plus Project			
		AM	PM	AM		PM	
Segment	Ramp Type			Density	LOS	Density	LOS
US-50 Eastbound							
Bradshaw Road Off-Ramp		2,178	1,857	**26.7**	**F**	20.4	C
Bradshaw Road On-Ramp	Loop	411	500	21.7	C	19.0	B
Bradshaw Road On-Ramp	Slip	1,041	897	30.2	D	26.3	C
Mather Field Road Off-Ramp		1,622	1,298	**47.0**	**F**	39.5	E
Mather Field Road On-Ramp	Loop	216	247	20.4	C	18.2	B
Zinfandel Drive On-Ramp	Loop	197	464	19.4	B	21.0	C
Zinfandel Drive On-Ramp	Slip	653	1,110	19.5	B	21.2	C
Sunrise Boulevard On-Ramp	Loop & Slip	986	1,102	NA	NA	NA	NA
US-50 Westbound							
Zinfandel Drive Off-Ramp		968	1,160	34.9	D	39.6	E
Zinfandel Drive On-Ramp	Slip	331	1,303	19.8	B	19.6	B
Mather Field Road On-Ramp	Loop & Slip	893	1,576	**31.8**	**F**	30.9	D
Bradshaw Road Off-Ramp		1,639	1,831	19.7	B	21.6	C
Bradshaw Road On-Ramp	Loop	1,556	1,686	20.6	C	20.7	C
Bradshaw Road On-Ramp	Slip	1,556	1,686	20.6	C	20.7	C

[1] Based on Freeway Performance Measurement System data from April and May 2008
[2] Density given as passenger cars per mile per lane
[3] LOS = Level of Service
Bold indicates deficiency. **Shaded** areas indicate impact

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Cumulative Plus Preferr ed Alte rnative A Sc enario Miti gation Measures

Potential mitigation measures for Cumulative plus Preferred Alternative A project impacts identified at study area intersections are described below.

City of Rancho Cordova Intersections

- Bradshaw Road and Old Placerville Road – The identified mitigation measure is to add a second westbound right turn lane. While the LOS would remain LOS "F", this mitigation would reduce the increase in v/c to less than 0.05, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 3%, p.m. peak hour: 2%.

- Routier Road and Old Placerville – The identified mitigation measure is to add a second eastbound left turn lane. While the LOS would remain LOS "F", this mitigation would reduce the increase in v/c to less than 0.05, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 10%, p.m. peak hour: 8%.

- Mather Field Road and Rockingham Drive – The identified mitigation measure is to add a second exclusive eastbound left turn lane. The geometry for the eastbound approach with the identified mitigation measure would be 2-exclusive left turn lanes, 1-shared left-thru, and 1-shared thru-right turn lane. The eastbound and westbound approaches would operate split phase with the identified mitigation measure. While the LOS would remain LOS "F", this mitigation would reduce the increase in v/c to less than 0.05, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: p.m. peak hour: 5%.

- Zinfandel Drive and White Rock Road – The identified mitigation measure is to widen the northbound approach to Zinfandel Drive to provide three northbound through lanes and a shared northbound through-right turn lane. Zinfandel Drive currently has four northbound through lanes on the departure leg of this intersection, north of White Rock Road. While the LOS would remain LOS "F", this mitigation would reduce the increase in v/c to less than 0.05, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: p.m. peak hour: 5%.

- Sunrise Boulevard and Douglas Road – The identified mitigation measure is to add a second exclusive southbound right turn lane and a second eastbound right turn lane. The addition of a second southbound right turn lane would improve the LOS to "E" and reduce the increase in v/c to less than 0.05 during the a.m. peak hour. While the p.m. peak hour LOS would remain LOS "F", the addition of a second exclusive eastbound

right turn lane would reduce the increase in v/c to less than 0.05. The identified mitigation would reduce the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 10%, p.m. peak hour: 11%.

- Zinfandel Drive and Douglas Road – The identified mitigation measure is to add a second exclusive southbound left turn lane and a second exclusive westbound right turn lane. The geometry for the southbound approach with the identified mitigation measure would be 2-exclusive left turn lanes, 2-thru lanes and 1-exclusive right turn lane. The geometry for the westbound approach with the identified mitigation measure would be 1-exlusive left turn lane, 2-thru lanes and 2-exlusive right turn lanes. While the LOS would remain LOS "F", this mitigation would reduce the increase in v/c to less than 0.05, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 33%, p.m. peak hour: 33%.

- Zinfandel Drive and Chrysanthy Boulevard – The identified mitigation measure is to add second exclusive left turn lane to the southbound approach. This mitigation would improve the intersection to LOS "D", thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 100%, p.m. peak hour: 100%.

- Rancho Cordova Boulevard and White Rock Road – The identified mitigation measure is to widen Rancho Cordova Boulevard to provide a second northbound left turn lane and restripe the northbound approach. This mitigation would improve the intersection to LOS "D", thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 4%.

- Mather Boulevard and Douglas Road – The identified mitigation is to construct a new traffic signal with the following geometry: Northbound approach: 1-exlusive thru lane and 1-exclusive right turn lane; Southbound approach: 2-exclusive left turn lanes, 1-exclusive thru lane, and 1-exclusive right turn lane; Eastbound approach: 1-exclusive left turn lane and 1-exclusive thru lane; Westbound approach: 2-exclusive left turn lanes, 1-exclusive thru lane, and 2-exclusive right turn lanes. This mitigation would improve the intersection to LOS "D" or better, thus reducing the impact to less-than-significant. The preferred alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 35%, p.m. peak hour: 30%.

Caltrans State Highway Intersections

- Zinfandel Drive and US-50 Eastbound Ramps – The identified mitigation is to convert the eastbound right turn lane into a free right lane by installing a right turn channelizing island. While the LOS would remain LOS "F", this mitigation would reduce the increase in v/c to less than 0.05, thus reducing the impact to less-than-significant. The preferred

alternative's fair share contribution to this measure is estimated as follows: a.m. peak hour: 5%.

City of Rancho Cordova Roadway Segments

- Mather Field Rd - US-50 to Old Placerville Rd – The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

- Zinfandel Dr - US-50 to White Rock Rd – The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

- Zinfandel Dr - White Rock Rd to International Dr – The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

- Sunrise Blvd - White Rock Rd to Douglas Rd – The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

- Sunrise Blvd - Douglas Rd to Kiefer Blvd – The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

- Old Placerville Rd - Bradshaw Rd to Routier Rd - The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

- International Drive - Zinfandel Dr to Sunrise Blvd – The existing roadway is already improved to 6 lanes and no further widening is feasible. This is a significant and unavoidable impact.

Caltrans Freeway Merge, Diverge, and Weaving Areas

- Eastbound diverge to Mather Field Road Off-Ramp – Add an auxiliary lane to allow a double lane off ramp. This would reduce the impact to less-than-significant.

APPENDIX A

Mather Specific Plan EIS Traffic Analysis

01 Existing Conditions

Mather Specific Plan
Existing
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Existing AM

Mather Specific Plan
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	B	12.5	0.034	B	12.5	0.034	+ 0.000 D/V
# 10 Sunrise Blvd/White Rock Rd	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	C	17.5	0.114	C	17.5	0.114	+ 0.000 D/V
# 15 Grant Line Rd/Douglas Rd	C	22.9	0.280	C	22.9	0.280	+ 0.000 D/V
# 16 Grant Line Rd/Jackson Rd(SR-16	F	xxxxx	1.036	F	xxxxx	1.036	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	18.7	0.461	B	18.7	0.461	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	21.7	0.716	C	21.7	0.716	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	C	20.6	0.594	C	20.6	0.594	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	C	21.7	0.755	C	21.7	0.755	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	17.3	0.447	B	17.3	0.447	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	C	31.9	0.957	C	31.9	0.957	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	14.2	0.655	B	14.2	0.655	+ 0.000 D/V

Mather Specific Plan
Existing
AM Peak Hour

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	19.2		0.777	B	19.2		0.777	+ 0.000 D/V

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	48	1201	423	543	1005	39	59	40	26	265	22	484
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1201	423	543	1005	39	59	40	26	265	22	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1201	423	543	1005	39	59	40	26	265	22	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1201	423	543	1005	39	59	40	26	265	22	484
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1201	423	543	1005	39	59	40	26	265	22	484
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.89	0.11	1.00	0.61	0.39	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4332	168	1500	909	591	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.28	0.18	0.23	0.23	0.04	0.04	0.04	0.09	0.01	0.32
Crit Volume:			423	272					66			484
Crit Moves:			****	****					****			****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	117	1510	226	7	486	181	251	158	121	102	115	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1510	226	7	486	181	251	158	121	102	115	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1510	226	7	486	181	251	158	121	102	115	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1510	226	7	486	181	251	158	121	102	115	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1510	226	7	486	181	251	158	121	102	115	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.13	0.87	1.00	1.64	0.36
Final Sat.:	1500	2609	391	1500	3000	1500	1500	1699	1301	1500	2464	536
Capacity Analysis Module:												
Vol/Sat:	0.08	0.58	0.58	0.00	0.16	0.12	0.17	0.09	0.09	0.07	0.05	0.05
Crit Volume:		868			7			251			70	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	65	1441	18	119	501	204	210	151	32	29	387	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1441	18	119	501	204	210	151	32	29	387	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1441	18	119	501	204	210	151	32	29	387	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1441	18	119	501	204	210	151	32	29	387	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1441	18	119	501	204	210	151	32	29	387	287
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2963	37	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.49	0.08	0.17	0.14	0.14	0.10	0.02	0.02	0.26	0.19
Crit Volume:			730	119			210				387	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	110	0	216	161	913	0	539		92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	216	161	913	0	539		92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	0	216	161	913	0	539		92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	216	161	913	0	539		92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	110	0	216	161	913	0	539		92
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.10	0.29	0.00	0.00	0.17	0.06
Crit Volume:		0				216		456		0		
Crit Moves:						****		****		****		

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	199	652	14	82	1281	909	357	47	382	23	69	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	652	14	82	1281	909	357	47	382	23	69	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	652	14	82	1281	0	357	47	382	23	69	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	652	14	82	1281	0	357	47	382	23	69	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	652	14	82	1281	0	357	47	382	23	69	144
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	3.00	1.00	1.77	0.23	1.00	0.25	0.75	1.00
Final Sat.:	1500	4405	95	1500	4500	1500	2651	349	1500	375	1125	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.15	0.05	0.28	0.00	0.13	0.13	0.25	0.06	0.06	0.10
Crit Volume:	199				427				382			144
Crit Moves:	****				****				****			****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	118	290	35	7	68	60	28	187	18	66	508	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	290	35	7	68	60	28	187	18	66	508	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	290	35	7	68	60	28	187	18	66	508	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	290	35	7	68	60	28	187	18	66	508	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	290	35	7	68	60	28	187	18	66	508	229
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.53	0.47	1.00	1.82	0.18	1.00	1.38	0.62
Final Sat.:	1500	1338	162	1500	797	703	1500	2737	263	1500	2068	932
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.00	0.09	0.09	0.02	0.07	0.07	0.04	0.25	0.25
Crit Volume:			325			7			28			369
Crit Moves:			****		****			****				****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 3	0	1	2	0	2	1 0 2 0 1 1 1
Volume Module:												
Base Vol:	20	599	19	756	1145	544	214	146	16	61	143	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	599	19	756	1145	544	214	146	16	61	143	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	599	19	756	1145	544	214	146	16	61	143	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	599	19	756	1145	544	214	146	16	61	143	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	599	19	756	1145	544	214	146	16	61	143	212
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	2.00	3.00	1.00	2.00	2.70	0.30	2.00	1.21	1.79
Final Sat.:	3000	4362	138	3000	4500	1500	3000	4056	444	3000	1813	2687
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.25	0.25	0.36	0.07	0.04	0.04	0.02	0.08	0.08
Crit Volume:			206			378			107			118
Crit Moves:			****		****			****				****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	150	323	24	109	207	214	157	322	66	36	141	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	323	24	109	207	214	157	322	66	36	141	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	323	24	109	207	214	157	322	66	36	141	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	323	24	109	207	214	157	322	66	36	141	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	323	24	109	207	214	157	322	66	36	141	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.02	0.04	0.07	0.14	0.05	0.11	0.04	0.01	0.05	0.03
Crit Volume:	75					214		161		18		
Crit Moves:	****					****		****		****		

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	1		16		3		0		0		5		7		193		0		4		295		1	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1		16		3		0		0		5		7		193		0		4		295		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	1		16		3		0		0		5		7		193		0		4		295		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	1		16		3		0		0		5		7		193		0		4		295		1	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		xxxxx		xxxx		6.2		4.1		xxxx		xxxxx		4.1		xxxx		xxxxx	
FollowUpTim:	3.5		4.0		3.3		xxxxx		xxxx		3.3		2.2		xxxx		xxxxx		2.2		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	513		511		193		xxxx		xxxx		296		296		xxxx		xxxxx		193		xxxx		xxxxx	
Potent Cap.:	475		469		854		xxxx		xxxx		749		1277		xxxx		xxxxx		1392		xxxx		xxxxx	
Move Cap.:	469		465		854		xxxx		xxxx		749		1277		xxxx		xxxxx		1392		xxxx		xxxxx	
Volume/Cap:	0.00		0.03		0.00		xxxx		xxxx		0.01		0.01		xxxx		xxxx		0.00		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		0.0		0.0		xxxx		xxxxx		0.0		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		9.8		7.8		xxxx		xxxxx		7.6		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		A		A		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		499		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		0.1		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		12.5		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		B		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	12.5						9.8						xxxxxx						xxxxxx					
ApproachLOS:	B						A						*						*					

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	679	1089	66	292	829	446	254	192	278	94	421	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	679	1089	66	292	829	446	254	192	278	94	421	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	679	1089	66	292	829	446	254	192	278	94	421	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	679	1089	66	292	829	446	254	192	278	94	421	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	679	1089	66	292	829	446	254	192	278	94	421	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.24	0.04	0.10	0.18	0.30	0.08	0.06	0.19	0.03	0.09	0.09
Crit Volume:	340					446	0				140	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	145	1434	45	51	442	101	219	25	37	19	69	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1434	45	51	442	101	219	25	37	19	69	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1434	45	51	442	101	219	25	37	19	69	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1434	45	51	442	101	219	25	37	19	69	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1434	45	51	442	101	219	25	37	19	69	160
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	1500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.03	0.02	0.10	0.07	0.07	0.02	0.02	0.01	0.02	0.11
Crit Volume:		478				0	109					160
Crit Moves:		****			****		****					****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	7	1013	21	22	460	5	50	2	2	25	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1013	21	22	460	5	50	2	2	25	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1013	21	22	460	5	50	2	2	25	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1013	21	22	460	5	50	2	2	25	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1013	21	22	460	5	50	2	2	25	0	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.98	0.02	0.92	0.04	0.04	1.00	0.00	1.00
Final Sat.:	1500	3000	1500	3000	2968	32	1389	56	56	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.01	0.01	0.15	0.16	0.04	0.04	0.04	0.02	0.00	0.05
Crit Volume:		507		11				54				79
Crit Moves:		****		****				****				****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	700	29	113	266	60	66	168	2	29	523	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	700	29	113	266	60	66	168	2	29	523	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	700	29	113	266	60	66	168	2	29	523	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	700	29	113	266	60	66	168	2	29	523	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	700	29	113	266	60	66	168	2	29	523	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1440	60	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.08	0.18	0.04	0.04	0.11	0.00	0.02	0.35	0.13
Crit Volume:			729	113			66				523	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[17.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	32	453	0		0	268	388		31	0	16		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	453	0		0	268	388		31	0	16		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	453	0		0	268	388		31	0	16		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	32	453	0		0	268	388		31	0	16		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	656	xxxx	xxxxx		xxxx	xxxx	xxxxx		979	979	462		xxxx	xxxx	xxxxx	
Potent Cap.:	941	xxxx	xxxxx		xxxx	xxxx	xxxxx		280	252	604		xxxx	xxxx	xxxxx	
Move Cap.:	941	xxxx	xxxxx		xxxx	xxxx	xxxxx		272	243	604		xxxx	xxxx	xxxxx	
Volume/Cap:	0.03	xxxx	xxxx		xxxx	xxxx	xxxx		0.11	0.00	0.03		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	335	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.5	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	17.5	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	C	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx					17.5			xxxxxx			
ApproachLOS:	*				*					C			*			

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[22.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Ignore				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	130	406	0		0	229	48		78	0	13		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	406	0		0	229	48		78	0	13		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	130	406	0		0	229	48		78	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	130	406	0		0	229	48		78	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	277	xxxx	xxxxx		xxxx	xxxx	xxxxx		919	919	253		xxxx	xxxx	xxxxx	
Potent Cap.:	1298	xxxx	xxxxx		xxxx	xxxx	xxxxx		304	273	791		xxxx	xxxx	xxxxx	
Move Cap.:	1298	xxxx	xxxxx		xxxx	xxxx	xxxxx		279	244	791		xxxx	xxxx	xxxxx	
Volume/Cap:	0.10	xxxx	xxxx		xxxx	xxxx	xxxx		0.28	0.00	0.00		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	279	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.1	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	22.9	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*		*	*	*		*	C	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx					22.9			xxxxxx			
ApproachLOS:	*				*					C			*			

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

Mather Specific Plan
Existing
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.036
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1 0
Volume Module:												
Base Vol:	5	380	25	22	190	40	45	326	0	135	752	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	380	25	22	190	40	45	326	0	135	752	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	25	22	190	40	45	326	0	135	752	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	25	22	190	40	45	326	0	135	752	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	25	22	190	40	45	326	0	135	752	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.93	0.06	0.09	0.75	0.16	1.00	1.00	0.00	1.00	0.89	0.11
Final Sat.:	18	1390	91	131	1131	238	1500	1500	0	1500	1332	168
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.17	0.17	0.17	0.03	0.22	0.00	0.09	0.56	0.56
Crit Volume:			410			252		45				847
Crit Moves:			****			****		****				****

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.461
Loss Time (sec):	6	Average Delay (sec/veh):	18.7
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	2 1 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	781	1229	0	781	556	0	0	0	694	0	805
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	781	1229	0	781	556	0	0	0	694	0	805
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	781	0	0	781	0	0	0	0	694	0	805
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	781	0	0	781	0	0	0	0	694	0	805
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	781	0	0	781	0	0	0	0	694	0	805
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Volume/Cap:	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.32	0.00	0.46
Delay/Veh:	0.0	26.9	0.0	0.0	26.9	0.0	0.0	0.0	0.0	9.4	0.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	0.0	0.0	26.9	0.0	0.0	0.0	0.0	9.4	0.0	10.6
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	B
HCM2kAvgQ:	0	7	0	0	7	0	0	0	0	5	0	8

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.716
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1478	828	0	1018	460	531	0	1104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1478	828	0	1018	460	531	0	1104	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1478	0	0	1018	0	531	0	1104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1478	0	0	1018	0	531	0	1104	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1478	0	0	1018	0	531	0	1104	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.20	0.00	0.15	0.00	0.39	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.00	0.49	0.00	0.28	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	26.6	0.0	0.0	22.7	0.0	12.4	0.0	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	0.0	0.0	22.7	0.0	12.4	0.0	18.8	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	15	0	0	9	0	4	0	15	0	0	0

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.594
Loss Time (sec):	6	Average Delay (sec/veh):	20.6
Optimal Cycle:	33	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	0	0 1	1 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	729	465	0	634	435	0	0	0	830	0	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	729	465	0	634	435	0	0	0	830	0	217
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	729	0	0	634	0	0	0	0	830	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	729	0	0	634	0	0	0	0	830	0	217
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	729	0	0	634	0	0	0	0	830	0	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.66	0.00	0.34
Final Sat.:	0	3610	0	0	3610	0	0	0	0	2934	0	608
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.28	0.00	0.36
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.34	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.00	0.59	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.47	0.00	0.59
Delay/Veh:	0.0	28.1	0.0	0.0	26.8	0.0	0.0	0.0	0.0	11.3	0.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.1	0.0	0.0	26.8	0.0	0.0	0.0	0.0	11.3	0.0	13.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	10	0	0	8	0	0	0	0	9	0	12

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

Mather Specific Plan
Existing
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.755
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	884	320	0	1228	228	285	0	1098	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	884	320	0	1228	228	285	0	1098	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	884	0	0	1228	0	285	0	1098	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	884	0	0	1228	0	285	0	1098	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	884	0	0	1228	0	285	0	1098	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.87	1.00	0.87	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	1.21	0.00	1.79	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	3610	0	1999	0	2973	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.34	0.00	0.14	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.00	0.00	0.75	0.00	0.29	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	0.0	0.0	24.9	0.0	15.2	0.0	22.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	0.0	0.0	24.9	0.0	15.2	0.0	22.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	7	0	0	18	0	4	0	17	0	0	0

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.447
Loss Time (sec):	6	Average Delay (sec/veh):	17.3
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	888	498	0	774	378	0	0	0	719	0	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	888	498	0	774	378	0	0	0	719	0	202
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	888	0	0	774	0	0	0	0	719	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	888	0	0	774	0	0	0	0	719	0	202
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	888	0	0	774	0	0	0	0	719	0	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	0	0	3610	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.36	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.27
Delay/Veh:	0.0	16.4	0.0	0.0	17.4	0.0	0.0	0.0	0.0	18.6	0.0	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	0.0	0.0	17.4	0.0	0.0	0.0	0.0	18.6	0.0	16.9
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	8	0	0	0	0	8	0	4

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100						Critical Vol./Cap. (X):						0.957				
Loss Time (sec):	9						Average Delay (sec/veh):						31.9				
Optimal Cycle:	144						Level Of Service:						C				
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Ignore			Include			Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	0	0	1	1	0	1	1	0	1	1	0	0	0	0	2					
Volume Module:																									
Base Vol:	0	981	18	0	1330	145	417	776	1096	0	0	157													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Initial Bse:	0	981	18	0	1330	145	417	776	1096	0	0	157													
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Volume:	0	981	18	0	1330	0	417	776	1096	0	0	157													
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
Reduced Vol:	0	981	18	0	1330	0	417	776	1096	0	0	157													
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
FinalVolume:	0	981	18	0	1330	0	417	776	1096	0	0	157													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.65	0.65	0.65	1.00	1.00	0.75													
Lanes:	0.00	3.93	0.07	0.00	2.00	0.00	1.00	1.24	1.76	0.00	0.00	2.00													
Final Sat.:	0	6771	124	0	3610	0	1243	1546	2183	0	0	2842													
Capacity Analysis Module:																									
Vol/Sat:	0.00	0.14	0.14	0.00	0.37	0.00	0.34	0.50	0.50	0.00	0.00	0.06													
Crit Moves:					****			****																	
Green/Cycle:	0.00	0.39	0.39	0.00	0.39	0.00	0.52	0.52	0.52	0.00	0.00	0.52													
Volume/Cap:	0.00	0.38	0.38	0.00	0.96	0.00	0.64	0.96	0.96	0.00	0.00	0.11													
Delay/Veh:	0.0	22.2	22.2	0.0	44.9	0.0	17.4	32.8	32.8	0.0	0.0	12.0													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	0.0	22.2	22.2	0.0	44.9	0.0	17.4	32.8	32.8	0.0	0.0	12.0													
LOS by Move:	A	C	C	A	D	A	B	C	C	A	A	B													
HCM2kAvgQ:	0	6	6	0	27	0	10	25	25	0	0	1													

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100						Critical Vol./Cap. (X):						0.655				
Loss Time (sec):	6						Average Delay (sec/veh):						14.2				
Optimal Cycle:	37						Level Of Service:						B				
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected							
Rights:	Ignore			Ignore			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	0	0	0	2	1	0	0	0	0	0	0	2	0	0	0	2					
Volume Module:																									
Base Vol:	0	1883	357	0	2329	1980	0	0	0	584	0	493													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Initial Bse:	0	1883	357	0	2329	1980	0	0	0	584	0	493													
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Volume:	0	1883	0	0	2329	0	0	0	0	584	0	493													
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
Reduced Vol:	0	1883	0	0	2329	0	0	0	0	584	0	493													
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00													
FinalVolume:	0	1883	0	0	2329	0	0	0	0	584	0	493													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75													
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00													
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842													
Capacity Analysis Module:																									
Vol/Sat:	0.00	0.36	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.17	0.00	0.17													
Crit Moves:	****				****					****															
Green/Cycle:	0.00	0.69	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.25	0.00	0.25													
Volume/Cap:	0.00	0.53	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.68													
Delay/Veh:	0.0	7.9	0.0	0.0	9.4	0.0	0.0	0.0	0.0	35.1	0.0	36.3													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	0.0	7.9	0.0	0.0	9.4	0.0	0.0	0.0	0.0	35.1	0.0	36.3													
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D													
HCM2kAvgQ:	0	11	0	0	15	0	0	0	0	9	0	9													

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

Mather Specific Plan
Existing
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.777
Loss Time (sec):	6	Average Delay (sec/veh):	19.2
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 3	1	0	0	0 2	1	0	3	0 0	0	2	0	0 0	0	0
Volume Module:																
Base Vol:	0	1279	526		0	2429	453		1016	0	746		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1279	526		0	2429	453		1016	0	746		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1279	0		0	2429	0		1016	0	746		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1279	0		0	2429	0		1016	0	746		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1279	0		0	2429	0		1016	0	746		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.91	0.91		0.92	1.00	0.75		1.00	1.00	1.00	
Lanes:	0.00	4.00	0.00		0.00	3.00	0.00		3.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	6916	0		0	5187	0		5253	0	2842		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00		0.00	0.47	0.00		0.19	0.00	0.26		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.60	0.00		0.00	0.60	0.00		0.34	0.00	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.31	0.00		0.00	0.78	0.00		0.57	0.00	0.78		0.00	0.00	0.00	
Delay/Veh:	0.0	9.7	0.0		0.0	16.2	0.0		27.7	0.0	33.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.7	0.0		0.0	16.2	0.0		27.7	0.0	33.8		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	B	A		C	A	C		A	A	A	
HCM2kAvgQ:	0	5	0		0	22	0		9	0	14		0	0	0	

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

Mather Specific Plan
Existing
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Existing PM

Mather Specific Plan
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.874	D	xxxxx	0.874	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	C	21.3	0.267	C	21.3	0.267	+ 0.000 D/V
# 10 Sunrise Blvd/White Rock Rd	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	F	80.8	0.961	F	80.8	0.961	+ 0.000 D/V
# 15 Grant Line Rd/Douglas Rd	C	17.0	0.070	C	17.0	0.070	+ 0.000 D/V
# 16 Grant Line Rd/Jackson Rd(SR-16	F	xxxxx	1.129	F	xxxxx	1.129	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	18.7	0.522	B	18.7	0.522	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	22.7	0.719	C	22.7	0.719	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	16.3	0.597	B	16.3	0.597	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	B	17.3	0.536	B	17.3	0.536	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	14.3	0.533	B	14.3	0.533	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	C	26.8	0.860	C	26.8	0.860	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	13.0	0.757	B	13.0	0.757	+ 0.000 D/V

Mather Specific Plan
Existing
PM Peak Hour

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	17.6		0.572	B	17.6		0.572	+ 0.000 D/V

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.862	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	166	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 2	1 0	1	0 0	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	40	1145	344	390	1417	57	55	33	20	298	152	662
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1145	344	390	1417	57	55	33	20	298	152	662
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1145	344	390	1417	57	55	33	20	298	152	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1145	344	390	1417	57	55	33	20	298	152	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1145	344	390	1417	57	55	33	20	298	152	662
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.88	0.12	1.00	0.62	0.38	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4326	174	1500	934	566	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.23	0.13	0.33	0.33	0.04	0.04	0.04	0.10	0.10	0.44
Crit Volume:		382		195			55					662
Crit Moves:		****		****			****					****

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	678	60	0	1486	188	190	72	209	286	111	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	678	60	0	1486	188	190	72	209	286	111	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	678	60	0	1486	188	190	72	209	286	111	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	678	60	0	1486	188	190	72	209	286	111	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	678	60	0	1486	188	190	72	209	286	111	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1500	2756	244	1500	3000	1500	1500	1500	1500	1500	2752	248
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.00	0.50	0.13	0.13	0.05	0.14	0.19	0.04	0.04
Crit Volume:	83				743				209	286		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	56	626	20	304	1602	303	243	416	64	38	217	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	626	20	304	1602	303	243	416	64	38	217	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	626	20	304	1602	303	243	416	64	38	217	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	626	20	304	1602	303	243	416	64	38	217	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	626	20	304	1602	303	243	416	64	38	217	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2907	93	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.20	0.53	0.20	0.16	0.28	0.04	0.03	0.14	0.09
Crit Volume:	56				801			416		38		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	77	0	191	201	622	0	0	1008	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	191	201	622	0	0	1008	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	191	201	622	0	0	1008	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	191	201	622	0	0	1008	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	77	0	191	201	622	0	0	1008	96
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.12	0.13	0.20	0.00	0.00	0.33	0.06
Crit Volume:		0				191	201				504	
Crit Moves:						****	****				****	

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	366	1302		26		136	638		355		925	60		170		18	159		125	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	366	1302		26		136	638		355		925	60		170		18	159		125	
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	366	1302		26		136	638		0		925	60		170		18	159		125	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	366	1302		26		136	638		0		925	60		170		18	159		125	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	366	1302		26		136	638		0		925	60		170		18	159		125	
Saturation Flow Module:																				
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.94		0.06		1.00	3.00		1.00		1.88	0.12		1.00		0.10	0.90		1.00	
Final Sat.:	1500	4412		88		1500	4500		1500		2817	183		1500		153	1347		1500	
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.30		0.30		0.09	0.14		0.00		0.33	0.33		0.11		0.12	0.12		0.08	
Crit Volume:		443				136					493						177			
Crit Moves:		****				****					****						****			

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	36	83	60	8	265	57	105	497	108	54	252	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	83	60	8	265	57	105	497	108	54	252	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	83	60	8	265	57	105	497	108	54	252	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	83	60	8	265	57	105	497	108	54	252	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	83	60	8	265	57	105	497	108	54	252	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	1.00	0.82	0.18	1.00	1.64	0.36	1.00	1.92	0.08
Final Sat.:	1500	871	629	1500	1234	266	1500	2464	536	1500	2875	125
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.01	0.21	0.21	0.07	0.20	0.20	0.04	0.09	0.09
Crit Volume:	36					322			303	54		
Crit Moves:	****					****			****	****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 3	0	2	0 2 1	0	2	0 1 1 1
Volume Module:												
Base Vol:	38	1227	27	447	534	315	501	143	14	61	215	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1227	27	447	534	315	501	143	14	61	215	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1227	27	447	534	315	501	143	14	61	215	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1227	27	447	534	315	501	143	14	61	215	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1227	27	447	534	315	501	143	14	61	215	460
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.73	0.27	2.00	1.00	2.00
Final Sat.:	3000	4403	97	3000	4500	1500	3000	4099	401	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.15	0.12	0.21	0.17	0.03	0.03	0.02	0.14	0.15
Crit Volume:			418	224			251				215	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	51	192		16	42	280		237	385	181		120	25	410		123
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	51	192		16	42	280		237	385	181		120	25	410		123
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	51	192		16	42	280		237	385	181		120	25	410		123
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	51	192		16	42	280		237	385	181		120	25	410		123
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	51	192		16	42	280		237	385	181		120	25	410		123
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	2.00	2.00		1.00	2.00	2.00		1.00	2.00	2.00		1.00
Final Sat.:	3000	4500		1500	3000	3000		1500	3000	3000		1500	3000	3000		1500
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04		0.01	0.01	0.09		0.16	0.13	0.06		0.08	0.01	0.14		0.08
Crit Volume:	26							237	193					205		
Crit Moves:	****							****	****					****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[21.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	1		3		4		1		68		31		5	600		7			16	306		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	1		3		4		1		68		31		5	600		7			16	306		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	1		3		4		1		68		31		5	600		7			16	306		0		
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
FinalVolume:	1		3		4		1		68		31		5	600		7			16	306		0		
Critical Gap Module:																								
Critical Gp:	7.1	6.5		6.2			7.1	6.5		6.2			4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0		3.3			3.5	4.0		3.3			2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1001		952		604		955		955		306		306	xxxx	xxxxx				607	xxxx	xxxxx			
Potent Cap.:	223		262		502		240		260		739		1266	xxxx	xxxxx				981	xxxx	xxxxx			
Move Cap.:	168		256		502		232		255		739		1266	xxxx	xxxxx				981	xxxx	xxxxx			
Volume/Cap:	0.01	0.01		0.01			0.00	0.27		0.04			0.00	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.9	xxxx	xxxxx				8.7	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				A	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		312	xxxxx			xxxx		320	xxxxx			xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx		0.1	xxxxx	xxxxx		1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Shrd ConDel:	xxxxx		16.8	xxxxx	xxxxx		21.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Shared LOS:	*		C	*	*		C	*	*	*	*	*	*	*	*									
ApproachDel:	16.8						21.3						xxxxxx						xxxxxx					
ApproachLOS:	C						C						*						*					

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	452	881	36	252	956	134	409	487	591	182	391	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	881	36	252	956	134	409	487	591	182	391	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	452	881	36	252	956	134	409	487	591	182	391	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	881	36	252	956	134	409	487	591	182	391	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	452	881	36	252	956	134	409	487	591	182	391	247
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.02	0.08	0.21	0.09	0.14	0.16	0.39	0.06	0.09	0.16
Crit Volume:	0			319					591	91		
Crit Moves:	****			****					****	****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	54	488	29	120	1517	203	103	63	131	16	20	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	488	29	120	1517	203	103	63	131	16	20	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	488	29	120	1517	203	103	63	131	16	20	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	488	29	120	1517	203	103	63	131	16	20	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	488	29	120	1517	203	103	63	131	16	20	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	1500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.02	0.04	0.34	0.14	0.03	0.04	0.09	0.01	0.01	0.03
Crit Volume:	0			506					131	8		
Crit Moves:	****			****					****	****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	466	24	71	1106	116	9	2	5	9	6	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	466	24	71	1106	116	9	2	5	9	6	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	466	24	71	1106	116	9	2	5	9	6	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	466	24	71	1106	116	9	2	5	9	6	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	466	24	71	1106	116	9	2	5	9	6	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	0.57	0.12	0.31	0.60	0.40	1.00
Final Sat.:	1500	3000	1500	3000	2715	285	844	188	469	900	600	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.02	0.02	0.41	0.41	0.01	0.01	0.01	0.01	0.01	0.02
Crit Volume:	10					611		16				33
Crit Moves:	****					****		****				****

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	251	36	231	823	80	76	419	10	15	202	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	251	36	231	823	80	76	419	10	15	202	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	251	36	231	823	80	76	419	10	15	202	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	251	36	231	823	80	76	419	10	15	202	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	251	36	231	823	80	76	419	10	15	202	115
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1312	188	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.15	0.55	0.05	0.05	0.28	0.01	0.01	0.13	0.08
Crit Volume:	6				823			419		15		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Average Delay (sec/veh): 26.2 Worst Case Level Of Service: F[80.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	5	351	0	0	394	43	353	0	27	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	5	351	0	0	394	43	353	0	27	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	351	0	0	394	43	353	0	27	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	5	351	0	0	394	43	353	0	27	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	437	xxxx	xxxxx	xxxx	xxxx	xxxxx	777	777	416	xxxx	xxxx	xxxxx				
Potent Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	368	331	641	xxxx	xxxx	xxxxx				
Move Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	329	641	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.96	0.00	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	379	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	80.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			80.8			xxxxxx						
ApproachLOS:	*			*			F			*						

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[17.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Ignore				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	78	295	0	0	389	74	4	0	88	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	78	295	0	0	389	74	4	0	88	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	78	295	0	0	389	74	4	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	78	295	0	0	389	74	4	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	463	xxxx	xxxxx	xxxx	xxxx	xxxxx	877	877	426	xxxx	xxxx	xxxxx				
Potent Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	322	289	633	xxxx	xxxx	xxxxx				
Move Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	268	633	xxxx	xxxx	xxxxx				
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	303	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			17.0			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Mather Specific Plan
Existing
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.129
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1 0
Volume Module:												
Base Vol:	1	207	47	77	341	46	46	912	4	58	355	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	207	47	77	341	46	46	912	4	58	355	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	207	47	77	341	46	46	912	4	58	355	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	207	47	77	341	46	46	912	4	58	355	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	207	47	77	341	46	46	912	4	58	355	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.81	0.18	0.17	0.73	0.10	1.00	0.99	0.01	1.00	0.93	0.07
Final Sat.:	6	1218	276	249	1102	149	1500	1493	7	1500	1401	99
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.31	0.31	0.31	0.03	0.61	0.61	0.04	0.25	0.25
Crit Volume:		255			464			916		58		
Crit Moves:		****			****			****		****		

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	6	Average Delay (sec/veh):	18.7
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	0	0	2 1	0	0	0	2	0	0 2
Volume Module:												
Base Vol:	0	789	1091	0	1120	1175	0	0	0	961	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	789	1091	0	1120	1175	0	0	0	961	0	730
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	789	0	0	1120	0	0	0	0	961	0	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	789	0	0	1120	0	0	0	0	961	0	730
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	789	0	0	1120	0	0	0	0	961	0	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.27	0.00	0.26
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.37	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.49
Delay/Veh:	0.0	20.4	0.0	0.0	22.1	0.0	0.0	0.0	0.0	15.7	0.0	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	0.0	0.0	22.1	0.0	0.0	0.0	0.0	15.7	0.0	15.4
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	10	0	0	0	0	10	0	8

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.719
Loss Time (sec):	6	Average Delay (sec/veh):	22.7
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1389	778	0	1496	568	498	0	1102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1389	778	0	1496	568	498	0	1102	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1389	0	0	1496	0	498	0	1102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1389	0	0	1496	0	498	0	1102	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1389	0	0	1496	0	498	0	1102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.29	0.00	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.00	0.00	0.72	0.00	0.26	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	25.3	0.0	0.0	26.5	0.0	12.5	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	0.0	0.0	26.5	0.0	12.5	0.0	19.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	13	0	0	15	0	4	0	15	0	0	0

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.597
Loss Time (sec):	6	Average Delay (sec/veh):	16.3
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	0	0 1	1 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	1197	868	0	588	322	0	0	0	276	0	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1197	868	0	588	322	0	0	0	276	0	257
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1197	0	0	588	0	0	0	0	276	0	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1197	0	0	588	0	0	0	0	276	0	257
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1197	0	0	588	0	0	0	0	276	0	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.35	0.00	0.65
Final Sat.:	0	3610	0	0	3610	0	0	0	0	2320	0	1119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.60	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.31	0.00	0.60
Delay/Veh:	0.0	15.3	0.0	0.0	11.9	0.0	0.0	0.0	0.0	21.6	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	0.0	11.9	0.0	0.0	0.0	0.0	21.6	0.0	25.7
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	0	0	5	0	0	0	0	4	0	10

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

Mather Specific Plan
Existing
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.536
Loss Time (sec):	6	Average Delay (sec/veh):	17.3
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1500	840	0	623	227	567	0	498	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1500	840	0	623	227	567	0	498	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1500	0	0	623	0	567	0	498	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1500	0	0	623	0	567	0	498	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1500	0	0	623	0	567	0	498	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	1.53	0.00	1.47	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	3610	0	2637	0	2526	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.17	0.00	0.21	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.00	0.00	0.32	0.00	0.54	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	15.1	0.0	0.0	12.9	0.0	23.2	0.0	22.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	0.0	0.0	12.9	0.0	23.2	0.0	22.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	0	6	0	9	0	8	0	0	0

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	6	Average Delay (sec/veh):	14.3
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1663	1639	0	731	508	0	0	0	318	0	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1663	1639	0	731	508	0	0	0	318	0	291
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1663	0	0	731	0	0	0	0	318	0	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1663	0	0	731	0	0	0	0	318	0	291
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1663	0	0	731	0	0	0	0	318	0	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	0	0	3610	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.09	0.00	0.18
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.53	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.27	0.00	0.53
Delay/Veh:	0.0	11.8	0.0	0.0	10.0	0.0	0.0	0.0	0.0	24.2	0.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	10.0	0.0	0.0	0.0	0.0	24.2	0.0	27.7
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	6	0	0	0	0	4	0	8

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.860
Loss Time (sec):	9	Average Delay (sec/veh):	26.8
Optimal Cycle:	86	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 1	1 0	1	1 0	1 1	0	0 0	0 2
Volume Module:												
Base Vol:	0	2245	0	0	913	511	628	94	401	0	0	1302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2245	0	0	913	511	628	94	401	0	0	1302
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2245	0	0	913	0	628	94	401	0	0	1302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2245	0	0	913	0	628	94	401	0	0	1302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2245	0	0	913	0	628	94	401	0	0	1302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.43	0.43	0.43	1.00	1.00	0.75
Lanes:	0.00	4.00	0.00	0.00	2.00	0.00	2.00	0.38	1.62	0.00	0.00	2.00
Final Sat.:	0	6916	0	0	3610	0	1653	314	1339	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.25	0.00	0.38	0.30	0.30	0.00	0.00	0.46
Crit Moves:		****										****
Green/Cycle:	0.00	0.38	0.00	0.00	0.38	0.00	0.53	0.53	0.53	0.00	0.00	0.53
Volume/Cap:	0.00	0.86	0.00	0.00	0.67	0.00	0.71	0.56	0.56	0.00	0.00	0.86
Delay/Veh:	0.0	31.8	0.0	0.0	27.3	0.0	19.2	16.0	16.0	0.0	0.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	0.0	0.0	27.3	0.0	19.2	16.0	16.0	0.0	0.0	25.4
LOS by Move:	A	C	A	A	C	A	B	B	B	A	A	C
HCM2kAvgQ:	0	20	0	0	13	0	9	6	6	0	0	22

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.757
Loss Time (sec):	6	Average Delay (sec/veh):	13.0
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	2854	437	0	1267	1201	0	0	0	338	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2854	437	0	1267	1201	0	0	0	338	0	459
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2854	0	0	1267	0	0	0	0	338	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2854	0	0	1267	0	0	0	0	338	0	459
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2854	0	0	1267	0	0	0	0	338	0	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.73	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.76	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.45	0.00	0.76
Delay/Veh:	0.0	9.2	0.0	0.0	5.0	0.0	0.0	0.0	0.0	34.7	0.0	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	0.0	0.0	5.0	0.0	0.0	0.0	0.0	34.7	0.0	42.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	21	0	0	5	0	0	0	0	5	0	9

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

Mather Specific Plan
Existing
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.572
Loss Time (sec):	6	Average Delay (sec/veh):	17.6
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 3	1	0	0	0 2	1	0	3	0 0	0	2	0	0 0	0	0
Volume Module:																
Base Vol:	0	2118	479		0	1222	441		1214	0	320		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2118	479		0	1222	441		1214	0	320		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2118	0		0	1222	0		1214	0	320		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2118	0		0	1222	0		1214	0	320		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2118	0		0	1222	0		1214	0	320		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.91	0.91		1.00	0.91	0.91		0.92	1.00	0.75		1.00	1.00	1.00	
Lanes:	0.00	4.00	0.00		0.00	3.00	0.00		3.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	6916	0		0	5187	0		5253	0	2842		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.00	0.24	0.00		0.23	0.00	0.11		0.00	0.00	0.00	
Crit Moves:		****				****				****						
Green/Cycle:	0.00	0.54	0.00		0.00	0.54	0.00		0.40	0.00	0.40		0.00	0.00	0.00	
Volume/Cap:	0.00	0.57	0.00		0.00	0.44	0.00		0.57	0.00	0.28		0.00	0.00	0.00	
Delay/Veh:	0.0	15.8	0.0		0.0	14.2	0.0		23.5	0.0	20.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	15.8	0.0		0.0	14.2	0.0		23.5	0.0	20.1		0.0	0.0	0.0	
LOS by Move:	A	B	A		A	B	A		C	A	C		A	A	A	
HCM2kAvgQ:	0	12	0		0	8	0		10	0	4		0	0	0	

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

02 Baseline No Project

Mather Specific Plan
Baseline No Project
AM Peak Hour

Scenario Report

Scenario:	Baseline AM No Project
Command:	Baseline AM No Project
Volume:	Baseline AM No Project
Geometry:	Baseline No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Baseline AM No Project

Mather Specific Plan
Baseline No Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	E	xxxxx	0.970	E	xxxxx	0.970	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	B	12.4	0.032	B	12.4	0.032	+ 0.000 D/V
# 10 Sunrise Blvd/White Rock Rd	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	E	xxxxx	0.962	E	xxxxx	0.962	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	C	17.2	0.111	C	17.2	0.111	+ 0.000 D/V
# 15 Grant Line Rd/Douglas Rd	C	22.4	0.251	C	22.4	0.251	+ 0.000 D/V
# 16 Grant Line Rd/Jackson Rd(SR-16	F	xxxxx	1.027	F	xxxxx	1.027	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	18.9	0.479	B	18.9	0.479	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	21.7	0.712	C	21.7	0.712	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	C	20.5	0.563	C	20.5	0.563	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	C	23.2	0.797	C	23.2	0.797	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	17.7	0.447	B	17.7	0.447	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	C	31.0	0.947	C	31.0	0.947	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	14.8	0.670	B	14.8	0.670	+ 0.000 D/V

Mather Specific Plan
Baseline No Project
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	19.3	0.778	B	19.3	0.778	+ 0.000 D/V
# 30 Zinfandel Rd/Douglas Rd	B	12.7	0.596	B	12.7	0.596	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	B	13.0	0.556	B	13.0	0.556	+ 0.000 V/C

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	48	1199	418	565	992	39	59	40	26	263	22	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1199	418	565	992	39	59	40	26	263	22	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1199	418	565	992	39	59	40	26	263	22	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1199	418	565	992	39	59	40	26	263	22	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1199	418	565	992	39	59	40	26	263	22	494
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.89	0.11	1.00	0.61	0.39	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4330	170	1500	909	591	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.28	0.19	0.23	0.23	0.04	0.04	0.04	0.09	0.01	0.33
Crit Volume:			418	283					66			494
Crit Moves:			****	****					****			****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	103	1491	226	7	481	180	270	158	121	102	115	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1491	226	7	481	180	270	158	121	102	115	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1491	226	7	481	180	270	158	121	102	115	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1491	226	7	481	180	270	158	121	102	115	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1491	226	7	481	180	270	158	121	102	115	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.13	0.87	1.00	1.64	0.36
Final Sat.:	1500	2605	395	1500	3000	1500	1500	1699	1301	1500	2464	536
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.57	0.00	0.16	0.12	0.18	0.09	0.09	0.07	0.05	0.05
Crit Volume:			859	7			270				70	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.970
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	52	1429	18	114	495	207	217	143	30	29	401	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1429	18	114	495	207	217	143	30	29	401	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1429	18	114	495	207	217	143	30	29	401	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1429	18	114	495	207	217	143	30	29	401	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1429	18	114	495	207	217	143	30	29	401	254
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2963	37	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.08	0.17	0.14	0.14	0.10	0.02	0.02	0.27	0.17
Crit Volume:			724	114			217				401	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	104	0	219	161	910	0	0	542	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	104	0	219	161	910	0	0	542	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	104	0	219	161	910	0	0	542	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	219	161	910	0	0	542	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	104	0	219	161	910	0	0	542	93
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.14	0.10	0.29	0.00	0.00	0.17	0.06
Crit Volume:		0				219		455		0		
Crit Moves:						****		****		****		

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	1	0	1	0	0	1
Volume Module:																			
Base Vol:	225	735	14	82	1434	901	362	47	384	23	69	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	735	14	82	1434	901	362	47	384	23	69	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	735	14	82	1434	0	362	47	384	23	69	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	735	14	82	1434	0	362	47	384	23	69	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	735	14	82	1434	0	362	47	384	23	69	144
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	3.00	1.00	1.77	0.23	1.00	0.25	0.75	1.00
Final Sat.:	1500	4416	84	1500	4500	1500	2655	345	1500	375	1125	1500
Capacity Analysis Module:																			
Vol/Sat:	0.15	0.17	0.17	0.05	0.32	0.00	0.14	0.14	0.26	0.06	0.06	0.10
Crit Volume:	225					478			384			144
Crit Moves:	****					****			****			****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	170	312	35	7	68	13	18	184	20	72	500	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	312	35	7	68	13	18	184	20	72	500	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	312	35	7	68	13	18	184	20	72	500	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	312	35	7	68	13	18	184	20	72	500	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	312	35	7	68	13	18	184	20	72	500	229
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.84	0.16	1.00	1.80	0.20	1.00	1.37	0.63
Final Sat.:	1500	1349	151	1500	1259	241	1500	2706	294	1500	2058	942
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.00	0.05	0.05	0.01	0.07	0.07	0.05	0.24	0.24
Crit Volume:		347			7			18				365
Crit Moves:		****			****			****				****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 3	0	1	2	0	2 1	0 2 0 1 1 1
Volume Module:												
Base Vol:	20	1020	52	497	1402	534	207	139	16	65	144	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1020	52	497	1402	534	207	139	16	65	144	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1020	52	497	1402	534	207	139	16	65	144	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1020	52	497	1402	534	207	139	16	65	144	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1020	52	497	1402	534	207	139	16	65	144	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.85	0.15	2.00	3.00	1.00	2.00	2.69	0.31	2.00	2.00	1.00
Final Sat.:	3000	4282	218	3000	4500	1500	3000	4035	465	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.17	0.31	0.36	0.07	0.03	0.03	0.02	0.05	0.01
Crit Volume:			357	249			104				72	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	278	583	34	274	289	229	211	507	97	37	212	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	583	34	274	289	229	211	507	97	37	212	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	583	34	274	289	229	211	507	97	37	212	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	583	34	274	289	229	211	507	97	37	212	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	583	34	274	289	229	211	507	97	37	212	183
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.02	0.09	0.10	0.15	0.07	0.17	0.06	0.01	0.07	0.12
Crit Volume:	139					229	106					183
Crit Moves:	****					****	****					****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0 0	0	0 0	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	1	15	3	0	0	4	7	190	0	4	296	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	15	3	0	0	4	7	190	0	4	296	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	15	3	0	0	4	7	190	0	4	296	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	15	3	0	0	4	7	190	0	4	296	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	511	509	190	xxxx	xxxx	297	297	xxxx	xxxxx	190	xxxx	xxxxx
Potent Cap.:	477	470	857	xxxx	xxxx	748	1276	xxxx	xxxxx	1396	xxxx	xxxxx
Move Cap.:	471	466	857	xxxx	xxxx	748	1276	xxxx	xxxxx	1396	xxxx	xxxxx
Volume/Cap:	0.00	0.03	0.00	xxxx	xxxx	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	503	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.4			9.8			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	122	1084	324	281	932	183	80	53	28	306	235	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1084	324	281	932	183	80	53	28	306	235	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1084	324	281	932	183	80	53	28	306	235	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1084	324	281	932	183	80	53	28	306	235	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1084	324	281	932	183	80	53	28	306	235	133
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.22	0.09	0.21	0.12	0.03	0.02	0.02	0.10	0.05	0.09
Crit Volume:		361		141				27		153		
Crit Moves:		****		****				****		****		

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	265	1316	45	47	449	31	73	27	45	10	100	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1316	45	47	449	31	73	27	45	10	100	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1316	45	47	449	31	73	27	45	10	100	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1316	45	47	449	31	73	27	45	10	100	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1316	45	47	449	31	73	27	45	10	100	139
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	1500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.03	0.02	0.10	0.02	0.02	0.02	0.03	0.00	0.03	0.09
Crit Volume:		439		0			37					139
Crit Moves:		****		****			****					****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	7	1019	21	22	474	4	49	2	2	25	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1019	21	22	474	4	49	2	2	25	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1019	21	22	474	4	49	2	2	25	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1019	21	22	474	4	49	2	2	25	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1019	21	22	474	4	49	2	2	25	0	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.98	0.02	0.92	0.04	0.04	1.00	0.00	1.00
Final Sat.:	1500	3000	1500	3000	2975	25	1387	57	57	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.01	0.01	0.16	0.16	0.04	0.04	0.04	0.02	0.00	0.05
Crit Volume:		510		11				53				79
Crit Moves:		****		****				****				****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.962
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	5	710	29	115	276	61	67	166	2	30	522	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	710	29	115	276	61	67	166	2	30	522	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	710	29	115	276	61	67	166	2	30	522	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	710	29	115	276	61	67	166	2	30	522	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	710	29	115	276	61	67	166	2	30	522	196
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1441	59	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.08	0.18	0.04	0.04	0.11	0.00	0.02	0.35	0.13
Crit Volume:		739		115			67				522	
Crit Moves:		****		****			****				****	

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[17.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0 1	0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	32	437	0	0	262	391	31	0	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	437	0	0	262	391	31	0	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	437	0	0	262	391	31	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	437	0	0	262	391	31	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	653	xxxx	xxxxx	xxxx	xxxx	xxxxx	959	959	458	xxxx	xxxx	xxxxx
Potent Cap.:	943	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	259	607	xxxx	xxxx	xxxxx
Move Cap.:	943	xxxx	xxxxx	xxxx	xxxx	xxxxx	280	250	607	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	343	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[22.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	0 1	0	0 0	0	0 0 1	0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	140	396	0	0	225	45	69	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	396	0	0	225	45	69	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	396	0	0	225	45	69	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	396	0	0	225	45	69	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	270	xxxx	xxxxx	xxxx	xxxx	xxxxx	924	924	248	xxxx	xxxx	xxxxx
Potent Cap.:	1305	xxxx	xxxxx	xxxx	xxxx	xxxxx	302	272	796	xxxx	xxxx	xxxxx
Move Cap.:	1305	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	240	796	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	275	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			22.4			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	371	25	21	186	41	46	326	0	135	745	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	371	25	21	186	41	46	326	0	135	745	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	371	25	21	186	41	46	326	0	135	745	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	371	25	21	186	41	46	326	0	135	745	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	371	25	21	186	41	46	326	0	135	745	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.93	0.06	0.08	0.75	0.17	1.00	1.00	0.00	1.00	0.88	0.12
Final Sat.:	19	1388	94	127	1125	248	1500	1500	0	1500	1322	178
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.17	0.17	0.17	0.03	0.22	0.00	0.09	0.56	0.56
Crit Volume:		401				248	46					845
Crit Moves:		****				****	****					****

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.479
Loss Time (sec):	6	Average Delay (sec/veh):	18.9
Optimal Cycle:	26	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	0	0	2 1	0	0	0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	842	1217	0	834	528	0	0	0	733	0	823
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	842	1217	0	834	528	0	0	0	733	0	823
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	842	0	0	834	0	0	0	0	733	0	823
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	842	0	0	834	0	0	0	0	733	0	823
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	842	0	0	834	0	0	0	0	733	0	823
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.00	0.29
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.34	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Volume/Cap:	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.35	0.00	0.48
Delay/Veh:	0.0	26.6	0.0	0.0	26.5	0.0	0.0	0.0	0.0	10.0	0.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	0.0	0.0	26.5	0.0	0.0	0.0	0.0	10.0	0.0	11.2
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	B
HCM2kAvgQ:	0	8	0	0	8	0	0	0	0	6	0	8

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.712
Loss Time (sec):	6	Average Delay (sec/veh):	21.7
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1459	836	0	1014	464	540	0	1103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1459	836	0	1014	464	540	0	1103	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1459	0	0	1014	0	540	0	1103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1459	0	0	1014	0	540	0	1103	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1459	0	0	1014	0	540	0	1103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.20	0.00	0.15	0.00	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.00	0.49	0.00	0.28	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	26.7	0.0	0.0	22.9	0.0	12.3	0.0	18.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.7	0.0	0.0	22.9	0.0	12.3	0.0	18.5	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	15	0	0	9	0	5	0	15	0	0	0

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.563
Loss Time (sec):	6	Average Delay (sec/veh):	20.5
Optimal Cycle:	31	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	0	0 1	1 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	678	532	0	646	480	0	0	0	804	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	678	532	0	646	480	0	0	0	804	0	204
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	678	0	0	646	0	0	0	0	804	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	678	0	0	646	0	0	0	0	804	0	204
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	678	0	0	646	0	0	0	0	804	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.66	0.00	0.34
Final Sat.:	0	3610	0	0	3610	0	0	0	0	2949	0	597
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.34
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Volume/Cap:	0.00	0.56	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.45	0.00	0.56
Delay/Veh:	0.0	28.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	10.8	0.0	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	10.8	0.0	12.2
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	9	0	0	0	0	8	0	11

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.797
Loss Time (sec):	6	Average Delay (sec/veh):	23.2
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	973	318	0	1240	215	222	0	1233	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	973	318	0	1240	215	222	0	1233	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	973	0	0	1240	0	222	0	1233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	973	0	0	1240	0	222	0	1233	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	973	0	0	1240	0	222	0	1233	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.87	1.00	0.87	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	1.15	0.00	1.85	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	3610	0	1896	0	3040	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.34	0.00	0.12	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.51	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.00	0.00	0.80	0.00	0.23	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	0.0	0.0	27.6	0.0	13.7	0.0	22.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	0.0	0.0	27.6	0.0	13.7	0.0	22.8	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	19	0	3	0	19	0	0	0

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.447
Loss Time (sec):	6	Average Delay (sec/veh):	17.7
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	920	495	0	743	393	0	0	0	752	0	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	920	495	0	743	393	0	0	0	752	0	196
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	920	0	0	743	0	0	0	0	752	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	920	0	0	743	0	0	0	0	752	0	196
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	920	0	0	743	0	0	0	0	752	0	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	0	0	3610	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.39	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.25
Delay/Veh:	0.0	17.8	0.0	0.0	18.6	0.0	0.0	0.0	0.0	17.4	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	0.0	0.0	18.6	0.0	0.0	0.0	0.0	17.4	0.0	15.6
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	7	0	0	8	0	0	0	0	8	0	4

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.947
Loss Time (sec):	9	Average Delay (sec/veh):	31.0
Optimal Cycle:	134	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 1 0	0	0	1 1 0	1	1	0 1 1	0	0	0 0 2
Volume Module:												
Base Vol:	0	1004	104	0	1380	145	486	775	935	0	0	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	104	0	1380	145	486	775	935	0	0	154
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1004	104	0	1380	0	486	775	935	0	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	104	0	1380	0	486	775	935	0	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1004	104	0	1380	0	486	775	935	0	0	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.95	0.95	0.63	0.63	0.63	1.00	1.00	0.75
Lanes:	0.00	3.62	0.38	0.00	2.00	0.00	1.00	1.36	1.64	0.00	0.00	2.00
Final Sat.:	0	6179	640	0	3610	0	1189	1617	1951	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.00	0.38	0.00	0.41	0.48	0.48	0.00	0.00	0.05
Crit Moves:					****			****				
Green/Cycle:	0.00	0.40	0.40	0.00	0.40	0.00	0.51	0.51	0.51	0.00	0.00	0.51
Volume/Cap:	0.00	0.40	0.40	0.00	0.95	0.00	0.81	0.95	0.95	0.00	0.00	0.11
Delay/Veh:	0.0	21.3	21.3	0.0	41.8	0.0	22.5	32.5	32.5	0.0	0.0	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	21.3	0.0	41.8	0.0	22.5	32.5	32.5	0.0	0.0	12.9
LOS by Move:	A	C	C	A	D	A	C	C	C	A	A	B
HCM2kAvgQ:	0	7	7	0	27	0	15	23	23	0	0	1

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.670
Loss Time (sec):	6	Average Delay (sec/veh):	14.8
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	2 1 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	1862	378	0	2331	1990	0	0	0	597	0	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1862	378	0	2331	1990	0	0	0	597	0	514
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1862	0	0	2331	0	0	0	0	597	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1862	0	0	2331	0	0	0	0	597	0	514
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1862	0	0	2331	0	0	0	0	597	0	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.17	0.00	0.18
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.67	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.54	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.63	0.00	0.67
Delay/Veh:	0.0	8.6	0.0	0.0	10.4	0.0	0.0	0.0	0.0	33.5	0.0	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.0	0.0	10.4	0.0	0.0	0.0	0.0	33.5	0.0	34.9
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	16	0	0	0	0	9	0	9

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.778
Loss Time (sec):	6	Average Delay (sec/veh):	19.3
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	1 0	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1238	499	0	2446	453	1049	0	737	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1238	499	0	2446	453	1049	0	737	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1238	0	0	2446	0	1049	0	737	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1238	0	0	2446	0	1049	0	737	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1238	0	0	2446	0	1049	0	737	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	3.00	0.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	0	0	5187	0	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.47	0.00	0.20	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.30	0.00	0.00	0.78	0.00	0.60	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	15.9	0.0	28.3	0.0	34.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	15.9	0.0	28.3	0.0	34.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	0	0	22	0	10	0	13	0	0	0

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30 Zinfandel Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0	0	0 1!	0	0	0 1!	0
Volume Module:												
Base Vol:	20	0	35	15	0	127	307	101	10	15	202	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	35	15	0	127	307	101	10	15	202	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	35	15	0	127	307	101	10	15	202	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	35	15	0	127	307	101	10	15	202	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	0	35	15	0	127	307	101	10	15	202	160
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.00	0.64	0.11	0.00	0.89	0.74	0.24	0.02	0.04	0.54	0.42
Final Sat.:	198	0	347	64	0	544	515	170	17	29	397	314
Capacity Analysis Module:												
Vol/Sat:	0.10	xxxx	0.10	0.23	xxxx	0.23	0.60	0.60	0.60	0.51	0.51	0.51
Crit Moves:	****			****				****			****	
Delay/Veh:	9.2	0.0	9.2	9.7	0.0	9.7	14.7	14.7	14.7	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	0.0	9.2	9.7	0.0	9.7	14.7	14.7	14.7	12.2	12.2	12.2
LOS by Move:	A	*	A	A	*	A	B	B	B	B	B	B
ApproachDel:	9.2			9.7			14.7			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.7			14.7			12.2		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.3	1.3	1.3	0.9	0.9	0.9

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

Mather Specific Plan
Baseline No Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 | Average Delay (sec/veh): 13.0
Optimal Cycle: 0 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	1 0	0	1 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	0	158	207	0	70	200	50	0	60	230	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	158	207	0	70	200	50	0	60	230	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	158	207	0	70	200	50	0	60	230	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	158	207	0	70	200	50	0	60	230	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	158	207	0	70	200	50	0	60	230	58
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.00	0.00	1.00	0.80	0.20	0.00	0.17	0.66	0.17
Final Sat.:	0	0	579	497	0	597	463	116	0	108	414	104
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.27	0.42	xxxx	0.12	0.43	0.43	xxxx	0.56	0.56	0.56
Crit Moves:			****	****				****				****
Delay/Veh:	0.0	0.0	10.3	13.9	0.0	9.0	12.8	12.8	0.0	14.6	14.6	14.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	10.3	13.9	0.0	9.0	12.8	12.8	0.0	14.6	14.6	14.6
LOS by Move:	*	*	B	B	*	A	B	B	*	B	B	B
ApproachDel:	10.3			12.7			12.8			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			12.7			12.8			14.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.1	0.1	0.6	0.6	0.6	1.1	1.1	1.1

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

Scenario Report

Scenario:	Baseline PM No Project
Command:	Baseline PM No Project
Volume:	Baseline PM No Project
Geometry:	Baseline No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Baseline PM No Project

Mather Specific Plan
Baseline No Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	C	21.8	0.272	C	21.8	0.272	+ 0.000 D/V
# 10 Sunrise Blvd/White Rock Rd	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	F	56.8	0.863	F	56.8	0.863	+ 0.000 D/V
# 15 Grant Line Rd/Douglas Rd	C	16.5	0.070	C	16.5	0.070	+ 0.000 D/V
# 16 Grant Line Rd/Jackson Rd(SR-16	F	xxxxx	1.121	F	xxxxx	1.121	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	18.6	0.522	B	18.6	0.522	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	22.6	0.713	C	22.6	0.713	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	16.9	0.605	B	16.9	0.605	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	B	17.4	0.569	B	17.4	0.569	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	14.4	0.542	B	14.4	0.542	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	C	27.4	0.865	C	27.4	0.865	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	13.0	0.757	B	13.0	0.757	+ 0.000 D/V

Mather Specific Plan
Baseline No Project
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	17.9	0.573	B	17.9	0.573	+ 0.000 D/V
# 30 Zinfandel Rd/Douglas Rd	D	25.8	0.904	D	25.8	0.904	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	C	17.9	0.774	C	17.9	0.774	+ 0.000 V/C

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec):	100				Critical Vol./Cap. (X):				0.864						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	168				Level Of Service:				D						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Protected				Protected				Split Phase				Split Phase		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lanes:	1	0	3	0 1	2	0	2	1 0	1	0	0	1 0	2	0	1 0 1
Volume Module:															
Base Vol:	40	1147	355		360	1433	57		55	33	20		282	152	679
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	40	1147	355		360	1433	57		55	33	20		282	152	679
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	40	1147	355		360	1433	57		55	33	20		282	152	679
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	40	1147	355		360	1433	57		55	33	20		282	152	679
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	40	1147	355		360	1433	57		55	33	20		282	152	679
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	3.00	1.00		2.00	2.89	0.11		1.00	0.62	0.38		2.00	1.00	1.00
Final Sat.:	1500	4500	1500		3000	4328	172		1500	934	566		3000	1500	1500
Capacity Analysis Module:															
Vol/Sat:	0.03	0.25	0.24		0.12	0.33	0.33		0.04	0.04	0.04		0.09	0.10	0.45
Crit Volume:		382				180				55					679
Crit Moves:		****				****				****					****

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	85	672	60	0	1455	196	202	72	205	246	111	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	672	60	0	1455	196	202	72	205	246	111	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	672	60	0	1455	196	202	72	205	246	111	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	672	60	0	1455	196	202	72	205	246	111	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	672	60	0	1455	196	202	72	205	246	111	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1500	2754	246	1500	3000	1500	1500	1500	1500	1500	2752	248
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.00	0.49	0.13	0.13	0.05	0.14	0.16	0.04	0.04
Crit Volume:	85				728				205	246		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 165 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	81	625	20	312	1546	306	245	384	92	38	194	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	625	20	312	1546	306	245	384	92	38	194	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	625	20	312	1546	306	245	384	92	38	194	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	625	20	312	1546	306	245	384	92	38	194	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	625	20	312	1546	306	245	384	92	38	194	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2907	93	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.21	0.21	0.52	0.20	0.16	0.26	0.06	0.03	0.13	0.08
Crit Volume:	81				773		245				194	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	78	0	195	216	600	0	0	968	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	195	216	600	0	0	968	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	195	216	600	0	0	968	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	195	216	600	0	0	968	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	195	216	600	0	0	968	91
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.14	0.19	0.00	0.00	0.31	0.06
Crit Volume:		0				195	216				484	
Crit Moves:						****	****				****	

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.858
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	346	1464	26	136	706	358	894	60	188	18	159	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	1464	26	136	706	358	894	60	188	18	159	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	1464	26	136	706	0	894	60	188	18	159	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1464	26	136	706	0	894	60	188	18	159	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	1464	26	136	706	0	894	60	188	18	159	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	1.87	0.13	1.00	0.10	0.90	1.00
Final Sat.:	1500	4421	79	1500	4500	1500	2811	189	1500	153	1347	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.33	0.33	0.09	0.16	0.00	0.32	0.32	0.13	0.12	0.12	0.08
Crit Volume:		497			136		477				177	
Crit Moves:		****			****		****				****	

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.484
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	31	85	53	8	300	35	62	503	111	53	250	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	85	53	8	300	35	62	503	111	53	250	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	85	53	8	300	35	62	503	111	53	250	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	85	53	8	300	35	62	503	111	53	250	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	85	53	8	300	35	62	503	111	53	250	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.62	0.38	1.00	0.90	0.10	1.00	1.64	0.36	1.00	1.92	0.08
Final Sat.:	1500	924	576	1500	1343	157	1500	2458	542	1500	2874	126
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.01	0.22	0.22	0.04	0.20	0.20	0.04	0.09	0.09
Crit Volume:	31			335			307			53		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1	0	2	0 3	0	1	2	0	2	1 0 2 0 1 1 1
Volume Module:												
Base Vol:	38	1530	30	184	1008	318	510	141	14	84	216	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1530	30	184	1008	318	510	141	14	84	216	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1530	30	184	1008	318	510	141	14	84	216	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1530	30	184	1008	318	510	141	14	84	216	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1530	30	184	1008	318	510	141	14	84	216	282
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.73	0.27	2.00	1.30	1.70
Final Sat.:	3000	4413	87	3000	4500	1500	3000	4094	406	3000	1952	2548
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.06	0.22	0.21	0.17	0.03	0.03	0.03	0.11	0.11
Crit Volume:			520	92			255				166	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	86	305	18	180	663	205	369	194	302	35	582	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	305	18	180	663	205	369	194	302	35	582	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	305	18	180	663	205	369	194	302	35	582	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	305	18	180	663	205	369	194	302	35	582	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	305	18	180	663	205	369	194	302	35	582	328
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3437	1063	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.01	0.06	0.19	0.19	0.12	0.06	0.20	0.01	0.19	0.22
Crit Volume:	43				289		185					328
Crit Moves:	****				****		****					****

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[21.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	3	4	3	70	29	3	600	7	16	304	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	4	3	70	29	3	600	7	16	304	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	4	3	70	29	3	600	7	16	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	3	4	3	70	29	3	600	7	16	304	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	995	946	604	949	949	304	304	xxxx	xxxxx	607	xxxx	xxxxx
Potent Cap.:	226	264	502	242	262	740	1268	xxxx	xxxxx	981	xxxx	xxxxx
Move Cap.:	169	259	502	235	258	740	1268	xxxx	xxxxx	981	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.01	0.01	0.27	0.04	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	314	xxxxx	xxxx	315	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.8	xxxxx	xxxxx	21.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		16.8			21.8			xxxxx			xxxxx	
ApproachLOS:		C			C			*			*	

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	6	865	322	245	976	75	181	268	59	472	206	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	865	322	245	976	75	181	268	59	472	206	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	865	322	245	976	75	181	268	59	472	206	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	865	322	245	976	75	181	268	59	472	206	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	865	322	245	976	75	181	268	59	472	206	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.21	0.08	0.22	0.05	0.06	0.09	0.04	0.16	0.05	0.16
Crit Volume:			322	123				134		236		
Crit Moves:			****	****				****		****		

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	66	489	29	73	1317	77	26	119	349	16	12	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	489	29	73	1317	77	26	119	349	16	12	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	489	29	73	1317	77	26	119	349	16	12	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	489	29	73	1317	77	26	119	349	16	12	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	489	29	73	1317	77	26	119	349	16	12	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	1500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.02	0.02	0.29	0.05	0.01	0.08	0.23	0.01	0.00	0.03
Crit Volume:	0				439				349	8		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	10	478	24	71	1125	118	7	2	5	9	6	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	478	24	71	1125	118	7	2	5	9	6	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	478	24	71	1125	118	7	2	5	9	6	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	478	24	71	1125	118	7	2	5	9	6	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	478	24	71	1125	118	7	2	5	9	6	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	0.50	0.14	0.36	0.60	0.40	1.00
Final Sat.:	1500	3000	1500	3000	2715	285	750	214	536	900	600	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.02	0.02	0.41	0.41	0.01	0.01	0.01	0.01	0.01	0.02
Crit Volume:	10					622		14				33
Crit Moves:	****					****		****				****

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	6	260	34	239	833	81	76	419	12	16	200	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	260	34	239	833	81	76	419	12	16	200	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	260	34	239	833	81	76	419	12	16	200	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	260	34	239	833	81	76	419	12	16	200	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	260	34	239	833	81	76	419	12	16	200	118
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1327	173	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.16	0.56	0.05	0.05	0.28	0.01	0.01	0.13	0.08
Crit Volume:	6				833			419		16		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Average Delay (sec/veh): 18.4 Worst Case Level Of Service: F[56.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0	0 1! 0	0	0	0 0 0	0 0
Volume Module:												
Base Vol:	5	337	0	0	371	44	333	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	337	0	0	371	44	333	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	337	0	0	371	44	333	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	337	0	0	371	44	333	0	27	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	415	xxxx	xxxxx	xxxx	xxxx	xxxxx	740	740	393	xxxx	xxxx	xxxxx
Potent Cap.:	1155	xxxx	xxxxx	xxxx	xxxx	xxxxx	387	347	660	xxxx	xxxx	xxxxx
Move Cap.:	1155	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	346	660	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.86	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	398	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	56.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			56.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0	0 1! 0	0	0	0 0 0	0 0
Volume Module:												
Base Vol:	79	285	0	0	379	55	2	0	86	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	285	0	0	379	55	2	0	86	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	79	285	0	0	379	55	2	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	79	285	0	0	379	55	2	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	434	xxxx	xxxxx	xxxx	xxxx	xxxxx	850	850	407	xxxx	xxxx	xxxxx
Potent Cap.:	1136	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	300	649	xxxx	xxxx	xxxxx
Move Cap.:	1136	xxxx	xxxxx	xxxx	xxxx	xxxxx	315	278	649	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	315	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.121
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	0	1	0
Volume Module:												
Base Vol:	1	201	47	73	333	46	45	919	4	58	356	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	201	47	73	333	46	45	919	4	58	356	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	201	47	73	333	46	45	919	4	58	356	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	201	47	73	333	46	45	919	4	58	356	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	201	47	73	333	46	45	919	4	58	356	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.80	0.19	0.16	0.74	0.10	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	6	1211	283	242	1105	153	1500	1493	7	1500	1405	95
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.03	0.62	0.62	0.04	0.25	0.25
Crit Volume:		249			452				923	58		
Crit Moves:		****			****				****	****		

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	6	Average Delay (sec/veh):	18.6
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	2 1 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	775	1099	0	1125	1164	0	0	0	958	0	731
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	775	1099	0	1125	1164	0	0	0	958	0	731
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	775	0	0	1125	0	0	0	0	958	0	731
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	775	0	0	1125	0	0	0	0	958	0	731
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	775	0	0	1125	0	0	0	0	958	0	731
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.27	0.00	0.26
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.36	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.49
Delay/Veh:	0.0	20.2	0.0	0.0	22.0	0.0	0.0	0.0	0.0	15.8	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	0.0	0.0	22.0	0.0	0.0	0.0	0.0	15.8	0.0	15.5
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	10	0	0	0	0	10	0	8

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.713
Loss Time (sec):	6	Average Delay (sec/veh):	22.6
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	2 1 0	2	0	0 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1370	797	0	1472	594	512	0	1099	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1370	797	0	1472	594	512	0	1099	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1370	0	0	1472	0	512	0	1099	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1370	0	0	1472	0	512	0	1099	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1370	0	0	1472	0	512	0	1099	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.28	0.00	0.15	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.71	0.00	0.27	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	25.5	0.0	0.0	26.5	0.0	12.4	0.0	18.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	0.0	0.0	26.5	0.0	12.4	0.0	18.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	13	0	0	15	0	4	0	15	0	0	0

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.605
Loss Time (sec):	6	Average Delay (sec/veh):	16.9
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	0	0	1 1 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	1178	1027	0	595	314	0	0	0	280	0	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1178	1027	0	595	314	0	0	0	280	0	275
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1178	0	0	595	0	0	0	0	280	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1178	0	0	595	0	0	0	0	280	0	275
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1178	0	0	595	0	0	0	0	280	0	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.34	0.00	0.66
Final Sat.:	0	3610	0	0	3610	0	0	0	0	2294	0	1137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.12	0.00	0.24
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.60	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.30	0.00	0.60
Delay/Veh:	0.0	16.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	20.6	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	20.6	0.0	24.9
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	0	0	5	0	0	0	0	4	0	11

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.569
Loss Time (sec):	6	Average Delay (sec/veh):	17.4
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1648	819	0	652	210	564	0	540	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1648	819	0	652	210	564	0	540	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1648	0	0	652	0	564	0	540	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1648	0	0	652	0	564	0	540	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1648	0	0	652	0	564	0	540	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	1.51	0.00	1.49	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	3610	0	2595	0	2557	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.18	0.00	0.22	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.00	0.32	0.00	0.57	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	0.0	0.0	12.0	0.0	24.8	0.0	24.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	0.0	0.0	12.0	0.0	24.8	0.0	24.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	0	0	6	0	9	0	9	0	0	0

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	6	Average Delay (sec/veh):	14.4
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1722	1571	0	763	474	0	0	0	409	0	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1722	1571	0	763	474	0	0	0	409	0	286
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1722	0	0	763	0	0	0	0	409	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1722	0	0	763	0	0	0	0	409	0	286
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1722	0	0	763	0	0	0	0	409	0	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	0	0	3610	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.54	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.36	0.00	0.54
Delay/Veh:	0.0	11.4	0.0	0.0	9.6	0.0	0.0	0.0	0.0	25.8	0.0	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	0.0	0.0	9.6	0.0	0.0	0.0	0.0	25.8	0.0	28.7
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	6	0	0	0	0	5	0	8

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.865
Loss Time (sec):	9	Average Delay (sec/veh):	27.4
Optimal Cycle:	88	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 1	1 0	1	1 0	1 1	0	0 0	0 2
Volume Module:												
Base Vol:	0	2227	52	0	1033	512	637	93	390	0	0	1299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2227	52	0	1033	512	637	93	390	0	0	1299
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2227	52	0	1033	0	637	93	390	0	0	1299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2227	52	0	1033	0	637	93	390	0	0	1299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2227	52	0	1033	0	637	93	390	0	0	1299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.43	0.43	0.43	1.00	1.00	0.75
Lanes:	0.00	3.91	0.09	0.00	2.00	0.00	2.00	0.39	1.61	0.00	0.00	2.00
Final Sat.:	0	6738	157	0	3610	0	1639	316	1324	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.00	0.29	0.00	0.39	0.29	0.29	0.00	0.00	0.46
Crit Moves:		****										****
Green/Cycle:	0.00	0.38	0.38	0.00	0.38	0.00	0.53	0.53	0.53	0.00	0.00	0.53
Volume/Cap:	0.00	0.87	0.87	0.00	0.75	0.00	0.74	0.56	0.56	0.00	0.00	0.87
Delay/Veh:	0.0	31.8	31.8	0.0	29.1	0.0	20.1	16.1	16.1	0.0	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	31.8	0.0	29.1	0.0	20.1	16.1	16.1	0.0	0.0	26.1
LOS by Move:	A	C	C	A	C	A	C	B	B	A	A	C
HCM2kAvgQ:	0	21	21	0	16	0	10	6	6	0	0	23

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.757
Loss Time (sec):	6	Average Delay (sec/veh):	13.0
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	2851	350	0	1249	1232	0	0	0	328	0	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2851	350	0	1249	1232	0	0	0	328	0	460
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2851	0	0	1249	0	0	0	0	328	0	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2851	0	0	1249	0	0	0	0	328	0	460
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2851	0	0	1249	0	0	0	0	328	0	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.09	0.00	0.16
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.73	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.76	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.44	0.00	0.76
Delay/Veh:	0.0	9.2	0.0	0.0	5.0	0.0	0.0	0.0	0.0	34.5	0.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	0.0	0.0	5.0	0.0	0.0	0.0	0.0	34.5	0.0	42.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	21	0	0	5	0	0	0	0	5	0	9

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	6	Average Delay (sec/veh):	17.9
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	1 0	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2071	599	0	1189	473	1256	0	332	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2071	599	0	1189	473	1256	0	332	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2071	0	0	1189	0	1256	0	332	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2071	0	0	1189	0	1256	0	332	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2071	0	0	1189	0	1256	0	332	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	3.00	0.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	0	0	5187	0	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.23	0.00	0.24	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.00	0.44	0.00	0.57	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	0.0	0.0	14.9	0.0	22.7	0.0	19.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.5	0.0	0.0	14.9	0.0	22.7	0.0	19.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	12	0	0	8	0	10	0	4	0	0	0

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30 Zinfandel Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.904
Loss Time (sec):	0	Average Delay (sec/veh):	25.8
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	25	0	30	285	0	327	157	155	10	20	147	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	30	285	0	327	157	155	10	20	147	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	30	285	0	327	157	155	10	20	147	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	285	0	327	157	155	10	20	147	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	30	285	0	327	157	155	10	20	147	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.00	0.55	0.47	0.00	0.53	0.49	0.48	0.03	0.11	0.79	0.10
Final Sat.:	235	0	283	315	0	362	274	271	17	59	430	53
Capacity Analysis Module:												
Vol/Sat:	0.11	xxxx	0.11	0.90	xxxx	0.90	0.57	0.57	0.57	0.34	0.34	0.34
Crit Moves:	****			****			****				****	
Delay/Veh:	9.9	0.0	9.9	36.4	0.0	36.4	16.3	16.3	16.3	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	9.9	36.4	0.0	36.4	16.3	16.3	16.3	12.2	12.2	12.2
LOS by Move:	A	*	A	E	*	E	C	C	C	B	B	B
ApproachDel:	9.9			36.4			16.3			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			36.4			16.3			12.2		
LOS by Appr:	A			E			C			B		
AllWayAvgQ:	0.1	0.1	0.1	5.3	5.3	5.3	1.1	1.1	1.1	0.4	0.4	0.4

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

Mather Specific Plan
Baseline No Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.774
Loss Time (sec):	0	Average Delay (sec/veh):	17.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	67	236	0	65	200	50	0	175	260	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	67	236	0	65	200	50	0	175	260	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	67	236	0	65	200	50	0	175	260	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	67	236	0	65	200	50	0	175	260	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	67	236	0	65	200	50	0	175	260	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.00	0.00	1.00	0.80	0.20	0.00	0.35	0.52	0.13
Final Sat.:	0	0	510	483	0	576	458	115	0	226	336	87
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.13	0.49	xxxx	0.11	0.44	0.44	xxxx	0.77	0.77	0.77
Crit Moves:			****	****				****			****	
Delay/Veh:	0.0	0.0	9.8	15.7	0.0	9.3	13.1	13.1	0.0	23.5	23.5	23.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	9.8	15.7	0.0	9.3	13.1	13.1	0.0	23.5	23.5	23.5
LOS by Move:	*	*	A	C	*	A	B	B	*	C	C	C
ApproachDel:		9.8			14.3			13.1			23.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			14.3			13.1			23.5	
LOS by Appr:		A			B			B			C	
AllWayAvgQ:	0.1	0.1	0.1	0.8	0.1	0.1	0.7	0.7	0.7	2.7	2.7	2.7

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

03 Baseline Plus Project

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Scenario Report

Scenario:	Baseline AM Plus Project
Command:	Baseline AM Plus Project
Volume:	Baseline AM Plus Project
Geometry:	Baseline Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Baseline AM Plus Project

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	F	xxxxx	1.044	F	xxxxx	1.044	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	F	xxxxx	1.041	F	xxxxx	1.041	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	F	xxxxx	1.021	F	xxxxx	1.021	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	F	OVRFL	1.232	F	OVRFL	1.232	+ 0.000 D/V
# 10 Sunrise Blvd/White Rock Rd	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	F	xxxxx	1.021	F	xxxxx	1.021	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	C	18.8	0.122	C	18.8	0.122	+ 0.000 D/V
# 15 Grant Line Rd/Douglas Rd	E	42.9	0.462	E	42.9	0.462	+ 0.000 D/V
# 16 Grant Line Rd/Jackson Rd(SR-16	E	xxxxx	0.991	E	xxxxx	0.991	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	19.7	0.526	B	19.7	0.526	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	25.0	0.842	C	25.0	0.842	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	C	21.5	0.656	C	21.5	0.656	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	D	48.0	1.036	D	48.0	1.036	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	C	20.1	0.585	C	20.1	0.585	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	E	73.6	1.157	E	73.6	1.157	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	14.7	0.666	B	14.7	0.666	+ 0.000 D/V

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	C	20.4	0.793	C	20.4	0.793	+ 0.000 D/V
# 29 Excelsior Rd/Kiefer Blvd	A	8.6	0.316	A	8.6	0.316	+ 0.000 V/C
# 30 Zinfandel Rd/Douglas Rd	F	691.2	2.946	F	691.2	2.946	+ 0.000 V/C
# 31 Zinfandel Rd/Chrysanthy Blvd	F	252.8	1.673	F	252.8	1.673	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	F	346.2	2.348	F	346.2	2.348	+ 0.000 V/C

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.044
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	48	1145	618	653	988	39	59	40	26	300	22	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1145	618	653	988	39	59	40	26	300	22	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1145	618	653	988	39	59	40	26	300	22	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1145	618	653	988	39	59	40	26	300	22	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1145	618	653	988	39	59	40	26	300	22	556
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.89	0.11	1.00	0.61	0.39	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4329	171	1500	909	591	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.41	0.22	0.23	0.23	0.04	0.04	0.04	0.10	0.01	0.37
Crit Volume:			618	327					66			556
Crit Moves:			****	****					****			****

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.826
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	73	1564	248	8	468	190	253	171	121	108	118	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1564	248	8	468	190	253	171	121	108	118	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1564	248	8	468	190	253	171	121	108	118	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1564	248	8	468	190	253	171	121	108	118	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1564	248	8	468	190	253	171	121	108	118	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.64	0.36
Final Sat.:	1500	2589	411	1500	3000	1500	1500	1757	1243	1500	2458	542
Capacity Analysis Module:												
Vol/Sat:	0.05	0.60	0.60	0.01	0.16	0.13	0.17	0.10	0.10	0.07	0.05	0.05
Crit Volume:		906			8			253			72	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	1.041
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	15	1538	18	109	494	204	227	202	40	29	448	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1538	18	109	494	204	227	202	40	29	448	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1538	18	109	494	204	227	202	40	29	448	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1538	18	109	494	204	227	202	40	29	448	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1538	18	109	494	204	227	202	40	29	448	189
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2965	35	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.07	0.16	0.14	0.15	0.13	0.03	0.02	0.30	0.13
Crit Volume:			778	109			227				448	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.576
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	465	0	180	166	1322	0	0	700	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	465	0	180	166	1322	0	0	700	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	465	0	180	166	1322	0	0	700	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	465	0	180	166	1322	0	0	700	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	465	0	180	166	1322	0	0	700	259
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.12	0.11	0.43	0.00	0.00	0.23	0.17
Crit Volume:		0		233				661		0		
Crit Moves:				****				****		****		

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	1.021
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	254	799	14	82	1913	1225	461	47	496	23	69	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	799	14	82	1913	1225	461	47	496	23	69	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	799	14	82	1913	0	461	47	496	23	69	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	799	14	82	1913	0	461	47	496	23	69	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	799	14	82	1913	0	461	47	496	23	69	144
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	1.81	0.19	1.00	0.25	0.75	1.00
Final Sat.:	1500	4423	77	1500	4500	1500	2722	278	1500	375	1125	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.18	0.05	0.43	0.00	0.17	0.17	0.33	0.06	0.06	0.10
Crit Volume:	254				638				496			144
Crit Moves:	****				****				****			****

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	102	554	59	8	80	10	29	269	12	94	556	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	554	59	8	80	10	29	269	12	94	556	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	554	59	8	80	10	29	269	12	94	556	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	554	59	8	80	10	29	269	12	94	556	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	554	59	8	80	10	29	269	12	94	556	232
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.89	0.11	1.00	1.91	0.09	1.00	1.41	0.59
Final Sat.:	1500	1356	144	1500	1333	167	1500	2872	128	1500	2117	883
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.01	0.06	0.06	0.02	0.09	0.09	0.06	0.26	0.26
Crit Volume:			613			8			29			394
Crit Moves:			****	****			****					****

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1 0	2	0	3 0 1	2	0	2 1 0	2	0	1 1 1
Volume Module:												
Base Vol:	20	1524	85	456	2158	560	237	152	16	86	174	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1524	85	456	2158	560	237	152	16	86	174	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1524	85	456	2158	560	237	152	16	86	174	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1524	85	456	2158	560	237	152	16	86	174	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1524	85	456	2158	560	237	152	16	86	174	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	2.00	3.00	1.00	2.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	3000	4262	238	3000	4500	1500	3000	4071	429	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.15	0.48	0.37	0.08	0.04	0.04	0.03	0.06	0.01
Crit Volume:		536			228			119			87	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	406	1127	81	272	1124	167	159	511	328	71	286	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1127	81	272	1124	167	159	511	328	71	286	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1127	81	272	1124	167	159	511	328	71	286	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1127	81	272	1124	167	159	511	328	71	286	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	1127	81	272	1124	167	159	511	328	71	286	228
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.61	0.39	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3918	582	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.05	0.09	0.29	0.29	0.05	0.17	0.22	0.02	0.10	0.15
Crit Volume:	203					430			328	36		
Crit Moves:	****					****			****	****		

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	1	356	6	43	241	158	127	185	0	4	244	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	356	6	43	241	158	127	185	0	4	244	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	356	6	43	241	158	127	185	0	4	244	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	356	6	43	241	158	127	185	0	4	244	102
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	942	793	185	923	742	295	346	xxxx	xxxxx	185	xxxx	xxxxx
Potent Cap.:	245	323	862	252	346	749	1224	xxxx	xxxxx	1402	xxxx	xxxxx
Move Cap.:	64	289	862	0	309	749	1224	xxxx	xxxxx	1402	xxxx	xxxxx
Volume/Cap:	0.02	1.23	0.01	xxxx	0.78	0.21	0.10	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	289	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	176	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	176.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	108	1039	370	270	1066	188	80	47	28	336	201	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1039	370	270	1066	188	80	47	28	336	201	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1039	370	270	1066	188	80	47	28	336	201	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1039	370	270	1066	188	80	47	28	336	201	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1039	370	270	1066	188	80	47	28	336	201	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.25	0.09	0.24	0.13	0.03	0.02	0.02	0.11	0.04	0.07
Crit Volume:			370	135				24		168		
Crit Moves:			****	****				****		****		

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.478
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	302	1175	48	36	505	179	205	48	87	46	323	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	1175	48	36	505	179	205	48	87	46	323	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	1175	48	36	505	179	205	48	87	46	323	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1175	48	36	505	179	205	48	87	46	323	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	1175	48	36	505	179	205	48	87	46	323	223
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	1500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.03	0.01	0.11	0.12	0.07	0.03	0.06	0.02	0.11	0.15
Crit Volume:		392		0			103				223	
Crit Moves:		****		****			****				****	

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	132	898	19	22	448	181	64	11	78	22	7	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	898	19	22	448	181	64	11	78	22	7	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	898	19	22	448	181	64	11	78	22	7	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	898	19	22	448	181	64	11	78	22	7	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	898	19	22	448	181	64	11	78	22	7	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.42	0.58	0.42	0.07	0.51	0.76	0.24	1.00
Final Sat.:	1500	3000	1500	3000	2137	863	627	108	765	1138	362	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.01	0.01	0.21	0.21	0.10	0.10	0.10	0.02	0.02	0.05
Crit Volume:		449		11					153			79
Crit Moves:		****		****					****			****

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	1.021
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 0	1 0	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	13	732	37	149	292	61	69	189	6	18	545	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	732	37	149	292	61	69	189	6	18	545	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	732	37	149	292	61	69	189	6	18	545	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	732	37	149	292	61	69	189	6	18	545	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	732	37	149	292	61	69	189	6	18	545	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1428	72	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.51	0.10	0.19	0.04	0.05	0.13	0.00	0.01	0.36	0.13
Crit Volume:			769	149			69				545	
Crit Moves:			****	****			****				****	

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[18.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0 0	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	32	405	0	0	411	302	31	0	16	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	32	405	0	0	411	302	31	0	16	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	32	405	0	0	411	302	31	0	16	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	32	405	0	0	411	302	31	0	16	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	713	xxxx	xxxxx	xxxx	xxxx	xxxxx	1031	1031	562	xxxx	xxxx	xxxxx				
Potent Cap.:	896	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	235	530	xxxx	xxxx	xxxxx				
Move Cap.:	896	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	226	530	xxxx	xxxx	xxxxx				
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.03	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	308	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx						
ApproachLOS:	*			*			C			*						

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[42.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Ignore				Include			
Lanes:	0	1 0	0	0	0	0 0	1	0	0	0 1!	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	257	357	0	0	173	256	79	0	12	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	257	357	0	0	173	256	79	0	12	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	257	357	0	0	173	256	79	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	257	357	0	0	173	256	79	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	429	xxxx	xxxxx	xxxx	xxxx	xxxxx	1172	1172	301	xxxx	xxxx	xxxxx				
Potent Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx	215	194	743	xxxx	xxxx	xxxxx				
Move Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	143	743	xxxx	xxxx	xxxxx				
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	0.46	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	171	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			42.9			xxxxxx						
ApproachLOS:	*			*			E			*						

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.991
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	1 0
Volume Module:												
Base Vol:	5	340	14	11	164	37	68	369	0	128	747	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	340	14	11	164	37	68	369	0	128	747	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	340	14	11	164	37	68	369	0	128	747	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	340	14	11	164	37	68	369	0	128	747	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	340	14	11	164	37	68	369	0	128	747	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.95	0.04	0.05	0.78	0.17	1.00	1.00	0.00	1.00	0.88	0.12
Final Sat.:	21	1421	58	78	1160	262	1500	1500	0	1500	1323	177
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.14	0.14	0.14	0.05	0.25	0.00	0.09	0.56	0.56
Crit Volume:			359			212	68					847
Crit Moves:			****			****	****					****

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.526
Loss Time (sec):	6	Average Delay (sec/veh):	19.7
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	0	0	2 1	0	0	0	2	0	0 2
Volume Module:												
Base Vol:	0	987	1259	0	982	455	0	0	0	641	0	867
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	987	1259	0	982	455	0	0	0	641	0	867
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	987	0	0	982	0	0	0	0	641	0	867
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	987	0	0	982	0	0	0	0	641	0	867
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	987	0	0	982	0	0	0	0	641	0	867
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.18	0.00	0.31
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Volume/Cap:	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.32	0.00	0.53
Delay/Veh:	0.0	25.6	0.0	0.0	25.5	0.0	0.0	0.0	0.0	10.9	0.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	0.0	0.0	25.5	0.0	0.0	0.0	0.0	10.9	0.0	13.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	9	0	0	0	0	5	0	9

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	6	Average Delay (sec/veh):	25.0
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1482	842	0	930	475	578	0	1438	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1482	842	0	930	475	578	0	1438	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1482	0	0	930	0	578	0	1438	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1482	0	0	930	0	578	0	1438	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1482	0	0	930	0	578	0	1438	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.18	0.00	0.17	0.00	0.51	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.34	0.00	0.00	0.34	0.00	0.60	0.00	0.60	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.00	0.00	0.53	0.00	0.27	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	34.4	0.0	0.0	26.9	0.0	9.6	0.0	20.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.4	0.0	0.0	26.9	0.0	9.6	0.0	20.1	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	A	A	C	A	A	A
HCM2kAvgQ:	0	18	0	0	9	0	4	0	23	0	0	0

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.656
Loss Time (sec):	6	Average Delay (sec/veh):	21.5
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	0	0 1	1 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	705	482	0	791	404	0	0	0	1102	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	705	482	0	791	404	0	0	0	1102	0	158
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	705	0	0	791	0	0	0	0	1102	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	0	0	791	0	0	0	0	1102	0	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	705	0	0	791	0	0	0	0	1102	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	0	3610	0	0	3610	0	0	0	0	3173	0	398
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.35	0.00	0.40
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.33	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Volume/Cap:	0.00	0.58	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.57	0.00	0.66
Delay/Veh:	0.0	28.3	0.0	0.0	29.7	0.0	0.0	0.0	0.0	12.3	0.0	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	0.0	0.0	29.7	0.0	0.0	0.0	0.0	12.3	0.0	13.7
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	10	0	0	12	0	0	0	0	12	0	15

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.036
Loss Time (sec):	6	Average Delay (sec/veh):	48.0
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	1042	413	0	1689	184	141	0	1584	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1042	413	0	1689	184	141	0	1584	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1042	0	0	1689	0	141	0	1584	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1042	0	0	1689	0	141	0	1584	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1042	0	0	1689	0	141	0	1584	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	1.08	0.00	1.92	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	3610	0	1765	0	3129	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.47	0.00	0.08	0.00	0.51	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.00	0.00	1.04	0.00	0.16	0.00	1.04	0.00	0.00	0.00
Delay/Veh:	0.0	19.0	0.0	0.0	59.7	0.0	14.2	0.0	57.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	0.0	0.0	59.7	0.0	14.2	0.0	57.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	E	A	B	A	E	A	A	A
HCM2kAvgQ:	0	8	0	0	37	0	2	0	35	0	0	0

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.585
Loss Time (sec):	6	Average Delay (sec/veh):	20.1
Optimal Cycle:	32	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	1132	457	0	875	352	0	0	0	1078	0	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1132	457	0	875	352	0	0	0	1078	0	185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1132	0	0	875	0	0	0	0	1078	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1132	0	0	875	0	0	0	0	1078	0	185
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1132	0	0	875	0	0	0	0	1078	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	0	0	3610	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.31	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.53	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.22
Delay/Veh:	0.0	22.2	0.0	0.0	23.3	0.0	0.0	0.0	0.0	16.7	0.0	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	0.0	23.3	0.0	0.0	0.0	0.0	16.7	0.0	12.8
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	10	0	0	11	0	0	0	0	12	0	3

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.157
Loss Time (sec):	9	Average Delay (sec/veh):	73.6
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 1 0	0	0	1 1 0	1	1	0 1 1	0	0	0 0 2
Volume Module:												
Base Vol:	0	1241	396	0	1968	77	455	772	1095	0	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1241	396	0	1968	77	455	772	1095	0	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1241	396	0	1968	0	455	772	1095	0	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1241	396	0	1968	0	455	772	1095	0	0	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1241	396	0	1968	0	455	772	1095	0	0	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	1.00	0.95	0.95	0.65	0.65	0.65	1.00	1.00	0.75
Lanes:	0.00	3.03	0.97	0.00	2.00	0.00	1.00	1.24	1.76	0.00	0.00	2.00
Final Sat.:	0	5054	1613	0	3610	0	1226	1521	2157	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.55	0.00	0.37	0.51	0.51	0.00	0.00	0.05
Crit Moves:					****			****				
Green/Cycle:	0.00	0.47	0.47	0.00	0.47	0.00	0.44	0.44	0.44	0.00	0.00	0.44
Volume/Cap:	0.00	0.52	0.52	0.00	1.16	0.00	0.85	1.16	1.16	0.00	0.00	0.11
Delay/Veh:	0.0	18.7	18.7	0.0	104	0.0	27.7	105	104.8	0.0	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	18.7	0.0	104	0.0	27.7	105	104.8	0.0	0.0	16.5
LOS by Move:	A	B	B	A	F	A	C	F	F	A	A	B
HCM2kAvgQ:	0	10	10	0	52	0	16	34	34	0	0	1

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.666
Loss Time (sec):	6	Average Delay (sec/veh):	14.7
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	2 1 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	1914	371	0	2325	2017	0	0	0	623	0	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1914	371	0	2325	2017	0	0	0	623	0	488
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1914	0	0	2325	0	0	0	0	623	0	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1914	0	0	2325	0	0	0	0	623	0	488
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1914	0	0	2325	0	0	0	0	623	0	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.17
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.67	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.55	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.64
Delay/Veh:	0.0	8.7	0.0	0.0	10.2	0.0	0.0	0.0	0.0	34.5	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	10.2	0.0	0.0	0.0	0.0	34.5	0.0	34.3
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	16	0	0	0	0	10	0	8

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.793
Loss Time (sec):	6	Average Delay (sec/veh):	20.4
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	1 0	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1116	537	0	2487	453	1198	0	757	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1116	537	0	2487	453	1198	0	757	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1116	0	0	2487	0	1198	0	757	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1116	0	0	2487	0	1198	0	757	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1116	0	0	2487	0	1198	0	757	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	3.00	0.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	0	0	5187	0	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.48	0.00	0.23	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.27	0.00	0.00	0.79	0.00	0.68	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	16.5	0.0	29.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	16.5	0.0	29.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	0	0	23	0	12	0	14	0	0	0

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.316
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	289	0	0	34	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	289	0	0	34	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	289	0	0	34	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	289	0	0	34	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	289	0	0	34	0	0	0	0	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	915	0	0	858	0	0	742	0	0	742	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.32	xxxx	xxxx	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	8.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		8.7			7.3			xxxxxx			xxxxxx	
Delay Adj:		1.00			1.00			xxxxx			xxxxx	
ApprAdjDel:		8.7			7.3			xxxxxx			xxxxxx	
LOS by Appr:		A			A			*			*	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30 Zinfandel Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	2.946
Loss Time (sec):	0	Average Delay (sec/veh):	691.2
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	261	737	170	70	527	405	545	106	248	196	421	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	737	170	70	527	405	545	106	248	196	421	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	737	170	70	527	405	545	106	248	196	421	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	737	170	70	527	405	545	106	248	196	421	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	737	170	70	527	405	545	106	248	196	421	192
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.63	0.15	0.07	0.53	0.40	0.61	0.12	0.27	0.24	0.52	0.24
Final Sat.:	89	250	58	28	213	164	240	47	109	97	207	95
Capacity Analysis Module:												
Vol/Sat:	2.95	2.95	2.95	2.48	2.48	2.48	2.27	2.27	2.27	2.03	2.03	2.03
Crit Moves:			****	****				****			****	
Delay/Veh:	901.4	901	901.4	690.5	691	690.5	598.1	598	598.1	492.3	492	492.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	901.4	901	901.4	690.5	691	690.5	598.1	598	598.1	492.3	492	492.3
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	901.4			690.5			598.1			492.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	901.4			690.5			598.1			492.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	97.9	97.9	97.9	76.3	76.3	76.3	64.5	64.5	64.5	53.2	53.2	53.2

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #31 Zinfandel Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.673
Loss Time (sec):	0	Average Delay (sec/veh):	252.8
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1 0	0	1	0 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	645	220	422	445	0	0	0	0	138	0	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	645	220	422	445	0	0	0	0	138	0	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	645	220	422	445	0	0	0	0	138	0	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	220	422	445	0	0	0	0	138	0	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	645	220	422	445	0	0	0	0	138	0	432
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.49	0.51	0.00	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	0	401	137	252	266	0	0	0	0	137	0	429
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.61	1.61	1.67	1.67	xxxx	xxxx	xxxx	xxxx	1.01	xxxx	1.01
Crit Moves:			****	****						****		
Delay/Veh:	0.0	300	300.4	329.1	329	0.0	0.0	0.0	0.0	64.5	0.0	64.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	300	300.4	329.1	329	0.0	0.0	0.0	0.0	64.5	0.0	64.5
LOS by Move:	*	F	F	F	F	*	*	*	*	F	*	F
ApproachDel:	300.4			329.1			xxxxxx			64.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	300.4			329.1			xxxxxx			64.5		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	43.4	43.4	43.4	46.0	46.0	46.0	0.0	0.0	0.0	8.7	8.7	8.7

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

Mather Specific Plan
Baseline Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	2.348
Loss Time (sec):	0	Average Delay (sec/veh):	346.2
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	132	348	539	0	70	200	50	0	152	230	680
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	348	539	0	70	200	50	0	152	230	680
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	132	348	539	0	70	200	50	0	152	230	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	132	348	539	0	70	200	50	0	152	230	680
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	132	348	539	0	70	200	50	0	152	230	680
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.27	0.73	1.00	0.00	1.00	0.80	0.20	0.00	0.14	0.22	0.64
Final Sat.:	0	124	327	395	0	455	311	78	0	65	98	290
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.06	1.06	1.37	xxxx	0.15	0.64	0.64	xxxx	2.35	2.35	2.35
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	88.8	88.8	205.0	0.0	12.1	27.6	27.6	0.0	631.1	631	631.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	88.8	88.8	205.0	0.0	12.1	27.6	27.6	0.0	631.1	631	631.1
LOS by Move:	*	F	F	F	*	B	D	D	*	F	F	F
ApproachDel:		88.8			182.9			27.6			631.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		88.8			182.9			27.6			631.1	
LOS by Appr:		F			F			D			F	
AllWayAvgQ:	9.8	9.8	9.8	21.2	0.2	0.2	1.7	1.7	1.7	77.9	77.9	77.9

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Scenario Report

Scenario:	Baseline PM Plus Project
Command:	Baseline PM Plus Project
Volume:	Baseline PM Plus Project
Geometry:	Baseline Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Baseline PM Plus Project

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	E	xxxxx	0.967	E	xxxxx	0.967	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	F	xxxxx	1.092	F	xxxxx	1.092	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	F	OVRFL	2.406	F	OVRFL	2.406	+ 0.000 D/V
# 10 Sunrise Blvd/White Rock Rd	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	E	xxxxx	0.941	E	xxxxx	0.941	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	F	86.1	0.958	F	86.1	0.958	+ 0.000 D/V
# 15 Grant Line Rd/Douglas Rd	D	30.0	0.592	D	30.0	0.592	+ 0.000 D/V
# 16 Grant Line Rd/Jackson Rd(SR-16	F	xxxxx	1.093	F	xxxxx	1.093	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	19.2	0.570	B	19.2	0.570	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	24.1	0.765	C	24.1	0.765	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	17.5	0.593	B	17.5	0.593	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	B	19.9	0.753	B	19.9	0.753	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	17.3	0.599	B	17.3	0.599	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	D	37.5	0.989	D	37.5	0.989	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	11.1	0.752	B	11.1	0.752	+ 0.000 D/V

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	18.6	0.601	B	18.6	0.601	+ 0.000 D/V
# 29 Excelsior Rd/Kiefer Blvd	B	10.1	0.472	B	10.1	0.472	+ 0.000 V/C
# 30 Zinfandel Rd/Douglas Rd	F	OVRFL	4.441	F	OVRFL	4.441	+ 0.000 V/C
# 31 Zinfandel Rd/Chrysanthy Blvd	F	425.1	2.430	F	425.1	2.430	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	F	433.4	2.358	F	433.4	2.358	+ 0.000 V/C

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	40	1105	471	330	1620	57	55	33	20	387	152	759
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1105	471	330	1620	57	55	33	20	387	152	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1105	471	330	1620	57	55	33	20	387	152	759
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1105	471	330	1620	57	55	33	20	387	152	759
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1105	471	330	1620	57	55	33	20	387	152	759
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.90	0.10	1.00	0.62	0.38	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4347	153	1500	934	566	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.31	0.11	0.37	0.37	0.04	0.04	0.04	0.13	0.10	0.51
Crit Volume:			471	165			55					759
Crit Moves:			****	****			****					****

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.875
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	75	691	71	0	1552	205	190	81	165	296	121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	691	71	0	1552	205	190	81	165	296	121	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	691	71	0	1552	205	190	81	165	296	121	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	691	71	0	1552	205	190	81	165	296	121	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	691	71	0	1552	205	190	81	165	296	121	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1500	2720	280	1500	3000	1500	1500	1500	1500	1500	2709	291
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.52	0.14	0.13	0.05	0.11	0.20	0.04	0.04
Crit Volume:	75				776				165	296		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	661	20	230	1702	295	255	467	14	38	283	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	661	20	230	1702	295	255	467	14	38	283	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	661	20	230	1702	295	255	467	14	38	283	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	661	20	230	1702	295	255	467	14	38	283	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	661	20	230	1702	295	255	467	14	38	283	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2912	88	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.15	0.57	0.20	0.17	0.31	0.01	0.03	0.19	0.07
Crit Volume:	45				851		255				283	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	259	0	168	161	877	0	0	1267	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	259	0	168	161	877	0	0	1267	538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	259	0	168	161	877	0	0	1267	538
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	259	0	168	161	877	0	0	1267	538
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	259	0	168	161	877	0	0	1267	538
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.11	0.10	0.28	0.00	0.00	0.41	0.35
Crit Volume:		0				168	161				634	
Crit Moves:						****	****				****	

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec): 100 | Critical Vol./Cap. (X): 1.092
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 | Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	368	1989	26	136	997	553	1248	60	270	18	159	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1989	26	136	997	553	1248	60	270	18	159	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	1989	26	136	997	0	1248	60	270	18	159	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1989	26	136	997	0	1248	60	270	18	159	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1989	26	136	997	0	1248	60	270	18	159	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.91	0.09	1.00	0.10	0.90	1.00
Final Sat.:	1500	4442	58	1500	4500	1500	2862	138	1500	153	1347	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.45	0.45	0.09	0.22	0.00	0.44	0.44	0.18	0.12	0.12	0.08
Crit Volume:		672			136			654			177	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	3	115	74	12	631	69	80	573	52	79	334	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	115	74	12	631	69	80	573	52	79	334	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	115	74	12	631	69	80	573	52	79	334	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	115	74	12	631	69	80	573	52	79	334	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	115	74	12	631	69	80	573	52	79	334	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.61	0.39	1.00	0.90	0.10	1.00	1.83	0.17	1.00	1.93	0.07
Final Sat.:	1500	913	587	1500	1352	148	1500	2750	250	1500	2888	112
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.01	0.47	0.47	0.05	0.21	0.21	0.05	0.12	0.12
Crit Volume:	3					700		313		79		
Crit Moves:	****					****		****		****		

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2 1 0	2	0	3 0 1	2	0	2 1 0	2	0	1 1 1
Volume Module:												
Base Vol:	38	2482	57	121	1537	311	472	161	14	128	229	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2482	57	121	1537	311	472	161	14	128	229	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2482	57	121	1537	311	472	161	14	128	229	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2482	57	121	1537	311	472	161	14	128	229	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2482	57	121	1537	311	472	161	14	128	229	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	2.00	3.00	1.00	2.00	2.76	0.24	2.00	1.91	1.09
Final Sat.:	3000	4399	101	3000	4500	1500	3000	4140	360	3000	2870	1630
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.04	0.34	0.21	0.16	0.04	0.04	0.04	0.08	0.08
Crit Volume:		846			61			236			120	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	279	1341	76	239	1207	165	218	346	467	112	523	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1341	76	239	1207	165	218	346	467	112	523	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1341	76	239	1207	165	218	346	467	112	523	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1341	76	239	1207	165	218	346	467	112	523	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1341	76	239	1207	165	218	346	467	112	523	382
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.64	0.36	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3959	541	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.05	0.08	0.30	0.30	0.07	0.12	0.31	0.04	0.17	0.25
Crit Volume:	140				457				467	56		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	1		349		5		121		343		169		164		538		5		19		283		75	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1		349		5		121		343		169		164		538		5		19		283		75	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	1		349		5		121		343		169		164		538		5		19		283		75	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	1		349		5		121		343		169		164		538		5		19		283		75	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		7.1		6.5		6.2		4.1		xxxx		xxxxx		4.1		xxxx		xxxxx	
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2		xxxx		xxxxx		2.2		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	1483		1265		541		1404		1230		321		358		xxxx		xxxxx		543		xxxx		xxxxx	
Potent Cap.:	104		171		545		118		179		725		1212		xxxx		xxxxx		1036		xxxx		xxxxx	
Move Cap.:	0		145		545		0		152		725		1212		xxxx		xxxxx		1036		xxxx		xxxxx	
Volume/Cap:	xxxx		2.41		0.01		xxxx		2.25		0.23		0.14		xxxx		xxxx		0.02		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		0.5		xxxx		xxxxx		0.1		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		8.4		xxxx		xxxxx		8.5		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		A		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		0		xxxxx		xxxx		0		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	F						F						*						*					

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	31	1008	359	234	1005	13	181	237	59	506	235	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1008	359	234	1005	13	181	237	59	506	235	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1008	359	234	1005	13	181	237	59	506	235	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1008	359	234	1005	13	181	237	59	506	235	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	1008	359	234	1005	13	181	237	59	506	235	202
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.24	0.08	0.22	0.01	0.06	0.08	0.04	0.17	0.05	0.13
Crit Volume:			359	117				119		253		
Crit Moves:			****	****				****		****		

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.574
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	219	543	59	198	1205	253	169	346	320	34	61	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	543	59	198	1205	253	169	346	320	34	61	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	543	59	198	1205	253	169	346	320	34	61	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	543	59	198	1205	253	169	346	320	34	61	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	543	59	198	1205	253	169	346	320	34	61	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.04	0.96	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	1559	1441	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.04	0.07	0.27	0.17	0.06	0.22	0.22	0.01	0.02	0.02
Crit Volume:	109				402			333		17		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	2	0 1	1	0	0	0 1!	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	126	480	22		71	997	111		264	8	162		9	12	33	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	126	480	22		71	997	111		264	8	162		9	12	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	126	480	22		71	997	111		264	8	162		9	12	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	480	22		71	997	111		264	8	162		9	12	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	126	480	22		71	997	111		264	8	162		9	12	33	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	1.80	0.20		0.61	0.02	0.37		0.43	0.57	1.00	
Final Sat.:	1500	3000	1500		3000	2699	301		912	28	560		643	857	1500	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.16	0.01		0.02	0.37	0.37		0.29	0.29	0.29		0.01	0.01	0.02	
Crit Volume:	126				554						434				33	
Crit Moves:	****				****						****				****	

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	13	312	27		207	915	82		81	456	21		28	237	179	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	312	27		207	915	82		81	456	21		28	237	179	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	312	27		207	915	82		81	456	21		28	237	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	312	27		207	915	82		81	456	21		28	237	179	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	13	312	27		207	915	82		81	456	21		28	237	179	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.92	0.08		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1500	1381	119		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.23		0.14	0.61	0.05		0.05	0.30	0.01		0.02	0.16	0.12	
Crit Volume:	13					915				456			28			
Crit Moves:	****					****				****			****			

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Average Delay (sec/veh): 22.9 Worst Case Level Of Service: F[86.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0	0 1! 0	0	0	0 0 0	0 0
Volume Module:												
Base Vol:	5	477	0	0	384	41	301	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	477	0	0	384	41	301	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	477	0	0	384	41	301	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	477	0	0	384	41	301	0	27	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	892	892	405	xxxx	xxxx	xxxxx
Potent Cap.:	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	315	284	651	xxxx	xxxx	xxxxx
Move Cap.:	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	282	651	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.96	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	328	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	86.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			86.1			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[30.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Ignore			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0	0 1! 0	0	0	0 0 0	0 0
Volume Module:												
Base Vol:	79	232	0	0	360	95	200	0	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	232	0	0	360	95	200	0	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	79	232	0	0	360	95	200	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	79	232	0	0	360	95	200	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	798	408	xxxx	xxxx	xxxxx
Potent Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	322	648	xxxx	xxxx	xxxxx
Move Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	338	298	648	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.59	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	338	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			30.0			xxxxxx		
ApproachLOS:	*			*			D			*		

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.093
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	1	176	40	87	309	68	41	915	4	39	444	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	176	40	87	309	68	41	915	4	39	444	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	176	40	87	309	68	41	915	4	39	444	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	176	40	87	309	68	41	915	4	39	444	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	176	40	87	309	68	41	915	4	39	444	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.81	0.18	0.19	0.66	0.15	1.00	0.99	0.01	1.00	0.98	0.02
Final Sat.:	7	1217	276	281	999	220	1500	1493	7	1500	1470	30
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.31	0.31	0.31	0.03	0.61	0.61	0.03	0.30	0.30
Crit Volume:		217			464			919		39		
Crit Moves:		****			****			****		****		

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	6	Average Delay (sec/veh):	19.2
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	836	1272	0	1226	1251	0	0	0	1047	0	667
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	836	1272	0	1226	1251	0	0	0	1047	0	667
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	836	0	0	1226	0	0	0	0	1047	0	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	836	0	0	1226	0	0	0	0	1047	0	667
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	836	0	0	1226	0	0	0	0	1047	0	667
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.30	0.00	0.23
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.39	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.45
Delay/Veh:	0.0	20.5	0.0	0.0	22.8	0.0	0.0	0.0	0.0	16.5	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.5	0.0	0.0	22.8	0.0	0.0	0.0	0.0	16.5	0.0	15.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	7	0	0	11	0	0	0	0	11	0	7

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.765
Loss Time (sec):	6	Average Delay (sec/veh):	24.1
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1565	750	0	1594	663	562	0	1170	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1565	750	0	1594	663	562	0	1170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1565	0	0	1594	0	562	0	1170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1565	0	0	1594	0	562	0	1170	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1565	0	0	1594	0	562	0	1170	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.31	0.00	0.16	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.00	0.00	0.76	0.00	0.30	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	27.2	0.0	0.0	27.6	0.0	12.8	0.0	20.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.2	0.0	0.0	27.6	0.0	12.8	0.0	20.5	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	16	0	0	17	0	5	0	17	0	0	0

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.593
Loss Time (sec):	6	Average Delay (sec/veh):	17.5
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	0	0 1	1 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	1109	1329	0	577	274	0	0	0	394	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1109	1329	0	577	274	0	0	0	394	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1109	0	0	577	0	0	0	0	394	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1109	0	0	577	0	0	0	0	394	0	238
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1109	0	0	577	0	0	0	0	394	0	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.45	0.00	0.55
Final Sat.:	0	3610	0	0	3610	0	0	0	0	2525	0	951
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.16	0.00	0.25
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.59	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.00	0.59
Delay/Veh:	0.0	17.3	0.0	0.0	13.9	0.0	0.0	0.0	0.0	19.9	0.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	0.0	13.9	0.0	0.0	0.0	0.0	19.9	0.0	23.2
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	13	0	0	5	0	0	0	0	6	0	11

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	6	Average Delay (sec/veh):	19.9
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	2123	1227	0	812	146	307	0	866	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2123	1227	0	812	146	307	0	866	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2123	0	0	812	0	307	0	866	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2123	0	0	812	0	307	0	866	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2123	0	0	812	0	307	0	866	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	1.26	0.00	1.74	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	3610	0	2103	0	2898	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.22	0.00	0.15	0.00	0.30	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.00	0.00	0.41	0.00	0.37	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	0.0	0.0	13.6	0.0	21.4	0.0	28.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	0.0	0.0	13.6	0.0	21.4	0.0	28.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	20	0	0	8	0	5	0	15	0	0	0

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	6	Average Delay (sec/veh):	17.3
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	1758	1779	0	734	624	0	0	0	784	0	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1758	1779	0	734	624	0	0	0	784	0	284
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1758	0	0	734	0	0	0	0	784	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1758	0	0	734	0	0	0	0	784	0	284
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1758	0	0	734	0	0	0	0	784	0	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	0	0	3610	0	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.22	0.00	0.18
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.60	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.60	0.00	0.47
Delay/Veh:	0.0	14.6	0.0	0.0	11.9	0.0	0.0	0.0	0.0	26.0	0.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	0.0	0.0	11.9	0.0	0.0	0.0	0.0	26.0	0.0	24.4
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	0	0	6	0	0	0	0	10	0	7

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.989
Loss Time (sec):	9	Average Delay (sec/veh):	37.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 1 0	0	0	1 1 0	1	1	0 1 1	0	0	0 0 2
Volume Module:												
Base Vol:	0	2516	441	0	1394	492	577	93	459	0	0	1315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2516	441	0	1394	492	577	93	459	0	0	1315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2516	441	0	1394	0	577	93	459	0	0	1315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2516	441	0	1394	0	577	93	459	0	0	1315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2516	441	0	1394	0	577	93	459	0	0	1315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	1.00	0.95	0.95	0.45	0.45	0.45	1.00	1.00	0.75
Lanes:	0.00	3.40	0.60	0.00	2.00	0.00	2.00	0.34	1.66	0.00	0.00	2.00
Final Sat.:	0	5755	1009	0	3610	0	1722	290	1432	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.00	0.39	0.00	0.34	0.32	0.32	0.00	0.00	0.46
Crit Moves:		****										****
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.47
Volume/Cap:	0.00	0.99	0.99	0.00	0.87	0.00	0.72	0.69	0.69	0.00	0.00	0.99
Delay/Veh:	0.0	41.5	41.5	0.0	31.0	0.0	22.9	22.1	22.1	0.0	0.0	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.5	41.5	0.0	31.0	0.0	22.9	22.1	22.1	0.0	0.0	48.3
LOS by Move:	A	D	D	A	C	A	C	C	C	A	A	D
HCM2kAvgQ:	0	32	32	0	24	0	9	8	8	0	0	30

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	6	Average Delay (sec/veh):	11.1
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	2 1 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	3002	457	0	1186	1321	0	0	0	303	0	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3002	457	0	1186	1321	0	0	0	303	0	364
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3002	0	0	1186	0	0	0	0	303	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3002	0	0	1186	0	0	0	0	303	0	364
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3002	0	0	1186	0	0	0	0	303	0	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.77	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.75	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.51	0.00	0.75
Delay/Veh:	0.0	7.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	38.4	0.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	38.4	0.0	46.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	0	0	4	0	0	0	0	5	0	8

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.601
Loss Time (sec):	6	Average Delay (sec/veh):	18.6
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	1 0	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2094	531	0	1133	290	1377	0	337	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2094	531	0	1133	290	1377	0	337	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2094	0	0	1133	0	1377	0	337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2094	0	0	1133	0	1377	0	337	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2094	0	0	1133	0	1377	0	337	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	3.00	0.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	0	0	5187	0	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.22	0.00	0.26	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.00	0.00	0.43	0.00	0.60	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	0.0	0.0	15.9	0.0	22.0	0.0	18.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	0.0	0.0	15.9	0.0	22.0	0.0	18.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	13	0	0	8	0	11	0	4	0	0	0

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	60	0	0	429	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	0	429	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	60	0	0	429	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	0	0	429	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	60	0	0	429	0	0	0	0	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	829	0	0	908	0	0	674	0	0	674	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	xxxx	xxxx	0.47	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	7.6	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:		7.6			10.4			xxxxxx			xxxxxx	
Delay Adj:		1.00			1.00			xxxxx			xxxxx	
ApprAdjDel:		7.6			10.4			xxxxxx			xxxxxx	
LOS by Appr:		A			B			*			*	
AllWayAvgQ:	0.1	0.1	0.1	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30 Zinfandel Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	4.441
Loss Time (sec):	0	Average Delay (sec/veh):	1084.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	326	706	237	266	852	673	487	331	278	217	187	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	706	237	266	852	673	487	331	278	217	187	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	706	237	266	852	673	487	331	278	217	187	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	706	237	266	852	673	487	331	278	217	187	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	706	237	266	852	673	487	331	278	217	187	171
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.55	0.19	0.15	0.47	0.38	0.45	0.30	0.25	0.38	0.32	0.30
Final Sat.:	102	221	74	60	192	152	177	120	101	151	130	119
Capacity Analysis Module:												
Vol/Sat:	3.19	3.19	3.19	4.44	4.44	4.44	2.76	2.76	2.76	1.44	1.44	1.44
Crit Moves:			****			****		****				****
Delay/Veh:	1013	1013	1013	1572	1572	1572	817.2	817	817.2	236.4	236	236.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1013	1013	1013	1572	1572	1572	817.2	817	817.2	236.4	236	236.4
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	1012.6			1572.0			817.2			236.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	1012.6			1572.0			817.2			236.4		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	110	110	110.4	175	175	174.7	88.9	88.9	88.9	24.9	24.9	24.9

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #31 Zinfandel Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	2.430
Loss Time (sec):	0	Average Delay (sec/veh):	425.1
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 1 0	0	1	0 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	566	209	556	705	0	0	0	0	282	0	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	566	209	556	705	0	0	0	0	282	0	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	566	209	556	705	0	0	0	0	282	0	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	566	209	556	705	0	0	0	0	282	0	548
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	566	209	556	705	0	0	0	0	282	0	548
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.73	0.27	0.44	0.56	0.00	0.00	0.00	0.00	0.34	0.00	0.66
Final Sat.:	0	393	145	229	290	0	0	0	0	190	0	369
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.44	1.44	2.43	2.43	xxxx	xxxx	xxxx	xxxx	1.48	xxxx	1.48
Crit Moves:		****		****								****
Delay/Veh:	0.0	227	227.4	665.0	665	0.0	0.0	0.0	0.0	245.1	0.0	245.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	227	227.4	665.0	665	0.0	0.0	0.0	0.0	245.1	0.0	245.1
LOS by Move:	*	F	F	F	F	*	*	*	*	F	*	F
ApproachDel:	227.4			665.0			xxxxxx			245.1		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	227.4			665.0			xxxxxx			245.1		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	32.6	32.6	32.6	94.4	94.4	94.4	0.0	0.0	0.0	36.6	36.6	36.6

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

Mather Specific Plan
Baseline Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	2.358
Loss Time (sec):	0	Average Delay (sec/veh):	433.4
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	8	218	879	127	65	200	50	0	497	260	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	8	218	879	127	65	200	50	0	497	260	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	218	879	127	65	200	50	0	497	260	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	218	879	127	65	200	50	0	497	260	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	218	879	127	65	200	50	0	497	260	443
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.04	0.96	1.00	0.66	0.34	0.80	0.20	0.00	0.41	0.22	0.37
Final Sat.:	0	16	443	440	320	164	349	87	0	211	110	188
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.49	0.49	2.00	0.40	0.40	0.57	0.57	xxxx	2.36	2.36	2.36
Crit Moves:			****	****				****				****
Delay/Veh:	0.0	17.5	17.5	476.1	15.0	15.0	21.0	21.0	0.0	633.3	633	633.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	17.5	476.1	15.0	15.0	21.0	21.0	0.0	633.3	633	633.3
LOS by Move:	*	C	C	F	B	B	C	C	*	F	F	F
ApproachDel:		17.5			393.4			21.0			633.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.5			393.4			21.0			633.3	
LOS by Appr:		C			F			C			F	
AllWayAvgQ:	0.9	0.9	0.9	56.8	0.6	0.6	1.2	1.2	1.2	88.1	88.1	88.1

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

04 Future No Project

Mather Specific Plan
Future Plus Project
AM Peak Hour

Scenario Report

Scenario:	Future AM Plus Project
Command:	Future AM Plus Project
Volume:	Future AM Plus Project
Geometry:	Future Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Future AM Plus Project

Mather Specific Plan
Future Plus Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	F	xxxxx	2.020	F	xxxxx	2.020	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	F	xxxxx	2.070	F	xxxxx	2.070	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	E	xxxxx	0.992	E	xxxxx	0.992	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	F	xxxxx	1.395	F	xxxxx	1.395	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	F	xxxxx	1.034	F	xxxxx	1.034	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 10 Sunrise Blvd/White Rock Rd	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	F	xxxxx	1.107	F	xxxxx	1.107	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 15 Grant Line Rd/Douglas Rd	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 16 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	16.6	0.498	B	16.6	0.498	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	32.3	0.967	C	32.3	0.967	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	19.4	0.689	B	19.4	0.689	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	D	43.7	1.043	D	43.7	1.043	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	13.6	0.583	B	13.6	0.583	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	E	56.8	1.137	E	56.8	1.137	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	17.5	0.866	B	17.5	0.866	+ 0.000 D/V

Mather Specific Plan
Future Plus Project
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	18.2	0.809	B	18.2	0.809	+ 0.000 D/V
# 25 Rancho Cordova Pkwy/US-50 WB R	B	18.3	0.607	B	18.3	0.607	+ 0.000 D/V
# 26 Rancho Cordova Pkwy/US-50 EB R	A	0.0	0.327	A	0.0	0.327	+ 0.000 D/V
# 27 Vineyard Rd/Kiefer Blvd	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 28 Vineyard Rd/Jackson Rd(SR-16)	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 29 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 30 Excelsior Rd/Kiefer Blvd	F	xxxxx	1.694	F	xxxxx	1.694	+ 0.000 V/C
# 31 Zinfandel Rd/Chrysanthy Blvd	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 32 Sunrise Blvd/Chrysanthy Blvd	E	xxxxx	0.966	E	xxxxx	0.966	+ 0.000 V/C
# 33 Rancho Cordova Pkwy/White Rock	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000 V/C
# 34 Rancho Cordova Pkwy/Douglas Rd	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 35 Rancho Cordova Pkwy/Chrysanthy	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 36 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
# 37 Grant Line Rd/Chrysanthy Blvd	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 38 Grant Line Rd/Kiefer Blvd	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 39 Rancho Cordova Pkwy/Grant Line	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	F	607.8	3.262	F	607.8	3.262	+ 0.000 V/C

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.020
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 2	1 0	1	0 0	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	1735	1307	1225	1119	39	59	40	26	870	22	1045
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.90	0.10	1.00	0.61	0.39	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4348	152	1500	909	591	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.87	0.41	0.26	0.26	0.04	0.04	0.04	0.29	0.01	0.70
Crit Volume:			1307	613					66			1045
Crit Moves:			****	****					****			****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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Intersection #2 Bradshaw Rd/Kiefer Blvd

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Cycle (sec): 100 Critical Vol./Cap. (X): 2.070
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	51	2488	338	345	1041	297	598	764	42	217	1094	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	2488	338	345	1041	297	598	764	42	217	1094	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2488	338	345	1041	297	598	764	42	217	1094	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2488	338	345	1041	297	598	764	42	217	1094	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2488	338	345	1041	297	598	764	42	217	1094	404
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.33	0.67	1.00	1.90	0.10	1.00	1.46	0.54
Final Sat.:	1500	2641	359	1500	3501	999	1500	2844	156	1500	2191	809
Capacity Analysis Module:												
Vol/Sat:	0.03	0.94	0.94	0.23	0.30	0.30	0.40	0.27	0.27	0.14	0.50	0.50
Crit Volume:			1413	345			598					749
Crit Moves:			****	****			****					****

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Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	520	1977	303	173	993	52	256	1291	405	371	1780	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	1977	303	173	993	52	256	1291	405	371	1780	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	1977	303	173	993	52	256	1291	405	371	1780	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	1977	303	173	993	52	256	1291	405	371	1780	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	572	1977	303	190	993	52	282	1291	405	408	1780	430
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.44	0.20	0.06	0.22	0.03	0.09	0.29	0.27	0.14	0.40	0.29
Crit Volume:		659		95			141				593	
Crit Moves:		****		****			****				****	

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Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.395
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	357	0	489	617	2906	0	0	2111	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	357	0	489	617	2906	0	0	2111	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	357	0	489	617	2906	0	0	2111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	357	0	489	617	2906	0	0	2111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	393	0	489	617	2906	0	0	2111	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.32	0.40	0.94	0.00	0.00	0.68	0.00
Crit Volume:		0				489	617				1056	
Crit Moves:						****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.790
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1	0	1 0	3	0	1	1 1	0	0	1	0	1	0	0 1
Volume Module:																
Base Vol:	47	1523		14	82	2225	1155		415	47	174		23	69	144	
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	1523		14	82	2225	1155		415	47	174		23	69	144	
User Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	1523		14	82	2225	0		415	47	174		23	69	144	
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	1523		14	82	2225	0		415	47	174		23	69	144	
PCE Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	47	1523		14	82	2225	0		457	47	174		23	69	144	
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.97		0.03	1.00	3.00	1.00		1.81	0.19	1.00		0.25	0.75	1.00	
Final Sat.:	1500	4459		41	1500	4500	1500		2720	280	1500		375	1125	1500	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.34		0.34	0.05	0.49	0.00		0.17	0.17	0.12		0.06	0.06	0.10	
Crit Volume:	47					742				252					144	
Crit Moves:	****					****				****					****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	904	938	278	11	254	58	69	537	320	186	1151	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	904	938	278	11	254	58	69	537	320	186	1151	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	904	938	278	11	254	58	69	537	320	186	1151	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	904	938	278	11	254	58	69	537	320	186	1151	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	994	938	278	12	254	58	76	537	320	205	1151	292
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.31	0.19	0.00	0.08	0.04	0.03	0.12	0.21	0.07	0.38	0.19
Crit Volume:	497			127			38			576		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	2	0 1	1 1
Volume Module:												
Base Vol:	20	2013	56	258	2376	804	394	155	16	148	326	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2013	56	258	2376	804	394	155	16	148	326	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2013	56	258	2376	804	394	155	16	148	326	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2013	56	258	2376	804	394	155	16	148	326	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2013	56	258	2376	804	394	155	16	148	326	289
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.72	0.28	2.00	1.59	1.41
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4079	421	3000	2385	2115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.04	0.09	0.53	0.54	0.13	0.04	0.04	0.05	0.14	0.14
Crit Volume:	10					804	197				205	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.034
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	1021	1352	122	540	872	435	205	940	438	111	1327	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1021	1352	122	540	872	435	205	940	438	111	1327	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1021	1352	122	540	872	435	205	940	438	111	1327	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1021	1352	122	540	872	435	205	940	438	111	1327	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1123	1352	122	594	872	435	226	940	438	122	1327	417
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.37	0.30	0.08	0.20	0.19	0.29	0.08	0.21	0.29	0.04	0.29	0.28
Crit Volume:	562					435	113				442	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	280	7	17	153	81	3	691	0	4	1077	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	280	7	17	153	81	3	691	0	4	1077	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	280	7	17	153	81	3	691	0	4	1077	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	280	7	17	153	81	3	691	0	4	1077	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	280	7	17	153	81	3	691	0	4	1077	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.01	0.10	0.05	0.00	0.23	0.00	0.00	0.36	0.06
Crit Volume:		280			17			3			539	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec):	180	Critical Vol./Cap. (X):	0.765
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	375	1689	298	74	1319	521	198	119	57	481	933	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	1689	298	74	1319	521	198	119	57	481	933	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	1689	298	74	1319	521	198	119	57	481	933	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	1689	298	74	1319	521	198	119	57	481	933	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	413	1689	298	81	1319	521	218	119	57	529	933	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.20	0.03	0.29	0.35	0.07	0.03	0.04	0.18	0.21	0.13
Crit Volume:	206					521	109				311	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.107
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	719	1825	217	239	960	517	279	534	335	161	1241	594
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	719	1825	217	239	960	517	279	534	335	161	1241	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	719	1825	217	239	960	517	279	534	335	161	1241	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	719	1825	217	239	960	517	279	534	335	161	1241	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	791	1825	217	263	960	517	307	534	335	177	1241	594
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.41	0.14	0.09	0.21	0.34	0.10	0.18	0.22	0.06	0.28	0.40
Crit Volume:	395					517	153					594
Crit Moves:	****					****	****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	196	1491	60	185	857	381	77	394	92	27	858	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1491	60	185	857	381	77	394	92	27	858	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1491	60	185	857	381	77	394	92	27	858	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1491	60	185	857	381	77	394	92	27	858	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	216	1491	60	204	857	381	85	394	92	30	858	482
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.04	0.07	0.19	0.25	0.03	0.13	0.06	0.01	0.29	0.32
Crit Volume:		497		102			42					482
Crit Moves:		****		****			****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.963
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	11	1255	332	154	696	176	180	566	1	300	1266	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1255	332	154	696	176	180	566	1	300	1266	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1255	332	154	696	176	180	566	1	300	1266	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1255	332	154	696	176	180	566	1	300	1266	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	12	1255	332	169	696	176	198	566	1	330	1266	151
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.22	0.06	0.15	0.12	0.07	0.19	0.00	0.11	0.42	0.10
Crit Volume:		628		85			99				633	
Crit Moves:		****		****			****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	17	1825		0	0	1405	1179		467		0	11	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1825		0	0	1405	1179		467		0	11	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1825		0	0	1405	1179		467		0	11	0		0	0
Reduct Vol:	0	0		0	0	0	0		0		0	0	0		0	0
Reduced Vol:	17	1825		0	0	1405	1179		467		0	11	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1825		0	0	1405	1179		514		0	11	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550		1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00		0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1550	3100		0	0	3100	1550		3100		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.59	0.00	0.00	0.45	0.76	0.17		0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	17					1179	0						0			
Crit Moves:	****					****	****									

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	795	1456		0	0	1175	237		396		0	359	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	795	1456		0	0	1175	237		396		0	359	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	795	1456		0	0	1175	237		396		0	359	0		0	0
Reduct Vol:	0	0		0	0	0	0		0		0	0	0		0	0
Reduced Vol:	795	1456		0	0	1175	237		396		0	359	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	1456		0	0	1175	237		436		0	359	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550		1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00		0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3100	3100		0	0	3100	1550		3100		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.28	0.47	0.00	0.00	0.38	0.15	0.14		0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	437					588			218				0			
Crit Moves:	****					****			****							

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.685
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	125	804	19	38	712	409	391	497	131	126	775	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	804	19	38	712	409	391	497	131	126	775	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	804	19	38	712	409	391	497	131	126	775	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	804	19	38	712	409	391	497	131	126	775	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	138	804	19	42	712	409	430	497	131	139	775	108
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.01	0.01	0.24	0.27	0.14	0.17	0.09	0.05	0.26	0.07
Crit Volume:	69				356		215				388	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	16.6
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1171	1349	0	765	363	0	0	0	861	0	774
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1171	1349	0	765	363	0	0	0	861	0	774
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1171	0	0	765	0	0	0	0	861	0	774
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1171	0	0	765	0	0	0	0	861	0	774
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1171	0	0	765	0	0	0	0	861	0	774
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.25	0.00	0.27
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.50	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.45	0.00	0.50
Delay/Veh:	0.0	19.5	0.0	0.0	17.6	0.0	0.0	0.0	0.0	13.8	0.0	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	0.0	0.0	17.6	0.0	0.0	0.0	0.0	13.8	0.0	14.4
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	5	0	0	0	0	8	0	9

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.967
Loss Time (sec):	0	Average Delay (sec/veh):	32.3
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2018	1041	0	1041	411	536	0	1642	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2018	1041	0	1041	411	536	0	1642	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2018	0	0	1041	0	536	0	1642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2018	0	0	1041	0	536	0	1642	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2018	0	0	1041	0	536	0	1642	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.20	0.00	0.15	0.00	0.58	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.60	0.00	0.60	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.00	0.00	0.50	0.00	0.26	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	42.0	0.0	0.0	22.5	0.0	9.6	0.0	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.0	0.0	0.0	22.5	0.0	9.6	0.0	33.9	0.0	0.0	0.0
LOS by Move:	A	D	A	A	C	A	A	A	C	A	A	A
HCM2kAvgQ:	0	28	0	0	9	0	4	0	34	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	19.4
Optimal Cycle:	73	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	891	620	0	899	262	0	0	0	1409	0	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	891	620	0	899	262	0	0	0	1409	0	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	891	620	0	899	262	0	0	0	1409	0	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	891	620	0	899	262	0	0	0	1409	0	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	891	620	0	899	262	0	0	0	1409	0	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.91	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.77	0.00	0.23
Final Sat.:	0	5187	1615	0	5187	1615	0	0	0	3149	0	419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.00	0.17	0.16	0.00	0.00	0.00	0.45	0.00	0.52
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.25	1.00	0.00	0.25	0.25	0.00	0.00	0.00	0.75	0.00	0.75
Volume/Cap:	0.00	0.68	0.38	0.00	0.69	0.65	0.00	0.00	0.00	0.60	0.00	0.69
Delay/Veh:	0.0	35.3	0.2	0.0	35.5	37.0	0.0	0.0	0.0	6.1	0.0	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.3	0.2	0.0	35.5	37.0	0.0	0.0	0.0	6.1	0.0	7.4
LOS by Move:	A	D	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	10	1	0	10	8	0	0	0	12	0	15

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.043
Loss Time (sec):	0	Average Delay (sec/veh):	43.7
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1297	836	0	2083	213	201	0	1434	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1297	836	0	2083	213	201	0	1434	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1297	836	0	2083	0	201	0	1434	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1297	836	0	2083	0	201	0	1434	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1297	836	0	2083	0	201	0	1434	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.95	1.00	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	0	5187	1615	0	3610	1900	1841	0	3077	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.52	0.00	0.58	0.00	0.11	0.00	0.47	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.55	0.55	0.00	0.55	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.94	0.00	1.04	0.00	0.24	0.00	1.04	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	37.4	0.0	54.8	0.0	17.2	0.0	62.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	37.4	0.0	54.8	0.0	17.2	0.0	62.5	0.0	0.0	0.0
LOS by Move:	A	B	D	A	D	A	B	A	E	A	A	A
HCM2kAvgQ:	0	9	29	0	45	0	3	0	33	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.583
Loss Time (sec):	0	Average Delay (sec/veh):	13.6
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	2004	560	0	1288	321	0	0	0	689	0	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2004	560	0	1288	321	0	0	0	689	0	282
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2004	0	0	1288	0	0	0	0	689	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2004	0	0	1288	0	0	0	0	689	0	282
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2004	0	0	1288	0	0	0	0	689	0	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.20	0.00	0.17
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.58	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.58	0.00	0.52
Delay/Veh:	0.0	9.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	28.1	0.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	28.1	0.0	27.5
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	0	0	11	0	0	0	0	9	0	7

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.137
Loss Time (sec):	0	Average Delay (sec/veh):	56.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	0 1	1	1 0	1 1	0	0 0	0 2
Volume Module:												
Base Vol:	0	2169	501	0	1980	197	616	390	1288	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2169	501	0	1980	197	616	390	1288	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2169	501	0	1980	0	616	390	1288	0	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2169	501	0	1980	0	616	390	1288	0	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2169	501	0	1980	0	616	390	1288	0	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	1.00	0.95	1.00	0.58	0.58	0.58	1.00	1.00	0.75
Lanes:	0.00	3.25	0.75	0.00	2.00	1.00	1.22	0.78	2.00	0.00	0.00	2.00
Final Sat.:	0	5461	1261	0	3610	1900	1340	849	2189	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.00	0.55	0.00	0.46	0.46	0.59	0.00	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.00	0.52	0.52	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.82	0.00	1.14	0.00	0.89	0.89	1.14	0.00	0.00	xxxx
Delay/Veh:	0.0	24.0	24.0	0.0	95.0	0.0	25.7	25.7	92.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	24.0	0.0	95.0	0.0	25.7	25.7	92.4	0.0	0.0	0.0
LOS by Move:	A	C	C	A	F	A	C	C	F	A	A	A
HCM2kAvgQ:	0	21	21	0	51	0	18	18	34	0	0	1

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.866
Loss Time (sec):	0	Average Delay (sec/veh):	17.5
Optimal Cycle:	171	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	2805	543	0	3051	2079	0	0	0	352	0	791
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2805	543	0	3051	2079	0	0	0	352	0	791
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2805	0	0	3051	0	0	0	0	352	0	791
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2805	0	0	3051	0	0	0	0	352	0	791
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2805	0	0	3051	0	0	0	0	352	0	791
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.10	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.80	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.31	0.00	0.87
Delay/Veh:	0.0	12.6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	25.8	0.0	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	25.8	0.0	40.7
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	23	0	0	29	0	0	0	0	4	0	16

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.809
Loss Time (sec):	0	Average Delay (sec/veh):	18.2
Optimal Cycle:	119	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 3	0 1	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2040	328	0	2679	453	1322	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2040	328	0	2679	453	1322	0	832	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2040	0	0	2679	0	1322	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2040	0	0	2679	0	1322	0	832	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2040	0	0	2679	0	1322	0	832	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.52	0.00	0.25	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.00	0.00	0.81	0.00	0.70	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	15.1	0.0	28.4	0.0	33.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	15.1	0.0	28.4	0.0	33.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	24	0	13	0	15	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #25 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 0	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	0 0
Volume Module:												
Base Vol:	948	0	0	0	0	0	0	0	0	1179	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	948	0	0	0	0	0	0	0	0	1179	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	948	0	0	0	0	0	0	0	0	1179	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	948	0	0	0	0	0	0	0	0	1179	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	948	0	0	0	0	0	0	0	0	1179	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	0	0	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00
Volume/Cap:	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00
Delay/Veh:	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	12	0	0	0	0	0	0	0	0	13	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #26 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.327
Loss Time (sec):	0	Average Delay (sec/veh):	0.0
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.00	0 1.00	1.00	0 2.00	0 0.00	0.00	1.00	0 0.00	0.00	0 0.00	0 0.00
Volume Module:												
Base Vol:	0	948	1196	0	1179	0	0	0	346	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	948	1196	0	1179	0	0	0	346	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	948	0	0	1179	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	0	0	1179	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	948	0	0	1179	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	0	1900	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #27 Vineyard Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.961
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.00	0 1.00	2.00	0 2.00	0 1.00	1.00	0 2.00	0 1.00	1.00	0 2.00	0 1.00
Volume Module:												
Base Vol:	216	1311	2	100	700	101	145	583	79	3	1173	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1311	2	100	700	101	145	583	79	3	1173	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1311	2	100	700	101	145	583	79	3	1173	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1311	2	100	700	101	145	583	79	3	1173	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1311	2	110	700	101	145	583	79	3	1173	394
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.00	0.04	0.23	0.07	0.10	0.19	0.05	0.00	0.39	0.26
Crit Volume:		656		55			145				587	
Crit Moves:		****		****			****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #28 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	584	1033	93	164	440	40	71	704	349	117	1576	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1033	93	164	440	40	71	704	349	117	1576	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1033	93	164	440	40	71	704	349	117	1576	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1033	93	164	440	40	71	704	349	117	1576	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	642	1033	93	180	440	40	71	704	349	117	1576	351
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.06	0.06	0.15	0.03	0.05	0.16	0.23	0.08	0.35	0.23
Crit Volume:		517			90			71			525	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #29 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	314	449	0	0	118	141	132	528	26	0	1114	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	449	0	0	118	141	132	528	26	0	1114	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	449	0	0	118	141	132	528	26	0	1114	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	449	0	0	118	141	132	528	26	0	1114	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	345	449	0	0	118	141	145	528	26	0	1114	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	0	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.00	0.04	0.09	0.05	0.18	0.02	0.00	0.37	0.00
Crit Volume:	173					141	73				557	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #30 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	227	744	240	475	308	262	536	432	138	334	988	1158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	744	240	475	308	262	536	432	138	334	988	1158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	744	240	475	308	262	536	432	138	334	988	1158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	744	240	475	308	262	536	432	138	334	988	1158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	744	240	475	308	262	536	432	138	334	988	1158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.16	0.32	0.10	0.17	0.36	0.14	0.09	0.22	0.33	0.77
Crit Volume:		372		475			536					1158
Crit Moves:		****		****			****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #31 Zinfandel Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.985
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	681	282	397	296	0	0	0	0	181	0	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	681	282	397	296	0	0	0	0	181	0	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	681	282	397	296	0	0	0	0	181	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	681	282	397	296	0	0	0	0	181	0	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	681	282	397	296	0	0	0	0	181	0	448
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.18	0.26	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.29
Crit Volume:		681		397			0					448
Crit Moves:		****		****								****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #32 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1952	128	444	947	0	0	0	0	271	0	603
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	128	444	947	0	0	0	0	271	0	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	128	444	947	0	0	0	0	271	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	128	444	947	0	0	0	0	271	0	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1952	128	488	947	0	0	0	0	298	0	603
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.08	0.16	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.39
Crit Volume:		651		244			0					603
Crit Moves:		****		****								****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #33 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	284	1130	0	20	1117	1017	406	506	37	0	951	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1130	0	20	1117	1017	406	506	37	0	951	19
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	1130	0	20	1117	0	406	506	0	0	951	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1130	0	20	1117	0	406	506	0	0	951	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	1130	0	20	1117	0	447	506	0	0	951	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.38	0.00	0.01	0.37	0.00	0.15	0.11	0.00	0.00	0.21	0.01
Crit Volume:	284				559		223				317	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #34 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 1	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	691	830	80	84	358	0	0	397	269	100	729	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	691	830	80	84	358	0	0	397	269	100	729	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	691	830	80	84	358	0	0	397	269	100	729	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	830	80	84	358	0	0	397	269	100	729	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	760	830	80	84	358	0	0	397	269	110	729	205
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.82	0.18	1.00	2.00	0.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	2736	264	1500	3000	0	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.30	0.06	0.12	0.00	0.00	0.09	0.18	0.04	0.16	0.14
Crit Volume:	380				179			0			243	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #35 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	77	692	96	250	300	84	154	435	64	110	497	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	692	96	250	300	84	154	435	64	110	497	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	692	96	250	300	84	154	435	64	110	497	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	692	96	250	300	84	154	435	64	110	497	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	85	692	96	275	300	84	169	435	64	121	497	512
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.06	0.09	0.10	0.06	0.06	0.15	0.04	0.04	0.17	0.34
Crit Volume:		346			138			85				512
Crit Moves:		****			****			****				****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #36 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	440	430	17	11	343	46	66	312	293	32	632	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	430	17	11	343	46	66	312	293	32	632	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	430	17	11	343	46	66	312	293	32	632	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	430	17	11	343	46	66	312	293	32	632	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	430	17	12	343	46	73	312	293	35	632	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.01	0.00	0.11	0.03	0.02	0.10	0.20	0.01	0.21	0.06
Crit Volume:	242				172		36				316	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #37 Grant Line Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	429	884	170	133	763	275	351	319	300	104	324	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	884	170	133	763	275	351	319	300	104	324	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	884	170	133	763	275	351	319	300	104	324	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	884	170	133	763	275	351	319	300	104	324	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	472	884	170	146	763	275	386	319	300	114	324	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.11	0.05	0.25	0.18	0.13	0.11	0.20	0.04	0.11	0.05
Crit Volume:	236				382				300	57		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #38 Grant Line Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	275	1358	32	59	1117	350	204	78	220	46	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	1358	32	59	1117	350	204	78	220	46	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1358	32	59	1117	350	204	78	220	46	186	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1358	32	59	1117	350	204	78	220	46	186	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1358	32	59	1117	350	224	78	220	46	186	241
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.45	0.02	0.04	0.37	0.23	0.07	0.03	0.15	0.03	0.12	0.16
Crit Volume:	275				559		112					241
Crit Moves:	****				****		****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #39 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	1 0	1 0	0	0 1	0 0
Volume Module:												
Base Vol:	7	1202	0	0	939	259	389	91	11	0	186	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1202	0	0	939	259	389	91	11	0	186	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1202	0	0	939	259	389	91	11	0	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1202	0	0	939	259	389	91	11	0	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1202	0	0	939	259	428	91	11	0	186	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.89	0.11	0.00	1.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	3000	1338	162	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.31	0.17	0.14	0.07	0.07	0.00	0.12	0.00
Crit Volume:		601			0		214				186	
Crit Moves:		****			****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.262
Loss Time (sec): 0 Average Delay (sec/veh): 607.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	1	0	0	1 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	123	621	478	5	70	200	50	0	493	230	730				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	123	621	478	5	70	200	50	0	493	230	730				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	123	621	478	5	70	200	50	0	493	230	730				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	123	621	478	5	70	200	50	0	493	230	730				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	123	621	478	5	70	200	50	0	493	230	730				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.17	0.83	1.00	0.07	0.93	0.80	0.20	0.00	0.34	0.16	0.50				
Final Sat.:	0	75	380	395	30	422	311	78	0	151	71	224				
Capacity Analysis Module:																
Vol/Sat:	xxxx	1.64	1.64	1.21	0.17	0.17	0.64	0.64	xxxx	3.26	3.26	3.26				
Crit Moves:		****		****				****				****				
Delay/Veh:	0.0	316	316.0	144.1	12.2	12.2	27.6	27.6	0.0	1040	1040	1040				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	316	316.0	144.1	12.2	12.2	27.6	27.6	0.0	1040	1040	1040				
LOS by Move:	*	F	F	F	B	B	D	D	*	F	F	F				
ApproachDel:	316.0			126.2				27.6			1040.4					
Delay Adj:	1.00			1.00				1.00			1.00					
ApprAdjDel:	316.0			126.2				27.6			1040.4					
LOS by Appr:	F			F				D			F					
AllWayAvgQ:	38.6	38.6	38.6	14.5	0.2	0.2	1.7	1.7	1.7	127	127	127.4				

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

Mather Specific Plan
Future No Project
PM Peak Hour

Scenario Report

Scenario:	Future PM No Project
Command:	Future PM No Project
Volume:	Future PM No Project
Geometry:	Future No Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Future PM No Project

Mather Specific Plan
Future No Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	F	xxxxx	1.735	F	xxxxx	1.735	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	F	xxxxx	1.461	F	xxxxx	1.461	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	F	xxxxx	1.174	F	xxxxx	1.174	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	F	xxxxx	1.760	F	xxxxx	1.760	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	F	xxxxx	1.142	F	xxxxx	1.142	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	F	xxxxx	1.283	F	xxxxx	1.283	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	F	xxxxx	1.071	F	xxxxx	1.071	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
# 10 Sunrise Blvd/White Rock Rd	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	F	xxxxx	1.058	F	xxxxx	1.058	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	D	xxxxx	0.828	D	xxxxx	0.828	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 15 Grant Line Rd/Douglas Rd	E	xxxxx	0.909	E	xxxxx	0.909	+ 0.000 V/C
# 16 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	17.4	0.582	B	17.4	0.582	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	26.5	0.874	C	26.5	0.874	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	13.3	0.923	B	13.3	0.923	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	D	43.5	1.172	D	43.5	1.172	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	16.9	0.736	B	16.9	0.736	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	F	115.4	1.319	F	115.4	1.319	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	19.1	0.944	B	19.1	0.944	+ 0.000 D/V

Mather Specific Plan
Future No Project
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	17.0	0.663	B	17.0	0.663	+ 0.000 D/V
# 25 Rancho Cordova Pkwy/US-50 WB R	C	21.8	0.750	C	21.8	0.750	+ 0.000 D/V
# 26 Rancho Cordova Pkwy/US-50 EB R	A	0.1	0.375	A	0.1	0.375	+ 0.000 D/V
# 27 Vineyard Rd/Kiefer Blvd	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
# 28 Vineyard Rd/Jackson Rd(SR-16)	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000 V/C
# 29 Excelsior Rd/Kiefer Blvd	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 30 Zinfandel Rd/Douglas Rd	F	xxxxx	1.504	F	xxxxx	1.504	+ 0.000 V/C
# 32 Sunrise Blvd/Chrysanthy Blvd	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 33 Rancho Cordova Pkwy/White Rock	F	xxxxx	1.034	F	xxxxx	1.034	+ 0.000 V/C
# 34 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 35 Rancho Cordova Pkwy/Chrysanthy	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 36 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
# 37 Grant Line Rd/Chrysanthy Blvd	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
# 38 Grant Line Rd/Kiefer Blvd	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 39 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	F	345.7	2.534	F	345.7	2.534	+ 0.000 V/C

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.735
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	40	1455	1009	775	2089	57	55	33	20	1086	152	1151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1455	1009	775	2089	57	55	33	20	1086	152	1151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1455	1009	775	2089	57	55	33	20	1086	152	1151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1455	1009	775	2089	57	55	33	20	1086	152	1151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1455	1009	775	2089	57	55	33	20	1086	152	1151
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.92	0.08	1.00	0.62	0.38	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4380	120	1500	934	566	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.67	0.26	0.48	0.48	0.04	0.04	0.04	0.36	0.10	0.77
Crit Volume:			1009	388			55					1151
Crit Moves:			****	****			****					****

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.461
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	35	1432	175	397	2457	498	393	1118	12	426	708	452
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1432	175	397	2457	498	393	1118	12	426	708	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1432	175	397	2457	498	393	1118	12	426	708	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1432	175	397	2457	498	393	1118	12	426	708	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1432	175	397	2457	498	393	1118	12	426	708	452
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.49	0.51	1.00	1.98	0.02	1.00	1.22	0.78
Final Sat.:	1500	2673	327	1500	3742	758	1500	2968	32	1500	1831	1169
Capacity Analysis Module:												
Vol/Sat:	0.02	0.54	0.54	0.26	0.66	0.66	0.26	0.38	0.38	0.28	0.39	0.39
Crit Volume:		804		397				565		426		
Crit Moves:		****		****				****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	1.174
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	427	1075	386	335	2193	306	93	1926	400	348	1462	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	1075	386	335	2193	306	93	1926	400	348	1462	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	427	1075	386	335	2193	306	93	1926	400	348	1462	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	1075	386	335	2193	306	93	1926	400	348	1462	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	427	1075	386	335	2193	306	93	1926	400	348	1462	314
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.26	0.11	0.49	0.20	0.03	0.43	0.27	0.12	0.32	0.21
Crit Volume:	213				731			642		174		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.760
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2	0 0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	289	0	749	660	2264	0	0	2638	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	289	0	749	660	2264	0	0	2638	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	289	0	749	660	2264	0	0	2638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	0	749	660	2264	0	0	2638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	289	0	749	660	2264	0	0	2638	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.48	0.43	0.73	0.00	0.00	0.85	0.00
Crit Volume:		0				749	660				1319	
Crit Moves:						****	****				****	

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.142
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1	0 3	0 1	1 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	50	2463	26	136	1496	647	1082	60	95	18	159	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2463	26	136	1496	647	1082	60	95	18	159	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2463	26	136	1496	0	1082	60	95	18	159	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2463	26	136	1496	0	1082	60	95	18	159	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2463	26	136	1496	0	1082	60	95	18	159	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.89	0.11	1.00	0.10	0.90	1.00
Final Sat.:	1500	4453	47	1500	4500	1500	2842	158	1500	153	1347	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.55	0.09	0.33	0.00	0.38	0.38	0.06	0.12	0.12	0.08
Crit Volume:			830	136				571			177	
Crit Moves:			****	****				****			****	

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.955
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	497	313	164	143	953	90	180	1001	833	247	622	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	313	164	143	953	90	180	1001	833	247	622	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	313	164	143	953	90	180	1001	833	247	622	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	313	164	143	953	90	180	1001	833	247	622	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	313	164	143	953	90	180	1001	833	247	622	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.11	0.05	0.32	0.06	0.06	0.22	0.56	0.08	0.21	0.01
Crit Volume:	0				477				833	123		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.283
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	1 1	1
Volume Module:												
Base Vol:	38	2464	117	339	2174	508	764	241	14	139	283	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2464	117	339	2174	508	764	241	14	139	283	13
User Adj:	1.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	3696	117	339	2174	508	764	241	14	139	283	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3696	117	339	2174	508	764	241	14	139	283	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	3696	117	339	2174	508	764	241	14	139	283	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4253	247	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.82	0.08	0.11	0.48	0.34	0.25	0.06	0.06	0.05	0.09	0.01
Crit Volume:		1232			170			382			142	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	611	743	48	511	1404	362	744	1195	1073	131	1309	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	611	743	48	511	1404	362	744	1195	1073	131	1309	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	743	48	511	1404	362	744	1195	1073	131	1309	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	743	48	511	1404	362	744	1195	1073	131	1309	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	611	743	48	511	1404	362	744	1195	1073	131	1309	540
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.03	0.17	0.31	0.24	0.25	0.27	0.72	0.04	0.29	0.36
Crit Volume:	0			468					1073	66		
Crit Moves:	****			****					****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	80	4	139	198	5	64	1322	5	20	836	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	80	4	139	198	5	64	1322	5	20	836	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	80	4	139	198	5	64	1322	5	20	836	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	80	4	139	198	5	64	1322	5	20	836	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	80	4	139	198	5	64	1322	5	20	836	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.09	0.13	0.00	0.04	0.44	0.00	0.01	0.28	0.04
Crit Volume:		80		139				661		20		
Crit Moves:		****		****				****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	65	1325	377	237	1586	87	470	805	101	457	532	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1325	377	237	1586	87	470	805	101	457	532	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1325	377	237	1586	87	470	805	101	457	532	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1325	377	237	1586	87	470	805	101	457	532	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1325	377	237	1586	87	470	805	101	457	532	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.25	0.08	0.35	0.06	0.16	0.18	0.07	0.15	0.12	0.01
Crit Volume:		442		119				268		228		
Crit Moves:		****		****				****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.058
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	371	1044	204	336	1950	301	170	1306	646	196	654	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	1044	204	336	1950	301	170	1306	646	196	654	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	1044	204	336	1950	301	170	1306	646	196	654	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	1044	204	336	1950	301	170	1306	646	196	654	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	1044	204	336	1950	301	170	1306	646	196	654	355
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.14	0.11	0.43	0.20	0.06	0.44	0.43	0.07	0.15	0.24
Crit Volume:	186				650			653		98		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	68	895	19	466	1683	7	212	777	121	26	465	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	895	19	466	1683	7	212	777	121	26	465	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	895	19	466	1683	7	212	777	121	26	465	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	895	19	466	1683	7	212	777	121	26	465	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	895	19	466	1683	7	212	777	121	26	465	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.01	0.16	0.37	0.00	0.07	0.26	0.08	0.01	0.16	0.16
Crit Volume:	34			561			389			13		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.828
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	8	710	282	155	1461	154	132	1204	20	298	713	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	710	282	155	1461	154	132	1204	20	298	713	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	710	282	155	1461	154	132	1204	20	298	713	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	710	282	155	1461	154	132	1204	20	298	713	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	710	282	155	1461	154	132	1204	20	298	713	117
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.19	0.05	0.32	0.10	0.04	0.40	0.01	0.10	0.24	0.08
Crit Volume:	4			487			602			149		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0 2	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	1	1402	0		0	1656	674		1045	0	13		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	1402	0		0	1656	674		1045	0	13		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	1402	0		0	1656	674		1045	0	13		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	1402	0		0	1656	674		1045	0	13		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	1402	0		0	1656	674		1045	0	13		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1550	3100	0		0	3100	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.00		0.00	0.53	0.43		0.34	0.00	0.01		0.00	0.00	0.00	
Crit Volume:	1					828			522					0		
Crit Moves:	****					****			****							

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.909
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 2	0	0	0	0 2	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	533	1149	0		0	1311	410		200	0	754		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	533	1149	0		0	1311	410		200	0	754		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	533	1149	0		0	1311	410		200	0	754		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	533	1149	0		0	1311	410		200	0	754		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	533	1149	0		0	1311	410		200	0	754		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3100	3100	0		0	3100	1550		3100	0	1550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.37	0.00		0.00	0.42	0.26		0.06	0.00	0.49		0.00	0.00	0.00	
Crit Volume:	0					656					754		0			
Crit Moves:	****					****					****					

Mather Specific Plan
Future No Project
PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	140	675	44	44	739	368	343	966	135	48	526	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	675	44	44	739	368	343	966	135	48	526	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	675	44	44	739	368	343	966	135	48	526	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	675	44	44	739	368	343	966	135	48	526	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	675	44	44	739	368	343	966	135	48	526	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.03	0.01	0.25	0.25	0.11	0.32	0.09	0.02	0.18	0.03
Crit Volume:	70				370			483		24		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	669	1480	0	1237	1276	0	0	0	1202	0	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	669	1480	0	1237	1276	0	0	0	1202	0	601
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	669	0	0	1237	0	0	0	0	1202	0	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	669	0	0	1237	0	0	0	0	1202	0	601
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	669	0	0	1237	0	0	0	0	1202	0	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.34	0.00	0.21
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	0.31	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.36
Delay/Veh:	0.0	20.1	0.0	0.0	23.3	0.0	0.0	0.0	0.0	13.2	0.0	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	0.0	0.0	23.3	0.0	0.0	0.0	0.0	13.2	0.0	10.8
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	0	11	0	0	0	0	12	0	5

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	26.5
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1829	817	0	1926	495	455	0	1430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1829	817	0	1926	495	455	0	1430	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1829	0	0	1926	0	455	0	1430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1829	0	0	1926	0	455	0	1430	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1829	0	0	1926	0	455	0	1430	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.37	0.00	0.13	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.58	0.00	0.58	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.00	0.00	0.87	0.00	0.23	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	0.0	0.0	30.6	0.0	10.4	0.0	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.4	0.0	0.0	30.6	0.0	10.4	0.0	23.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	21	0	0	23	0	3	0	24	0	0	0

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.923
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	1413	1333	0	921	200	0	0	0	838	0	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1413	1333	0	921	200	0	0	0	838	0	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1413	1333	0	921	200	0	0	0	838	0	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1413	1333	0	921	200	0	0	0	838	0	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1413	1333	0	921	200	0	0	0	838	0	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.91	0.85	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.60	0.00	0.40
Final Sat.:	0	5187	1615	0	5187	1615	0	0	0	2827	0	700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.83	0.00	0.18	0.12	0.00	0.00	0.00	0.30	0.00	0.39
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.57	1.00	0.00	0.57	0.57	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.48	0.83	0.00	0.31	0.22	0.00	0.00	0.00	0.69	0.00	0.92
Delay/Veh:	0.0	12.6	3.6	0.0	11.1	10.5	0.0	0.0	0.0	24.7	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	3.6	0.0	11.1	10.5	0.0	0.0	0.0	24.7	0.0	38.8
LOS by Move:	A	B	A	A	B	B	A	A	A	C	A	D
HCM2kAvgQ:	0	9	4	0	5	3	0	0	0	14	0	25

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.172
Loss Time (sec):	0	Average Delay (sec/veh):	43.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	2225	1432	0	1499	247	520	0	772	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2225	1432	0	1499	247	520	0	772	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2225	1432	0	1499	0	520	0	772	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2225	1432	0	1499	0	520	0	772	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2225	1432	0	1499	0	520	0	772	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.95	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.40	0.00	1.60	0.00	0.00	0.00
Final Sat.:	0	5187	1615	0	3610	1900	2376	0	2707	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.89	0.00	0.42	0.00	0.22	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.76	0.76	0.00	0.76	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	1.17	0.00	0.55	0.00	0.90	0.00	1.17	0.00	0.00	0.00
Delay/Veh:	0.0	5.4	98.5	0.0	5.3	0.0	44.6	0.0	125.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	98.5	0.0	5.3	0.0	44.6	0.0	125.1	0.0	0.0	0.0
LOS by Move:	A	A	F	A	A	A	D	A	F	A	A	A
HCM2kAvgQ:	0	11	72	0	10	0	15	0	27	0	0	0

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	16.9
Optimal Cycle:	86	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	2188	1333	0	1620	899	0	0	0	577	0	464
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2188	1333	0	1620	899	0	0	0	577	0	464
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2188	0	0	1620	0	0	0	0	577	0	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2188	0	0	1620	0	0	0	0	577	0	464
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2188	0	0	1620	0	0	0	0	577	0	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.16	0.00	0.29
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.39	0.00	0.39
Volume/Cap:	0.00	0.69	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.42	0.00	0.74
Delay/Veh:	0.0	13.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	22.5	0.0	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	22.5	0.0	30.6
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	17	0	0	19	0	0	0	0	7	0	14

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.319
Loss Time (sec):	0	Average Delay (sec/veh):	115.4
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	0 1	1	1 0	1 1	0	0 0	0 2
Volume Module:												
Base Vol:	0	2889	163	0	2114	411	584	48	881	0	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2889	163	0	2114	411	584	48	881	0	0	776
User Adj:	1.00	2.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5778	163	0	2114	0	584	48	881	0	0	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5778	163	0	2114	0	584	48	881	0	0	776
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5778	163	0	2114	0	584	48	881	0	0	776
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.95	1.00	0.51	0.51	0.51	1.00	1.00	0.75
Lanes:	0.00	3.89	0.11	0.00	2.00	1.00	1.85	0.15	2.00	0.00	0.00	2.00
Final Sat.:	0	6699	189	0	3610	1900	1785	147	1931	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.86	0.86	0.00	0.59	0.00	0.33	0.33	0.46	0.00	0.00	0.27
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.65	0.65	0.00	0.65	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	1.32	1.32	0.00	0.90	0.00	0.95	0.95	1.32	0.00	0.00	xxxx
Delay/Veh:	0.0	162	162.3	0.0	19.3	0.0	43.8	43.8	182.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	162	162.3	0.0	19.3	0.0	43.8	43.8	182.3	0.0	0.0	0.0
LOS by Move:	A	F	F	A	B	A	D	D	F	A	A	A
HCM2kAvgQ:	0	98	98	0	32	0	14	14	30	0	0	12

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.944
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	3492	622	0	2150	1437	0	0	0	50	0	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3492	622	0	2150	1437	0	0	0	50	0	770
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3492	0	0	2150	0	0	0	0	50	0	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3492	0	0	2150	0	0	0	0	50	0	770
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3492	0	0	2150	0	0	0	0	50	0	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.01	0.00	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.94	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.05	0.00	0.94
Delay/Veh:	0.0	18.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0	25.8	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0	25.8	0.0	54.1
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	40	0	0	12	0	0	0	0	1	0	18

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	68	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 3	0 1	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2637	393	0	1484	489	1482	0	480	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2637	393	0	1484	489	1482	0	480	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2637	0	0	1484	0	1482	0	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2637	0	0	1484	0	1482	0	480	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2637	0	0	1484	0	1482	0	480	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.29	0.00	0.28	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.00	0.00	0.50	0.00	0.66	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	15.0	0.0	0.0	12.8	0.0	23.8	0.0	20.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	0.0	0.0	12.8	0.0	23.8	0.0	20.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	16	0	0	10	0	13	0	6	0	0	0

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #25 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.750
Loss Time (sec):	0	Average Delay (sec/veh):	21.8
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 0	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	0 0
Volume Module:												
Base Vol:	1273	0	0	0	0	0	0	0	0	1353	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1273	0	0	0	0	0	0	0	0	1353	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1273	0	0	0	0	0	0	0	0	1353	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1273	0	0	0	0	0	0	0	0	1353	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1273	0	0	0	0	0	0	0	0	1353	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	0	0	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00
Volume/Cap:	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Delay/Veh:	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	17	0	0	0	0	0	0	0	0	18	0	0

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #26 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	0.1
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.00	0 1.00	1.00	0 2.00	0 0.00	0.00	1.00	0 2.00	0.00	0 0.00	0 0.00
Volume Module:												
Base Vol:	0	1273	1163	0	1353	0	0	0	785	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1273	1163	0	1353	0	0	0	785	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1273	0	0	1353	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1273	0	0	1353	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1273	0	0	1353	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	0	1900	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

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

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #27 Vineyard Rd/Kiefer Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.00	0 2.00	0 1.00	2.00	0 2.00	0 1.00	1.00	0 2.00	0 1.00	1.00	0 2.00	0 1.00
Volume Module:												
Base Vol:	144	1097	1	388	1319	205	166	1138	257	1	624	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1097	1	388	1319	205	166	1138	257	1	624	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1097	1	388	1319	205	166	1138	257	1	624	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1097	1	388	1319	205	166	1138	257	1	624	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1097	1	388	1319	205	166	1138	257	1	624	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.00	0.13	0.44	0.14	0.11	0.38	0.17	0.00	0.21	0.09
Crit Volume:	144				660			569		1		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #28 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.906
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	470	721	89	335	1050	96	71	1539	568	86	843	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	721	89	335	1050	96	71	1539	568	86	843	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	721	89	335	1050	96	71	1539	568	86	843	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	721	89	335	1050	96	71	1539	568	86	843	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	721	89	335	1050	96	71	1539	568	86	843	294
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.06	0.11	0.35	0.06	0.05	0.34	0.38	0.06	0.19	0.20
Crit Volume:	235				525			513		86		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #29 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	61	142	0	0	361	137	112	895	520	0	564	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	142	0	0	361	137	112	895	520	0	564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	142	0	0	361	137	112	895	520	0	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	142	0	0	361	137	112	895	520	0	564	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	142	0	0	361	137	112	895	520	0	564	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	0	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.00	0.12	0.09	0.04	0.30	0.35	0.00	0.19	0.00
Crit Volume:	31				181				520	0		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #30 Zinfandel Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.504
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	34	196		30	1182	638		382	193	911		43	22	661		684
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	34	196		30	1182	638		382	193	911		43	22	661		684
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	34	196		30	1182	638		382	193	911		43	22	661		684
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	34	196		30	1182	638		382	193	911		43	22	661		684
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	34	196		30	1182	638		382	193	911		43	22	661		684
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	0.95		0.05	1.00	1.00		1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	1500	1432		68	1500	1500		1500
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07		0.02	0.79	0.21		0.25	0.13	0.64		0.64	0.01	0.44		0.46
Crit Volume:		98			1182							954	22			
Crit Moves:		****			****							****	****			

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #32 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1027		211	656	1955		0	0	0		0	142	0		583
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1027		211	656	1955		0	0	0		0	142	0		583
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1027		211	656	1955		0	0	0		0	142	0		583
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	1027		211	656	1955		0	0	0		0	142	0		583
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	1027		211	656	1955		0	0	0		0	142	0		583
Saturation Flow Module:																
Sat/Lane:	1550	1550		1550	1550	1550		1550	1550	1550		1550	1550	1550		1550
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	3.00		1.00	2.00	3.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00
Final Sat.:	0	4650		1550	3100	4650		0	0	0		0	3100	0		1550
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22		0.14	0.21	0.42		0.00	0.00	0.00		0.00	0.05	0.00		0.38
Crit Volume:		342			328							0				583
Crit Moves:		****			****											****

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #33 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	68	1138	0	24	1335	702	986	1195	114	0	968	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1138	0	24	1335	702	986	1195	114	0	968	23
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1138	0	24	1335	0	986	1195	0	0	968	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1138	0	24	1335	0	986	1195	0	0	968	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1138	0	24	1335	0	986	1195	0	0	968	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.00	0.02	0.45	0.00	0.33	0.27	0.00	0.00	0.22	0.02
Crit Volume:	68			668			493			323		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #34 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 1	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	455	472	109	174	865	0	0	902	677	89	544	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	472	109	174	865	0	0	902	677	89	544	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	472	109	174	865	0	0	902	677	89	544	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	472	109	174	865	0	0	902	677	89	544	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	472	109	174	865	0	0	902	677	89	544	111
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	1.00	2.00	0.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	2437	563	1500	3000	0	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.12	0.29	0.00	0.00	0.20	0.45	0.03	0.12	0.07
Crit Volume:	0			433					677	45		
Crit Moves:	****			****					****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #35 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	88	461	110	477	715	184	80	558	110	107	519	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	461	110	477	715	184	80	558	110	107	519	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	461	110	477	715	184	80	558	110	107	519	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	461	110	477	715	184	80	558	110	107	519	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	461	110	477	715	184	80	558	110	107	519	370
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.07	0.16	0.24	0.12	0.03	0.19	0.07	0.04	0.17	0.25
Crit Volume:		231		238			40					370
Crit Moves:		****		****			****					****

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #36 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.550
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	350	421	32	97	488	78	63	719	396	19	333	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	421	32	97	488	78	63	719	396	19	333	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	421	32	97	488	78	63	719	396	19	333	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	421	32	97	488	78	63	719	396	19	333	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	421	32	97	488	78	63	719	396	19	333	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.02	0.03	0.16	0.05	0.02	0.24	0.26	0.01	0.11	0.01
Crit Volume:	175				244				396	10		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #37 Grant Line Rd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	369	651	153	104	626	285	316	457	494	205	484	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	651	153	104	626	285	316	457	494	205	484	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	651	153	104	626	285	316	457	494	205	484	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	651	153	104	626	285	316	457	494	205	484	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	651	153	104	626	285	316	457	494	205	484	128
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.10	0.03	0.21	0.19	0.11	0.15	0.33	0.07	0.16	0.09
Crit Volume:	185				313				494	103		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #38 Grant Line Rd/Kiefer Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	303	1153	30	144	1289	235	321	231	305	31	99	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	1153	30	144	1289	235	321	231	305	31	99	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1153	30	144	1289	235	321	231	305	31	99	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1153	30	144	1289	235	321	231	305	31	99	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	1153	30	144	1289	235	321	231	305	31	99	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.02	0.10	0.43	0.16	0.11	0.08	0.20	0.02	0.07	0.05
Crit Volume:	303				645				305	31		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future No Project
PM Peak Hour

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

Intersection #39 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.500
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.0	0 0	0	0 2.0	0 1	2.0	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	6	1056	0	0	1177	448	360	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1056	0	0	1177	448	360	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1056	0	0	1177	448	360	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1056	0	0	1177	448	360	0	4	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1056	0	0	1177	448	360	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	3100	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.38	0.29	0.12	0.00	0.00	0.00	0.00	0.00
Crit Volume:	6				589		180				0	
Crit Moves:	****				****		****					

Mather Specific Plan
Future No Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	2.534
Loss Time (sec):	0	Average Delay (sec/veh):	345.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0.0	0 1	1	0 1!	0 1	0	1 0.0	0 0	0	0 0.0	1! 0 0
Volume Module:												
Base Vol:	0	0	527	620	0	65	200	50	0	713	260	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	527	620	0	65	200	50	0	713	260	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	527	620	0	65	200	50	0	713	260	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	527	620	0	65	200	50	0	713	260	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	527	620	0	65	200	50	0	713	260	120
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.81	0.00	0.19	0.80	0.20	0.00	0.65	0.24	0.11
Final Sat.:	0	0	463	1089	-383	73	310	78	0	281	103	47
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	1.14	0.57	0.00	0.89	0.64	0.64	xxxx	2.53	2.53	2.53
Crit Moves:			****			****		****				****
Delay/Veh:	0.0	0.0	112.7	52.0	53.9	53.9	27.4	27.4	0.0	715.3	715	715.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	112.7	52.0	53.9	53.9	27.4	27.4	0.0	715.3	715	715.3
LOS by Move:	*	*	F	F	F	F	D	D	*	F	F	F
ApproachDel:	112.7			51.3			27.4			715.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	112.7			51.3			27.4			715.3		
LOS by Appr:	F			F			D			F		
AllWayAvgQ:	13.1	13.1	13.1	4.5	4.5	4.5	1.6	1.6	1.6	84.3	84.3	84.3

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

05 Future Plus Project

Mather Specific Plan
Future Plus Project
AM Peak Hour

Scenario Report

Scenario:	Future AM Plus Project
Command:	Future AM Plus Project
Volume:	Future AM Plus Project
Geometry:	Future Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Future AM Plus Project

Mather Specific Plan
Future Plus Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	F	xxxxx	2.020	F	xxxxx	2.020	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	F	xxxxx	2.070	F	xxxxx	2.070	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	E	xxxxx	0.992	E	xxxxx	0.992	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	F	xxxxx	1.395	F	xxxxx	1.395	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	F	xxxxx	1.034	F	xxxxx	1.034	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 10 Sunrise Blvd/White Rock Rd	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	F	xxxxx	1.107	F	xxxxx	1.107	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 15 Grant Line Rd/Douglas Rd	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 16 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	16.6	0.498	B	16.6	0.498	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	32.3	0.967	C	32.3	0.967	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	19.4	0.689	B	19.4	0.689	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	D	43.7	1.043	D	43.7	1.043	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	13.6	0.583	B	13.6	0.583	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	E	56.8	1.137	E	56.8	1.137	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	B	17.5	0.866	B	17.5	0.866	+ 0.000 D/V

Mather Specific Plan
Future Plus Project
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	18.2	0.809	B	18.2	0.809	+ 0.000 D/V
# 25 Rancho Cordova Pkwy/US-50 WB R	B	18.3	0.607	B	18.3	0.607	+ 0.000 D/V
# 26 Rancho Cordova Pkwy/US-50 EB R	A	0.0	0.327	A	0.0	0.327	+ 0.000 D/V
# 27 Vineyard Rd/Kiefer Blvd	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 28 Vineyard Rd/Jackson Rd(SR-16)	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 29 Excelsior Rd/Kiefer Blvd	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 30 Excelsior Rd/Kiefer Blvd	F	xxxxx	1.694	F	xxxxx	1.694	+ 0.000 V/C
# 31 Zinfandel Rd/Chrysanthy Blvd	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 32 Sunrise Blvd/Chrysanthy Blvd	E	xxxxx	0.966	E	xxxxx	0.966	+ 0.000 V/C
# 33 Rancho Cordova Pkwy/White Rock	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000 V/C
# 34 Rancho Cordova Pkwy/Douglas Rd	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 35 Rancho Cordova Pkwy/Chrysanthy	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 36 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
# 37 Grant Line Rd/Chrysanthy Blvd	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 38 Grant Line Rd/Kiefer Blvd	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 39 Rancho Cordova Pkwy/Grant Line	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	F	607.8	3.262	F	607.8	3.262	+ 0.000 V/C

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.020
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 2	1 0	1	0 0	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1735	1307	1114	1119	39	59	40	26	791	22	1045
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	48	1735	1307	1225	1119	39	59	40	26	870	22	1045
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.90	0.10	1.00	0.61	0.39	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4348	152	1500	909	591	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.87	0.41	0.26	0.26	0.04	0.04	0.04	0.29	0.01	0.70
Crit Volume:			1307	613					66			1045
Crit Moves:			****	****					****			****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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Intersection #2 Bradshaw Rd/Kiefer Blvd

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Cycle (sec): 100 Critical Vol./Cap. (X): 2.070
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	51	2488	338	345	1041	297	598	764	42	217	1094	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	2488	338	345	1041	297	598	764	42	217	1094	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2488	338	345	1041	297	598	764	42	217	1094	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2488	338	345	1041	297	598	764	42	217	1094	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2488	338	345	1041	297	598	764	42	217	1094	404
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.33	0.67	1.00	1.90	0.10	1.00	1.46	0.54
Final Sat.:	1500	2641	359	1500	3501	999	1500	2844	156	1500	2191	809
Capacity Analysis Module:												
Vol/Sat:	0.03	0.94	0.94	0.23	0.30	0.30	0.40	0.27	0.27	0.14	0.50	0.50
Crit Volume:			1413	345			598					749
Crit Moves:			****	****			****					****

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Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	520	1977	303	173	993	52	256	1291	405	371	1780	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	1977	303	173	993	52	256	1291	405	371	1780	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	1977	303	173	993	52	256	1291	405	371	1780	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	1977	303	173	993	52	256	1291	405	371	1780	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	572	1977	303	190	993	52	282	1291	405	408	1780	430
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.44	0.20	0.06	0.22	0.03	0.09	0.29	0.27	0.14	0.40	0.29
Crit Volume:		659		95			141				593	
Crit Moves:		****		****			****				****	

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Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.395
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	357	0	489	617	2906	0	0	2111	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	357	0	489	617	2906	0	0	2111	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	357	0	489	617	2906	0	0	2111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	357	0	489	617	2906	0	0	2111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	393	0	489	617	2906	0	0	2111	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.32	0.40	0.94	0.00	0.00	0.68	0.00
Crit Volume:		0				489	617				1056	
Crit Moves:						****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.790
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1	0	1 0	3	0	1	1 1	0	0	1	0	1	0	0 1
Volume Module:																
Base Vol:	47	1523		14	82	2225	1155		415	47	174		23	69	144	
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	1523		14	82	2225	1155		415	47	174		23	69	144	
User Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	1523		14	82	2225	0		415	47	174		23	69	144	
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	1523		14	82	2225	0		415	47	174		23	69	144	
PCE Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	47	1523		14	82	2225	0		457	47	174		23	69	144	
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.97		0.03	1.00	3.00	1.00		1.81	0.19	1.00		0.25	0.75	1.00	
Final Sat.:	1500	4459		41	1500	4500	1500		2720	280	1500		375	1125	1500	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.34		0.34	0.05	0.49	0.00		0.17	0.17	0.12		0.06	0.06	0.10	
Crit Volume:	47					742				252					144	
Crit Moves:	****					****				****					****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	904	938	278	11	254	58	69	537	320	186	1151	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	904	938	278	11	254	58	69	537	320	186	1151	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	904	938	278	11	254	58	69	537	320	186	1151	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	904	938	278	11	254	58	69	537	320	186	1151	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	994	938	278	12	254	58	76	537	320	205	1151	292
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.31	0.19	0.00	0.08	0.04	0.03	0.12	0.21	0.07	0.38	0.19
Crit Volume:	497			127			38			576		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	1 0	2	0 1	1 1
Volume Module:												
Base Vol:	20	2013	56	258	2376	804	394	155	16	148	326	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2013	56	258	2376	804	394	155	16	148	326	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2013	56	258	2376	804	394	155	16	148	326	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2013	56	258	2376	804	394	155	16	148	326	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2013	56	258	2376	804	394	155	16	148	326	289
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.72	0.28	2.00	1.59	1.41
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4079	421	3000	2385	2115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.04	0.09	0.53	0.54	0.13	0.04	0.04	0.05	0.14	0.14
Crit Volume:	10					804	197				205	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.034
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	1021	1352	122	540	872	435	205	940	438	111	1327	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1021	1352	122	540	872	435	205	940	438	111	1327	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1021	1352	122	540	872	435	205	940	438	111	1327	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1021	1352	122	540	872	435	205	940	438	111	1327	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1123	1352	122	594	872	435	226	940	438	122	1327	417
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.37	0.30	0.08	0.20	0.19	0.29	0.08	0.21	0.29	0.04	0.29	0.28
Crit Volume:	562					435	113				442	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	280	7	17	153	81	3	691	0	4	1077	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	280	7	17	153	81	3	691	0	4	1077	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	280	7	17	153	81	3	691	0	4	1077	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	280	7	17	153	81	3	691	0	4	1077	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	280	7	17	153	81	3	691	0	4	1077	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.01	0.10	0.05	0.00	0.23	0.00	0.00	0.36	0.06
Crit Volume:		280			17			3			539	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec):	180	Critical Vol./Cap. (X):	0.765
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	375	1689	298	74	1319	521	198	119	57	481	933	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	1689	298	74	1319	521	198	119	57	481	933	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	1689	298	74	1319	521	198	119	57	481	933	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	1689	298	74	1319	521	198	119	57	481	933	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	413	1689	298	81	1319	521	218	119	57	529	933	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.20	0.03	0.29	0.35	0.07	0.03	0.04	0.18	0.21	0.13
Crit Volume:	206					521	109				311	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.107
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	719	1825	217	239	960	517	279	534	335	161	1241	594
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	719	1825	217	239	960	517	279	534	335	161	1241	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	719	1825	217	239	960	517	279	534	335	161	1241	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	719	1825	217	239	960	517	279	534	335	161	1241	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	791	1825	217	263	960	517	307	534	335	177	1241	594
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.41	0.14	0.09	0.21	0.34	0.10	0.18	0.22	0.06	0.28	0.40
Crit Volume:	395					517	153					594
Crit Moves:	****					****	****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	196	1491	60	185	857	381	77	394	92	27	858	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1491	60	185	857	381	77	394	92	27	858	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1491	60	185	857	381	77	394	92	27	858	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1491	60	185	857	381	77	394	92	27	858	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	216	1491	60	204	857	381	85	394	92	30	858	482
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.04	0.07	0.19	0.25	0.03	0.13	0.06	0.01	0.29	0.32
Crit Volume:		497		102			42					482
Crit Moves:		****		****			****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.963
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	11	1255	332	154	696	176	180	566	1	300	1266	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1255	332	154	696	176	180	566	1	300	1266	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1255	332	154	696	176	180	566	1	300	1266	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1255	332	154	696	176	180	566	1	300	1266	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	12	1255	332	169	696	176	198	566	1	330	1266	151
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.22	0.06	0.15	0.12	0.07	0.19	0.00	0.11	0.42	0.10
Crit Volume:		628		85			99				633	
Crit Moves:		****		****			****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	17	1825		0	0	1405	1179		467		0	11	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1825		0	0	1405	1179		467		0	11	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1825		0	0	1405	1179		467		0	11	0		0	0
Reduct Vol:	0	0		0	0	0	0		0		0	0	0		0	0
Reduced Vol:	17	1825		0	0	1405	1179		467		0	11	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1825		0	0	1405	1179		514		0	11	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550		1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00		0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1550	3100		0	0	3100	1550		3100		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.59	0.00	0.00	0.45	0.76	0.17		0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	17					1179	0						0			
Crit Moves:	****					****	****									

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	795	1456		0	0	1175	237		396		0	359	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	795	1456		0	0	1175	237		396		0	359	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	795	1456		0	0	1175	237		396		0	359	0		0	0
Reduct Vol:	0	0		0	0	0	0		0		0	0	0		0	0
Reduced Vol:	795	1456		0	0	1175	237		396		0	359	0		0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	1456		0	0	1175	237		436		0	359	0		0	0
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550		1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00		0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3100	3100		0	0	3100	1550		3100		0	1550	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.28	0.47	0.00	0.00	0.38	0.15	0.14		0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	437					588			218				0			
Crit Moves:	****					****			****							

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.685
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	125	804	19	38	712	409	391	497	131	126	775	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	804	19	38	712	409	391	497	131	126	775	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	804	19	38	712	409	391	497	131	126	775	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	804	19	38	712	409	391	497	131	126	775	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	138	804	19	42	712	409	430	497	131	139	775	108
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.01	0.01	0.24	0.27	0.14	0.17	0.09	0.05	0.26	0.07
Crit Volume:	69				356		215				388	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	16.6
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1171	1349	0	765	363	0	0	0	861	0	774
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1171	1349	0	765	363	0	0	0	861	0	774
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1171	0	0	765	0	0	0	0	861	0	774
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1171	0	0	765	0	0	0	0	861	0	774
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1171	0	0	765	0	0	0	0	861	0	774
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.25	0.00	0.27
Crit Moves:		****			****							****
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.50	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.45	0.00	0.50
Delay/Veh:	0.0	19.5	0.0	0.0	17.6	0.0	0.0	0.0	0.0	13.8	0.0	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	0.0	0.0	17.6	0.0	0.0	0.0	0.0	13.8	0.0	14.4
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	5	0	0	0	0	8	0	9

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.967
Loss Time (sec):	0	Average Delay (sec/veh):	32.3
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2018	1041	0	1041	411	536	0	1642	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2018	1041	0	1041	411	536	0	1642	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2018	0	0	1041	0	536	0	1642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2018	0	0	1041	0	536	0	1642	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2018	0	0	1041	0	536	0	1642	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.20	0.00	0.15	0.00	0.58	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.60	0.00	0.60	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.00	0.00	0.50	0.00	0.26	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	42.0	0.0	0.0	22.5	0.0	9.6	0.0	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.0	0.0	0.0	22.5	0.0	9.6	0.0	33.9	0.0	0.0	0.0
LOS by Move:	A	D	A	A	C	A	A	A	C	A	A	A
HCM2kAvgQ:	0	28	0	0	9	0	4	0	34	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	19.4
Optimal Cycle:	73	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	891	620	0	899	262	0	0	0	1409	0	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	891	620	0	899	262	0	0	0	1409	0	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	891	620	0	899	262	0	0	0	1409	0	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	891	620	0	899	262	0	0	0	1409	0	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	891	620	0	899	262	0	0	0	1409	0	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.91	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.77	0.00	0.23
Final Sat.:	0	5187	1615	0	5187	1615	0	0	0	3149	0	419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.00	0.17	0.16	0.00	0.00	0.00	0.45	0.00	0.52
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.25	1.00	0.00	0.25	0.25	0.00	0.00	0.00	0.75	0.00	0.75
Volume/Cap:	0.00	0.68	0.38	0.00	0.69	0.65	0.00	0.00	0.00	0.60	0.00	0.69
Delay/Veh:	0.0	35.3	0.2	0.0	35.5	37.0	0.0	0.0	0.0	6.1	0.0	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.3	0.2	0.0	35.5	37.0	0.0	0.0	0.0	6.1	0.0	7.4
LOS by Move:	A	D	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	10	1	0	10	8	0	0	0	12	0	15

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.043
Loss Time (sec):	0	Average Delay (sec/veh):	43.7
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1297	836	0	2083	213	201	0	1434	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1297	836	0	2083	213	201	0	1434	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1297	836	0	2083	0	201	0	1434	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1297	836	0	2083	0	201	0	1434	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1297	836	0	2083	0	201	0	1434	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.95	1.00	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	0	5187	1615	0	3610	1900	1841	0	3077	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.52	0.00	0.58	0.00	0.11	0.00	0.47	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.55	0.55	0.00	0.55	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.94	0.00	1.04	0.00	0.24	0.00	1.04	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	37.4	0.0	54.8	0.0	17.2	0.0	62.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	37.4	0.0	54.8	0.0	17.2	0.0	62.5	0.0	0.0	0.0
LOS by Move:	A	B	D	A	D	A	B	A	E	A	A	A
HCM2kAvgQ:	0	9	29	0	45	0	3	0	33	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.583
Loss Time (sec):	0	Average Delay (sec/veh):	13.6
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	2004	560	0	1288	321	0	0	0	689	0	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2004	560	0	1288	321	0	0	0	689	0	282
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2004	0	0	1288	0	0	0	0	689	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2004	0	0	1288	0	0	0	0	689	0	282
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2004	0	0	1288	0	0	0	0	689	0	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.20	0.00	0.17
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.58	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.58	0.00	0.52
Delay/Veh:	0.0	9.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	28.1	0.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	28.1	0.0	27.5
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	0	0	11	0	0	0	0	9	0	7

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.137
Loss Time (sec):	0	Average Delay (sec/veh):	56.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	0 1	1	1 0	1 1	0	0 0	0 2
Volume Module:												
Base Vol:	0	2169	501	0	1980	197	616	390	1288	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2169	501	0	1980	197	616	390	1288	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2169	501	0	1980	0	616	390	1288	0	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2169	501	0	1980	0	616	390	1288	0	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2169	501	0	1980	0	616	390	1288	0	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	1.00	0.95	1.00	0.58	0.58	0.58	1.00	1.00	0.75
Lanes:	0.00	3.25	0.75	0.00	2.00	1.00	1.22	0.78	2.00	0.00	0.00	2.00
Final Sat.:	0	5461	1261	0	3610	1900	1340	849	2189	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.00	0.55	0.00	0.46	0.46	0.59	0.00	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.00	0.52	0.52	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.82	0.00	1.14	0.00	0.89	0.89	1.14	0.00	0.00	xxxx
Delay/Veh:	0.0	24.0	24.0	0.0	95.0	0.0	25.7	25.7	92.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	24.0	0.0	95.0	0.0	25.7	25.7	92.4	0.0	0.0	0.0
LOS by Move:	A	C	C	A	F	A	C	C	F	A	A	A
HCM2kAvgQ:	0	21	21	0	51	0	18	18	34	0	0	1

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.866
Loss Time (sec):	0	Average Delay (sec/veh):	17.5
Optimal Cycle:	171	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	2805	543	0	3051	2079	0	0	0	352	0	791
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2805	543	0	3051	2079	0	0	0	352	0	791
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2805	0	0	3051	0	0	0	0	352	0	791
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2805	0	0	3051	0	0	0	0	352	0	791
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2805	0	0	3051	0	0	0	0	352	0	791
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.10	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.80	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.31	0.00	0.87
Delay/Veh:	0.0	12.6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	25.8	0.0	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	25.8	0.0	40.7
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	23	0	0	29	0	0	0	0	4	0	16

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.809
Loss Time (sec):	0	Average Delay (sec/veh):	18.2
Optimal Cycle:	119	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 3	0 1	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2040	328	0	2679	453	1322	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2040	328	0	2679	453	1322	0	832	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2040	0	0	2679	0	1322	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2040	0	0	2679	0	1322	0	832	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2040	0	0	2679	0	1322	0	832	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.52	0.00	0.25	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.00	0.00	0.81	0.00	0.70	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	15.1	0.0	28.4	0.0	33.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	15.1	0.0	28.4	0.0	33.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	24	0	13	0	15	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #25 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 0	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	0 0
Volume Module:												
Base Vol:	948	0	0	0	0	0	0	0	0	1179	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	948	0	0	0	0	0	0	0	0	1179	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	948	0	0	0	0	0	0	0	0	1179	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	948	0	0	0	0	0	0	0	0	1179	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	948	0	0	0	0	0	0	0	0	1179	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	0	0	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00
Volume/Cap:	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00
Delay/Veh:	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	12	0	0	0	0	0	0	0	0	13	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #26 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.327
Loss Time (sec):	0	Average Delay (sec/veh):	0.0
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.00	0 1.00	1.00	0 2.00	0 0.00	0.00	1.00	0 0.00	0.00	0 0.00	0 0.00
Volume Module:												
Base Vol:	0	948	1196	0	1179	0	0	0	346	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	948	1196	0	1179	0	0	0	346	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	948	0	0	1179	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	0	0	1179	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	948	0	0	1179	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	0	1900	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #27 Vineyard Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.961
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.00	0 1.00	2.00	0 2.00	0 1.00	1.00	0 2.00	0 1.00	1.00	0 2.00	0 1.00
Volume Module:												
Base Vol:	216	1311	2	100	700	101	145	583	79	3	1173	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1311	2	100	700	101	145	583	79	3	1173	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1311	2	100	700	101	145	583	79	3	1173	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1311	2	100	700	101	145	583	79	3	1173	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1311	2	110	700	101	145	583	79	3	1173	394
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.00	0.04	0.23	0.07	0.10	0.19	0.05	0.00	0.39	0.26
Crit Volume:		656		55			145				587	
Crit Moves:		****		****			****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #28 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	584	1033	93	164	440	40	71	704	349	117	1576	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1033	93	164	440	40	71	704	349	117	1576	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1033	93	164	440	40	71	704	349	117	1576	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1033	93	164	440	40	71	704	349	117	1576	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	642	1033	93	180	440	40	71	704	349	117	1576	351
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.06	0.06	0.15	0.03	0.05	0.16	0.23	0.08	0.35	0.23
Crit Volume:		517			90			71			525	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #29 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	314	449	0	0	118	141	132	528	26	0	1114	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	449	0	0	118	141	132	528	26	0	1114	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	449	0	0	118	141	132	528	26	0	1114	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	449	0	0	118	141	132	528	26	0	1114	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	345	449	0	0	118	141	145	528	26	0	1114	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	0	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.00	0.04	0.09	0.05	0.18	0.02	0.00	0.37	0.00
Crit Volume:	173					141	73				557	
Crit Moves:	****					****	****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #30 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	227	744	240	475	308	262	536	432	138	334	988	1158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	744	240	475	308	262	536	432	138	334	988	1158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	744	240	475	308	262	536	432	138	334	988	1158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	744	240	475	308	262	536	432	138	334	988	1158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	744	240	475	308	262	536	432	138	334	988	1158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.16	0.32	0.10	0.17	0.36	0.14	0.09	0.22	0.33	0.77
Crit Volume:		372		475			536					1158
Crit Moves:		****		****			****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #31 Zinfandel Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.985
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	681	282	397	296	0	0	0	0	181	0	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	681	282	397	296	0	0	0	0	181	0	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	681	282	397	296	0	0	0	0	181	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	681	282	397	296	0	0	0	0	181	0	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	681	282	397	296	0	0	0	0	181	0	448
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.18	0.26	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.29
Crit Volume:		681		397			0					448
Crit Moves:		****		****								****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #32 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1952	128	444	947	0	0	0	0	271	0	603
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	128	444	947	0	0	0	0	271	0	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	128	444	947	0	0	0	0	271	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	128	444	947	0	0	0	0	271	0	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	1952	128	488	947	0	0	0	0	298	0	603
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.08	0.16	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.39
Crit Volume:		651		244			0					603
Crit Moves:		****		****								****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #33 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	284	1130	0	20	1117	1017	406	506	37	0	951	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1130	0	20	1117	1017	406	506	37	0	951	19
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	1130	0	20	1117	0	406	506	0	0	951	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1130	0	20	1117	0	406	506	0	0	951	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	1130	0	20	1117	0	447	506	0	0	951	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.38	0.00	0.01	0.37	0.00	0.15	0.11	0.00	0.00	0.21	0.01
Crit Volume:	284				559		223				317	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #34 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 1	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	691	830	80	84	358	0	0	397	269	100	729	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	691	830	80	84	358	0	0	397	269	100	729	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	691	830	80	84	358	0	0	397	269	100	729	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	830	80	84	358	0	0	397	269	100	729	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	760	830	80	84	358	0	0	397	269	110	729	205
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.82	0.18	1.00	2.00	0.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	2736	264	1500	3000	0	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.30	0.06	0.12	0.00	0.00	0.09	0.18	0.04	0.16	0.14
Crit Volume:	380				179			0			243	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #35 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	77	692	96	250	300	84	154	435	64	110	497	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	692	96	250	300	84	154	435	64	110	497	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	692	96	250	300	84	154	435	64	110	497	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	692	96	250	300	84	154	435	64	110	497	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	85	692	96	275	300	84	169	435	64	121	497	512
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.06	0.09	0.10	0.06	0.06	0.15	0.04	0.04	0.17	0.34
Crit Volume:		346			138			85				512
Crit Moves:		****			****			****				****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #36 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	440	430	17	11	343	46	66	312	293	32	632	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	430	17	11	343	46	66	312	293	32	632	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	430	17	11	343	46	66	312	293	32	632	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	430	17	11	343	46	66	312	293	32	632	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	430	17	12	343	46	73	312	293	35	632	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.01	0.00	0.11	0.03	0.02	0.10	0.20	0.01	0.21	0.06
Crit Volume:	242				172		36				316	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #37 Grant Line Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	429	884	170	133	763	275	351	319	300	104	324	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	884	170	133	763	275	351	319	300	104	324	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	884	170	133	763	275	351	319	300	104	324	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	884	170	133	763	275	351	319	300	104	324	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	472	884	170	146	763	275	386	319	300	114	324	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.11	0.05	0.25	0.18	0.13	0.11	0.20	0.04	0.11	0.05
Crit Volume:	236				382				300	57		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #38 Grant Line Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	275	1358	32	59	1117	350	204	78	220	46	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	1358	32	59	1117	350	204	78	220	46	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1358	32	59	1117	350	204	78	220	46	186	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1358	32	59	1117	350	204	78	220	46	186	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1358	32	59	1117	350	224	78	220	46	186	241
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.45	0.02	0.04	0.37	0.23	0.07	0.03	0.15	0.03	0.12	0.16
Crit Volume:	275				559		112					241
Crit Moves:	****				****		****					****

Mather Specific Plan
Future Plus Project
AM Peak Hour

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

Intersection #39 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	1 0	1 0	0	0 1	0 0
Volume Module:												
Base Vol:	7	1202	0	0	939	259	389	91	11	0	186	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1202	0	0	939	259	389	91	11	0	186	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1202	0	0	939	259	389	91	11	0	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1202	0	0	939	259	389	91	11	0	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1202	0	0	939	259	428	91	11	0	186	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.89	0.11	0.00	1.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	3000	1338	162	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.31	0.17	0.14	0.07	0.07	0.00	0.12	0.00
Crit Volume:		601			0		214				186	
Crit Moves:		****			****		****				****	

Mather Specific Plan
Future Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.262
Loss Time (sec): 0 Average Delay (sec/veh): 607.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1 0	1	0	0	1 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	123	621	478	5	70	200	50	0	493	230	730				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	123	621	478	5	70	200	50	0	493	230	730				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	123	621	478	5	70	200	50	0	493	230	730				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	123	621	478	5	70	200	50	0	493	230	730				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	123	621	478	5	70	200	50	0	493	230	730				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.17	0.83	1.00	0.07	0.93	0.80	0.20	0.00	0.34	0.16	0.50				
Final Sat.:	0	75	380	395	30	422	311	78	0	151	71	224				
Capacity Analysis Module:																
Vol/Sat:	xxxx	1.64	1.64	1.21	0.17	0.17	0.64	0.64	xxxx	3.26	3.26	3.26				
Crit Moves:		****		****				****				****				
Delay/Veh:	0.0	316	316.0	144.1	12.2	12.2	27.6	27.6	0.0	1040	1040	1040				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	316	316.0	144.1	12.2	12.2	27.6	27.6	0.0	1040	1040	1040				
LOS by Move:	*	F	F	F	B	B	D	D	*	F	F	F				
ApproachDel:	316.0			126.2				27.6			1040.4					
Delay Adj:	1.00			1.00				1.00			1.00					
ApprAdjDel:	316.0			126.2				27.6			1040.4					
LOS by Appr:	F			F				D			F					
AllWayAvgQ:	38.6	38.6	38.6	14.5	0.2	0.2	1.7	1.7	1.7	127	127	127.4				

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

Scenario Report

Scenario:	Future PM Plus Project
Command:	Future PM Plus Project
Volume:	Future PM Plus Project
Geometry:	Future Plus Project
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	Future PM Plus Project

Mather Specific Plan
Future Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bradshaw Rd/Old Placerville Rd	F	xxxxx	1.831	F	xxxxx	1.831	+ 0.000 V/C
# 2 Bradshaw Rd/Kiefer Blvd	F	xxxxx	1.497	F	xxxxx	1.497	+ 0.000 V/C
# 3 Bradshaw Rd/Jackson Rd(SR-16)	F	xxxxx	1.156	F	xxxxx	1.156	+ 0.000 V/C
# 4 Routier Rd/Old Placerville Rd	F	xxxxx	1.869	F	xxxxx	1.869	+ 0.000 V/C
# 5 Mather Field Rd/Rockingham Dr	F	xxxxx	1.213	F	xxxxx	1.213	+ 0.000 V/C
# 6 Excelsior Rd/Jackson Rd(SR-16)	E	xxxxx	0.977	E	xxxxx	0.977	+ 0.000 V/C
# 7 Zinfandel Dr/White Rock Rd	F	xxxxx	1.439	F	xxxxx	1.439	+ 0.000 V/C
# 8 Zinfandel Dr/International Rd	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C
# 9 Eagles Nest Rd/Jackson Rd(SR-1	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 10 Sunrise Blvd/White Rock Rd	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 11 Sunrise Blvd/Douglas Rd	F	xxxxx	1.146	F	xxxxx	1.146	+ 0.000 V/C
# 12 Sunrise Blvd/Kiefer Blvd	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 13 Sunrise Blvd/Jackson Rd(SR-16)	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
# 14 Grant Line Rd/White Rock Rd	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 15 Grant Line Rd/Douglas Rd	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
# 16 Grant Line Rd/Jackson Rd(SR-16	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 17 Bradshaw Rd/US-50 WB Ramps	B	17.7	0.605	B	17.7	0.605	+ 0.000 D/V
# 18 Bradshaw Rd/US-50 EB Ramps	C	27.3	0.894	C	27.3	0.894	+ 0.000 D/V
# 19 Mather Field Rd/US-50 WB Ramps	B	14.2	0.964	B	14.2	0.964	+ 0.000 D/V
# 20 Mather Field Rd/US-50 EB Ramps	E	58.0	1.265	E	58.0	1.265	+ 0.000 D/V
# 21 Zinfandel Dr/US-50 WB Ramps	B	17.0	0.694	B	17.0	0.694	+ 0.000 D/V
# 22 Zinfandel Dr/US-50 EB Ramps	F	144.5	1.409	F	144.5	1.409	+ 0.000 D/V
# 23 Sunrise Blvd/US-50 WB Ramps	C	20.2	0.956	C	20.2	0.956	+ 0.000 D/V

Mather Specific Plan
Future Plus Project
PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Sunrise Blvd/US-50 EB Ramps	B	17.7	0.679	B	17.7	0.679	+ 0.000 D/V
# 25 Rancho Cordova Pkwy/US-50 WB R	C	21.9	0.753	C	21.9	0.753	+ 0.000 D/V
# 26 Rancho Cordova Pkwy/US-50 EB R	A	0.1	0.365	A	0.1	0.365	+ 0.000 D/V
# 27 Vineyard Rd/Kiefer Blvd	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 28 Vineyard Rd/Jackson Rd(SR-16)	E	xxxxx	0.937	E	xxxxx	0.937	+ 0.000 V/C
# 29 Excelsior Rd/Kiefer Blvd	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 30 Excelsior Rd/Kiefer Blvd	F	xxxxx	1.937	F	xxxxx	1.937	+ 0.000 V/C
# 31 Zinfandel Rd/Chrysanthy Blvd	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
# 32 Sunrise Blvd/Chrysanthy Blvd	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 33 Rancho Cordova Pkwy/White Rock	F	xxxxx	1.016	F	xxxxx	1.016	+ 0.000 V/C
# 34 Rancho Cordova Pkwy/Douglas Rd	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 35 Rancho Cordova Pkwy/Chrysanthy	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 36 Rancho Cordova Pkwy/Kiefer Blv	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 37 Grant Line Rd/Chrysanthy Blvd	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 38 Grant Line Rd/Kiefer Blvd	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C
# 39 Rancho Cordova Pkwy/Grant Line	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
# 40 Mather Blvd/Douglas Rd	F	723.7	3.576	F	723.7	3.576	+ 0.000 V/C

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #1 Bradshaw Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 2	1 0	1	0 0	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	40	1407	1032	786	2091	57	55	33	20	1152	152	1267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1407	1032	786	2091	57	55	33	20	1152	152	1267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1407	1032	786	2091	57	55	33	20	1152	152	1267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1407	1032	786	2091	57	55	33	20	1152	152	1267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1407	1032	786	2091	57	55	33	20	1152	152	1267
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.92	0.08	1.00	0.62	0.38	2.00	1.00	1.00
Final Sat.:	1500	4500	1500	3000	4381	119	1500	934	566	3000	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.69	0.26	0.48	0.48	0.04	0.04	0.04	0.38	0.10	0.84
Crit Volume:			1032	393			55					1267
Crit Moves:			****	****			****					****

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #2 Bradshaw Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.497
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	1445	194	361	2585	511	341	1188	63	440	873	457
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1445	194	361	2585	511	341	1188	63	440	873	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1445	194	361	2585	511	341	1188	63	440	873	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1445	194	361	2585	511	341	1188	63	440	873	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1445	194	361	2585	511	341	1188	63	440	873	457
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.50	0.50	1.00	1.90	0.10	1.00	1.31	0.69
Final Sat.:	1500	2645	355	1500	3757	743	1500	2849	151	1500	1969	1031
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.24	0.69	0.69	0.23	0.42	0.42	0.29	0.44	0.44
Crit Volume:		820			361			626			440	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #3 Bradshaw Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.156
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	326	1139	395	383	2250	319	148	1884	359	386	1563	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1139	395	383	2250	319	148	1884	359	386	1563	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1139	395	383	2250	319	148	1884	359	386	1563	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1139	395	383	2250	319	148	1884	359	386	1563	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1139	395	383	2250	319	148	1884	359	386	1563	216
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.26	0.13	0.50	0.21	0.05	0.42	0.24	0.13	0.35	0.14
Crit Volume:	163				750			628		193		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #4 Routier Rd/Old Placerville Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.869
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	334	0	792	665	2374	0	0	2879	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	792	665	2374	0	0	2879	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	334	0	792	665	2374	0	0	2879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	0	792	665	2374	0	0	2879	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	334	0	792	665	2374	0	0	2879	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3100	0	1550	1550	3100	0	0	3100	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.51	0.43	0.77	0.00	0.00	0.93	0.00
Crit Volume:		0				792	665				1440	
Crit Moves:						****	****				****	

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #5 Mather Field Rd/Rockingham Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.213
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	68	2602	26	136	1457	738	1202	60	99	18	159	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	2602	26	136	1457	738	1202	60	99	18	159	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2602	26	136	1457	0	1202	60	99	18	159	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2602	26	136	1457	0	1202	60	99	18	159	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2602	26	136	1457	0	1202	60	99	18	159	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.90	0.10	1.00	0.10	0.90	1.00
Final Sat.:	1500	4455	45	1500	4500	1500	2857	143	1500	153	1347	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.58	0.58	0.09	0.32	0.00	0.42	0.42	0.07	0.12	0.12	0.08
Crit Volume:		876			136			631			177	
Crit Moves:		****			****			****			****	

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #6 Excelsior Rd/Jackson Rd(SR-16)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	479	384	200		85	1090	109		174	1116	772		296	740	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	479	384	200		85	1090	109		174	1116	772		296	740	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	479	384	200		85	1090	109		174	1116	772		296	740	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	479	384	200		85	1090	109		174	1116	772		296	740	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	479	384	200		85	1090	109		174	1116	772		296	740	14	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.13	0.13		0.03	0.36	0.07		0.06	0.25	0.51		0.10	0.25	0.01	
Crit Volume:	0					545					772		148			
Crit Moves:	****					****					****		****			

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #7 Zinfandel Dr/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	1 0	2	0	1	1 1
Volume Module:																
Base Vol:	38	2741	103		489	2136	437		798	301	14		133	290	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	38	2741	103		489	2136	437		798	301	14		133	290	1	
User Adj:	1.00	1.50	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	38	4112	103		489	2136	437		798	301	14		133	290	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	4112	103		489	2136	437		798	301	14		133	290	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	38	4112	103		489	2136	437		798	301	14		133	290	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.87	0.13		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	4300	200		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.91	0.07		0.16	0.47	0.29		0.27	0.07	0.07		0.04	0.10	0.00	
Crit Volume:		1371				245				399				145		
Crit Moves:		****				****				****				****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #8 Zinfandel Dr/International Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.061
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	726	1139	108	413	1458	361	615	1379	1003	205	1220	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	726	1139	108	413	1458	361	615	1379	1003	205	1220	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	726	1139	108	413	1458	361	615	1379	1003	205	1220	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	726	1139	108	413	1458	361	615	1379	1003	205	1220	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	726	1139	108	413	1458	361	615	1379	1003	205	1220	537
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.25	0.07	0.14	0.32	0.24	0.21	0.31	0.67	0.07	0.27	0.36
Crit Volume:	0				486				1003	103		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #9 Eagles Nest Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	228	5	132	315	10	102	1361	4	21	915	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	228	5	132	315	10	102	1361	4	21	915	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	228	5	132	315	10	102	1361	4	21	915	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	5	132	315	10	102	1361	4	21	915	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	228	5	132	315	10	102	1361	4	21	915	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.09	0.21	0.01	0.07	0.45	0.00	0.01	0.31	0.02
Crit Volume:		228			132			681		21		
Crit Moves:		****			****			****		****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #10 Sunrise Blvd/White Rock Rd

Cycle (sec):	180	Critical Vol./Cap. (X):	0.783
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	72	1326	381	340	1419	121	525	908	380	364	596	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1326	381	340	1419	121	525	908	380	364	596	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1326	381	340	1419	121	525	908	380	364	596	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1326	381	340	1419	121	525	908	380	364	596	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1326	381	340	1419	121	525	908	380	364	596	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.25	0.11	0.32	0.08	0.17	0.20	0.25	0.12	0.13	0.00
Crit Volume:		442		170					380	182		
Crit Moves:		****		****					****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #11 Sunrise Blvd/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.146
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	493	1059	203	320	1936	517	525	1305	736	183	815	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	493	1059	203	320	1936	517	525	1305	736	183	815	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	493	1059	203	320	1936	517	525	1305	736	183	815	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	1059	203	320	1936	517	525	1305	736	183	815	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	493	1059	203	320	1936	517	525	1305	736	183	815	385
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.14	0.11	0.43	0.34	0.17	0.44	0.49	0.06	0.18	0.26
Crit Volume:	247				645				736	92		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #12 Sunrise Blvd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.781
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	136	983	19	470	1796	150	425	839	212	6	563	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	983	19	470	1796	150	425	839	212	6	563	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	983	19	470	1796	150	425	839	212	6	563	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	983	19	470	1796	150	425	839	212	6	563	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	983	19	470	1796	150	425	839	212	6	563	292
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.01	0.16	0.40	0.10	0.14	0.28	0.14	0.00	0.19	0.19
Crit Volume:	68				599		213					292
Crit Moves:	****				****		****					****

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #13 Sunrise Blvd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.836
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	4	735	272	228	1519	208	225	1152	13	339	714	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	735	272	228	1519	208	225	1152	13	339	714	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	735	272	228	1519	208	225	1152	13	339	714	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	735	272	228	1519	208	225	1152	13	339	714	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	735	272	228	1519	208	225	1152	13	339	714	178
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.18	0.08	0.34	0.14	0.08	0.38	0.01	0.11	0.24	0.12
Crit Volume:	2				506			576		170		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #14 Grant Line Rd/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0	0	0	0 2	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	1	1428	0	0	1668	691	1176	0	13	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	1428	0	0	1668	691	1176	0	13	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	1428	0	0	1668	691	1176	0	13	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	1428	0	0	1668	691	1176	0	13	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1	1428	0	0	1668	691	1176	0	13	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1550	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.46	0.00	0.00	0.54	0.45	0.38	0.00	0.01	0.00	0.00	0.00				
Crit Volume:	1				834		588				0					
Crit Moves:	****				****		****									

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #15 Grant Line Rd/Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0	0	0	0 2	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	545	1142	0	0	1318	415	233	0	760	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	545	1142	0	0	1318	415	233	0	760	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	545	1142	0	0	1318	415	233	0	760	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	545	1142	0	0	1318	415	233	0	760	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	545	1142	0	0	1318	415	233	0	760	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3100	3100	0	0	3100	1550	3100	0	1550	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.37	0.00	0.00	0.43	0.27	0.08	0.00	0.49	0.00	0.00	0.00				
Crit Volume:	0				659				760	0						
Crit Moves:	****				****				****							

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	137	674	42	49	726	412	345	962	133	45	550	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	674	42	49	726	412	345	962	133	45	550	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	674	42	49	726	412	345	962	133	45	550	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	674	42	49	726	412	345	962	133	45	550	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	674	42	49	726	412	345	962	133	45	550	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.03	0.02	0.24	0.27	0.12	0.32	0.09	0.02	0.18	0.02
Crit Volume:	69				363			481		23		
Crit Moves:	****				****			****		****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #17 Bradshaw Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	666	1536	0	1315	1316	0	0	0	1230	0	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	666	1536	0	1315	1316	0	0	0	1230	0	591
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	666	0	0	1315	0	0	0	0	1230	0	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	0	0	1315	0	0	0	0	1230	0	591
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	666	0	0	1315	0	0	0	0	1230	0	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.35	0.00	0.21
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Volume/Cap:	0.00	0.31	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.00	0.36
Delay/Veh:	0.0	19.4	0.0	0.0	23.1	0.0	0.0	0.0	0.0	14.1	0.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	0.0	0.0	23.1	0.0	0.0	0.0	0.0	14.1	0.0	11.2
LOS by Move:	A	B	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	0	12	0	0	0	0	13	0	5

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #18 Bradshaw Rd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	27.3
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1904	897	0	2028	499	434	0	1429	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1904	897	0	2028	499	434	0	1429	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1904	0	0	2028	0	434	0	1429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1904	0	0	2028	0	434	0	1429	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1904	0	0	2028	0	434	0	1429	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.39	0.00	0.12	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.44	0.00	0.00	0.44	0.00	0.56	0.00	0.56	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.00	0.00	0.89	0.00	0.22	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	27.9	0.0	0.0	31.0	0.0	11.0	0.0	26.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.9	0.0	0.0	31.0	0.0	11.0	0.0	26.1	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	C	A	A	A
HCM2kAvgQ:	0	21	0	0	25	0	3	0	26	0	0	0

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #19 Mather Field Rd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.964
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	1447	1403	0	922	197	0	0	0	875	0	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1447	1403	0	922	197	0	0	0	875	0	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1447	1403	0	922	197	0	0	0	875	0	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1447	1403	0	922	197	0	0	0	875	0	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1447	1403	0	922	197	0	0	0	875	0	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.91	0.85	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.62	0.00	0.38
Final Sat.:	0	5187	1615	0	5187	1615	0	0	0	2856	0	675
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.87	0.00	0.18	0.12	0.00	0.00	0.00	0.31	0.00	0.40
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.58	1.00	0.00	0.58	0.58	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.48	0.87	0.00	0.30	0.21	0.00	0.00	0.00	0.74	0.00	0.96
Delay/Veh:	0.0	12.1	5.3	0.0	10.6	10.0	0.0	0.0	0.0	26.4	0.0	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	5.3	0.0	10.6	10.0	0.0	0.0	0.0	26.4	0.0	46.4
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	9	5	0	5	3	0	0	0	15	0	27

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

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

Cycle (sec):	100	Critical Vol./Cap. (X):	1.265
Loss Time (sec):	0	Average Delay (sec/veh):	58.0
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	2340	1577	0	1537	247	506	0	786	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2340	1577	0	1537	247	506	0	786	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2340	1577	0	1537	0	506	0	786	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2340	1577	0	1537	0	506	0	786	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2340	1577	0	1537	0	506	0	786	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.95	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.39	0.00	1.61	0.00	0.00	0.00
Final Sat.:	0	5187	1615	0	3610	1900	2358	0	2725	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.98	0.00	0.43	0.00	0.21	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.77	0.77	0.00	0.77	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	1.26	0.00	0.55	0.00	0.94	0.00	1.26	0.00	0.00	0.00
Delay/Veh:	0.0	5.0	137.1	0.0	4.8	0.0	50.7	0.0	165.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.0	137.1	0.0	4.8	0.0	50.7	0.0	165.7	0.0	0.0	0.0
LOS by Move:	A	A	F	A	A	A	D	A	F	A	A	A
HCM2kAvgQ:	0	11	89	0	10	0	15	0	30	0	0	0

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #21 Zinfandel Dr/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	75	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 2	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	2099	1535	0	1499	938	0	0	0	709	0	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2099	1535	0	1499	938	0	0	0	709	0	451
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2099	0	0	1499	0	0	0	0	709	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2099	0	0	1499	0	0	0	0	709	0	451
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2099	0	0	1499	0	0	0	0	709	0	451
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	3610	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.68	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.50	0.00	0.69
Delay/Veh:	0.0	14.2	0.0	0.0	14.8	0.0	0.0	0.0	0.0	22.7	0.0	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	0.0	0.0	14.8	0.0	0.0	0.0	0.0	22.7	0.0	28.1
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	16	0	0	17	0	0	0	0	9	0	12

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #22 Zinfandel Dr/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.409
Loss Time (sec):	0	Average Delay (sec/veh):	144.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	1 0	0	0 2	0 1	1	1 0	1 1	0	0 0	0 2
Volume Module:												
Base Vol:	0	2993	350	0	2126	411	584	47	953	0	0	783
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2993	350	0	2126	411	584	47	953	0	0	783
User Adj:	1.00	2.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5986	350	0	2126	0	584	47	953	0	0	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5986	350	0	2126	0	584	47	953	0	0	783
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5986	350	0	2126	0	584	47	953	0	0	783
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.95	1.00	0.52	0.52	0.52	1.00	1.00	0.75
Lanes:	0.00	3.78	0.22	0.00	2.00	1.00	1.85	0.15	2.00	0.00	0.00	2.00
Final Sat.:	0	6482	379	0	3610	1900	1815	146	1961	0	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.92	0.92	0.00	0.59	0.00	0.32	0.32	0.49	0.00	0.00	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	1.41	1.41	0.00	0.90	0.00	0.93	0.93	1.41	0.00	0.00	xxxx
Delay/Veh:	0.0	203	202.9	0.0	19.6	0.0	41.6	41.6	222.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	203	202.9	0.0	19.6	0.0	41.6	41.6	222.3	0.0	0.0	0.0
LOS by Move:	A	F	F	A	B	A	D	D	F	A	A	A
HCM2kAvgQ:	0	115	115	0	32	0	14	14	35	0	0	12

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #23 Sunrise Blvd/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	0	Average Delay (sec/veh):	20.2
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	3552	638	0	2081	1506	0	0	0	47	0	772
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3552	638	0	2081	1506	0	0	0	47	0	772
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3552	0	0	2081	0	0	0	0	47	0	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3552	0	0	2081	0	0	0	0	47	0	772
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3552	0	0	2081	0	0	0	0	47	0	772
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.01	0.00	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.96	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.05	0.00	0.96
Delay/Veh:	0.0	20.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	26.0	0.0	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	26.0	0.0	56.8
LOS by Move:	A	C	A	A	A	A	A	A	A	C	A	E
HCM2kAvgQ:	0	42	0	0	11	0	0	0	0	1	0	18

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #24 Sunrise Blvd/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	71	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 3	0 1	3	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	2623	407	0	1410	501	1572	0	564	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2623	407	0	1410	501	1572	0	564	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2623	0	0	1410	0	1572	0	564	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2623	0	0	1410	0	1572	0	564	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2623	0	0	1410	0	1572	0	564	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	0	5187	1900	5253	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.27	0.00	0.30	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.49	0.00	0.68	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	16.2	0.0	0.0	13.5	0.0	23.1	0.0	19.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	0.0	0.0	13.5	0.0	23.1	0.0	19.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	16	0	0	10	0	14	0	7	0	0	0

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #25 Rancho Cordova Pkwy/US-50 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	21.9
Optimal Cycle:	92	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 0	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	0 0
Volume Module:												
Base Vol:	1317	0	0	0	0	0	0	0	0	1319	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1317	0	0	0	0	0	0	0	0	1319	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1317	0	0	0	0	0	0	0	0	1319	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1317	0	0	0	0	0	0	0	0	1319	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1317	0	0	0	0	0	0	0	0	1319	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	3502	0	0	0	0	0	0	0	0	3502	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00
Crit Moves:	****									****		
Green/Cycle:	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Volume/Cap:	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Delay/Veh:	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	18	0	0	0	0	0	0	0	0	18	0	0

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #26 Rancho Cordova Pkwy/US-50 EB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.365
Loss Time (sec):	0	Average Delay (sec/veh):	0.1
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2.00	0 1.00	1	0 2.00	0 0.00	0	1 0.00	0 2.00	0	0 0.00	0 0.00
Volume Module:												
Base Vol:	0	1317	1183	0	1319	0	0	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1317	1183	0	1319	0	0	0	841	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1317	0	0	1319	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1317	0	0	1319	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1317	0	0	1319	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	0	1900	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

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

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #27 Vineyard Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.919
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2.00	0 1.00	2	0 2.00	0 1.00	1	0 2.00	0 1.00	1	0 2.00	0 1.00
Volume Module:												
Base Vol:	124	1121	2	452	1298	197	134	1183	269	1	819	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1121	2	452	1298	197	134	1183	269	1	819	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1121	2	452	1298	197	134	1183	269	1	819	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1121	2	452	1298	197	134	1183	269	1	819	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1121	2	452	1298	197	134	1183	269	1	819	158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.00	0.15	0.43	0.13	0.09	0.39	0.18	0.00	0.27	0.11
Crit Volume:		561		226				592		1		
Crit Moves:		****		****				****		****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #28 Vineyard Rd/Jackson Rd(SR-16)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.937
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	459	714	119	312	1070	98	64	1583	536	113	909	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	714	119	312	1070	98	64	1583	536	113	909	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	714	119	312	1070	98	64	1583	536	113	909	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	714	119	312	1070	98	64	1583	536	113	909	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	714	119	312	1070	98	64	1583	536	113	909	318
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.08	0.10	0.36	0.07	0.04	0.35	0.36	0.08	0.20	0.21
Crit Volume:	230			535			528			113		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #29 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	48	250	0	0	604	194	157	1095	382	0	736	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	250	0	0	604	194	157	1095	382	0	736	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	250	0	0	604	194	157	1095	382	0	736	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	250	0	0	604	194	157	1095	382	0	736	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	250	0	0	604	194	157	1095	382	0	736	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	0	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.00	0.00	0.20	0.13	0.05	0.37	0.25	0.00	0.25	0.00
Crit Volume:	24			302			547			0		
Crit Moves:	****			****			****			****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #30 Excelsior Rd/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.937
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	187	533	375	1259	907	673	431	931	215	347	680	840
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	533	375	1259	907	673	431	931	215	347	680	840
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	533	375	1259	907	673	431	931	215	347	680	840
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	533	375	1259	907	673	431	931	215	347	680	840
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	533	375	1259	907	673	431	931	215	347	680	840
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.25	0.84	0.30	0.45	0.29	0.31	0.14	0.23	0.23	0.56
Crit Volume:			375	1259			431					840
Crit Moves:			****	****			****					****

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #31 Zinfandel Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.996
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	428	269	581	815	0	0	0	0	358	0	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	428	269	581	815	0	0	0	0	358	0	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	428	269	581	815	0	0	0	0	358	0	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	428	269	581	815	0	0	0	0	358	0	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	428	269	581	815	0	0	0	0	358	0	535
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.17	0.37	0.53	0.00	0.00	0.00	0.00	0.23	0.00	0.35
Crit Volume:		428		581			0					535
Crit Moves:		****		****								****

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #32 Sunrise Blvd/Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	1250	298	513	2180	0	0	0	0	197	0	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1250	298	513	2180	0	0	0	0	197	0	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1250	298	513	2180	0	0	0	0	197	0	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	298	513	2180	0	0	0	0	197	0	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1250	298	513	2180	0	0	0	0	197	0	512
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.19	0.17	0.47	0.00	0.00	0.00	0.00	0.06	0.00	0.33
Crit Volume:	0				727			0				512
Crit Moves:	****				****							****

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #33 Rancho Cordova Pkwy/White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.016
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	67	1179	0	28	1306	669	963	1407	162	0	969	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1179	0	28	1306	669	963	1407	162	0	969	23
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	67	1179	0	28	1306	0	963	1407	0	0	969	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1179	0	28	1306	0	963	1407	0	0	969	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	67	1179	0	28	1306	0	963	1407	0	0	969	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.00	0.02	0.44	0.00	0.32	0.31	0.00	0.00	0.22	0.02
Crit Volume:	67				653		482				323	
Crit Moves:	****				****		****				****	

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #34 Rancho Cordova Pkwy/Douglas Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.789
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 1	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	507	488	124	167	978	0	0	843	661	68	583	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	488	124	167	978	0	0	843	661	68	583	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	488	124	167	978	0	0	843	661	68	583	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	488	124	167	978	0	0	843	661	68	583	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	488	124	167	978	0	0	843	661	68	583	111
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.59	0.41	1.00	2.00	0.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	2392	608	1500	3000	0	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.20	0.11	0.33	0.00	0.00	0.19	0.44	0.02	0.13	0.07
Crit Volume:	0			489					661	34		
Crit Moves:	****			****					****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #35 Rancho Cordova Pkwy/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	69	454	104	472	767	212	123	519	88	102	489	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	454	104	472	767	212	123	519	88	102	489	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	454	104	472	767	212	123	519	88	102	489	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	454	104	472	767	212	123	519	88	102	489	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	454	104	472	767	212	123	519	88	102	489	403
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.07	0.16	0.26	0.14	0.04	0.17	0.06	0.03	0.16	0.27
Crit Volume:		227		236			62					403
Crit Moves:		****		****			****					****

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #36 Rancho Cordova Pkwy/Kiefer Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	376	382	45	119	485	73	58	746	412	18	409	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	382	45	119	485	73	58	746	412	18	409	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	382	45	119	485	73	58	746	412	18	409	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	382	45	119	485	73	58	746	412	18	409	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	376	382	45	119	485	73	58	746	412	18	409	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.04	0.16	0.05	0.02	0.25	0.27	0.01	0.14	0.02
Crit Volume:	188				242				412	9		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #37 Grant Line Rd/Chrysanthy Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.724
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	356	645	145	102	640	293	328	476	482	211	479	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	645	145	102	640	293	328	476	482	211	479	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	645	145	102	640	293	328	476	482	211	479	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	645	145	102	640	293	328	476	482	211	479	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	645	145	102	640	293	328	476	482	211	479	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.10	0.03	0.21	0.20	0.11	0.16	0.32	0.07	0.16	0.09
Crit Volume:	178				320				482	106		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #38 Grant Line Rd/Kiefer Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	301	1140	30	147	1300	280	358	250	316	30	103	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1140	30	147	1300	280	358	250	316	30	103	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1140	30	147	1300	280	358	250	316	30	103	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1140	30	147	1300	280	358	250	316	30	103	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1140	30	147	1300	280	358	250	316	30	103	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.02	0.10	0.43	0.19	0.12	0.08	0.21	0.02	0.07	0.05
Crit Volume:	301				650				316	30		
Crit Moves:	****				****				****	****		

Mather Specific Plan
Future Plus Project
PM Peak Hour

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

Intersection #39 Rancho Cordova Pkwy/Grant Line Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	7	1049	0	0	1208	439	352	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1049	0	0	1208	439	352	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1049	0	0	1208	439	352	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1049	0	0	1208	439	352	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1049	0	0	1208	439	352	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	3100	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.39	0.28	0.11	0.00	0.00	0.00	0.00	0.00
Crit Volume:	7				604		176				0	
Crit Moves:	****				****		****					

Mather Specific Plan
Future Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #40 Mather Blvd/Douglas Rd

Cycle (sec): 100 | Critical Vol./Cap. (X): 3.576
Loss Time (sec): 0 | Average Delay (sec/veh): 723.7
Optimal Cycle: 0 | Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1 0	1	0	0	1 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	60	661		918	124		65	200	50		0	901	260		394
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	60	661		918	124		65	200	50		0	901	260		394
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	60	661		918	124		65	200	50		0	901	260		394
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	60	661		918	124		65	200	50		0	901	260		394
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	60	661		918	124		65	200	50		0	901	260		394
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	0.08	0.92		1.00	0.66		0.34	0.80	0.20		0.00	0.58	0.17		0.25
Final Sat.:	0	38	420		395	282		148	310	78		0	252	73		110
Capacity Analysis Module:																
Vol/Sat:	xxxx	1.58	1.58		2.32	0.44		0.44	0.64	0.64		xxxx	3.58	3.58		3.58
Crit Moves:		****			****					****				****		
Delay/Veh:	0.0	290	289.7		623.6	17.5		17.5	27.6	27.6		0.0	1182	1182		1182
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	290	289.7		623.6	17.5		17.5	27.6	27.6		0.0	1182	1182		1182
LOS by Move:	*	F	F		F	C		C	D	D		*	F	F		F
ApproachDel:	289.7				520.1				27.6				1181.9			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	289.7				520.1				27.6				1181.9			
LOS by Appr:	F				F				D				F			
AllWayAvgQ:	35.5	35.5	35.5		67.1	0.8		0.8	1.7	1.7		1.7	141	141		141.4

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

Appendix F

Green Building and Development Measures

APPENDIX F
Green Building and Development Measures

To comply with **Mitigation Measure 4.4.1-8a**, each increment of new development within the project site requiring a discretionary approval from the County (e.g., proposed tentative subdivision map, conditional use permit), would demonstrate that GHG emissions from construction and operation would be reduced by 30 percent from business-as-usual 2006 emissions levels.

For each increment of new development, the project proponent would submit to the County a proposed mitigation plan that lists the measures selected to be implemented as part of the development and/or consideration of previously implemented measures, including analysis demonstrating the associated reduction in GHG emissions. The list would reflect the then-current state of the regulation of GHG emissions and climate change, which is expected to continue to evolve under the mandate of AB 32. The County would review, in consultation with the SMAQMD, the mitigation report for the applicable increment of development and approve the report (with modifications, if considered necessary and feasible) prior to granting any requested discretionary approval for that increment of development. In determining what sort of measures should appropriately be imposed to attain the overall, project-wide 30 percent emissions reduction requirement, the County would consider the following factors:

- The extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the project site are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by the EPA;
- The extent to which mobile-source GHG emissions can also be reduced through measures that result in trip reductions and reductions in trip length;
- The extent to which GHG emissions resulting from power generation by SMUD (that would serve the project site) are projected to decrease pursuant to existing and any future regulations, policies, and/or plans adopted by the federal and state governments to reduce GHG emissions from power generation;
- The extent to which replacement of CCR Title 24 with the California Green Building Standards Code or other similar requirements would result in new buildings being more energy efficient and consequently more GHG efficient;
- The extent to which any stationary sources of GHG emissions that would be associated with a proposed land use are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that would have the indirect effect of reducing GHG emissions;
- The extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies would continue, affecting cost-benefit analyses that determine economic feasibility; and

- Whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures, required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the development in the face of such costs.

The project proponent would consider the following options to meet the 30 percent reduction requirement, though this list is not intended to be exhaustive of GHG reduction strategies.

Energy Efficiency

- Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems).
- Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.
- Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.
- Install Energy Star compliant highly reflective roofing materials.
- Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes.
- Incorporate "green building" points into the design and construction of all projects for which "green building" points are available. Such points may be achieved through conformity with the checklists identified by New Home Construction Green Building Guidelines available at www.builditgreen.org (which were developed to apply to residential construction, but include measures that are also pertinent to commercial buildings).
- Incorporate methods to reduce heat gain of the non-roof impervious site landscape (including roads, sidewalks, courtyards, parking lots, and driveways) into the construction and design of all new projects. Methods include shading (within five years of occupancy), paving materials with a Solar Reflective Index (SRI) of at least 29, open grid pavement system (pavement that is less than 50% impervious and contains vegetation in the open cells), parking spaces under cover (any roof used to shade or cover parking should have an SRI of at least 29),
- Obtain Leadership in Energy and Environmental Design (LEED) certification, such as silver or gold, which can allow for further reductions in energy consumption and GHG emissions.

Water Conservation and Efficiency

- With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public areas.
- Install infrastructure to use recycled water for landscape irrigation.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Design buildings and lots to be water-efficient. Install water-efficient fixtures and appliances (e.g., ultra low-flow toilets, no flow urinals).

- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces). Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces unless required to mitigate health and safety concerns.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste at buildings.
- Provide adequate recycling containers in public areas, including parks, school grounds, and pedestrian zones.
- Provide education about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Promote ride-sharing programs at employment centers (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, or designating adequate passenger loading and unloading zones and waiting areas for ride share vehicles.)
- Provide necessary facilities and infrastructure in all land use types to encourage the use of low or zero emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Allow for prioritized parking within new commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles.
- Incorporate bicycle lanes, routes, and intersection improvements into street systems.
- For commercial land uses, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience.
- Create Class II bicycle lanes and walking paths directed to the location of schools, parks, and other destination points.
- Construct public transit amenities (bus shelters, bicycle lockers/racks, etc.) near transit stops.
- Provide secure bicycle storage at public parking facilities.
- Itegrate the project site with the surrounding development and circulation pattern by creating street and pedestrian/bicycle access throughout the project site to enable trips without depending exclusively on major roads, secondary roads, or the automobile.
- Design roadways to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.

Appendix G
VELB Mitigation

ESA

APPENDIX G
Valley Elderberry Longhorn Beetle Mitigation Measures.

These guidelines comply with habitat creation and mitigation measures described in the U.S. Fish and Wildlife Services' (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS, 1999) and the Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office (USFWS, 1996).

Avoid and Protect Habitat Whenever Possible: If suitable habitat for the beetle occurs on the project site or within close proximity where beetles will be affected by the project, these areas must be designated as avoidance areas and must be protected from disturbance during the construction and operation of the project. When possible, projects should be designed such that avoidance areas are connected with adjacent habitat to prevent fragmentation and isolation of beetle populations. Any beetle habitat that cannot be avoided as described below should be considered impacted and appropriate minimization measures should be proposed as described below.

Avoidance: Establishment and Maintenance of a Buffer Zone: Complete avoidance (i.e., no adverse effects) may be assumed when a 100-foot (or wider) buffer is established and maintained around elderberry plants containing stems measuring 1.0 inch or greater in diameter at ground level. Firebreaks may not be included in the buffer zone. In buffer areas, construction-related disturbance should be minimized, and any damaged area should be promptly restored following construction. The USFWS must be consulted before any disturbances within the buffer area are considered. In addition, the USFWS must be provided with a map identifying the avoidance area and written details describing avoidance measures.

Protective Measures

1. Fence and flag all areas to be avoided during construction activities. In areas where encroachment on the 100-foot buffer has been approved by USFWS, provide a minimum setback of at least 20 feet from the drip line of each elderberry plant.

2. Brief contractors on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements.

3. Erect signs every 50 feet along the edge of the avoidance area with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution,

fines, and imprisonment." The signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction.

4. Instruct work crews about the status of the beetle and the need to protect its elderberry host plant.

Restoration and Maintenance: Restore any damage done to the buffer area (area within 100 feet of elderberry plants) during construction. Provide erosion control and re-vegetate with appropriate native plants.

Buffer areas must continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding, and trash removal are usually appropriate.

No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant should be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level.

The applicant must provide a written description of how the buffer areas are to be restored, protected, and maintained after construction is completed.

Mowing of grasses/ground cover may occur from July through April to reduce fire hazard. No mowing should occur within five (5) feet of elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., stripping away bark through careless use of mowing/trimming equipment).

Transplant Elderberry Plants That Cannot Be Avoided: Elderberry plants must be transplanted if they cannot be avoided by the proposed project. All elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level must be transplanted to a conservation area. At the discretion of the USFWS, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation. In cases where transplantation is not possible, the minimization ratios may be increased to offset the additional habitat loss.

Trimming of elderberry plants (e.g., pruning along roadways, bike paths, or trails) with one or more stems 1.0 inch or greater in diameter at ground level, may result in take of beetles. Therefore, trimming is subject to appropriate minimization measures.

1. Monitor. A qualified biologist (monitor) must be on-site for the duration of the transplanting of the elderberry plants to insure that no unauthorized take of the valley elderberry longhorn beetle occurs. If unauthorized take occurs, the monitor must have the authority to stop work until corrective measures have been completed. The monitor must immediately report any unauthorized take of the beetle or its habitat to the USFWS.
2. Timing. Transplant elderberry plants when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success.
3. Transplanting Procedure.

a. Cut the plant back 3 to 6 feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. The trunk and all stems measuring 1.0 inch or greater in diameter at ground level should be replanted. Any leaves remaining on the plant should be removed.

b. Excavate a hole of adequate size to receive the transplant.

c. Excavate the plant using a Vemeer spade, backhoe, front end loader, or other suitable equipment, taking as much of the root ball as possible, and replant immediately at the conservation area. Move the plant only by the root ball. If the plant is to be moved and transplanted off site, secure the root ball with wire and wrap it with burlap. Dampen the burlap with water, as necessary, to keep the root ball wet. Do not let the roots dry out. Care should be taken to ensure that the soil is not dislodged from around the roots of the transplant. If the site receiving the transplant does not have adequate soil moisture, pre-wet the soil a day or two before transplantation.

d. The planting area must be at least 1,800 square feet for each elderberry transplant. The root ball should be planted so that its top is level with the existing ground. Compact the soil sufficiently so that settlement does not occur. As many as five (5) additional elderberry plantings (cuttings or seedlings) and up to five (5) associated native species plantings may also be planted within the 1,800 square foot area with the transplant. The transplant and each new planting should have its own watering basin measuring at least three (3) feet in diameter. Watering basins should have a continuous berm measuring approximately eight (8) inches wide at the base and six (6) inches high.

e. Saturate the soil with water. Do not use fertilizers or other supplements or paint the tips of stems with pruning substances, as the effects of these compounds on the beetle are unknown.

f. Monitor to ascertain if additional watering is necessary. If the soil is sandy and well-drained, plants may need to be watered weekly or twice monthly. If the soil is clayey and poorly-drained, it may not be necessary to water after the initial saturation. However, most transplants require watering through the first summer. A drip watering system and timer is ideal. However, in situations where this is not possible, a water truck or other apparatus may be used.

Plant Additional Seedlings or Cuttings: Each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) must be replaced, in the conservation area, with elderberry seedlings or cuttings at a ratio ranging from 1:1 to 8:1 (new plantings to affected stems). Stock of either seedlings or cuttings should be obtained from local sources. Cuttings may be obtained from the plants to be transplanted if the project site is in the vicinity of the conservation area. If the USFWS determines that the elderberry plants on the proposed project site are unsuitable candidates for transplanting, they may allow the applicant to plant seedlings or cuttings at higher than the stated ratios for each elderberry plant that cannot be transplanted.

Plant Associated Native Species: Studies have found that the beetle is more abundant in dense native plant communities with a mature overstory and a mixed understory. Therefore, a mix of native plants associated with the elderberry plants at the project site or similar sites will be planted at ratios ranging from 1:1 to 2:1 (native tree/plant species to each elderberry seedling or cutting). These native plantings must be monitored with the same survival criteria used for the elderberry seedlings. Stock of saplings, cuttings, and seedlings should be obtained from local sources. If the parent stock is obtained from a distance greater than

one mile from the conservation area, approval by the USFWS of the native plant donor sites must be obtained prior to initiation of the revegetation work. Planting or seeding the conservation area with native herbaceous species is encouraged. Establishing native grasses and forbs may discourage unwanted non-native species from becoming established or persisting at the conservation area. Only stock from local sources should be used.