APPENDIX O

TRAFFIC IMPACT STUDY

TRAFFIC STUDY REPORT FOR

VANDEN MEADOWS SPECIFC PLAN & DEVELOPMENT PROJECT

CITY OF VACAVILLE

November 2011

ESTABLISHED 1850

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Vacaville, CA 95688

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I. INTRODUCTION

A. Purpose of Study

This report documents the traffic analysis performed to evaluate the transportation impacts expected from the proposed development of the Vanden Meadows Specific Plan and Development Project ("Project") in the City of Vacaville, California. This report documents the assumptions used in this traffic analysis, methodologies applied, results of traffic analysis, and evaluates these results to assess the potential transportation impact of the Project on the transportation system in the vicinity.

B. Project Location

Project is located in Vacaville, California which is approximately midway between San Francisco and Sacramento on Interstate 80. Vacaville is in Solano County between the city of Fairfield to the south and the City of Dixon to the north. The Project is located in the southeast corner of Vacaville adjacent to current City Limits. Neighboring cities include Fairfield to the south and Dixon to the north. Figure 1 provides a map of the location of Project Site within Vacaville.

Access to the Specific Plan area is primarily provided by Vanden Road, Alamo Drive, Leisure Town Road (part of proposed Jepson Parkway), Nut Tree Road, and Peabody Road that are part of and provided connection to existing roadway network.

C. Project Study Area

Traffic analysis includes evaluating the capacity of major intersection in vicinity of Project Site and along main access routes to and form Project Site. The following list documents the twenty-four (24) intersections analyzed for Existing, Existing Plus Approved Projects and Cumulative (Year 2030) conditions:

1. Leisure Town Road (Jepson Parkway) / Interstate 80 Westbound Ramps
2. Leisure Town Road (Jepson Parkway) / Interstate 80 Eastbound Ramps
3. Leisure Town Road (Jepson Parkway)/ Orange Drive
4. Leisure Town Road (Jepson Parkway)/ Sequoia Drive
5. Leisure Town Road (Jepson Parkway) /Elmira Road
6. Leisure Town Road (Jepson Parkway) / Alamo Drive
7. Leisure Town Road (Jepson Parkway) / Foxboro Parkway & Vanden Road
8. Vanden Road / Alamo Drive
9. Nut Tree / Alamo Drive
10. Peabody Road / Alamo Drive
11. Davis Street / Alamo Drive
12. Marshall Road / Alamo Drive
13. Interstate 80 Eastbound Ramps / Alamo
14. Merchant (to Interstate 80 WB) / Alamo
15. Peabody Road / Elmira Road

Figure 1
Project Location

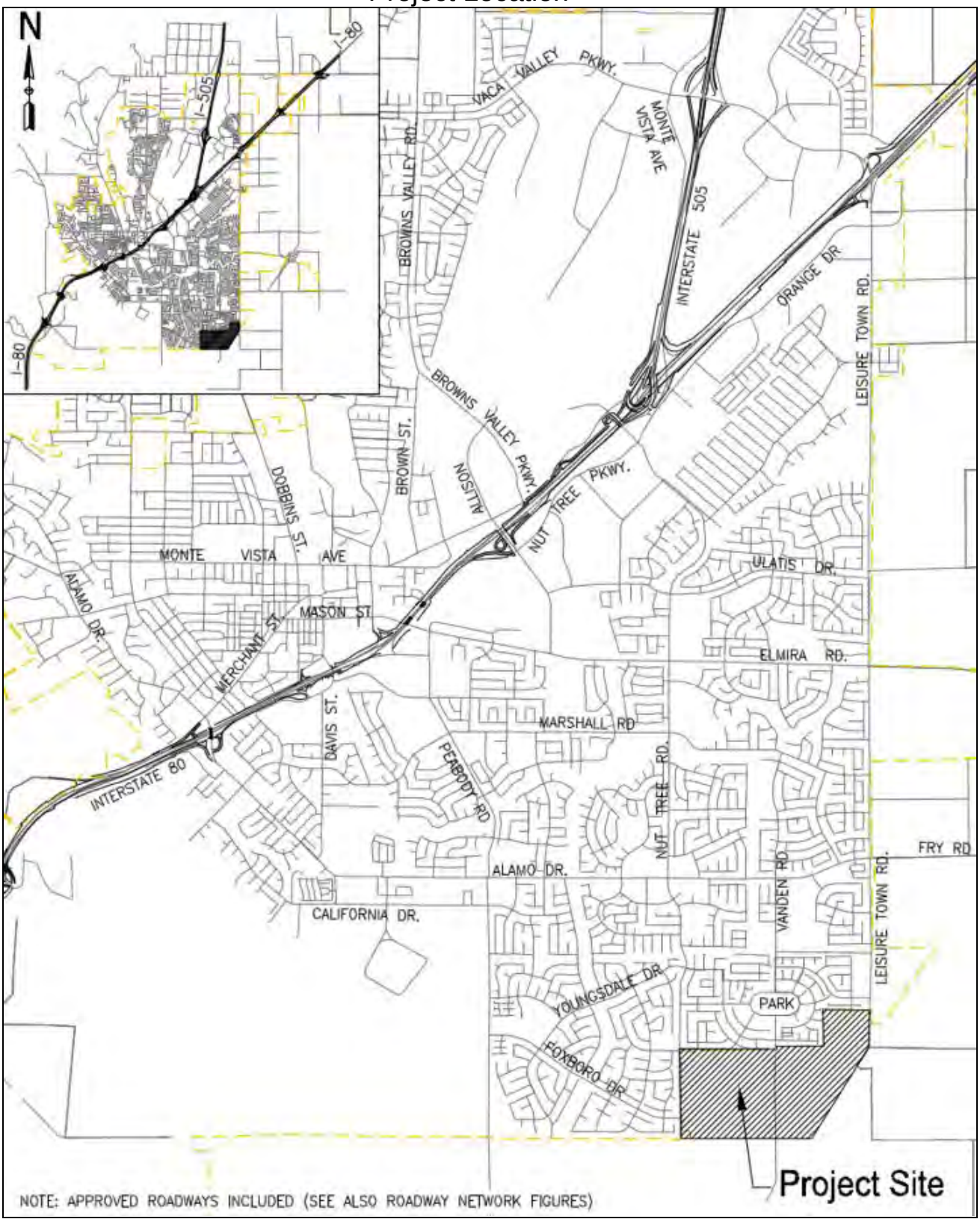
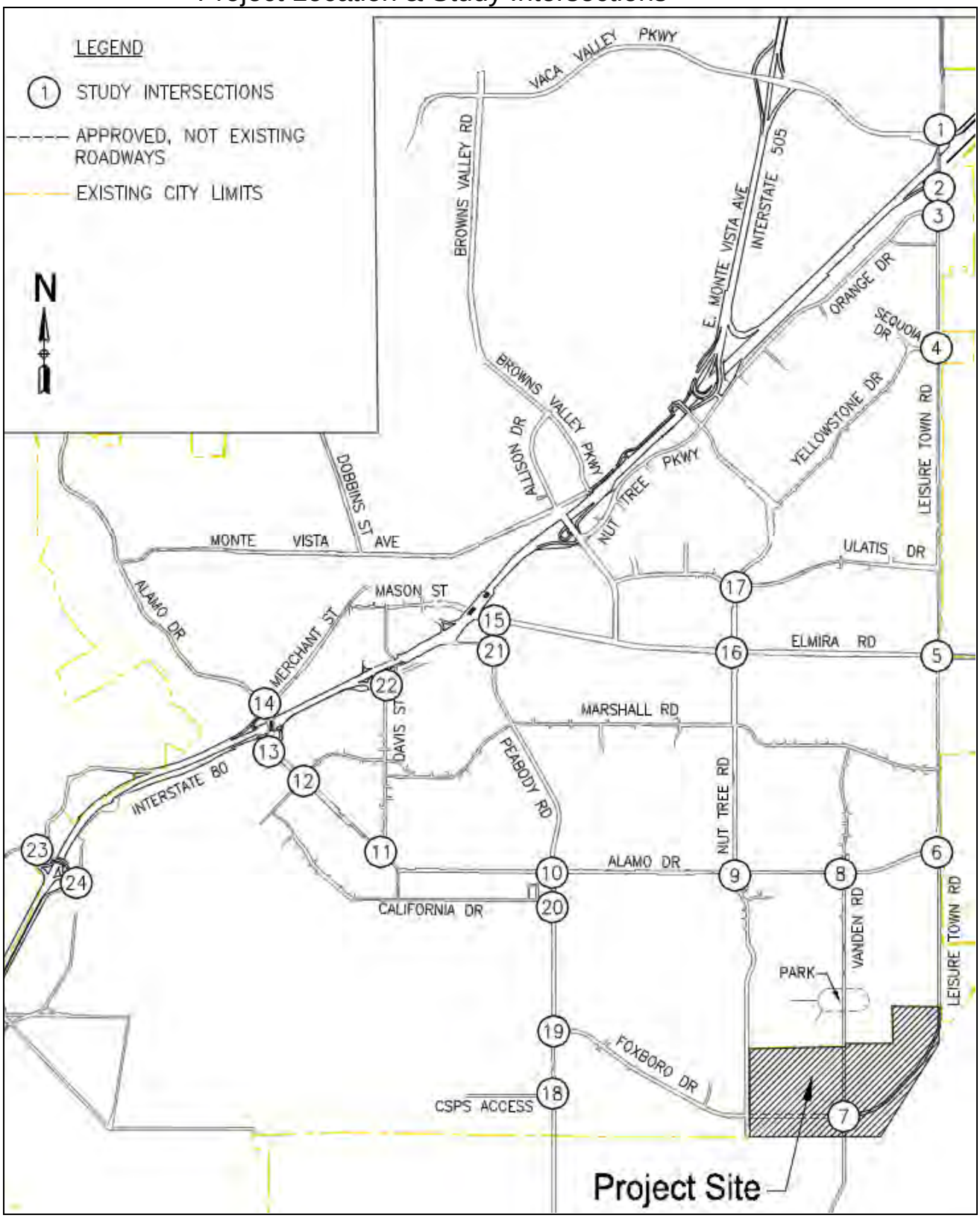


Figure 2
Project Location & Study Intersections



16. Nut Tree Road / Elmira Road
17. Nut Tree Road / Ulatis Drive
18. Peabody Road / California State Prison System (CSPS) Access
19. Peabody Road / Foxboro Parkway
20. Peabody Road / California Drive
21. Peabody Road / Cliffside Drive
22. Davis Street / Hume Way
23. Cherry Glen Road /Interstate 80 Westbound Ramps
24. Cherry Glen Road / Interstate 80 Eastbound

Figure 2 maps the location of these study intersections.

Traffic analysis also includes evaluation of the capacity the segments along the following five (5) roadways that provide the main access to and form Project Site:

1. Vanden Road,
2. Alamo Drive,
3. Leisure Town Road (Jepson Parkway),
4. Nut Tree Road, and
5. Peabody Road.

The Project proposes to realign Vanden Road at the south end of the Project to the west to create a new intersection with the extension of Foxboro Parkway thus eliminating the north leg of the intersection of Vanden Road and Leisure Town Road.

The approved Southtown Project (development to the north of proposed Project) has been conditioned to provide the extension of Foxboro Parkway between Nut Tree Road and Leisure Town (creating the west leg of the intersection of Leisure Town and Vanden Road). This condition is associated with approved revision to Vanden Road that results in it no longer being a direct connection between Leisure Town Road and Alamo Drive when the park at the center of the approved Southtown Development is constructed. The connection that Vanden Road currently provides between Leisure Town Road and Alamo Drive will be replaced by the extension of Foxboro Parkway to the west and existing Leisure Town Road to the east and north.

During the Initial Study accomplished for this project the southwesterly corner of the Project Site (identified as Areas J & K of the Specific Plan), was identified as to have the potential to be critical habitat. Therefore the traffic analysis includes an alternative to Project that does not develop this portion of the Project site. This alternative would result in Foxboro Parkway extension not being constructed west of the realigned Vanden Road to make a connection to Nut Tree Road. Figure 3 documents the proposed roadway network developed with Project, and Figure 4 identifies roadway network developed with Alternative Project.

II. ASSUMPTIONS AND METHODOLOGY

A. Traffic Model

Traffic forecasts were developed using the City of Vacaville Citywide Traffic Model. The Citywide Traffic Model, validated for p.m. peak hour forecasting within the City, encompasses the entire City of Vacaville and includes parts of the surrounding County lands. Current model also was validated for am peak hour focusing on trip distributions to freeway interchanges that are most impacted by am peak hour trip distribution. The traffic model has been calibrated for a 2000 base year, and runs with the TP+ travel demand software. It is linked to the Metropolitan Transportation Commission (MTC) nine-county regional transportation model via a "windowing" process that extracts travel information for external trips (i.e. trips that have either or both ends outside the City of Vacaville model area).

City of Vacaville Public Works staff updates and maintains the traffic model to reflect current land use and transportation network assumptions for current and future conditions. Traffic forecasts for all Existing + Approved Projects and Cumulative (Year 2030) conditions were developed using the Citywide Traffic Model. The Existing + Approved Projects model represents all existing and approved development within the City of Vacaville. This condition provides for the ability to test project impact in addition to the conditions that will exist when all approved projects are complete and occupied. The Cumulative (Year 2030) model represents projection of the "20 Year" level of development with the City of Vacaville consistent with the current City General Plan provided by City Community Development Department and includes planned and funded (either through transportation portion of development impact fee program or typical conditions of approval placed on development included in projection) roadway network.

B. Planned Transportation Improvements

Planned transportation improvements included in Cumulative (Year 2030) condition includes all those projects funded through the transportation portion of the City's Development Impact Fee Program or that would be standard conditions of approval for the development included in the Cumulative (Year 2030) land use projection. Development is typically required to build the 1st through 4th lanes of new arterials, with the Traffic Impact portion of this program funding the 5th and 6th lanes when needed to support cumulative traffic. The Traffic Mitigation Ordinance requires a project proposal with PM peak hour trip generation of greater than 100 trips to provide traffic analysis and verify acceptable levels of service can be maintained with proposed development.

The following roadway network improvements are included in the current Cumulative (Year 2030) condition.

1. *Jepson Parkway (Vanden and Leisure Town Roads)*
   Improvements include widening Vanden Road and Leisure Town Road from the southern City Limit to the Leisure Town Road Interchange with Interstate 80 as a four lane divided arterial standard. Design is currently being initiated for the improvement of existing two lane arterial portion of Leisure Town Road from the southern City Limit to Elmira Road.

2. *Vaca Valley Parkway Overcrossing of Interstate 505*
   Improvements include widening Vaca Valley Parkway Overcrossing to provide a four lane arterial (two lanes in each direction) over Interstate 505 and slip on ramps accessing Interstate 505.

3. *California Drive Overcrossing of Interstate 80*

   This would be a new 2-lane (one lane each direction) extension of California Drive from Marshall Road over Interstate 80 to the west to connect with Cherry Glen Road. This connection provides an alternative route to Alamo Drive for traffic traveling between Interstate 80 and south Vacaville (Lagoon Valley).

4. *Miscellaneous Traffic Signals*

   Traffic Signals that are warranted by cumulative conditions at intersections not currently signalized for cumulative impact of development would be provided. Should a given development result in a signal being warranted prior to the Transportation Impact fees' schedule for its installation, the developer would be conditioned to fund the signal installation.

C. General Plan Consistency

The General Plan as updated to incorporate the Traffic Mitigation Ordinance requires a proposed project that would generate more than 100 PM peak hour trips to provide a traffic analysis and identify mitigations that would maintain acceptable levels of service.

The City regularly evaluates the operation of key intersections throughout the City to track level of service and verify conformance with the General Plan. The City's Planned Growth Ordinance provides the basis to regularly evaluate the expected impacts of projected development. The City updates the Development Impact Fee Program, including the Traffic Impact Fee to maintain the nexus for this fee.

Implementing current General Plan policies provides the basis to regularly review transportation impacts of development and evaluate individual development proposals that are found to meet the threshold for traffic studies.

D. Analysis Methodology

The analysis focused on intersection operations at twenty-four (24) locations and segment capacity of key roadways providing access to and from Project within the City of Vacaville.

All Study intersections are currently or projected to be signalized. The signalized intersection LOS calculations were analyzed using the City of Vacaville defined LOS computer software program V/C (Volume to Capacity Analysis Software). This software utilizes the Intersection Capacity Utilization (ICU) method for capacity analysis and is similar to the planning applications described in *Interim Materials in Highway Capacity*, Transportation Research Board Circular 212. Table 1 presents the LOS criteria for signalized intersections, which is based on volume-to-capacity ratio.

Table 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS USING V/C RATIO

Level of Service	Description of Traffic Conditions	V/C Ratio
A	Operations with very slight delay, with no approach phase fully utilized.	0.00 – 0.60
B	Operations with slight delay and occasionally traffic signal approach phases are fully utilized.	0.61 – 0.70
C	Operations with average delay. Individual cycle failures begin to appear.	0.71 – 0.80
D	Operations with tolerable delay. Many vehicles stop and individual cycle failures are noticeable.	0.81 – 0.90
E	Operations with high delay, up to several signal cycles. Long queues form upstream of intersection.	0.91 – 1.00
F	Operation with excessive and unacceptable delays. Volumes vary widely depending on downstream queue conditions.	> 1.00

Source: Intersection Capacity Utilization (ICU) method for capacity analysis.

Table 2
VACAVILLE GENERAL PLAN SEGMENT CAPACITIES BY CLASSIFICATION

Segment Classification	Gen. Plan LOS C Total Two-Way Capacity	Calculated Directional LOS C Capacity*	Calculated Directional LOS D Capacity	Calculated Directional Capacity
8 Lane Freeway	12000	6600	7425	8250
6 Lane Freeway	8000	4400	4950	5500
6 Lane Divided Arterial	4500	2700	3038	3375
4 Lane Divided Arterial	3500	2100	2363	2625
4 Lane Arterial	2500	1500	1688	1875
2 Lane Arterial	1500	900	1013	1125
2 Lane Collector	1000	600	675	750

*Calc. LOS C Dir. Cap. Based on Assumed Splits
60%:40% Local Streets
55%:45% Freeway

Calc. Directional Capacity = LOS C/0.8
Calc. LOS D Capacity = Dir Cap. x 0.9

Reference: City of Vacaville General Plan Figure 6-1

E. Standards of Significance

The current Vacaville General Plan (Transportation Element last updated last December 2007) includes 11 guiding and 13 implementing policies that address transportation and circulation issues[1]. The following are the Vacaville General Plan policies that are most relevant to the determination of the significance of traffic and circulation impacts:

[1] 1990 Vacaville General Plan Chapter 6 Transportation - as updated to include the traffic impact mitigation policy.

- **6.1 G-1:** Strive to maintain Level of Service (LOS) C as the minimum standard at all intersections, interchanges and road links. Design improvements to provide LOS C in the Year 2025 (current projection is year 2030) based on the City's development forecast.
- **6.1 G-2:** LOS D, for a particular intersection, interchange or road link shall be allowed by a decision maker on a project as an interim LOS while improvements are programmed by the City which will improve the level of service to LOS C or better, LOS D may also be approved by the City as an allowable standard for the Year 2010 by the City Council for infill areas or isolated situations where existing development or other practical considerations limit improvements.
- **6.1 G-3:** LOS E or LOS F for a particular intersection, interchange or road link may be allowed by the City Council after a public hearing on the basis of one of the following findings:
    - Finding 1
        - The interchange, intersection or road link that will experience the projected lower LOS is in an infill or isolated area; and
        - There is no practical or feasible way to mitigate the lower LOS; and
        - The project resulting in the lower LOS is of clear overall public benefit.
    - Finding 2
        - A capital improvement project is reasonably scheduled to be completed within three years of the project which will improve the projected LOS to LOS D or better; and
        - The interim impact of the projected traffic congestion is offset by the public benefit of the project.
    - Finding 3
        - The City has entered into a development agreement which legally commits the City to approve the proposed project.

F. Analysis Scenarios

The traffic analysis was conducted consistent with local and industry standard guidelines, and evaluated traffic impacts using intersection level of service (LOS) calculations for the a.m. and p.m. peak hours, and capacity of roadway segments for the following conditions:

1. Existing Conditions (Traffic counts)
2. Existing Conditions with Project (Traffic counts + Project trip distribution)
3. Existing Conditions With Alternative Project (Traffic Counts + Project trip distribution)
4. Existing + Approved Projects without Project (Model Projection)
5. Existing + Approved Projects without Project Foxboro Extension (Model Projection)
6. Existing + Approved Projects with Project (Model Projection)
7. Existing + Approved Projects with Alternative Project (Model Projection)
8. Cumulative (Year 2030) without Project (Model Projection)
9. Cumulative (Year 2030) without Projects Foxboro Extension (Model Projection)
10. Cumulative (Year 2030) with Project (Model Projection)
11. Cumulative (Year 2030) with Alternative Project (Model Projection)

Figure 3 provides an exhibit of the roadway network with Project, and Figure 4 provides exhibit of roadway network with Alternative Project.

Figure 3
Project Site and Surrounding Roadway Network

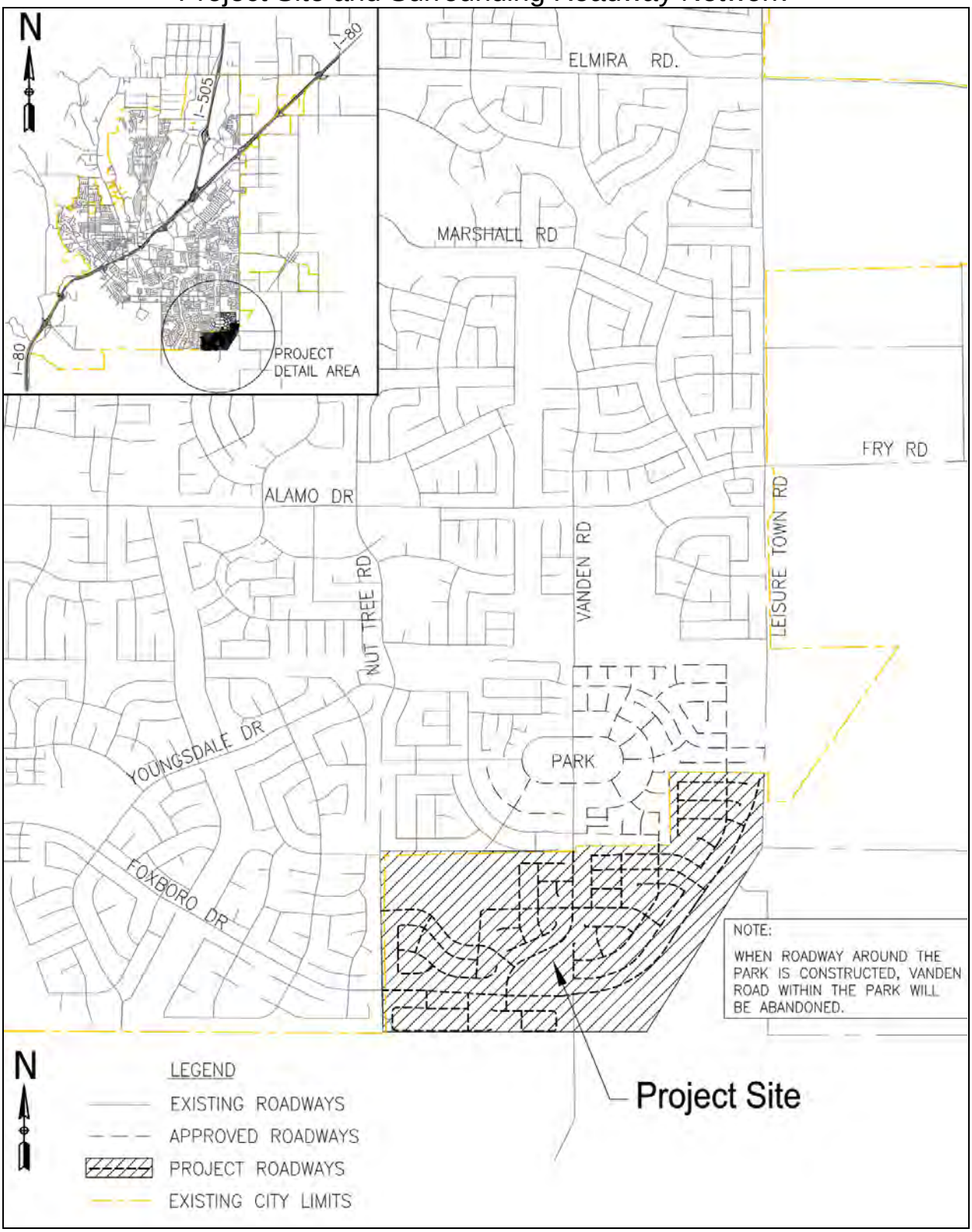
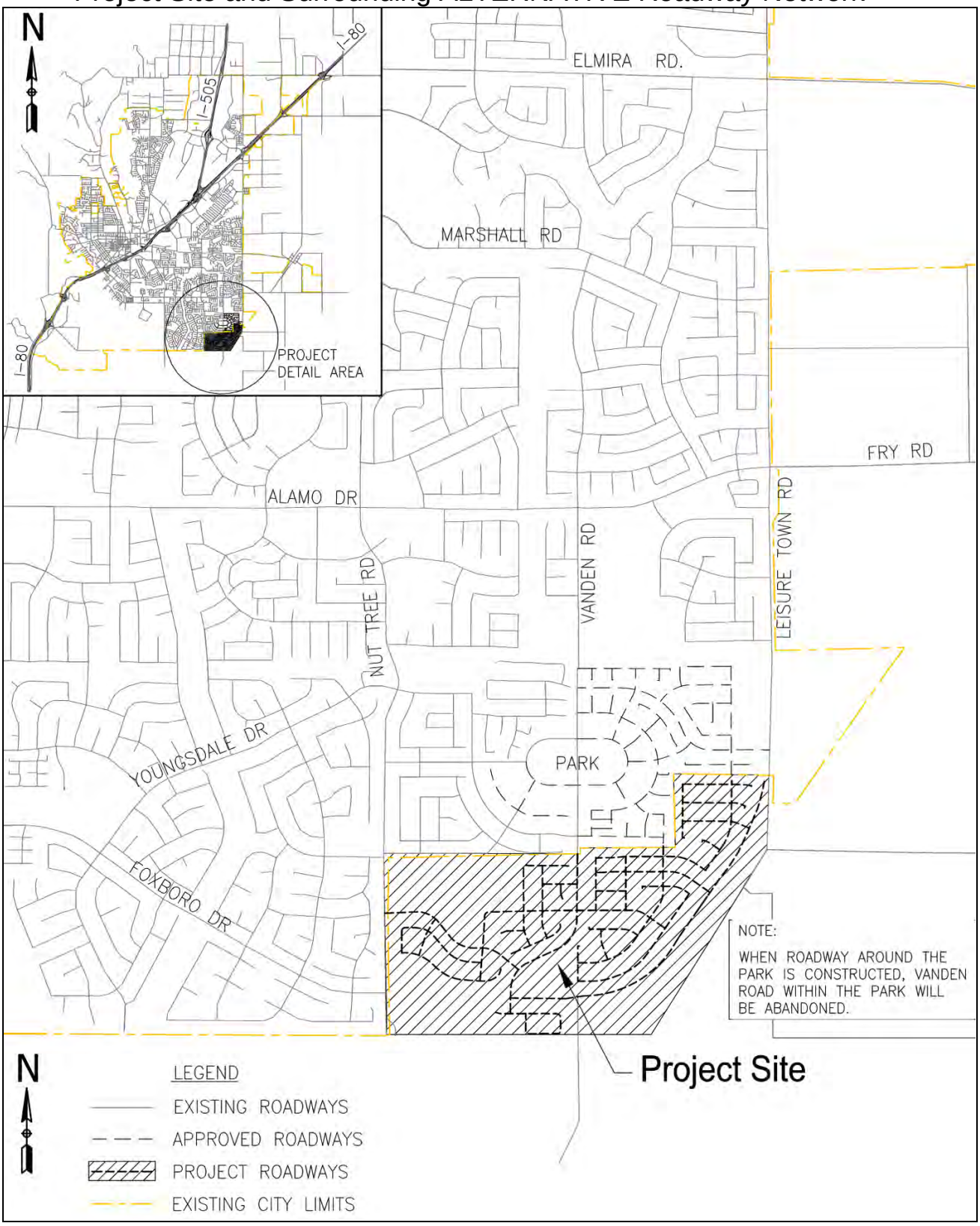


Figure 4
Project Site and Surrounding ALTERNATIVE Roadway Network



III. PROJECT DESCRIPTION, TRIP GENRATION AND GENERAL PLAN

A. Project Description

The Vanden Meadows Specific Plan and Development Plan Project ("Project") includes development of 939 residential units, a 28-acre school site, and a 7.4 acre neighborhood public park site. The planned mix of residential units consists of 650 single family, 97 moderate density and 192 high density units. The 28 acre school site is projected to provide school facilities for up to 2,000 students in kindergarten thru eighth grade in one or two school facilities. This project description is consistent with the land use designation of the current General Plan and has been included in the cumulative projection of land use applied to regional transportation modeling (Solano-Napa Regional Traffic Model operated and maintained By Solano Transportation Authority).

Alternative Project is a variation of Project that does not develop the southwesterly portion (Specific Plan Areas J & K) of Project Site. This Alternative Project is included to address the potential need to mitigate the impact to critical habitat identified in initial study accomplished for this Project. Alternative Project would delete the portion of Foxboro Parkway within the Project Site between Nut Tree Road and realigned Vanden Road and result in a reduction of 57 single family Residential lots.

B. Projected Project Trip Generation

Project trip generation estimates are based on trip rates published by the Institute of Transportation Engineers (ITE) in publication entitled Trip Generation, 7th Edition for land use categories included in project description. For Residential uses a recent sampling of residential trip generation was used to develop a Vacaville factor to adjust ITE rates to reflect local residential trip generation. Tables 3 and 4 document the AM and PM peak hour trip generation and average Daily Trips for the Project and Alternative Project, respectively.

C. General Plan and Regional Transportation Plan Consistency

It is noted that his project description is consistent with the land use designation of the current City General Plan and has been included in the cumulative projection of land use applied to regional transportation modeling (Solano-Napa Regional Traffic Model operated and maintained By Solano Transportation Authority). Regional Model is basis for assessing consistency with Regional Congestion Management Plan (CMP).

TABLE 3
Project Trip Generation

AM PEAK HOUR (BETWEEN 7:00- 9:00 AM) TRIPS

Description	Quantity		ITE Trip Rate	Vacaville Factor	Vacaville Trip Rate	Trips
Single Family (SF)	650	Units	0.75	0.94	**0.71**	459
Medium Density (RMD)	97	Units	0.67	0.94	**0.63**	61
High Density (RHD)	192	Units	0.475	0.94	**0.45**	86
Subtotal	939	Units				606
Elem. & Junior High School (ESC) per student	2000	Students	0.53	1	0.53	1,060
TOTAL AM PEAK HOUR TRIPS						**1,666**

PM PEAK HOUR (BETWEEN 4:00- 6:00 PM) TRIPS

Description	Quantity		ITE Trip Rate	Vacaville Factor	Vacaville Trip Rate	Trips
Single Family (SF)	650	Units	1.01	0.92	0.93	606
Medium Density (RMD)	97	Units	0.78	0.92	0.72	70
High Density (RHD)	192	Units	0.62	0.92	0.57	110
Subtotal	939	Units				786
Elem. & Junior High School (ESC) per student	2000	Students	0.15	1	0.15	300
TOTAL PM PEAK HOUR TRIPS						**1,086**

AVERAGE DAILY TRIPS

Description	Quantity		ITE Trip Rate	Vacaville Factor	Vacaville Trip Rate	Trips
Single Family (SF)	650	Units	9.57	1.02	9.73	6221
Medium Density (RMD)	97	Units	7.39	1.02	7.52	717
High Density (RHD)	192	Units	6.72	1.02	6.84	1290
Subtotal	939	Units				8228
Elem. & Junior High School (ESC) per student	2000	Students	1.455	1	1.455	2,910
TOTAL AVERAGE DAILY TRIPS						**11,138**

NOTES:

1. ITE Trip Rates - Institute of Transportation Engineers, Trip Generation, 7th Edition

2. Vacaville Factor is based on recent sample counts for Single Family residential areas compared to ITE Rate(Vacaville Rate/ITE Rate)

TABLE 4
Alternative Project Trip Generation

AM PEAK HOUR (BETWEEN 7:00- 9:00 AM) TRIPS

Description	Quantity		ITE Trip Rate	Vacaville Factor	Vacaville Trip Rate	Trips
Single Family (SF)	593	Units	0.75	0.94	0.71	418
Medium Density (RMD)	97	Units	0.67	0.94	0.63	61
High Density (RHD)	192	Units	0.475	0.94	0.45	86
Subtotal	939	Units				565
Elem. & Junior High School (ESC) per student	2000	Students	0.53	1	0.53	1,060
TOTAL AM PEAK HOUR TRIPS						**1,625**

PM PEAK HOUR (BETWEEN 4:00- 6:00 PM) TRIPS

Description	Quantity		ITE Trip Rate	Vacaville Factor	Vacaville Trip Rate	Trips
Single Family (SF)	593	Units	1.01	0.92	0.93	553
Medium Density (RMD)	97	Units	0.78	0.92	0.72	70
High Density (RHD)	192	Units	0.62	0.92	0.57	110
Subtotal	939	Units				773
Elem. & Junior High School (ESC) per student	2000	Students	0.15	1	0.15	300
TOTAL PM PEAK HOUR TRIPS						**1,033**

AVERAGE DAILY TRIPS

Description	Quantity		ITE Trip Rate	Vacaville Factor	Vacaville Trip Rate	Trips
Single Family (SF)	593	Units	9.57	1.02	9.73	5,675
Medium Density (RMD)	97	Units	7.39	1.02	7.54	717
High Density (RHD)	192	Units	6.72	1.02	6.85	1290
Subtotal	939	Units				7,682
Elem. & Junior High School (ESC) per student	2000	Students	1.455	1	1.455	2,910
TOTAL AVERAGE DAILY TRIPS						**10,592**

NOTES:

1. ITE Trip Rates - Institute of Transportation Engineers, Trip Generation, 7th Edition

2. Vacaville Factor is based on recent sample counts for Single Family residential areas compared to ITE Rate(Vacaville Rate/ITE Rate)

IV. EXISTING CONDITIONS

The analysis of the existing conditions includes descriptions of the area roadway network and an evaluation of the existing operations of the critical intersections and segments anticipated to be impacted by the Project.

This study also included an analysis of Existing Conditions with the Alternative Project. Initial study identified the southwesterly corner of Project (identified as Specific Plan Areas J & K) had the potential to be critical habitat. Mitigation for this critical habitat could be to not develop this portion of Project. This would result in not constructing the portion of the Foxboro Parkway between Nut Tree Road and realigned Vanden Road. Analysis of Existing condition with Alternative Project provides a basis to assess the expected transportation impact(s) should this portion of Foxboro Parkway not be built.

A. Roadway Network

The Project site and the surrounding roadway network are presented in Figure 3. Local access to the Project site is provided primarily by Vanden Road, Alamo Drive, Leisure Town Road (Jepson Parkway), Nut Tree Road and Peabody Road. Project includes the area for the extension of Foxboro Parkway east of Nut Tree Road to the intersection of Leisure Town and Vanden Roads. Regional access is provided primarily by Interstate 80, Vanden Road, Leisure Town Road (Jepson Parkway) and Peabody Road. Following are more detailed descriptions of roadways providing access to Project.

Interstate 80 (I-80) is a major east-west freeway originating in the San Francisco Bay Area to the west, continuing east towards Sacramento, and terminating in New Jersey. Interstate 80 passes through the cities of Fairfield, Vacaville, and Dixon in a southwest-to-northeast direction. In the cities of Fairfield and Vacaville, I-80 provides four mixed-flow lanes in each direction, with a posted speed limit of 65 mph. A fifth lane for high-occupancy vehicles (HOVs) is provided between Red Top Road and Air Base Parkway in Fairfield, and a sixth "auxiliary lane" is provided between Interstate 680 (I-680) and State Route 12 (SR 12) in Fairfield.

Interstate 505 (I-505) is a north-south freeway connecting I-80 in Vacaville to Interstate 5 just north of the city of Woodland in unincorporated Yolo County.

Alamo Drive is an east-west roadway that spans between Hidden Glen Court and Leisure Town Road at the current city limits. Beyond Leisure Town Road, it continues eastward as Fry Road into unincorporated Solano County. Alamo Drive is primarily a four-lane roadway with a posted speed limit of 25 MPH west of its intersection with Foothill Drive/West Monte Vista Avenue, 30 MPH from West Monte Vista Drive to Marshall Road, 35 MPH from Marshall Road to Peabody Road, and 40 MPH from Peabody Road to Leisure Town Road.

Foxboro Parkway is a four-lane arterial that currently connects Peabody Road to Nut Tree Road. It has a posted speed limit of 45 MPH. Foxboro Parkway is included in the current General Plan to extend between Nut Tree and Vanden Road. This extension falls within the Project Site.

Leisure Town Road (Jepson Parkway) is designated as an arterial in the current Vacaville General Plan from its intersection with Vanden Road on the south to the recently improved I-80 interchange on the north. This segment of Leisure Town Road is designated to be part of the

approved Jepson Parkway Reliever Route that will connect Highway 12 south of Vacaville to I-80 in Vacaville. Leisure Town Road generally exists as a two-lane road between Vanden Road and Orange Drive. From south of Orange Drive to the I-80 interchange, it operates as a six-lane arterial. Leisure Town Road curves in a westerly direction west of I-80 and continues as Vaca Valley Parkway. Leisure Town Road has a speed limit of 55 miles per hour (MPH) from Vanden Road to the current southern city limits, 50 MPH from the city limits to New Alamo Creek, 45 MPH from New Alamo Creek to Alamo Drive, and 40 MPH from Alamo Drive to the I-80 interchange.

Nut Tree Road is a north-south arterial that connects Foxboro Parkway, across I-80 and East Monte Vista Avenue, to the Nut Tree Development area. Where development exists along Nut Tree Road, from south of Alamo Drive to its north terminus, Nut Tree Road has four travel lanes. The southern portion of Nut Tree Road adjacent to the Southtown Project is being widened to four lanes. Improvements to the segment of Nut Tree Road north of Foxboro Parkway would be considered as a part of the Vanden Meadows Specific Plan project.

Peabody Road is a north-south road extending from Air Base Parkway in Fairfield to Elmira Road in Vacaville. Within Vacaville, Peabody Road is designated as a four-lane arterial. South of Vacaville within Solano County, Peabody Road exists as a two-lane rural road with paved shoulders. Speed limits on Peabody Road are 45 MPH south of Alamo Drive, 40 MPH from Alamo Drive to Beelard Drive, and 35 MPH from Beelard Drive to Elmira Road.

Vanden Road is designated as a collector in the current Vacaville General Plan. It generally exists as a two-lane rural road with paved shoulders. Vanden Road spans from a point just east of Peabody Road in Fairfield through unincorporated Solano County and into Vacaville, terminating at Marshall Road. The segment of Vanden Road between Peabody Road and Leisure Town Road is a planned segment of the approved four-lane Jepson Parkway Project. Within Solano County, the speed limit on Vanden Road is 55 MPH, transitioning to 50 MPH between the Vacaville city limits and New Alamo Creek, 45 MPH from New Alamo Creek to Alamo Drive, and a 25 MPH residential district from Alamo Drive to Marshall Road.

Vanden Road currently provides a direct connection between north Fairfield and Vacaville. As a condition of approval for the Southtown Project in Vacaville, a development north of the Specific Plan area, Foxboro Parkway would be extended from Nut Tree Road to the intersection of Leisure Town Road and the existing Vanden Road. Furthermore, Vanden Road would be off-set to the west at the future Foxboro Parkway within the Specific Plan area so that it would no longer provide a direct connection between Leisure Town Road and Alamo Drive. North-south traffic on Vanden Road is expected to divert to Leisure Town Road and to the future Foxboro Parkway extension.

B. Existing Traffic Volumes and Existing Plus Project Traffic Volumes

Table 5 shows existing roadway volumes based on actual traffic counts. The table also shows the change in traffic volumes with the addition of traffic generated by the project, with and without the full extension of Foxboro Parkway.

TABLE 5 - ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR
EXISTING (Counts) & EXISTING WITH PROJECT (Counts + Project)

			WITHOUT PROJECT			WITH PROJECT			WITH PROJECT WITHOUT FOXBORO EXTENSION		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
VANDEN ROAD			SB	NB		SB	NB		SB	NB	
S of Alamo	2 lane Arterial	900 (1013)	136	427	NO (NO)	174	447	NO (NO)	136	427	NO (NO)
N of Leisure Town Road (W/O Project) , N of Foxboro (With Project)	2 lane Arterial	900 (1013)	130	487	NO (NO)						
	2 Lane Collector	600 (675)				*183*	*306*	NO (NO)	*192*	*579*	NO (NO)
S of Leisure Town Road (also Jepson Pkwy) Future Foxboro	2 lane Arterial	900 (1013)	273	907	YES (NO)	334	1003	YES (NO)	327	990	YES (NO)
ALAMO DRIVE			WB	EB		WB	EB		WB	EB	
W of Interstate 80 EB Ramps	6 Lane Div. Arterial	2700 (3038)	1003	1233	NO (NO)	1010	1318	NO (NO)	1009	1310	NO (NO)
W of Marshall	6 Lane Div. Arterial	2700 (3038)	1120	1452	NO (NO)	1207	1660	NO (NO)	1199	1627	NO (NO)
W of Peabody	4 Lane Div. Arterial	2100 (2363)	908	1190	NO (NO)	1011	1366	NO (NO)	1002	1357	NO (NO)
W of Nut Tree	4 Lane Div. Arterial	2100 (2363)	735	644	NO (NO)	864	810	NO (NO)	839	828	NO (NO)
W of Vanden	4 Lane Div. Arterial	2100 (2363)	762	532	NO (NO)	773	565	NO (NO)	774	563	NO (NO)
W of Leisure Town	4 Lane Div. Arterial	2100 (2363)	332	186	NO (NO)	334	187	NO (NO)	334	187	NO (NO)
LEISURE TOWN ROAD (JEPSON PARKWAY)			SB	NB		SB	NB		SB	NB	
N of EB Ramps	6 Lane Div. Arterial	2700 (3038)	1022	603	NO (NO)	1065	617	NO (NO)	1094	617	NO (NO)
N of Orange	6 Lane Div. Arterial	2700 (3038)	1015	745	NO (NO)	1100	768	NO (NO)	1089	766	NO (NO)
N of Sequoia	2 lane Arterial	900(1013)	782	632	NO (NO)	873	658	NO (NO)	856	653	NO (NO)
N of Elmira	2 lane Arterial	900(1013)	804	722	NO (NO)	901	753	NO (NO)	889	752	NO (NO)
N of Alamo	2 lane Arterial	900(1013)	448	540	NO (NO)	570	585	NO (NO)	556	583	NO (NO)
S of Alamo	2 lane Arterial	900(1013)	193	420	NO (NO)	328	471	NO (NO)	312	469	NO (NO)
E of Foxboro	2 lane Arterial	900(1013)	152	429	NO (NO)	195	455	NO (NO)	183	449	NO (NO)
NUT TREE ROAD			SB	NB		SB	NB		SB	NB	
N of Alamo	4 Lane Div. Arterial	2100 (2363)	674	656	NO (NO)	789	826	NO (NO)	775	761	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	519	463	NO (NO)	771	704	NO (NO)	777	670	NO (NO)
PEABODY ROAD			SB	NB		SB	NB		SB	NB	
North of Alamo	4 Lane Arterial	1500(1688)	911	882	NO (NO)	932	899	NO (NO)	911	882	NO (NO)
S of Alamo	4 Lane Arterial	1500(1688)	1092	1002	NO (NO)	1152	1016	NO (NO)	1092	1002	NO (NO)
N of Foxboro	4 Lane Arterial	1500(1688)	756	1134	NO (NO)	854	1149	NO (NO)	793	1142	NO (NO)
S of Foxboro	4 Lane Arterial	1500(1688)	590	1202	NO (NO)	591	1205	NO (NO)	590	1204	NO (NO)
City Limits	2 lane Arterial	900(1013)	1091	843	YES (YES)	1104	843	YES (YES)	1104	843	YES (YES)

Note: SB = southbound; NB = northbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

C. Roadway Segment Operations

Major roadway segments providing Project access were analyzed against the capacities established by the City's General Plan. All segments study were found to operate at LOS C or better conditions during the AM or PM peak hours with the following exceptions:

- Vanden Road south of Leisure Town Road – LOS D
- Peabody Road south of Vacaville City Limits – below LOS D

Vanden Road segment south of Leisure Town Road - The Vanden Road segment south of Leisure Town Road would continue to operate at LOS D with the addition of project traffic with and without the Foxboro Parkway Extension. This segment is located in Solano County and is a designated Route of Regional Significance. The CMP standard on this regional route is LOS D; therefore, the segment operations would be within the acceptable standard with the addition of project trips. The County allows the operations to fall below its LOS C standard as long as the existing LOS level is maintained. Since the segment is already operating at LOS D under Existing No Project conditions and the project would not cause the LOS level to further deteriorate.

An environmental document for Jepson Parkway improvements, widening Vanden Road and Leisure Town Road to a four lane divided arterial standard has been approved. The widening of Vanden Road within Solano County Jurisdiction and widening a portion of Leisure Town within Vacaville is currently in design and a funding agreement for Solano County portion is being finalized. This improvement would maintain an acceptable level of service for this segment of Vanden Road within the County's jurisdiction. Widening of Vanden Road south of its intersection with Leisure Town Road including County segment and into City of Fairfield jurisdiction is addressed under the Fairfield Train Station Specific Plan.

Peabody Road segment south of Vacaville City Limits - Peabody road South of Vacaville City Limits would continue to operate at LOS E with the addition of project traffic with and without the Foxboro Parkway Extension. This segment is located in Solano County and is also a designated Route of Regional Significance. The CMP standard on this segment is LOS E; therefore, the segment operations would be within the acceptable standard. The County allows the operations to fall below its LOS C standard as long as the existing LOS level is maintained. Since the segment is already operating at LOS E under Existing No Project conditions and the project would not cause the LOS level to further deteriorate. The future widening of Peabody Road from the City limits south through Solano County segment and into Fairfield is part of the Fairfield Train Station Specific Plan improvements.

D. Intersection Operations

All study intersections are controlled with traffic signals with the exception of Cherry Glen Road and the Westbound Interstate 80 Ramps and Cherry Glen Road and the I-80 Eastbound Ramps. To provide consistent basis for analysis, signalized intersection analysis was accomplished at all study intersections. City regularly monitors intersection operations at these intersections and signal improvements would be provided as warranted either under the Traffic Impact Fee program or as projects that warrant installation of traffic signal as a condition of approval.

Tables 6 and 7 show existing intersection Levels of Service (LOS) based on actual traffic counts. The table also shows the change in LOS with the addition of traffic generated by the project, with and without the full extension of Foxboro Parkway. Each study intersection was analyzed based on the volumes shown in Figures 5A through 7B and the existing lane configurations. As Tables 6 and 7 show, all study intersections operate at LOS C or better conditions during the AM or PM peak hours with the following exceptions:

E. Intersections Without Project

Under Existing Conditions the following four (4) study intersections would operate at LOS D or below in AM and/or PM Peak as noted (V/C = Existing Condition / Ex Condition + Project / Existing Condition + Project Without Foxboro Extension):

- Davis St. and Alamo Dr. in AM - LOS D (V/C=0.84/0.88/0.87)
- Alamo Dr. and Merchant St. in AM - LOS C & D (V/C = 0.73/0.81/0.80)
- Davis St. and Hume Way in AM - LOS D (V/C = 0.85/0.85/0.85)
  in PM - LOS E (V/C = 0.95/0.95/0.95)
- Peabody Rd. and Elmira Rd. in PM - LOS D (V/C =0.84/0.84/0.84)

Figures 5A and 5B show the existing AM and PM peak hour intersection turning movement volumes.

Figures 6A and 6B show the AM and PM peak hour turning movements forecast to exist if the full project existed today.

Figures 7A and 7B show the change in the AM and PM peak hour turning movements forecast if the full project existed today, but Foxboro Parkway was not fully extended to Nut Tree Road.

TABLE 6 - INTERSECTION ANALYSIS - AM PEAK HOUR 7- 9:00 AM
EXISTING CONDITONS and EXISTING PLUS PROJECT

	INTERSECTION		EXISTING COUNTS AM PEAK HR 7-9:00 AM			EXISTING WITH PROJECT AM PEAK HR 7-9:00 AM			EXISTING WITH PROJECT W/O FOXBORO AM PEAK HR 7-9:00 AM	
	N-S STREET	E-W STREET	LOS	V/C	DIF	LOS	V/C	DIF	LOS	V/C
1	LEISURE TOWN	I-80 WB RAMPS	A	0.40	0.01	A	0.41	0.00	A	0.41
2	LEISURE TOWN	I-80 EB RAMPS	A	0.35	0.00	A	0.35	0.00	A	0.35
3	LEISURE TOWN	ORANGE DRIVE	A	0.41	0.03	A	0.44	0.00	A	0.44
4	LEISURE TOWN	SEQUOIA DR.	A	0.53	0.05	A	0.58	0.00	A	0.58
5	LEISURE TOWN	ELMIRA ROAD	A	0.56	0.06	B	0.62	0.00	B	0.62
6	LEISURE TOWN	ALAMO/FRY	A	0.47	0.06	A	0.53	-0.01	A	0.52
7	VANDEN	LEISURE TOWN	A	0.43	0.09	A	0.52	-0.01	A	0.51
8	VANDEN	ALAMO	A	0.48	0.03	A	0.51	0.00	A	0.51
9	NUT TREE RD.	ALAMO DR.	A	0.54	0.21	C	0.75	0.03	A	0.78
10	PEABODY RD.	ALAMO DR.	A	0.58	0.06	B	0.64	-0.01	A	0.63
11	DAVIS ST.	ALAMO DR.	D	0.84	0.04	D	0.88	-0.01	D	0.87
12	ALAMO DR.	MARSHALL RD.	B	0.61	0.04	B	0.65	0.00	B	0.65
13	ALAMO DR.	I-80 EB RAMPS	B	0.64	0.05	B	0.69	-0.01	B	0.68
14	ALAMO DR	MERCHANT ST	C	0.73	0.08	D	0.81	-0.01	C	0.80
15	PEABODY RD.	ELMIRA RD.	A	0.59	0.00	A	0.59	0.00	A	0.59
16	NUT TREE RD.	ELMIRA RD.	A	0.48	0.03	A	0.51	0.00	A	0.51
17	NUT TREE RD.	ULATIS DR.	A	0.48	0.03	A	0.51	0.00	A	0.51
18	PEABODY RD.	CSP - SOLANO	A	0.57	0.00	A	0.57	0.00	A	0.57
19	PEABODY RD.	FOXBORO PKWY.	A	0.53	0.00	A	0.53	0.00	A	0.53
20	PEABODY	CALIFORNIA	A	0.41	0.01	A	0.42	-0.01	A	0.41
21	PEABODY RD.	CLIFFSIDE DR.	A	0.57	0.02	A	0.59	0.00	A	0.59
22	DAVIS	HUME	D	0.85	0.00	D	0.85	0.00	D	0.85
23	I-80 WB	CHERRY GLEN	A	0.12	0.00	A	0.12	0.00	A	0.12
24	CHERRY GLEN	I-80 EB RAMP	A	0.12	0.00	A	0.12	0.00	A	0.12

LOS based on field counts accomplished Fall 2007 thru 2008 (More recent counts generally found to be lower)
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 7 - INTERSECTION ANALYSYS - PM PEAK HOUR 4-6 PM
EXISTING CONDITONS and EXISTING PLUS PROJECT

	INTERSECTION		EXISTING COUNTS PM PEAK HR 4-6:00 PM			EXISTING WITH PROJECT PM PEAK HR 4-6:00 PM			EXISTING WITH PROJECT W/O FOXBORO PM PEAK HR 4-6:00 PM	
	N-S STREET	E-W STREET	LOS	V/C	DIF	LOS	V/C	DIF	LOS	V/C
1	LEISURE TOWN	I-80 WB RAMPS	A	0.42	0.02	A	0.44	-0.01	A	0.43
2	LEISURE TOWN	I-80 EB RAMPS	A	0.37	0.02	A	0.39	-0.01	A	0.38
3	LEISURE TOWN	ORANGE DRIVE	A	0.42	0.03	A	0.45	0.00	A	0.45
4	LEISURE TOWN	SEQUOIA DR.	A	0.58	0.06	B	0.64	-0.02	B	0.62
5	LEISURE TOWN	ELMIRA ROAD	B	0.67	0.06	C	0.73	0.00	C	0.73
6	LEISURE TOWN	ALAMO/FRY	A	0.55	0.03	A	0.58	0.00	A	0.58
7	VANDEN	LEISURE TOWN	A	0.5	0.10	A	0.60	-0.01	A	0.59
8	VANDEN	ALAMO	B	0.65	0.01	B	0.66	0.00	B	0.66
9	NUT TREE RD.	ALAMO DR.	B	0.68	0.12	C	0.80	-0.02	C	0.78
10	PEABODY RD.	ALAMO DR.	B	0.64	0.04	B	0.68	0.00	B	0.68
11	DAVIS ST.	ALAMO DR.	A	0.60	0.07	B	0.67	-0.01	B	0.66
12	ALAMO DR.	MARSHALL RD.	B	0.62	0.08	B	0.70	-0.01	B	0.69
13	ALAMO DR.	I-80 EB RAMPS	A	0.49	0.02	A	0.51	0.00	A	0.51
14	ALAMO DR	MERCHANT ST	A	0.6	0.02	B	0.62	-0.01	B	0.61
15	PEABODY RD.	ELMIRA RD.	D	0.84	0.00	D	0.84	0.00	D	0.84
16	NUT TREE RD.	ELMIRA RD.	A	0.59	0.03	B	0.62	-0.01	B	0.61
17	NUT TREE RD.	ULATIS DR.	C	0.71	0.03	C	0.74	0.00	C	0.74
18	PEABODY RD.	CSP - SOLANO	C	0.78	0.00	C	0.78	0.00	C	0.78
19	PEABODY RD.	FOXBORO PKWY.	B	0.65	0.06	C	0.71	-0.06	B	0.65
20	PEABODY	CALIFORNIA	A	0.49	0.02	A	0.51	-0.01	A	0.5
21	PEABODY RD.	CLIFFSIDE DR.	C	0.74	0.01	C	0.75	0.00	C	0.75
22	DAVIS	HUME	**E**	**0.95**	0.00	**E**	**0.95**	0.00	**E**	**0.95**
23	I-80 WB	CHERRY GLEN	A	0.14	0.00	A	0.14	0.00	A	0.14
24	CHERRY GLEN	I-80 EB RAMP	A	0.13	0.00	A	0.13	0.00	A	0.13

LOS based on field counts accomplished Fall 2007 thru 2008 (More recent counts generally found to be lower)
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

F. Intersection Impacts With Project

Davis Street and Alamo Drive - Proposed Project results in incremental increases of traffic at the intersections of Alamo Drive and Davis Street. The intersection of Alamo/Davis was found to operate under Existing Conditions at LOS D (V/C=0.84) during the AM peak hour. Based on Existing + Project AM analysis, Project traffic is projected to change LOS by 4 percent with (LOS D V/C =0.88), or 3 percent without (LOSD V/C=0.87) the Foxboro Extension. Mitigation of existing conditions by widening Alamo Drive to add a westbound right turn lane will bring the intersection back to LOS C with existing volumes and Existing + Project volumes.

Alamo Drive and Merchant Street - Proposed Project degrades the existing AM peak hour LOS by 8 percent at this intersection resulting in LOS D (V/C=0.81) with Project and at the threshold of LOS C (V/C=0.80) with Project but without the Foxboro Extension.

The same improvements needed to mitigate cumulative conditions for the Existing + Approved Projects condition would also provide LOS C conditions for Existing + Project at this intersection. The Traffic Impact Fees paid by the project will help to fund cumulative improvement projects throughout the City, including improvements at this intersection and the California Drive extension and overcrossing that will provide traffic an alternative access use of the Alamo Drive and Merchant Street intersection between south Vacaville and Interstate 80.

Davis Street and Hume Way - Proposed Project results in incremental increases of traffic at the intersection of Davis and Hume Way, that was found to operate at LOS E (V/C=0.85 in AM and

0.95 in the PM Peak Hour) under Existing Conditions with or without the extension of Foxboro Parkway. The City has begun construction of capital improvements to widen Davis that include widening the intersection of Hume and Davis funded by the transportation portion of the Development Impact Fee Program. Project will pay development Impact fees. These improvements are projected to improve LOS to an acceptable LOS C, or better.

Elmira and Peabody Roads - Proposed Project results in an incremental increase of traffic at the intersection of Elmira and Peabody Roads. Intersection of Elmira and Peabody was found to operate at LOS D (V/C=0.84) in PM Peak Hour under Existing Conditions. Based on Existing + Project PM analysis, Project traffic is not projected to change LOS with (LOS D V/C =0.84) or without (LOSD V/C=0.84) the Foxboro Extension. LOS does not change with addition of Project traffic.

Figure 5A
Existing Peak Hour Intersection Volumes – AM (PM)

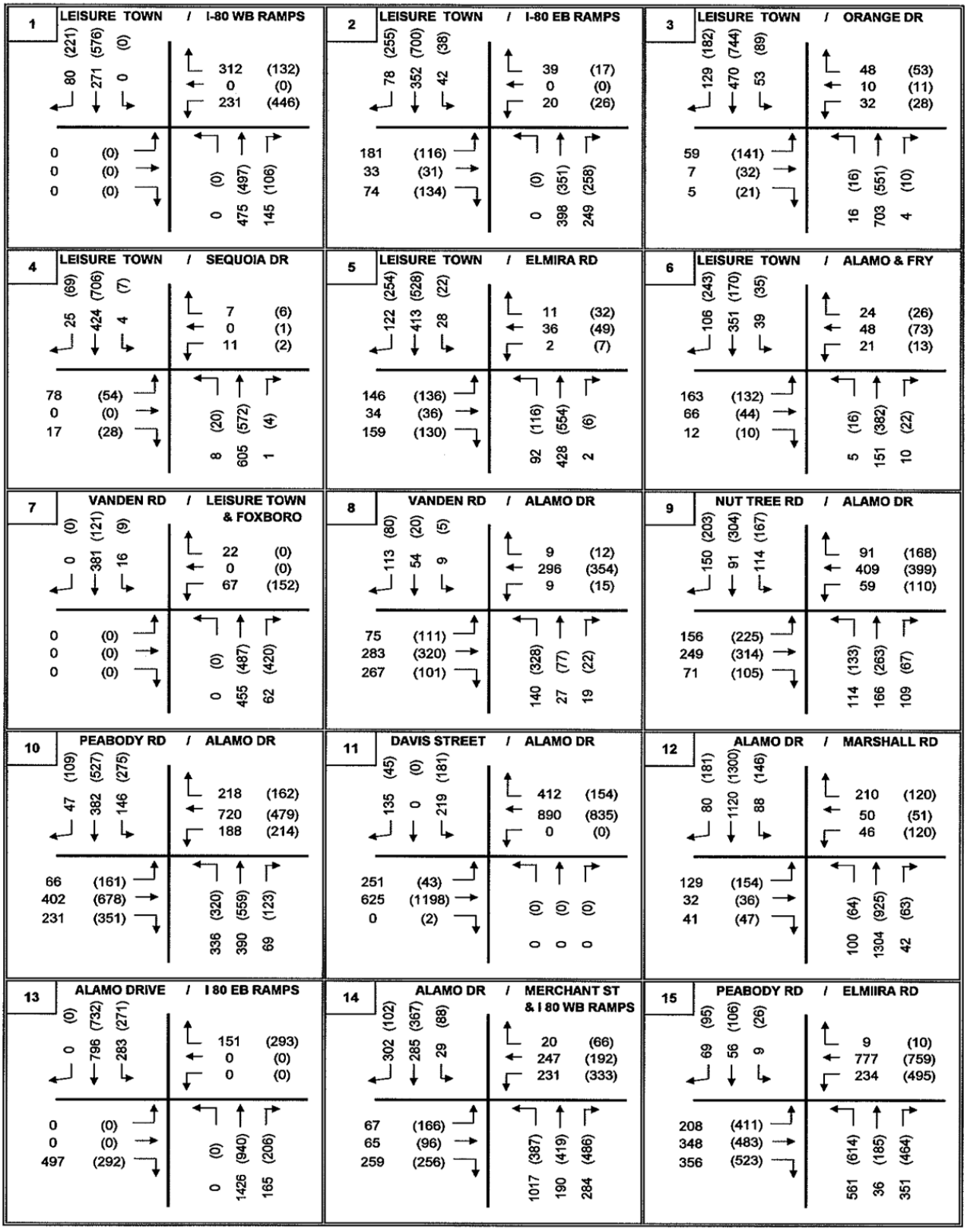


Figure 5B
Existing Peak Hour Intersection Volumes – AM (PM)

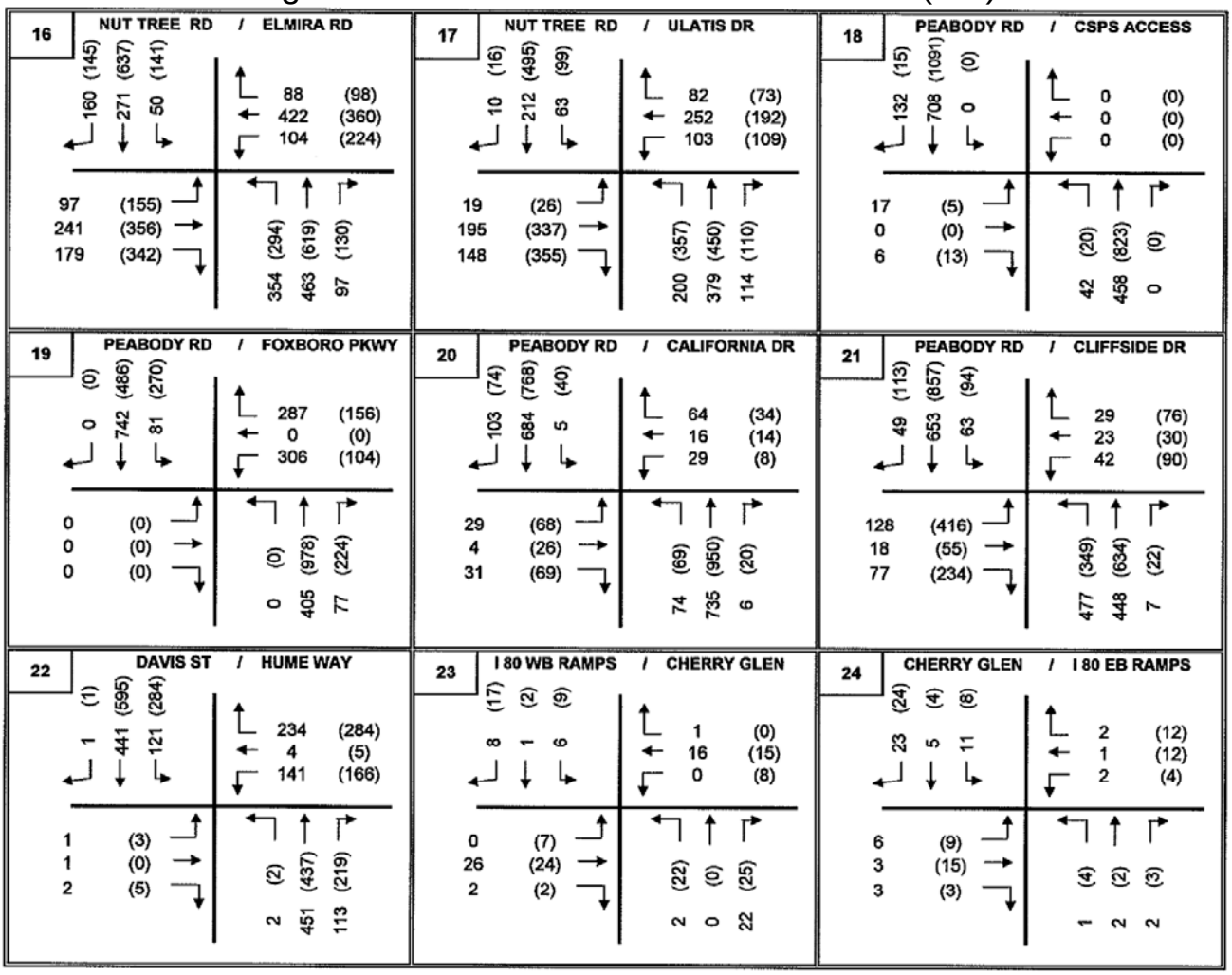


Figure 6A
Existing + Project Peak Hour Intersection Volumes – AM (PM)

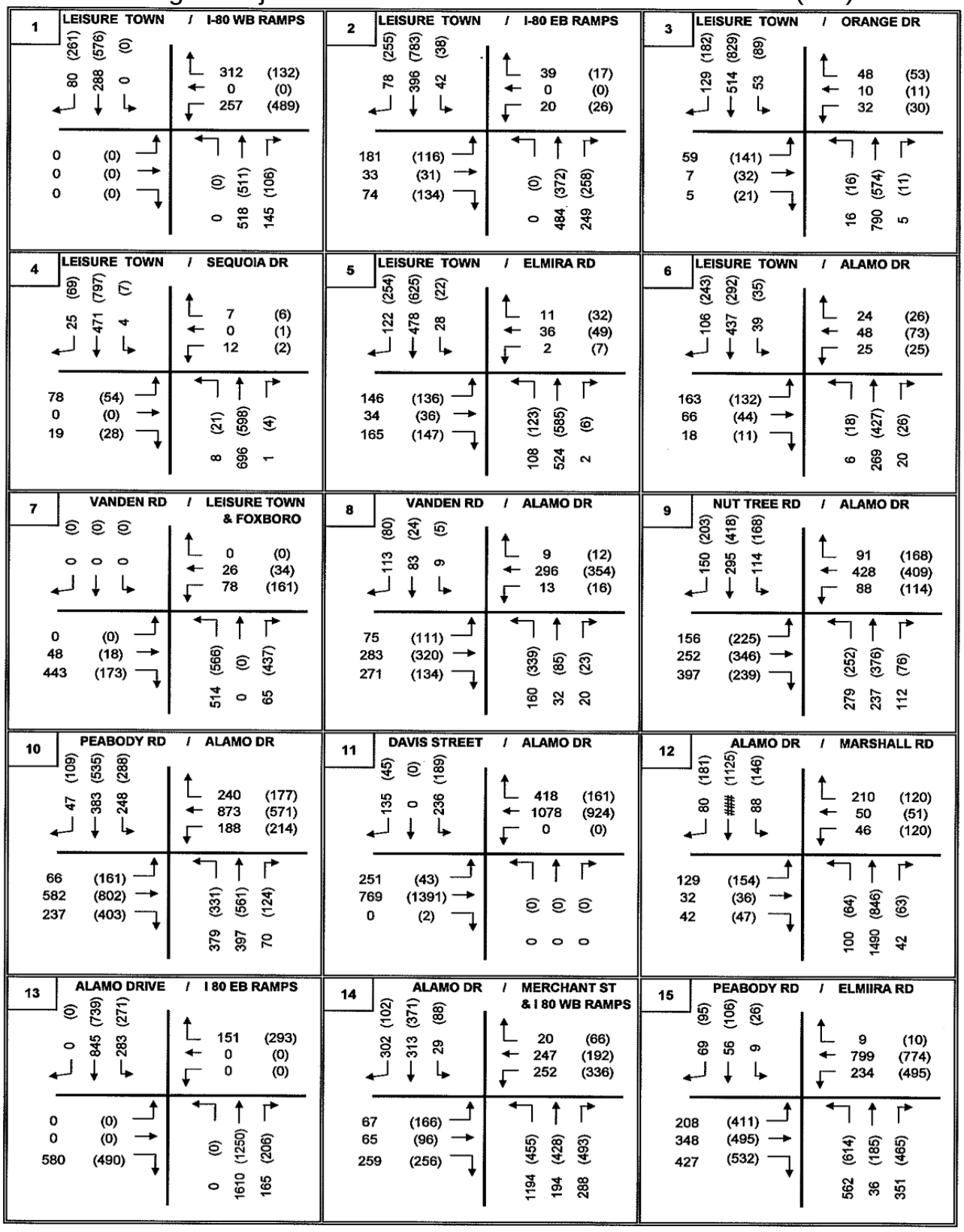


Figure 6B
Existing + Project Peak Hour Intersection Volumes – AM (PM)

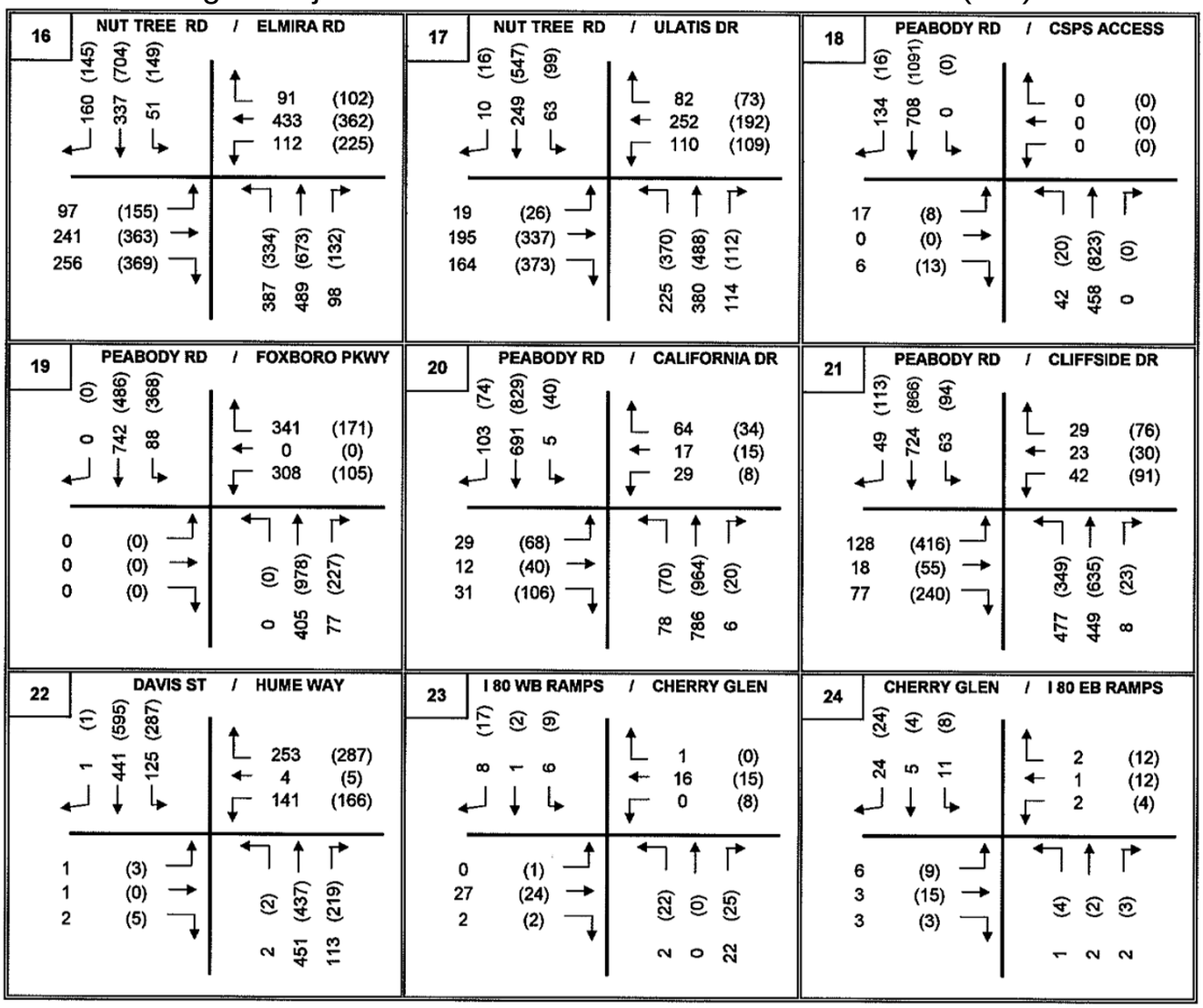


Figure 7A
Existing + Alternative Project Peak Hour Intersection Volumes – AM (PM)

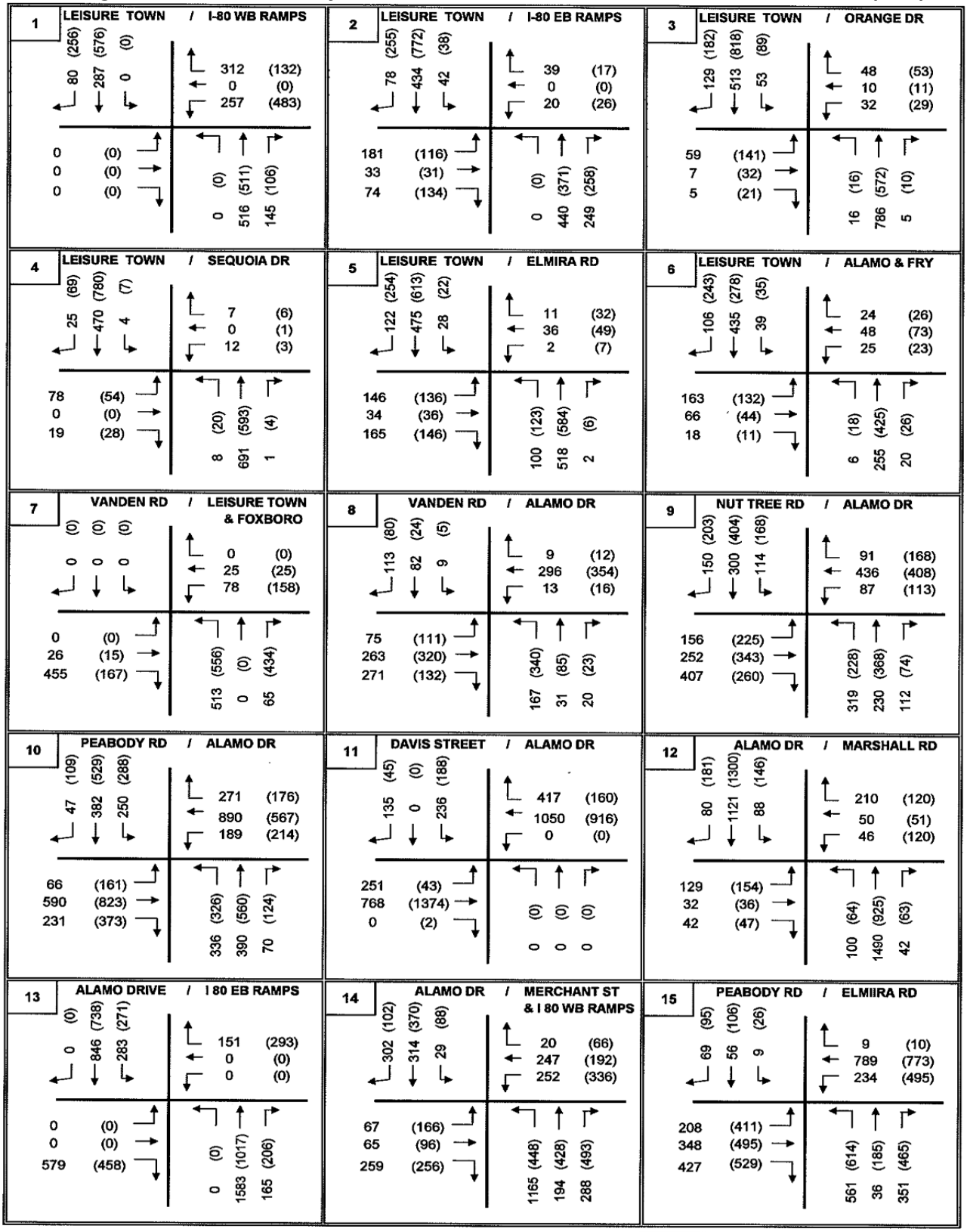
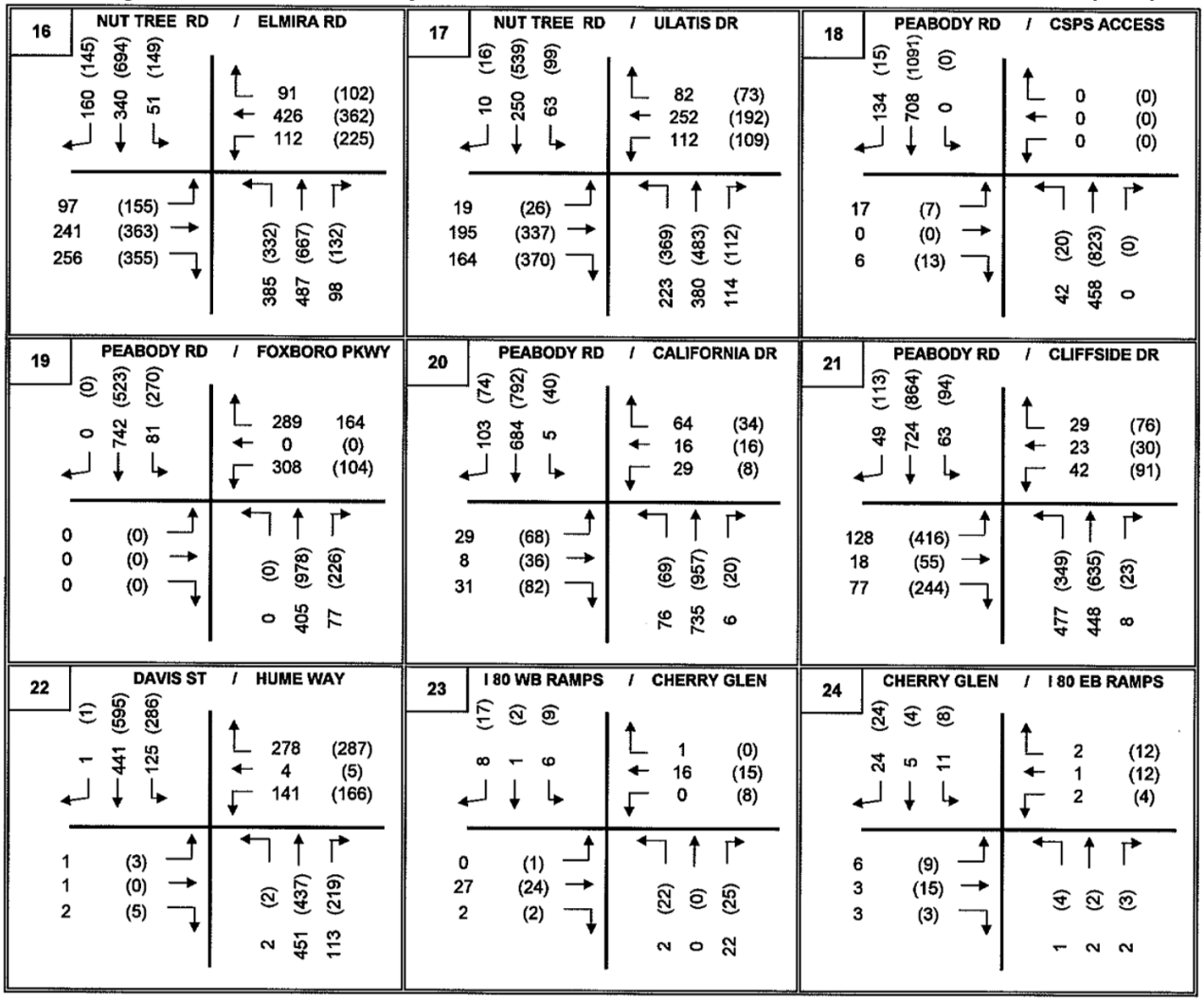


Figure 7B
Existing + Alternative Project Peak Hour Intersection Volumes – AM (PM)



V. EXISTING PLUS APPROVED PROJECTS

This section describes the traffic conditions that are projected if all development already approved but not yet constructed within Vacaville were fully built out and occupied in addition to all existing development. Traffic volumes for this condition are based on the results from the local traffic model operated and maintained by City Staff. The Existing + Approved Projects without Project does not include the Project, and Existing + Approved Projects with Project adds the Project to the base Existing + Approved Project condition. Currently approved project includes approximately 3,000 single family residential units and 1,300 multifamily residential units.

The previously approved Southtown Development includes the area directly north of proposed Vanden Meadows Development Project. Approval of the Southtown Development included a condition of approval to extend Foxboro Parkway between Nut Tree Road and Leisure Town Road as a two lane roadway with one lane in each direction. The extension of Foxboro Parkway is associated with the Southtown Project phase that revises Vanden Road to create a central park and results in Vanden Road no longer directly connecting Leisure Town Road to Alamo Drive.

The Vanden Meadows Initial Study identified potential critical habitat in the southwest corner of the Vanden Meadows Project Site (Specific Plan Areas J & K). If mitigation for this critical habitat is required, there is potential for this portion of Project to not be developed. This would result in not constructing a portion of the Foxboro Parkway between Nut Tree Road and Leisure Town Road. Analysis of Existing + Approved Projects conditions with and without this segment of Foxboro Parkway Extension provides a basis to assess the expected transportation impact(s) should this portion of Foxboro Parkway not be built. Figures 3 & 4 document the roadway network with and without the extension of Foxboro Parkway within Project Site.

A. Existing Plus Approved Projects Traffic Volumes

The traffic model was used to distribute citywide and project trips to the area roadway network. Trips are distributed based on a gravity model formulation consistent with generally accepted modeling practice. Tables 8A and 8B show roadway volume forecasts based on existing traffic plus traffic that will be generated by all of the land developments previously approved by the City that have not been constructed and occupied to date. The tables then show the change in forecast traffic volumes as traffic generated by the proposed project are added to all of the traffic generated by existing development and previously approved, but not yet constructed development. Tables 9A and 9B show roadway volume forecasts without the full extension of the Foxboro Parkway to Nut Tree Road.

TABLE 8A - ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR
EXISTING + APPROVED + PROJECT WITH FOXBORO PARKWAY EXTENTION

			WITHOUT PROJECT			WITH PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
VANDEN ROAD			SB	NB		SB	NB	
S of Alamo	2 lane Arterial	900 (1013)	265	148	NO (NO)	287	147	NO (NO)
N of Cogburn (N of Park)	2 lane Arterial	900 (1013)	154	96	NO (NO)	181	100	NO (NO)
N of Newcastle (S of Park)	2 lane Arterial	900 (1013)	85	78	NO (NO)	89	80	NO (NO)
N of Leisure Town Road (W/O Project) , N of Foxboro (With Project)	2 lane Arterial	900 (1013)	77	130	NO (NO)			
	2 Lane Collector	600 (675)				112	237	NO (NO)
S of Leisure Town Road (also Jepson Pkwy) Future Foxboro	2 lane Arterial	900(1013)				596	893	NO (NO)
ALAMO DRIVE			WB	EB		WB	EB	
W of Interstate 80 EB Ramps	6 Lane Div. Arterial	2700 (3038)	1853	665	NO (NO)	1933	669	NO (NO)
W of Marshall	6 Lane Div. Arterial	2700 (3038)	1220	2189	NO (NO)	1292	2290	NO (NO)
W of Peabody	4 Lane Div. Arterial	2100 (2363)	1031	1622	NO (NO)	1115	1694	NO (NO)
W of Nut Tree	4 Lane Div. Arterial	2100 (2363)	707	1062	NO (NO)	816	1190	NO (NO)
W of Vanden	4 Lane Div. Arterial	2100 (2363)	359	469	NO (NO)	352	507	NO (NO)
W of Leisure Town	4 Lane Div. Arterial	2100 (2363)	319	182	NO (NO)	316	169	NO (NO)
LEISURE TOWN ROAD (JEPSON PARKWAY)			SB	NB		SB	NB	
N of EB Ramps	6 Lane Div. Arterial	2700 (3038)	2030	1101	NO (NO)	2087	1105	NO (NO)
N of Orange	6 Lane Div. Arterial	2700 (3038)	1540	644	NO (NO)	1597	661	NO (NO)
N of Sequoia	2 lane Arterial	900(1013)	1190	925	YES (YES)	1256	447	YES (YES)
N of Elmira	2 lane Arterial	900(1013)	602	212	NO (NO)	678	296	NO (NO)
N of Alamo	2 lane Arterial	900(1013)	566	319	NO (NO)	683	363	NO (NO)
S of Alamo	2 lane Arterial	900(1013)	555	351	NO (NO)	674	401	NO (NO)
N of Vanden Meadows Collector	2 lane Arterial	900(1013)				365	304	NO (NO)
S of Vanden Meadows Collector	2 lane Arterial	900(1013)				318	295	NO (NO)
E of Foxboro	2 lane Arterial	900(1013)	270	255	NO (NO)	321	297	NO (NO)

Note: SB = southbound; NB = northbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 8B - ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR
EXISTING + APPROVED + PROJECT WITH FOXBORO PARKWAY EXTENTION

			WITHOUT PROJECT			WITH PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
NUT TREE ROAD			SB	NB		SB	NB	
N of Alamo	4 Lane Div. Arterial	2100 (2363)	1185	1221	NO (NO)	876	686	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	1538	1634	NO (NO)	927	748	NO (NO)
N of Opal	2 lane Arterial	900(1013)	277	323	NO (NO)	371	485	NO (NO)
N of Vanden Meadows Collector	2 lane Arterial	900(1013)				275	316	NO (NO)
S of Vanden Meadows Collector	2 lane Arterial	900(1013)				194	281	NO (NO)
N of Foxboro	2 lane Arterial	900(1013)	178	289	NO (NO)	194	281	NO (NO)
PEABODY ROAD			SB	NB		SB	NB	
North of Alamo	4 Lane Arterial	1500(1688)	1185	1221	NO (NO)	1197	1257	NO (NO)
S of Alamo	4 Lane Arterial	1500(1688)	1538	1634	YES (NO)	1580	1663	YES (NO)
N of Foxboro	4 Lane Arterial	1500(1688)	1446	1555	YES (NO)	1507	1590	YES (NO)
S of Foxboro	4 Lane Arterial	1500(1688)	1080	1504	YES (NO)	1087	1531	YES (NO)
City Limits	2 lane Arterial	900(1013)	1073	1425	YES (YES)	1080	1453	YES (YES)
FOXBORO PARKWAY			WB	EB		WB	EB	
West of Nut Tree	2 lane Arterial	900(1013)	197	56	NO (NO)	213	137	NO (NO)
East of Nut Tree	2 lane Arterial	900(1013)	486	235	NO (NO)	492	329	NO (NO)
W of Vanden Meadows Collector	2 lane Arterial	900(1013)				495	313	NO (NO)
E of Vanden Meadows Collector & West of Vanden	2 lane Arterial	900(1013)				670	351	NO (NO)

Note: SB = southbound; NB = northbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 9A - ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR
EXISTING + APPROVED + PROJECT WITHOUT FOXBORO PARKWAY EXTENTION

			WITHOUT PROJECT			WITH ALTERNATE PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
VANDEN ROAD			SB	NB		SB	NB	
S of Alamo	2 lane Arterial	900 (1013)	276	186	NO (NO)	296	176	NO (NO)
N of Cogburn (N of Park)	2 lane Arterial	900 (1013)	165	135	NO (NO)	190	130	NO (NO)
N of Newcastle (S of Park)	2 lane Arterial	900 (1013)	116	418	NO (NO)	104	108	NO (NO)
N of Leisure Town Road (W/O Project) , N of Foxboro (With Project)	2 lane Arterial	900 (1013)	215	495	NO (NO)			
	2 Lane Collector	600 (675)				353	621	YES (NO)
S of Leisure Town Road (also Jepson Pkwy) Future Foxboro	2 lane Arterial	900(1013)	540	889	NO (NO)	591	859	NO (NO)
ALAMO DRIVE			WB	EB		WB	EB	
W of Interstate 80 EB Ramps	6 Lane Div. Arterial	2700 (3038)	1631	631	NO (NO)	1901	664	NO (NO)
W of Marshall	6 Lane Div. Arterial	2700 (3038)	1180	2128	NO (NO)	1285	2271	NO (NO)
W of Peabody	4 Lane Div. Arterial	2100 (2363)	1023	1750	NO (NO)	1108	1723	NO (NO)
W of Nut Tree	4 Lane Div. Arterial	2100 (2363)	628	968	NO (NO)	841	1189	NO (NO)
W of Vanden	4 Lane Div. Arterial	2100 (2363)	416	503	NO (NO)	379	503	NO (NO)
W of Leisure Town	4 Lane Div. Arterial	2100 (2363)	339	183	NO (NO)	325	173	NO (NO)
LEISURE TOWN ROAD (JEPSON PARKWAY)			SB	NB		SB	NB	
N of EB Ramps	6 Lane Div. Arterial	2700 (3038)	2085	1160	NO (NO)	2087	1103	NO (NO)
N of Orange	6 Lane Div. Arterial	2700 (3038)	1608	765	NO (NO)	1597	657	NO (NO)
N of Sequoia	2 lane Arterial	900(1013)	1275	553	YES (YES)	1257	443	YES (YES)
N of Elmira	2 lane Arterial	900(1013)	701	413	NO (NO)	675	297	NO (NO)
N of Alamo	2 lane Arterial	900(1013)	667	469	NO (NO)	672	356	NO (NO)
S of Alamo	2 lane Arterial	900(1013)	635	495	NO (NO)	653	390	NO (NO)
N of Vanden Meadows Collector	2 lane Arterial	900(1013)				334	288	NO (NO)
S of Vanden Meadows Collector	2 lane Arterial	900(1013)				283	272	NO (NO)
E of Foxboro	2 lane Arterial	900(1013)	325	394	NO (NO)	283	272	NO (NO)

Note: SB = southbound; NB = northbound; WB=westbound; EB = eastbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 9B - ROADWAY SEGMENT ANALYSIS - PM PEAK HOUR
EXISTING + APPROVED + PROJECT WITHOUT FOXBORO PARKWAY EXTENTION

			WITHOUT PROJECT			WITH ALTERNATE PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
NUT TREE ROAD			SB	NB		SB	NB	
N of Alamo	4 Lane Div. Arterial	2100 (2363)	741	550	NO (NO)	841	662	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	651	462	NO (NO)	944	773	NO (NO)
N of Opal	2 lane Arterial	900(1013)	106	57	NO (NO)	379	540	NO (NO)
N of Vanden Meadows Collector	2 lane Arterial	900(1013)				308	410	NO (NO)
S of Vanden Meadows Collector	2 lane Arterial	900(1013)				36	47	NO (NO)
N of Foxboro	2 lane Arterial	900(1013)	0	0	NO (NO)	37	47	NO (NO)
PEABODY ROAD			SB	NB		SB	NB	
North of Alamo	4 Lane Arterial	1500(1688)	1256	1153	NO (NO)	1184	1270	NO (NO)
S of Alamo	4 Lane Arterial	1500(1688)	1675	1580	YES (NO)	1584	1624	YES (NO)
N of Foxboro	4 Lane Arterial	1500(1688)	1404	1472	YES (NO)	1460	1540	YES (NO)
S of Foxboro	4 Lane Arterial	1500(1688)	1085	1446	YES (NO)	1090	1559	YES (NO)
City Limits	2 lane Arterial	900(1013)	1079	1368	YES (YES)	1083	1480	YES (YES)
FOXBORO PARKWAY			WB	EB		WB	EB	
West of Nut Tree	2 lane Arterial	900(1013)	0	0	NO (NO)	37	48	NO (NO)
East of Nut Tree	2 lane Arterial	900(1013)						
W of Vanden Meadows Collector	2 lane Arterial	900(1013)						
E of Vanden Meadows Collector & West of Vanden	2 lane Arterial	900(1013)				623	344	NO (NO)

Note: SB = southbound; NB = northbound; WB=westbound; EB = eastbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

B. Roadway Segment Operations

Under Existing + Approved Projects conditions, five roadway segments would operate at LOS D or worse which would exceed acceptable standards. Generally, the operations are similar with or without the Foxboro Parkway Extension; exceptions are noted.

- Leisure Town Road north of Sequoia Drive – worse than LOS D
- Peabody Road south of Alamo Drive – LOS D
- Peabody Road north of Foxboro Parkway (with Foxboro Parkway Extension only) – LOS D
- Peabody Road south of Foxboro Parkway (with Foxboro Parkway Extension only) – LOS D
- Peabody Road south of City Limits – worse than LOS D

In addition, Vanden Road north of Foxboro Parkway Extension would operate at LOS D without the Foxboro Parkway Extension.

C. Roadway Segment Impacts with Project

With the addition of project-generated traffic, the same five roadway segments listed above would continue to operate at unacceptable levels.

The segment of Vanden Road north of Foxboro Parkway Extension would operate at LOS D with the addition of project trips without the construction of the full Foxboro Parkway Extension. This segment of Vanden Road would operate at LOS C with the extension.

The segment of Leisure Town Road north of Sequoia would operate at worse than LOS D with or without the addition of project traffic. However the overall traffic volume with the project is less than the segment volume without the project.

The segment of Peabody Road south of Alamo Drive would operate at LOS D with or without the addition of project traffic. The Southtown Development is conditioned to construct a two-lane extension of Foxboro Parkway between Nut Tree Road and Vanden Road. Further the Fairfield Train Station Specific Plan addresses the widening of this segment of Peabody Road. Cumulative analysis for the Fairfield Train Station Specific Plan included the proposed project. Traffic volumes are higher with the project than without the project both with and without the Foxboro Parkway Extension. Most of Peabody Road south of Alamo has been constructed as a 4 to 6 lane Divided Arterial with limited access. Divided arterials with limited access have a higher LOS C threshold and the cumulative volume with project will remain below this threshold.

The segment of Peabody Road north of Foxboro Parkway would operate at LOS D with the additional of project traffic with and without the Foxboro Parkway Extension. It would also operate at LOS D under No Project with the Extension conditions. However, it would operate at LOS C under No Project without the Extension. Peabody Road north of Foxboro Parkway has been constructed and striped as a 4-lane Divided Arterial with a double-double yellow center median and limited access. Divided arterials with limited access have higher LOS C threshold and the cumulative volume with project will remain below this threshold.

Similar to the segment north of Foxboro Parkway, the segment of Peabody Road south of Foxboro Parkway would operate at LOS D except under No Project without the Foxboro Parkway Extension conditions, when it would operate at LOS C. However, Peabody Road south of Foxboro Parkway has also been constructed and striped as a 4-lane Divided Arterial with a double-double yellow center median. Divided arterials have higher LOS C threshold and the cumulative volume with project will remain below this threshold.

The segment of Peabody Road south of Vacaville City would operate at LOS D with and without the addition of project traffic. This segment is located in Solano County and is also a designated Route of Regional Significance. The CMP standard on this segment is LOS E; therefore, the segment operations would be within the acceptable standard. The

County allows the operations to fall below its LOS C standard as long as the existing LOS level is maintained. Since the segment is already operating at LOS E under Existing No Project conditions and the project would not cause the LOS level to further deteriorate.

D. Existing Plus Approved Projects Intersection Operations

For Existing + Approved Projects conditions, intersection turning movements were analyzed with and without the proposed Project, and for both of these scenarios with and without the extension of Foxboro Parkway through portion of Project Site identified as potential critical habitat. Tables 9 and 10 provide a summary of the Level of Service results. Documentation of LOS calculations are included in Appendix C.

Tables 9 and 10 show that fourteen (14) of the twenty-four (24) study intersections were found to operate at LOS C or better, during the AM and PM Peak Hours. The following eight (8) intersections were found to operate at LOS D without or with Project, and with or without the Foxboro Extension during the AM or PM Peak Hour, or both peak hours.

- Alamo Peabody LOS D (PM V/C=0.85)
- Alamo Davis LOS D (PM V/C=0.86)
- Alamo Merchant LOS D (AM V/C =0.90 and PM V/C=0.81)
- Nut Tree Ulatis LOS D (PM V/C=0.86)
- Peabody California State Prison System (CSPS) Access LOS D (AM V/C=0.87)
- Peabody Foxboro LOS D (PM V/C=0.84)
- Peabody California LOS D (PM V/C=0.89)
- Peabody Cliffside LOS D (PM V/C=0.89)

The City may include the collection of funding for improvements at these intersections to achieve LOS C in updates to the transportation portion of the Development Impact Fee Program. The following mitigations would be needed to achieve LOS C at these intersections for Existing + Approved Project Conditions:

Peabody Road and Alamo Drive (#10) - Widen the south side of Alamo Drive to provide an additional third EB thru lane. With improvement, this intersection is projected to operate at LOS C in the PM peak hour.

Davis Street and Alamo Drive (#11) - Widen the south side of Alamo Drive to provide an additional (3rd) EB thru lane. With improvement, this intersection is projected to operate at LOS C in the PM peak hour.

Alamo Drive and Merchant Street (#14) - Widen northbound (Alamo Drive) approach and westbound Merchant leaving the intersection to provide a third northbound left turn lane and a free right turn under signal control. With improvement, this intersection is projected to operate at LOS C in the AM peak hour and LOS B in the PM peak hour.

Nut Tree Road and Ulatis Road (#17) - Widen west side of Nut Tree to provide a third southbound thru lane. With improvement, this intersection is projected to operate at LOS C in the PM peak hour.

Peabody Road and CSP-Solano (#18) - Widen west side of Peabody Road to provide second southbound thru lane. With improvement, this intersection is projected to operate at LOS A in the AM peak hour.

Peabody Road and Foxboro Parkway (#19) - Widen Peabody Road to add a third northbound thru lane. With improvement, this intersection is projected to operate at LOS C in the PM peak hour.

Peabody Road and California Drive (#20) - Reconfigure three northbound lanes to provide two thru lanes and a shared thru/right turn lane. With improvement, this intersection is projected to operate at LOS B in the PM peak hour.

Peabody Road and Cliffside Drive (#21) – Widen Peabody Road to provide an additional southbound thru lane and provide an eastbound free right turn lane. With improvement, this intersection is projected to operate at LOS B in the PM peak hour.

TABLE 9 - INTERSECTION ANALYSIS - EXISTING + APPROVED + PROJECT
AM PEAK HOUR (7-9:00 AM)

			WITHOUT PROJECT			WITH PROJECT			WITHOUT PROJECT WO FOXBORO EXT.			WITH PROJECT WO FOXBORO EXT.	
	N-S STREET	E-W STREET	LOS	V/C	DIF	LOS	V/C		LOS	V/C	DIF	LOS	V/C
1	LEISURE TOWN	I-80 WB RAMPS	C	0.72	0.02	C	0.74		C	0.72	0.02	C	0.74
2	LEISURE TOWN	I-80 EB RAMPS	A	0.56	0.01	A	0.57		A	0.56	0.01	A	0.57
3	LEISURE TOWN	ORANGE DRIVE	A	0.37	0.02	A	0.39		A	0.37	0.02	A	0.39
4	LEISURE TOWN	SEQUOIA DR.	A	0.52	0.03	A	0.55		A	0.51	0.03	A	0.54
5	LEISURE TOWN	ELMIRA ROAD	A	0.38	0.04	A	0.42		A	0.38	0.03	A	0.41
6	LEISURE TOWN	ALAMO/FRY	A	0.35	0.07	A	0.42		A	0.35	0.06	A	0.41
7	VANDEN	LEISURE TOWN	A	0.31	0.00	A	0.31		A	0.30	0.00	A	0.30
8	VANDEN	ALAMO	A	0.34	0.00	A	0.34		A	0.34	0.00	A	0.34
9	NUT TREE RD.	ALAMO DR.	A	0.55	0.15	B	0.70		A	0.55	0.18	C	0.73
	With PM Mit - Widen for Ded. EB Rt		A	0.55	0.13	*B*	*0.68*		A	0.55	0.15	*B*	*0.70*
10	PEABODY RD.	ALAMO DR.	C	0.73	0.00	C	0.73		C	0.73	-0.01	C	0.72
	With PM Mitigation - Add 3rd EB Thru		*C*	*0.73*	0.00	*C*	*0.73*		*C*	*0.73*	-0.01	*C*	*0.72*
11	DAVIS ST.	ALAMO DR.	C	0.75	0.01	C	0.76		C	0.75	0.00	C	0.75
	With PM Mitigation - Add 3rd EB Thru		*C*	*0.75*	0.01	*C*	*0.76*		*C*	*0.75*	0.00	*C*	*0.75*
12	ALAMO DR.	MARSHALL RD.	A	0.49	-0.01	A	0.48		A	0.49	-0.01	A	0.48
13	ALAMO DR.	I-80 EB RAMPS	C	0.71	-0.02	B	0.69		C	0.71	-0.02	B	0.69
14	ALAMO DR	MERCHANT ST	*D*	*0.90*	-0.01	*D*	*0.89*		*D*	*0.90*	-0.01	*D*	*0.89*
	MITIGATION - Add 3rd NB (Alamo) Left & Provide for Free NB Right		C	0.80	-0.01	C	0.79		C	0.80	-0.01	C	0.79
15	PEABODY RD.	ELMIRA RD.	A	0.36	0.00	A	0.36		A	0.36	0.00	A	0.36
16	NUT TREE RD.	ELMIRA RD.	A	0.5	0.01	A	0.51		A	0.50	0.01	A	0.51
17	NUT TREE RD.	ULATIS DR.	A	0.44	0.00	A	0.44		A	0.44	0.00	A	0.44
	With PM Mitigation - Add 3rd SB Thru		A	0.42	0.00	A	0.42		A	0.42	0.00	A	0.42
18	PEABODY RD.	CSP - SOLANO	*D*	*0.87*	0.00	*D*	*0.87*		*D*	*0.87*	0.00	*D*	*0.87*
	MITIGATION - Add 2nd SB Thru		*A*	*0.51*	0.00	*A*	*0.51*		*A*	*0.51*	0.00	*A*	*0.51*
19	PEABODY RD.	FOXBORO PKWY.	B	0.65	0.01	B	0.66		B	0.65	-0.02	B	0.63
	With PM Mitigation - Add 3rd NB Thru		*B*	*0.65*	0.01	*B*	*0.66*		*B*	*0.65*	-0.02	*B*	*0.63*
20	PEABODY	CALIFORNIA	B	0.65	-0.01	B	0.64		B	0.65	-0.02	B	0.63
	With PM Mitigation -Reconfigur NB to provide - 2 Thrus1 Shared T/RT		*B*	*0.65*	-0.01	*B*	*0.64*		*B*	*0.65*	-0.02	*B*	*0.63*
21	PEABODY RD.	CLIFFSIDE DR.	B	0.63	0.01	B	0.64		B	0.63	0.02	B	0.65
	With PM Mitigation - Reconfigure 3 SB Lanes 2 Thrus & 1 Shred thru left and & \EB Free Right		*A*	*0.56*	0.01	*A*	*0.57*		*A*	*0.56*	0.01	*A*	*0.57*
22	DAVIS	HUME	A	0.48	0.00	A	0.48		A	0.48	0.00	A	0.48
	With PM Mitigation - City Project Currently in Constrution - Davis & Hume Intersection and Davis from Bella Vista to Hume		*A*	*0.43*	-0.01	*A*	*0.42*		*A*	*0.43*	-0.01	*A*	*0.42*
23	I-80 WB	CHERRY GLEN	A	0.12	0.00	A	0.12		A	0.12	0.00	A	0.12
24	CHERRY GLEN	I-80 EB RAMP	A	0.13	0.00	A	0.13		A	0.13	0.00	A	0.13

LOS based on Existing + Approved Project Model Results

Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 10 - INTERSECTION ANALYSIS - EXISTING + APPROVED PROJECTS

PM PEAK HOUR (4-6:00 PM)

			WITHOUT PROJECT			WITH PROJECT			WITHOUT PROJECT WO FOXBORO EXT.			WITH PROJECT WO FOXBORO EXT.	
	N-S STREET	E-W STREET	LOS	V/C	DIF	LOS	V/C		LOS	V/C	DIF	LOS	V/C
1	LEISURE TOWN	I-80 WB RAMPS	C	0.72	0.02	C	0.74		C	0.72	0.02	C	0.74
2	LEISURE TOWN	I-80 EB RAMPS	A	0.56	0.01	A	0.57		A	0.56	0.01	A	0.57
3	LEISURE TOWN	ORANGE DRIVE	A	0.37	0.02	A	0.39		A	0.37	0.02	A	0.39
4	LEISURE TOWN	SEQUOIA DR.	A	0.52	0.03	A	0.55		A	0.51	0.03	A	0.54
5	LEISURE TOWN	ELMIRA ROAD	A	0.38	0.04	A	0.42		A	0.38	0.03	A	0.41
6	LEISURE TOWN	ALAMO/FRY	A	0.35	0.07	A	0.42		A	0.35	0.06	A	0.41
7	VANDEN	LEISURE TOWN	A	0.31	0.00	A	0.31		A	0.30	0.00	A	0.30
8	VANDEN	ALAMO	A	0.34	0.00	A	0.34		A	0.34	0.00	A	0.34
9	NUT TREE RD.	ALAMO DR.	A	0.55	0.15	B	0.70		A	0.55	0.18	C	0.73
	With PM Mit - Widen for Ded. EB Rt		A	0.55	0.13	*B*	*0.68*		A	0.55	0.15	*B*	*0.70*
10	PEABODY RD.	ALAMO DR.	C	0.73	0.00	C	0.73		C	0.73	-0.01	C	0.72
	With PM Mitigation - Add 3rd EB Thru		*C*	*0.73*	0.00	*C*	*0.73*		*C*	*0.73*	-0.01	*C*	*0.72*
11	DAVIS ST.	ALAMO DR.	C	0.75	0.01	C	0.76		C	0.75	0.00	C	0.75
	With PM Mitigation - Add 3rd EB Thru		*C*	*0.75*	0.01	*C*	*0.76*		*C*	*0.75*	0.00	*C*	*0.75*
12	ALAMO DR.	MARSHALL RD.	A	0.49	-0.01	A	0.48		A	0.49	-0.01	A	0.48
13	ALAMO DR.	I-80 EB RAMPS	C	0.71	-0.02	B	0.69		C	0.71	-0.02	B	0.69
14	ALAMO DR	MERCHANT ST	*D*	*0.90*	-0.01	*D*	*0.89*		*D*	*0.90*	-0.01	*D*	*0.89*
	MITIGATION - Add 3rd NB (Alamo) Left & Provide for Free NB Right		C	0.80	-0.01	C	0.79		C	0.80	-0.01	C	0.79
15	PEABODY RD.	ELMIRA RD.	A	0.36	0.00	A	0.36		A	0.36	0.00	A	0.36
16	NUT TREE RD.	ELMIRA RD.	A	0.5	0.01	A	0.51		A	0.50	0.01	A	0.51
17	NUT TREE RD.	ULATIS DR.	A	0.44	0.00	A	0.44		A	0.44	0.00	A	0.44
	With PM Mitigation - Add 3rd SB Thru		A	0.42	0.00	A	0.42		A	0.42	0.00	A	0.42
18	PEABODY RD.	CSP - SOLANO	*D*	*0.87*	0.00	*D*	*0.87*		*D*	*0.87*	0.00	*D*	*0.87*
	MITIGATION - Add 2nd SB Thru		*A*	*0.51*	0.00	*A*	*0.51*		*A*	*0.51*	0.00	*A*	*0.51*
19	PEABODY RD.	FOXBORO PKWY.	B	0.65	0.01	B	0.66		B	0.65	-0.02	B	0.63
	With PM Mitigation - Add 3rd NB Thru		*B*	*0.65*	0.01	*B*	*0.66*		*B*	*0.65*	-0.02	*B*	*0.63*
20	PEABODY	CALIFORNIA	B	0.65	-0.01	B	0.64		B	0.65	-0.02	B	0.63
	With PM Mitigation -Reconfigur NB to provide - 2 Thrus1 Shared T/RT		*B*	*0.65*	-0.01	*B*	*0.64*		*B*	*0.65*	-0.02	*B*	*0.63*
21	PEABODY RD.	CLIFFSIDE DR.	B	0.63	0.01	B	0.64		B	0.63	0.02	B	0.65
	With PM Mitigation - Reconfigure 3 SB Lanes 2 Thrus & 1 Shred thru left and & \EB Free Right		*A*	*0.56*	0.01	*A*	*0.57*		*A*	*0.56*	0.01	*A*	*0.57*
22	DAVIS	HUME	A	0.48	0.00	A	0.48		A	0.48	0.00	A	0.48
	With PM Mitigation - City Project Currently in Constrution - Davis & Hume Intersection and Davis from Bella Vista to Hume		*A*	*0.43*	-0.01	*A*	*0.42*		*A*	*0.43*	-0.01	*A*	*0.42*
23	I-80 WB	CHERRY GLEN	A	0.12	0.00	A	0.12		A	0.12	0.00	A	0.12
24	CHERRY GLENN	I-80 EB RAMP	A	0.13	0.00	A	0.13		A	0.13	0.00	A	0.13

LOS based on Existing + Approved Project Model Results

Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

E. Intersection Impacts with Project

The intersection of Nut Tree Road and Alamo Drive (#9) is projected to operate at LOS C (V/C =0.71) without Project and LOS D (V/C=0.85) with Project. Without Foxboro Extension, the intersection is projected to operate at LOS B (V/C=0.66) without Project and LOS D (V/C=0.86) with Project in the PM peak hour.

> **Mitigation Measure -** Widening the southwest corner of the intersection to provide a dedicated eastbound right turn lane would improve the intersection operation to LOS C in the PM peak hour. The Project shall be conditioned to provide this improvement as a condition of approval of development with appropriate timing tied to level of project development. Alternatively, the Project could be conditioned to fund the improvement by providing cash deposit to the City. The City would provide this improvement as appropriate through regular monitoring of the intersection to maintain acceptable LOS.

The intersection of Davis Street and Hume Way would operate at LOS E in the PM peak hour with and without the project. With the Foxboro Parkway Extension the intersection would operate at V/C of 0.91 and 0.92 without and with the project, respectively. Without the Foxboro Parkway extension, the intersection would also operate at LOS E with the project (V/C=0.91); or would operate at LOS D without the project (V/C=0.90).

A City Capital Improvement Project has begun construction to widen the intersection of Davis Street and Hume Way as well as widen the segment of Davis Street between Hume Way and Bella Vista Road to two lanes in each direction. With these improvements this intersection is project to operate at LOS A without and with the Project with or without Foxboro Parkway Extension.

Figures 8A and 8B show the AM and PM peak hour intersection turning movement volumes forecast to exist when all currently approved development projects in Vacaville are constructed and occupied without Project.

Figures 9A and 9B show the AM and PM peak hour intersection turning movement volumes forecast to exist when all currently approved development projects in Vacaville are constructed and occupied, but without the extension of Foxboro Parkway from Nut Tree to Vanden Roads.

Figures 10A and 10B show all intersection turning movement forecast for all existing and approved development, plus adds the additional traffic that would be projected to be generated by the proposed Project.

Figures 11A and 11B show all intersection turning movements forecast for all of the existing and approved development, and the additional traffic that would be projected to be generated by the proposed Project, but assumes Foxboro Parkway is not extended

Scenarios without extension of Foxboro Parkway are included because the initial study identified the area of proposed extension of Foxboro Parkway as potential critical habitat. These scenarios account for the possibility Foxboro Parkway would not be extended between Nut Tree and Vanden Roads so critical habitat would not be impacted, without and with the Project.

Figure 8A
Existing + Approved Projects Without Project – AM (PM)

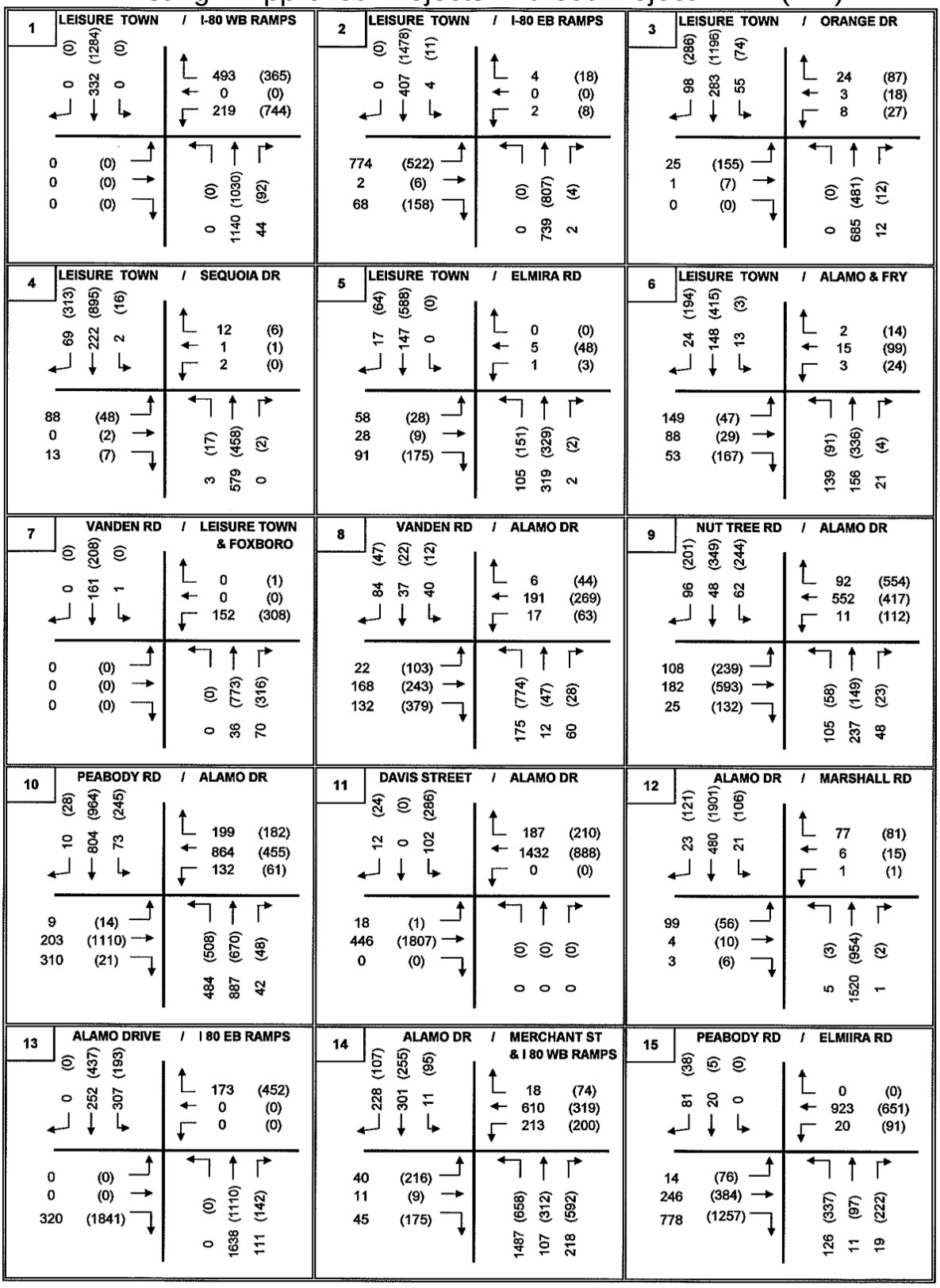


Figure 8B
Existing + Approved Projects Without Project – AM (PM)

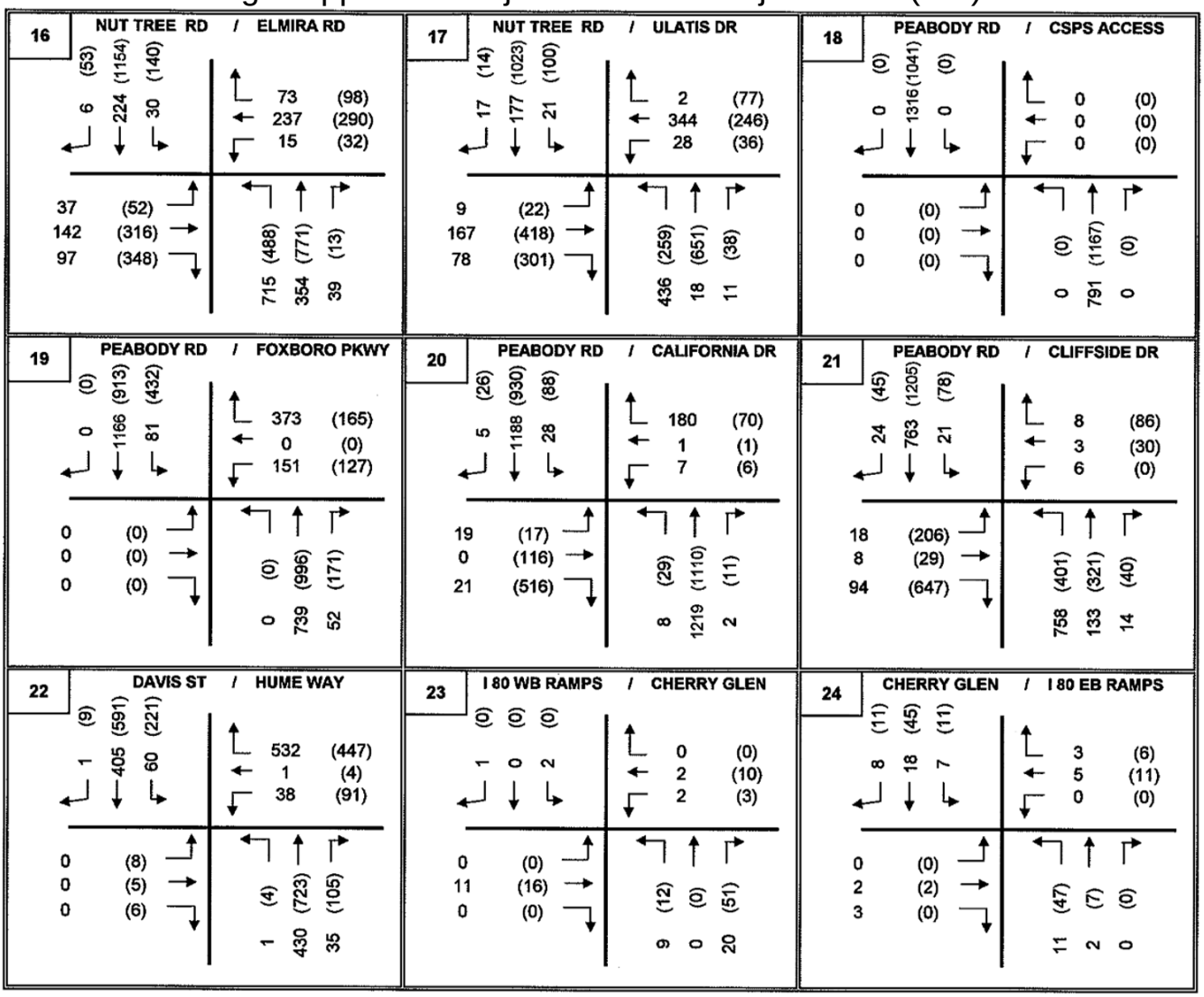


Figure 9A
Existing + Approved Projects Without Project Without Foxboro - AM (PM)

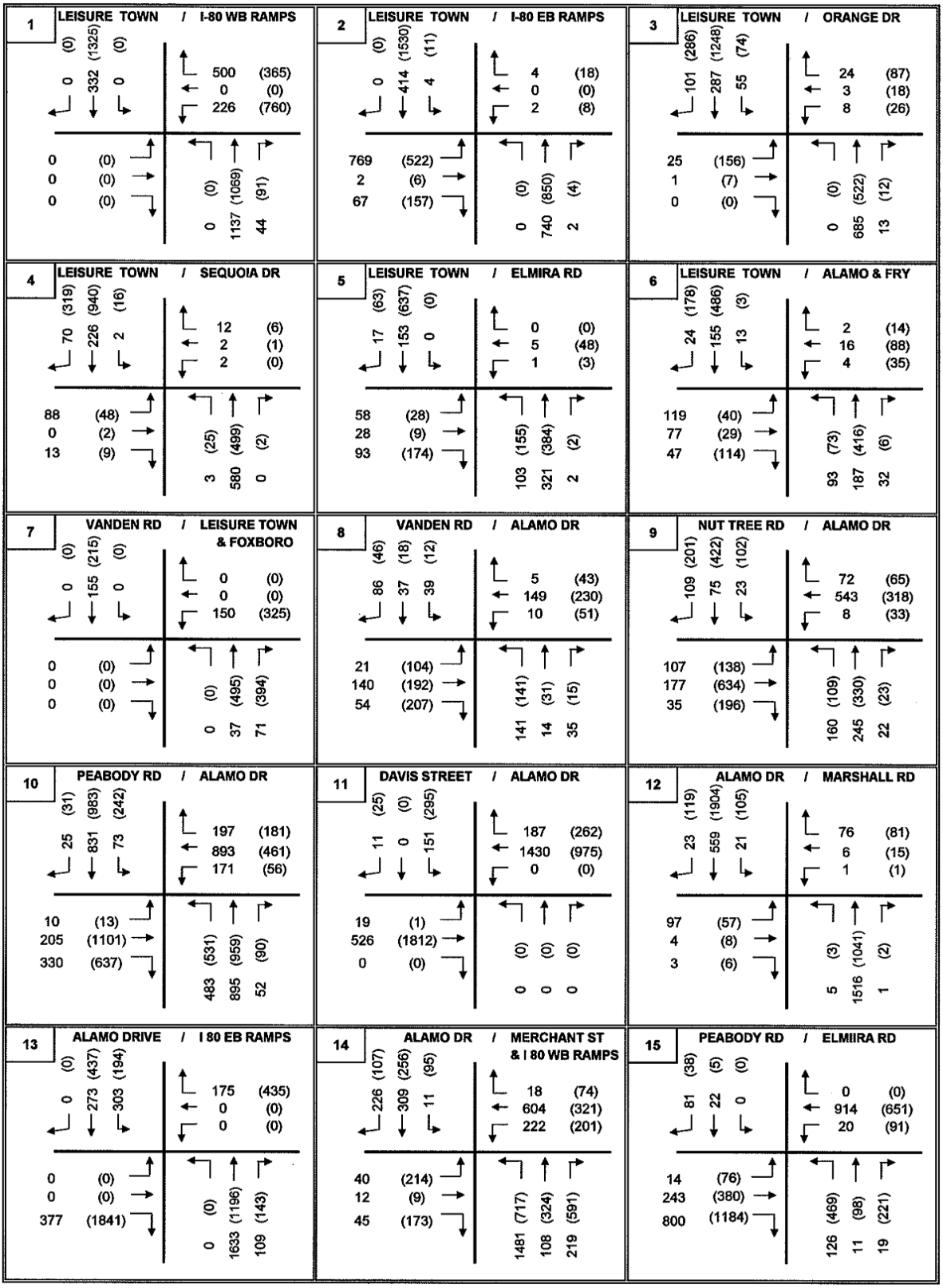


Figure 9B
Existing + Approved Projects Without Project Without Foxboro - AM (PM)

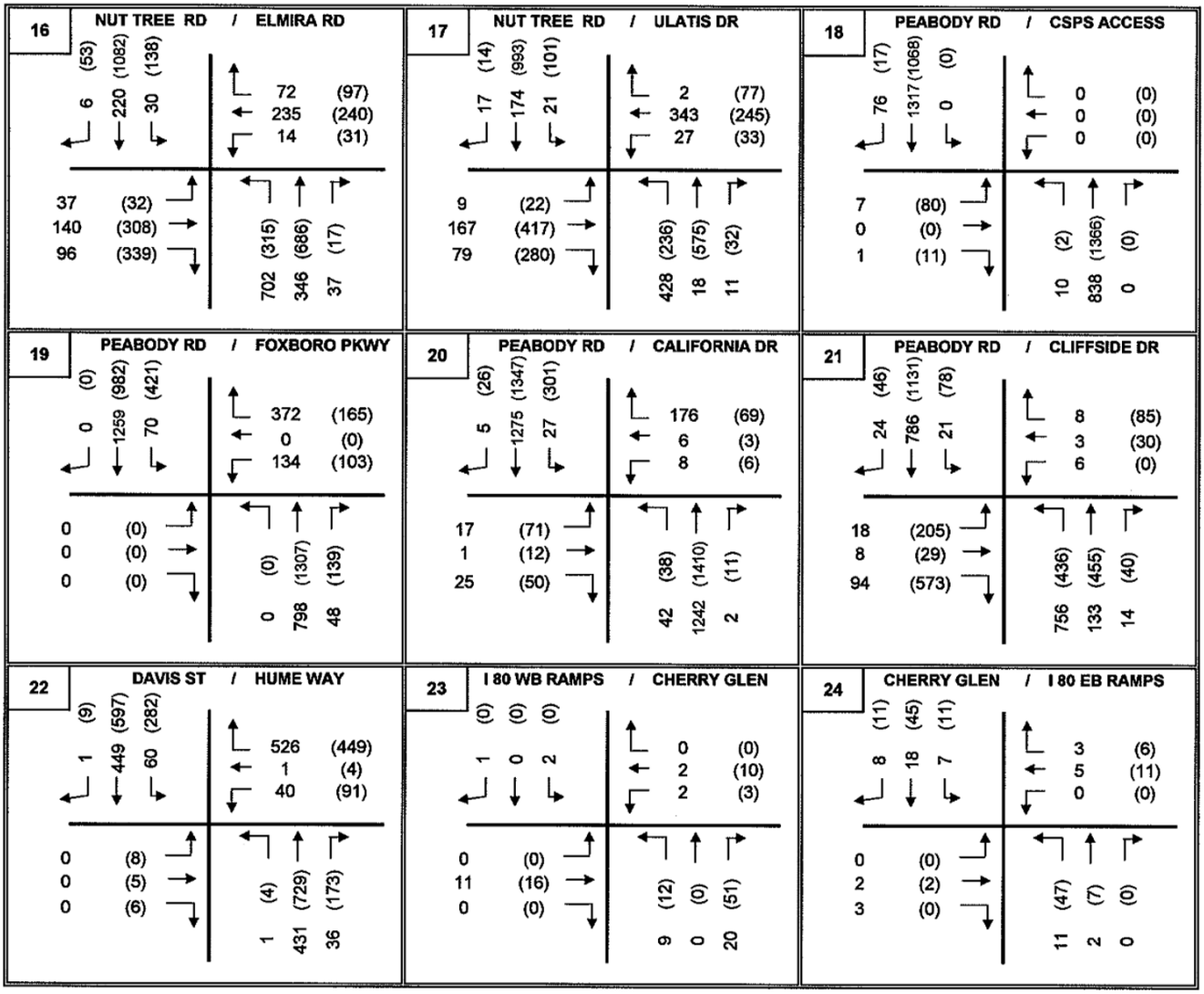


Figure 10A
Existing + Approved Projects With Project – AM (PM)

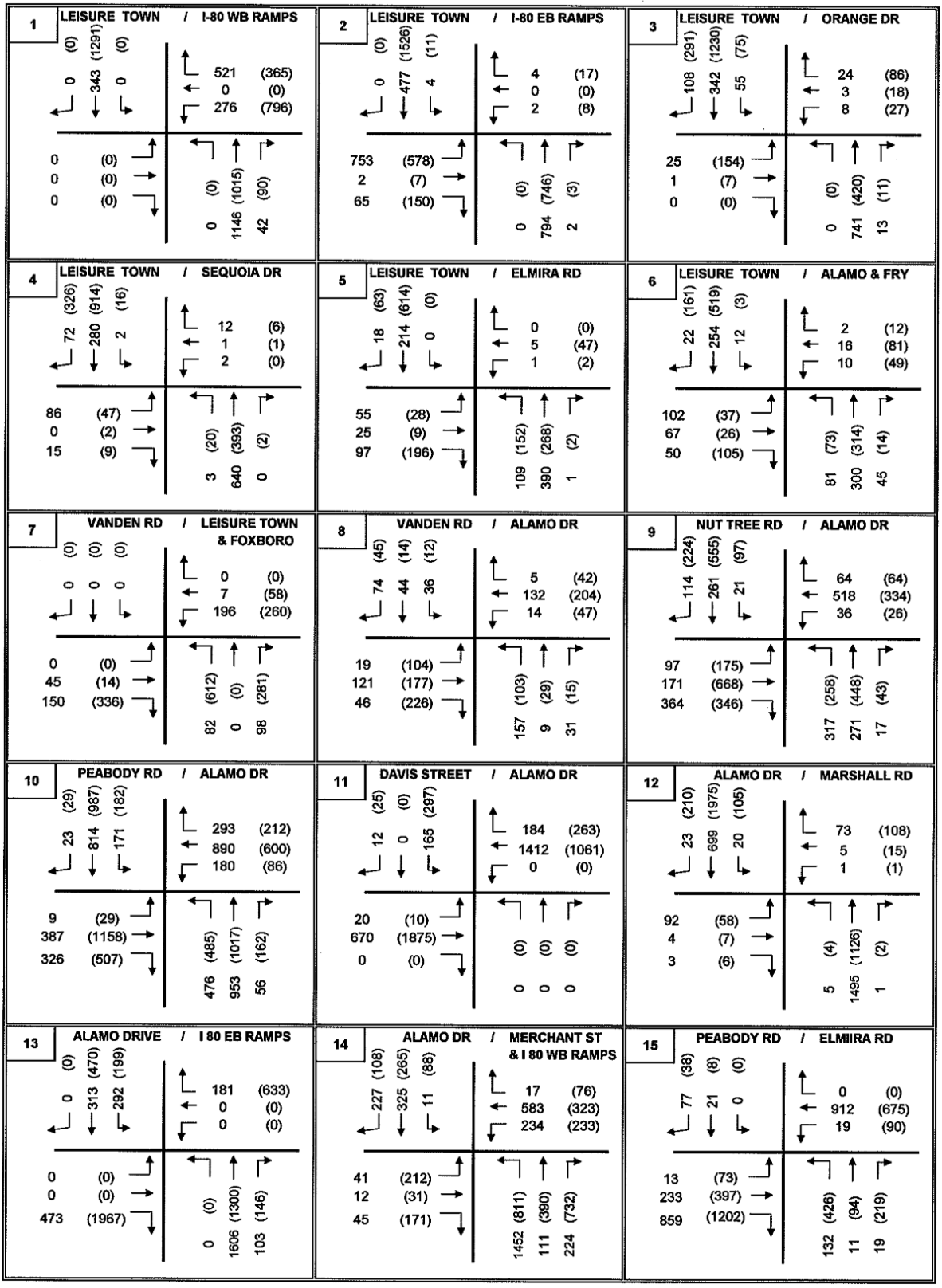


Figure 10B
Existing + Approved Projects With Project Without Foxboro – AM (PM)

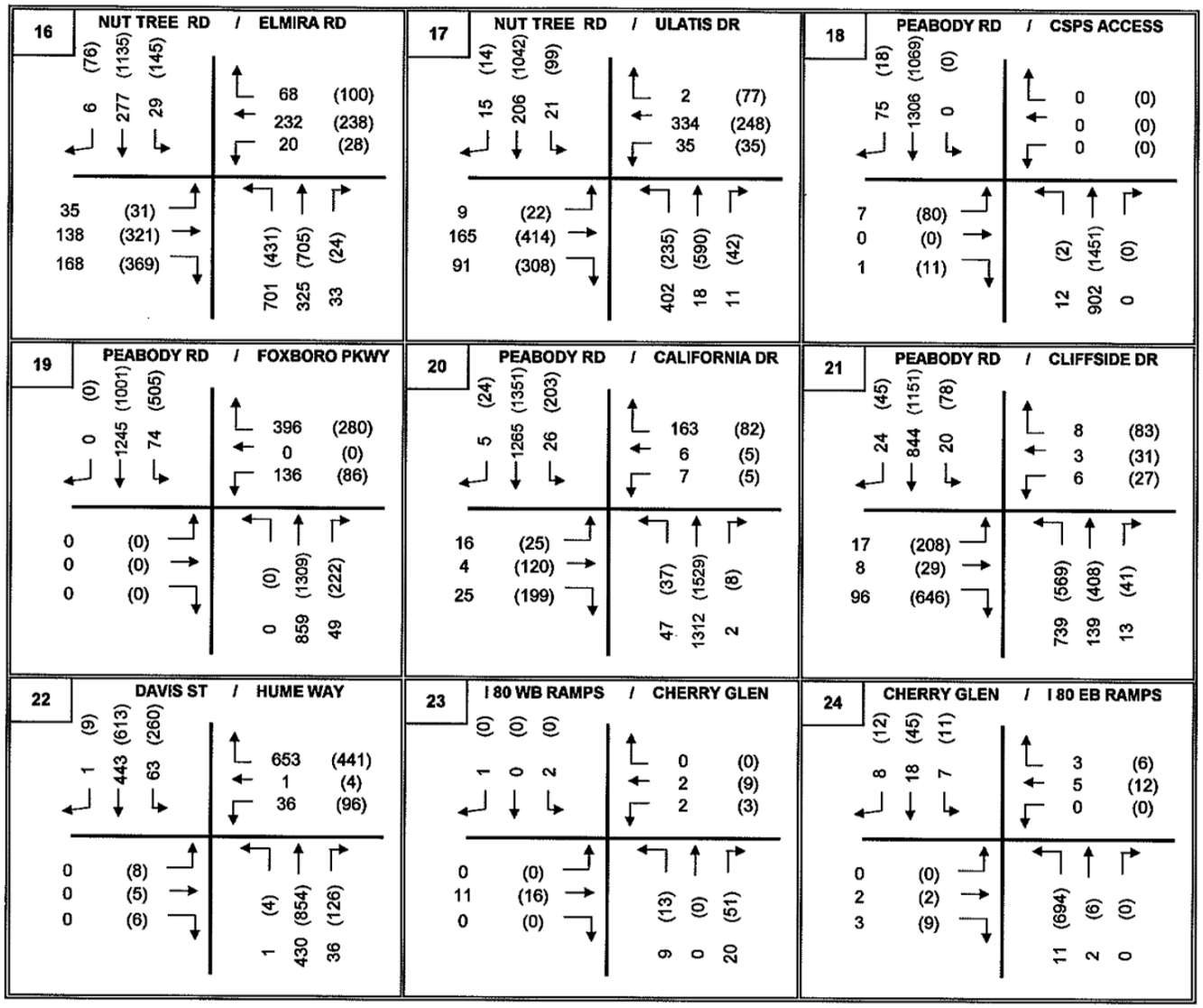


Figure 11A
Existing + Approved Projects With Project Without Foxboro – AM (PM)

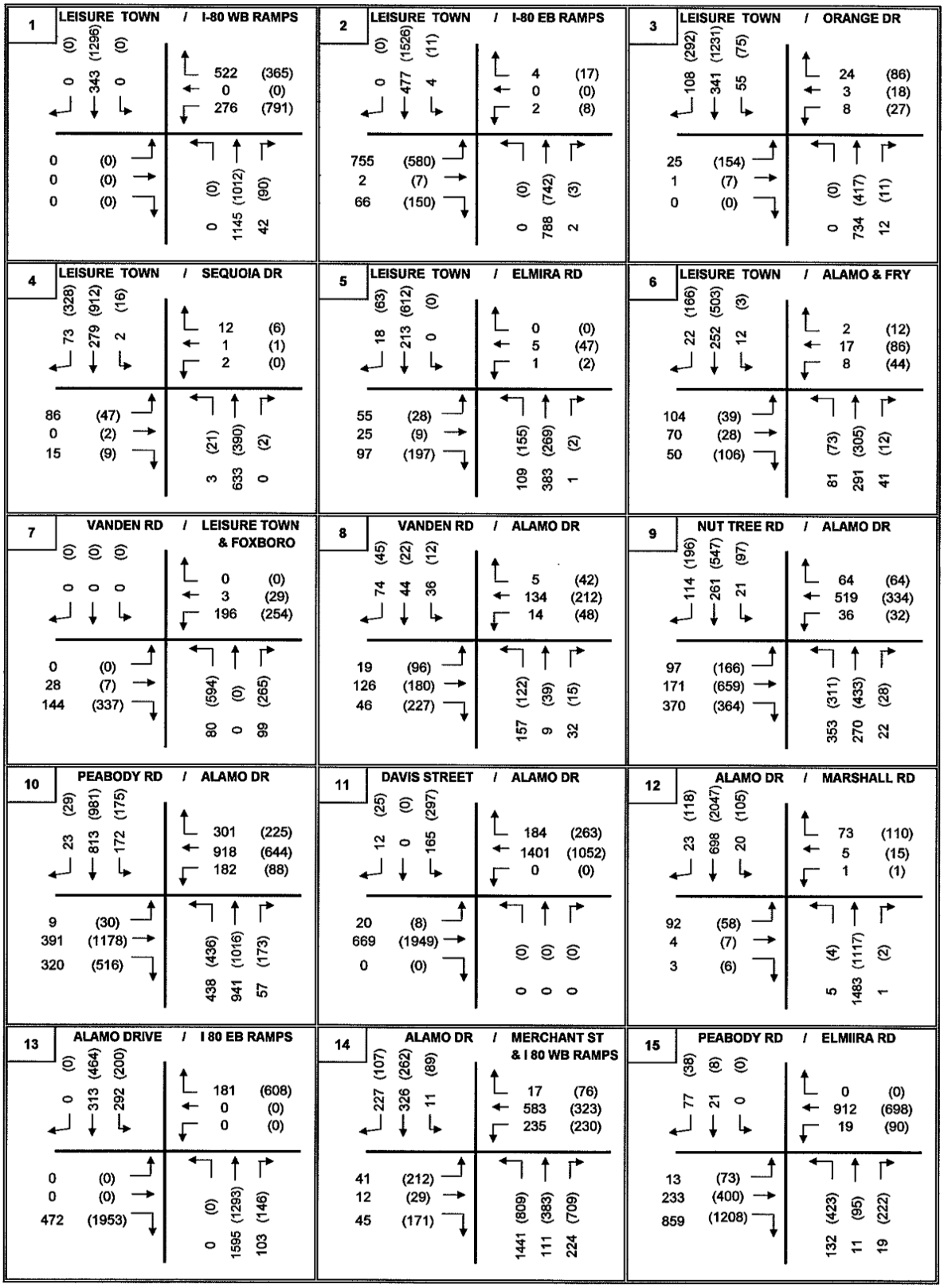
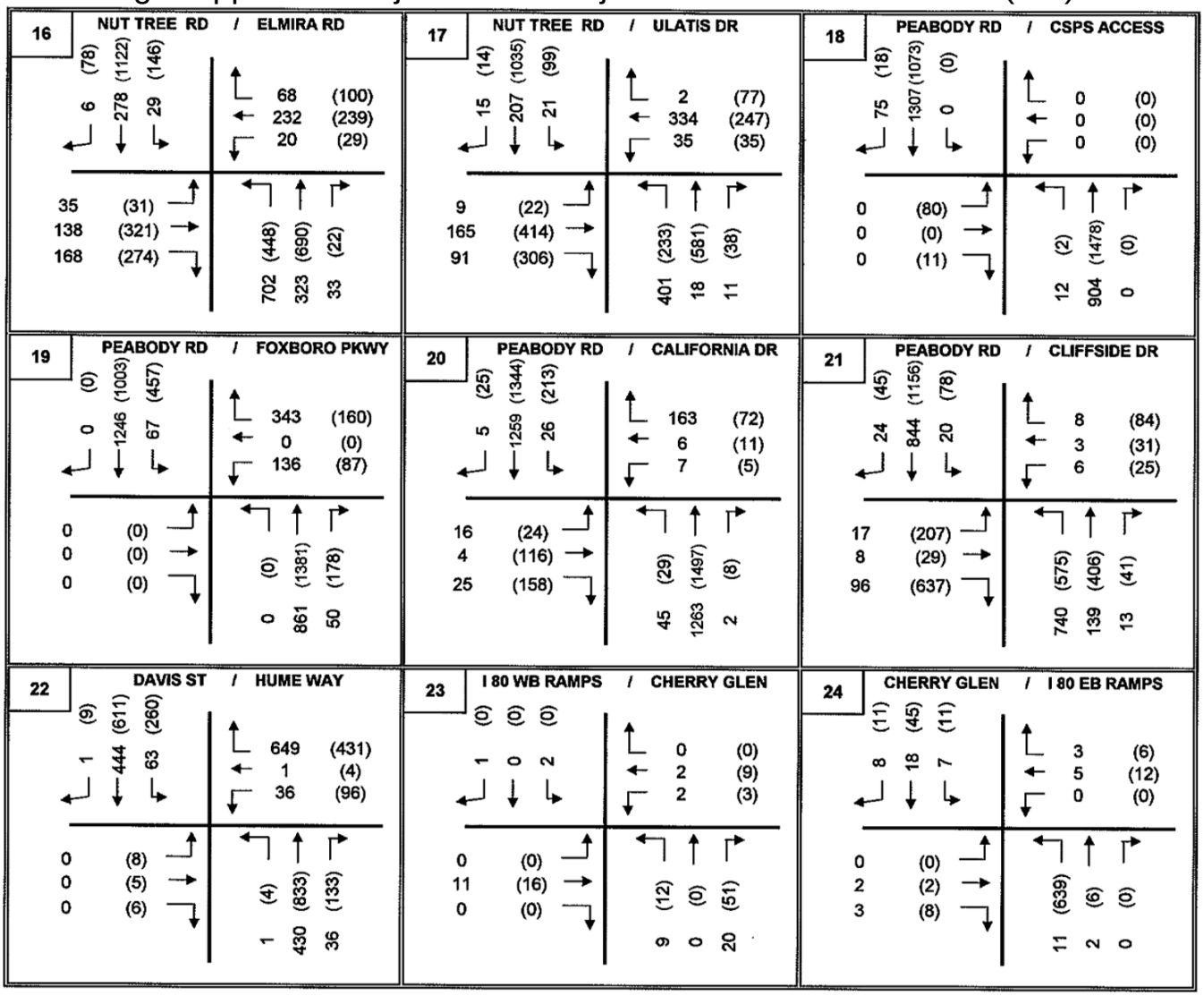


Figure 11B
Existing + Approved Projects With Project Without Foxboro – AM (PM)



VI. CUMULATIVE (YEAR 2030) CONDITIONS

This section documents the traffic analysis for the Cumulative (Year 2030) conditions to determine traffic operation conditions with Project in addition to the projected level of development expected over the next 20 years (Year 2030). Cumulative conditions with and without the extension of a portion of Foxboro Parkway were studied with and without the Project. The Initial study identified the southwesterly corner of Project (identified as Specific Plan Areas J & K) had the potential to be critical habitat. Mitigation for this critical habitat could be to not develop this portion of Project. This would result in not constructing a portion of the Foxboro Parkway between Nut Tree Road and Leisure Town Road. Analysis for Cumulative (Year 2030) conditions with and without the segment of Foxboro Parkway located on area identified as potential critical habitat, provides a basis to assess the expected transportation impact(s) should this portion of Foxboro Parkway not be built.

To provide for a cumulative analysis base condition, the traffic model was developed to include land use projection for approximately 20 years, currently estimated to be Year 2030 and also includes roadway improvements funded through the transportation portion of the Development Impact Fee program that would be funded by this level of development.

A. Cumulative (Year 2030) Traffic Volumes

The traffic model was used to distribute citywide and project trips to the area roadway network for the Cumulative (Year 2030) condition. This scenario represents 20 years of development both within the City of Vacaville and regionally. Trips are distributed based on a gravity model formulation consistent with generally accepted modeling practice. Tables 11A and 11B show roadway volume forecasts with the proposed Project and 20 years of development within the City and regionally. Tables 12A and 12B show volume forecasts assuming this same level of development, but without the extension of the Foxboro Parkway between Nut Tree and Vanden Roads.

TABLE 11A - ROADWAY SEGMENT ANALYSIS
YEAR 2030 - PM PEAK HOUR

			WITHOUT PROJECT			WITH PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
VANDEN ROAD			SB	NB		SB	NB	
S of Alamo	2 lane Arterial	900 (1013)	363	156	NO (NO)	409	183	NO (NO)
N of Cogburn (N of Park)	2 lane Arterial	900 (1013)	51	36	NO (NO)	103	69	NO (NO)
N of Newcastle (S of Park)	2 lane Arterial	900 (1013)	45	28	NO (NO)	265	163	NO (NO)
N of Leisure Town Road (W/O Project) , N of Foxboro (With Project)	2 lane Arterial	900 (1013)	182	62	NO (NO)			
	2 Lane Collector	600 (675)				107	169	NO (NO)
S of Leisure Town Road (also Jepson Pkwy) Future Foxboro	4 Lane Div. Arterial	2100 (2363)	1015	1200	NO (NO)	1068	1229	NO (NO)
ALAMO DRIVE			WB	EB		WB	EB	
W of Interstate 80 EB Ramps	6 Lane Div. Arterial	2700 (3038)	2278	762	NO (NO)	2293	747	NO (NO)
W of Marshall	6 Lane Div. Arterial	2700 (3038)	1005	2272	NO (NO)	1046	2327	NO (NO)
W of Peabody	4 Lane Div. Arterial	2100 (2363)	1045	1868	NO (NO)	1124	1941	NO (NO)
W of Nut Tree	4 Lane Div. Arterial	2100 (2363)	787	1304	NO (NO)	883	1402	NO (NO)
W of Vanden	4 Lane Div. Arterial	2100 (2363)	565	797	NO (NO)	565	823	NO (NO)
W of Leisure Town	4 Lane Div. Arterial	2100 (2363)	591	450	NO (NO)	568	435	NO (NO)
LEISURE TOWN ROAD (JEPSON PARKWAY)			SB	NB		SB	NB	
N of EB Ramps	6 Lane Div. Arterial	2700 (3038)	4102	1812	YES (YES)	4043	1810	YES (YES)
N of Orange	6 Lane Div. Arterial	2700 (3038)	2925	2473	YES (NO)	2997	2482	YES (NO)
N of Sequoia	4 Lane Div. Arterial	2100 (2363)	2281	1936	YES (NO)	2331	1963	YES (NO)
N of Elmira	4 Lane Div. Arterial	2100 (2363)	1511	1538	NO (NO)	1573	1580	NO (NO)
N of Alamo	4 Lane Div. Arterial	2100 (2363)	1420	1647	NO (NO)	1555	1707	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	1373	1376	NO (NO)	1579	1483	NO (NO)
N of Vanden Meadows Collector	4 Lane Div. Arterial	2100 (2363)				957	1212	NO (NO)
S of Vanden Meadows Collector	4 Lane Div. Arterial	2100 (2363)				878	1189	NO (NO)
E of Foxboro	4 Lane Div. Arterial	2100 (2363)	816	1177	NO (NO)	878	1189	NO (NO)

Note: SB = southbound; NB = northbound; WB=westbound; EB = eastbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 11B - ROADWAY SEGMENT ANALYSIS
YEAR 2030 - PM PEAK HOUR

			WITHOUT PROJECT			WITH PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
NUT TREE ROAD			SB	NB		SB	NB	
N of Alamo	4 Lane Div. Arterial	2100 (2363)	872	502	NO (NO)	963	585	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	779	323	NO (NO)	972	525	NO (NO)
N of Opal	2 lane Arterial	900(1013)	199	64	NO (NO)	390	220	NO (NO)
N of Vanden Meadows Collector	2 lane Arterial	900(1013)			NO (NO)	275	42	NO (NO)
S of Vanden Meadows Collector	2 lane Arterial	900(1013)			NO (NO)	187	14	NO (NO)
N of Foxboro	2 lane Arterial	900(1013)	55	1	NO (NO)	187	14	NO (NO)
PEABODY ROAD			SB	NB		SB	NB	
North of Alamo	4 Lane Arterial	1500(1688)	1300	1287	NO (NO)	1282	1294	NO (NO)
S of Alamo	4 Lane Arterial	1500(1688)	1732	1641	YES (YES)	1686	1636	YES (NO)
N of Foxboro	4 Lane Arterial	1500(1688)	1646	1635	YES (NO)	1673	1638	YES (NO)
S of Foxboro	4 Lane Arterial	1500(1688)	1332	1724	YES (YES)	1319	1734	YES (YES)
City Limits	2 lane Arterial	900(1013)	1296	1408	YES (YES)	1283	1418	YES (YES)
FOXBORO PARKWAY			WB	EB		WB	EB	
West of Nut Tree	2 lane Arterial	900(1013)	44	46	NO (NO)	57	127	NO (NO)
East of Nut Tree	2 lane Arterial	900(1013)	46	102	NO (NO)	64	306	NO (NO)
W of Vanden Meadows Collector	2 lane Arterial	900(1013)				67	290	NO (NO)
E of Vanden Meadows Collector & West of Vanden	2 lane Arterial	900(1013)	46	102	NO (NO)	162	312	NO (NO)

Note: SB = southbound; NB = northbound; WB=westbound; EB = eastbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 12A - ROADWAY SEGMENT ANALYSIS WITHOUT FOXBORO EXTENSION YEAR 2030 PM PEAK HOUR

			WITHOUT PROJECT			WITH ALTERNATE PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
VANDEN ROAD			SB	NB		SB	NB	
S of Alamo	2 lane Arterial	900 (1013)	363	155	NO (NO)	409	184	NO (NO)
N of Cogburn (N of Park)	2 lane Arterial	900 (1013)	51	35	NO (NO)	103	69	NO (NO)
N of Newcastle (S of Park)	2 lane Arterial	900 (1013)	45	28	NO (NO)	274	166	NO (NO)
N of Leisure Town Road (W/O Project) , N of Foxboro (With Project)	2 lane Arterial	900 (1013)	240	60	NO (NO)			
	2 Lane Collector	600 (675)				291	121	NO (NO)
S of Leisure Town Road (also Jepson Pkwy) Future Foxboro	4 Lane Div. Arterial	2100 (2363)	1013	1199	NO (NO)	1067	1227	NO (NO)
ALAMO DRIVE			WB	EB		WB	EB	
W of Interstate 80 EB Ramps	6 Lane Div. Arterial	2700 (3038)	2277	762	NO (NO)	2306	747	NO (NO)
W of Marshall	6 Lane Div. Arterial	2700 (3038)	1004	2271	NO (NO)	1045	2313	NO (NO)
W of Peabody	4 Lane Div. Arterial	2100 (2363)	1044	1868	NO (NO)	1125	1931	NO (NO)
W of Nut Tree	4 Lane Div. Arterial	2100 (2363)	788	1304	NO (NO)	894	1432	NO (NO)
W of Vanden	4 Lane Div. Arterial	2100 (2363)	580	825	NO (NO)	580	839	NO (NO)
W of Leisure Town	4 Lane Div. Arterial	2100 (2363)	607	478	NO (NO)	583	452	NO (NO)
LEISURE TOWN ROAD (JEPSON PARKWAY)			SB	NB		SB	NB	
N of EB Ramps	6 Lane Div. Arterial	2700 (3038)	4101	1815	YES (YES)	4044	1810	YES (YES)
N of Orange	6 Lane Div. Arterial	2700 (3038)	2925	2471	YES (NO)	2993	2481	YES (NO)
N of Sequoia	4 Lane Div. Arterial	2100 (2363)	2280	1936	YES (NO)	2328	1962	YES (NO)
N of Elmira	4 Lane Div. Arterial	2100 (2363)	1508	1539	NO (NO)	1566	1580	NO (NO)
N of Alamo	4 Lane Div. Arterial	2100 (2363)	1420	1647	NO (NO)	1546	1704	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	1373	1376	NO (NO)	1557	1465	NO (NO)
N of Vanden Meadows Collector	4 Lane Div. Arterial	2100 (2363)				924	1186	NO (NO)
S of Vanden Meadows Collector	4 Lane Div. Arterial	2100 (2363)				844	1163	NO (NO)
E of Foxboro	4 Lane Div. Arterial	2100 (2363)	773	1139	NO (NO)	844	1163	NO (NO)

Note: SB = southbound; NB = northbound; WB=westbound; EB = eastbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 12B - ROADWAY SEGMENT ANALYSIS WITHOUT FOXBORO EXTENSION YEAR 2030 PM PEAK HOUR

			WITHOUT PROJECT			WITH ALTERNATE PROJECT		
	FACILITY TYPE	LOS C (D) DIRECTIONAL CAPACITY	VOLUME		LOS C (D) EXCEEDED?	VOLUME		LOS C (D) EXCEEDED?
NUT TREE ROAD			SB	NB		SB	NB	
N of Alamo	4 Lane Div. Arterial	2100 (2363)	879	492	NO (NO)	947	583	NO (NO)
S of Alamo	4 Lane Div. Arterial	2100 (2363)	801	342	NO (NO)	987	538	NO (NO)
N of Opal	2 lane Arterial	900(1013)	174	73	NO (NO)	411	226	NO (NO)
N of Vanden Meadows Collector	2 lane Arterial	900(1013)				301	47	NO (NO)
S of Vanden Meadows Collector	2 lane Arterial	900(1013)				14	29	NO (NO)
N of Foxboro	2 lane Arterial	900(1013)	0	0	NO (NO)	14	29	NO (NO)
PEABODY ROAD			SB	NB		SB	NB	
North of Alamo	4 Lane Arterial	1500(1688)	1297	1288	NO (NO)	1296	1642	NO (NO)
S of Alamo	4 Lane Arterial	1500(1688)	1731	1644	YES (YES)	1669	1642	YES (NO)
N of Foxboro	4 Lane Arterial	1500(1688)	1648	1644	YES (NO)	1643	1635	YES (NO)
S of Foxboro	4 Lane Arterial	1500(1688)	1333	1723	YES (YES)	1318	1732	YES (NO)
City Limits	2 lane Arterial	900(1013)	1297	1407	YES (YES)	1282	1415	YES (YES)
FOXBORO PARKWAY			WB	EB		WB	EB	
West of Nut Tree	2 lane Arterial	900(1013)	44	46	NO (NO)	14	29	NO (NO)
East of Nut Tree	2 lane Arterial	900(1013)						
W of Vanden Meadows Collector	2 lane Arterial	900(1013)						
E of Vanden Meadows Collector & West of Vanden	2 lane Arterial	900(1013)				123	282	NO (NO)

Note: SB = southbound; NB = northbound; WB=westbound; EB = eastbound; LOS = level of service
Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

B. Roadway Segment Impacts with Project

Under Cumulative conditions, seven roadway segments, including three on Leisure Town Road and four on Peabody Road, would operate at LOS D or worse and may not comply with acceptable standards. Generally, the operations are similar with or without the Foxboro Parkway Extension; exceptions are noted.

The segment of Leisure Town Road north of I-80 eastbound ramps would operate worse than LOS D with and without the addition of project trips. The Cumulative with Project volumes on this segment are lower than the Cumulative No Project volumes with or without the Foxboro Parkway Extension.

The segment of Leisure Town Road north of Orange Drive would operate at LOS D with or without the addition of project traffic. Without the project, traffic is forecast to increase by 207

percent by the year 2030. The project would only increase traffic by 2 percent along this segment of Leisure Town Road. Thus the project contributes less than 1 percent of all future traffic growth at this intersection.

The segment of Leisure Town Road north of Sequoia Drive would operate at LOS D with or without the addition of project traffic. Without the project, traffic is forecast to increase by 198 percent by the year 2030. The project would increase traffic by less than 2 percent along this segment of Leisure Town Road. Thus the project contributes less than 1 percent of all future traffic growth at this intersection.

The segment of Peabody Road south of Alamo Drive would operate worse than LOS D without the addition of project traffic. It would continue to operate worse than LOS D with the project with the Foxboro Parkway Extension but would improve to LOS D without the Foxboro Parkway Extension. However, the Cumulative with Project volumes on this segment are lower than the Cumulative No Project volumes with or without the Foxboro Parkway Extension.

The segment of Peabody Road north of Foxboro Parkway would operate at LOS D without the project; and would continue to operate at LOS D with the additional of project traffic without the Foxboro Parkway Extension. However, the operation would deteriorate to LOS E with the Foxboro Parkway Extension. Peabody Road north of Foxboro Parkway has been constructed and striped as a 4-lane Divided Arterial with a double-double yellow center median. Divided arterials have higher LOS C threshold and the cumulative volume with project will remain below this threshold.

The segment of Peabody Road south of Foxboro Parkway would operate worse than LOS D without the proposed project and would continue to operate worse than LOS D with the addition of project traffic with the Foxboro Parkway Extension. However, the operation would improve to LOS D with the project without the Foxboro Parkway Extension. Peabody Road south of Foxboro Parkway has been constructed and striped as a 4-lane Divided Arterial with a double-double yellow center median. Divided arterials have higher LOS C threshold and the cumulative volume with project will remain below this threshold.

The segment of Peabody Road south of Vacaville City would operate at LOS F with and without the addition of project traffic. This segment is located in Solano County and is also a designated Route of Regional Significance. The CMP standard on this segment is LOS E; therefore, the segment operations would exceed acceptable standard. The County allows the operations to fall below its LOS C standard as long as the existing LOS level is maintained. The segment is operating at LOS E under Existing No Project conditions and the LOS level would further deteriorate under Cumulative conditions.

The project is projected to add less than one percent to PM peak hour directional volumes and therefore this impact is a result of Cumulative Condition. It is noted that widening of this segment of Peabody Road is being considered for inclusion in the nexus study used for Regional Transportation Impact Fee Program. Also the Proposed Fairfield Train Station Specific Plan

addresses the widening of this segment of Peabody Road. Cumulative analysis for Fairfield Train Station Specific Plan did include Vanden Meadows Project.

> Potential Mitigation Measure: The City shall continue to monitor the operation of Peabody Road south of City Limits. Should a Regional Transportation Impact Fee (RTIF) be approved that includes the Vanden Meadows Development Area, the Project shall participate in the Regional Transportation Impact Fee Program and applicable RTIF fees shall be paid at the time of issuance of building permits within the project area. With implementation of Regional Impact Fee Program, or the Fairfield Train Stations Specific Plan mitigations include improvements to the two lane section of Peabody Road south of Vacaville City Limits, the Project's impact could be less than significant.

C. Cumulative Intersection Operations

For Cumulative 2030 conditions, intersection turning movements were analyzed without Project and with Project, and for both of these scenarios, with and without the extension of Foxboro Parkway through portion of Project Site identified as potential critical habitat. Tables 13 and 14 provide summaries of Level of Service results for AM and PM peak hour conditions. Documentation of LOS calculations are included in Appendix D.

Under Cumulative conditions, five of the 24 study intersections would operate acceptably at LOS C or better in the AM and PM peak hours; while nine intersections would experience substandard conditions at LOS E or worse in at least one peak hour. The remaining study intersections would operate at LOS D in one or both peak hours. Generally, the operations are similar with or without the Foxboro Parkway Extension; exceptions are noted.

The following seven study intersections located would operate at LOS D with and without the addition of project traffic during one or both peak hours.

- Leisure Town Road and I-80 Eastbound Ramps (#2) – PM peak hour
- Leisure Town Road and Sequoia Drive (#4) – PM peak hour
- Leisure Town Road and Elmira Road (#5) – PM peak hour
- Davis Street and Alamo Drive (#11) – AM and PM peak hour
- Peabody Road and Foxboro Parkway (#19) – PM peak hour
- Peabody Road and Cliffside Drive (#21) – PM peak hour
- I-80 Westbound Ramp and Cherry Glen Road (#23) – PM peak hour

The City may include the collection of funding for improvements at these intersections to achieve LOS C in updates to the transportation portion of the Development Impact Fee Program. The following mitigations would be needed to achieve LOS C at these intersections for Cumulative Conditions:

Leisure Town Road and I-80 Eastbound Ramps (#2) - Widen Leisure Town Road to provide additional (4th) northbound and southbound thru lanes. With this improvement, the intersection operation is projected to be LOS D (V/C=0.85), or better in the PM peak hour.

Leisure Town Road and Sequoia Drive (#4) - Reconfigure southbound lanes to provide three thru lanes, including a shared through/right turn lane. With this improvement, the intersection is projected to operate at LOS C (V/C=0.72 or 0.73) in the PM peak hour.

Leisure Town Road and Elmira Road (#5) - Reconfigure southbound lanes to provide three through lanes, including a shared through/right turn lane. With improvement intersection is projected to operate at LOS C (V/C=0.75 or 0.78 in the PM peak hour.

Davis Street and Alamo Drive (#11) – Widen Alamo Drive to provide additional (3rd) eastbound and westbound through lanes. With this improvement intersection is projected to operate at LOS B or C (V/C=0.65 to 0.73) with and without Project in the AM and PM peak hours.

Peabody Road and Foxboro Parkway (#19) - Widen Peabody Road to add third northbound thru lane. With this improvement, the intersection is projected to operate at LOS C (V/C=0.75 to 0.79) in the PM peak hour.

Peabody Road and Cliffside Drive (#21) - Widen Peabody Road to provide three southbound lanes and an acceleration lane for an eastbound free right turn lane. With this improvement, the intersection is projected to operate at LOS C (V/C=0.78 or 0.79) in the PM peak hour.

I-80 Westbound Ramp and Cherry Glen Road (#23) – Widen the intersection to provide one southbound through lane and one through/right lane, and add a second eastbound left turn lane along with corresponding receiving lane on the north leg. With improvement intersection is projected to operate at LOS B or C (V/C=0.67 to 0.71) in the PM peak hour.

TABLE 13 - INTERSECTION ANALYSYS - CUMULATIVE (YEAR 2030) - AM PEAK HOUR

			CUMULATIVE WITHOUT PROJECT			CUMULATIVE WITH PROJECT			CUMULATIVE W/O PROJECT W/O FOXBORO			CUMULATIVE WITH PROJECT W/O FOXBORO	
	N-S STREET	E-W STREET	LOS	V/C	DIF	LOS	V/C		LOS	V/C	DIF	LOS	V/C
1	LEISURE TOWN	I-80 WB RAMPS	*D*	*0.89*	0.02	**E**	**0.91**		*D*	*0.89*	0.02	**E**	**0.91**
	With Mitigation - Add SB (4th) thru, Add NB (3rd)		B	0.68	0.02	B	0.70		B	0.68	0.02	B	0.70
2	LEISURE TOWN	I-80 EB RAMPS	B	0.7	0.00	B	0.70		B	0.70	0.00	B	0.70
	With Mitigation - Add (4TH) NB & SB Thrus		A	0.59	0.00	A	0.59		A	0.59	0.00	A	0.59
3	LEISURE TOWN	ORANGE DRIVE	*D*	*0.86*	0.01	*D*	*0.87*		*D*	*0.86*	0.01	*D*	*0.87*
	With Mitigation - SB add 3rd Thru and 2nd		A	0.59	0.01	A	0.60		A	0.59	0.01	A	0.6
4	LEISURE TOWN	SEQUOIA DR.	C	0.75	0.01	C	0.76		C	0.75	0.01	C	0.76
	With Mitigation - Reconfigure SB Ap. To provide 3		C	0.75	0.01	C	0.76		C	0.75	0.01	C	0.76
5	LEISURE TOWN	ELMIRA ROAD	C	0.75	0.03	C	0.78		C	0.75	0.04	C	0.79
	With Mitigation - Reconfigure SB Ap. To provide 3		C	0.72	0.02	C	0.74		C	0.72	0.01	C	0.73
6	LEISURE TOWN	ALAMO/FRY	B	0.68	0.02	B	0.70		B	0.69	0.01	B	0.7
	With Mitigation - Add SB Lane (3 Thru, outside		B	0.66	0.01	B	0.67		B	0.66	0.02	B	0.68
7	VANDEN	LEISURE TOWN	A	0.55	0.02	A	0.57		A	0.53	0.02	A	0.55
8	VANDEN	ALAMO	A	0.47	0.01	A	0.48		A	0.48	0.00	A	0.48
9	NUT TREE RD.	ALAMO DR.	A	0.57	0.10	B	0.67		A	0.58	0.13	C	0.71
	EAP Mitigation - Widen for Ded. EB R		A	0.57	0.10	B	0.67		A	0.58	0.13	C	0.71
	With Mitigation - Widen SB to Provide Ded. R		A	0.51	0.12	B	0.63		A	0.51	0.16	B	0.67
10	PEABODY RD.	ALAMO DR.	C	0.79	0.04	*D*	*0.83*		C	0.79	0.03	*D*	*0.82*
	EAP Mitigation - Add 3rd EB Thru		C	0.79	0.04	*D*	*0.83*		C	0.79	0.03	*D*	*0.82*
	With Mitigation - Add 3rd WB Thru		C	0.72	0.02	*C*	*0.74*		C	0.72	0.02	*C*	*0.74*
11	DAVIS ST.	ALAMO DR.	*D*	*0.87*	0.03	*D*	*0.90*		*D*	*0.87*	0.03	*D*	*0.90*
	EAP Mitigation - Add 3rd EB Thru		*D*	*0.81*	0.09	*D*	*0.90*		*D*	*0.87*	0.03	*D*	*0.90*
	With Mitigation - Add 3rd WB Thru		*B*	*0.65*	0.08	*C*	*0.73*		*B*	*0.65*	0.04	*B*	*0.69*
12	ALAMO DR.	MARSHALL RD.	C	0.74	0.03	C	0.77		C	0.74	0.04	C	0.78
	With Mitigation - Add SB (Alamo) 3rd T, Reconfig		B	0.67	0.02	B	0.69		B	0.67	0.03	*B*	*0.70*
13	ALAMO DR.	I-80 EB RAMPS	B	0.61	0.02	B	0.63		B	0.61	0.02	B	0.63
14	ALAMO DR	MERCHANT ST	*D*	*0.86*	0.02	*D*	*0.88*		*D*	*0.86*	0.01	*D*	*0.87*
	With EAP Mitigation - 3rd NB L & Provide for NB		C	0.76	0.02	C	0.78		C	0.76	0.02	C	0.78
	With Mitigation - Provide for Free NB Right		C	0.76	0.02	C	0.78		C	0.76	0.02	*C*	*0.78*
15	PEABODY RD.	ELMIRA RD.	A	0.48	-0.01	A	0.47		A	0.48	0.00	A	0.48
16	NUT TREE RD.	ELMIRA RD.	B	0.62	0.00	B	0.62		B	0.62	0.00	B	0.62
17	NUT TREE RD.	ULATIS DR.	A	0.45	0.00	A	0.45		A	0.45	0.00	A	0.45
	MITIGATION - Add 3rd SB Thru		A	0.44	0.00	A	0.44		A	0.44	0.00	A	0.44
	With Mitigation - Provide 2nd EB Thru and Ded. R		A	0.40	-0.01	A	0.39		A	0.40	-0.01	A	0.39
	Addit. Mitigation - Add NB Lane 2 L, 2 T and		A	0.40	-0.01	A	0.39		A	0.40	-0.01	A	0.39
18	PEABODY RD.	CSP - SOLANO	*D*	*0.84*	-0.01	*D*	*0.83*		*D*	*0.84*	-0.01	*D*	*0.83*
	EAP Mitigation - Add 2nd SB Thru		*A*	*0.49*	-0.01	*A*	*0.48*		*A*	*0.49*	-0.01	A	0.48
19	PEABODY RD.	FOXBORO PKWY.	B	0.65	0.02	B	0.67		B	0.66	-0.02	B	0.64
	EAP Mitigation - Add 3rd NB Thru		B	0.65	0.02	B	0.67		B	0.66	-0.02	B	0.64
20	PEABODY	CALIFORNIA	C	0.78	0.01	C	0.79		C	0.78	-0.01	C	0.77
	EAP Mitigation -Reconfigure NB to provide -		C	0.78	0.01	C	0.79		C	0.78	-0.01	*C*	*0.77*
	With Mitigation - Add SB (3rd) Thru		B	0.65	0.02	B	0.67		B	0.65	0.00	B	0.65
	Addit. Mitigation - Unsplit E/W Signal Phasing		B	0.65	0.02	B	0.67		B	0.65	0.00	B	0.65
21	PEABODY RD.	CLIFFSIDE DR.	B	0.68	0.01	B	0.69		B	0.68	0.01	B	0.69
	EAP Mitigation - Reconfigure 3 SB Lanes 2		B	0.61	0.01	B	0.62		B	0.62	0.00	B	0.62
22	DAVIS	HUME	C	0.71	0.00	C	0.71		C	0.71	0.00	C	0.71
	EAP Mitigation - City Project Currently in		C	0.76	-0.01	C	0.75		C	0.76	-0.01	C	0.75
23	I-80 WB	CHERRY GLEN	A	0.42	0.01	A	0.43		A	0.42	0.01	A	0.43
	With Mitigation - Reconfig SB to 2 Thrus , Outside		A	0.40	0.01	A	0.41		A	0.40	0.00	A	0.40
24	CHERRY GLENN	I-80 EB RAMP	A	0.23	0.00	A	0.23		A	0.23	0.00	A	0.23
	With Mitigation - Add NB Lane (2 L ,Outside Lane		A	0.22	0.00	A	0.22		A	0.22	0.00	A	0.22

LOS based on Existing + Approved Project Model Results

* City Project for the improvement of Davis Street at Hume is currently in construction

Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

TABLE 14 - INTERSECTION ANALYSYS - CUMULATIVE (YEAR 2030) - PM PEAK HOUR

	INTERSECTION		CUMULATIVE WITHOUT PROJECT			CUMULATIVE WITH PROJECT			CUMULATIVE W/O PROJECT W/O FOXBORO EXT.			CUMULATIVE WITH PROJECT W/O FOXBORO	
	N-S STREET	E-W STREET	LOS	V/C	DIF	LOS	V/C		LOS	V/C	DIF	LOS	V/C
1	LEISURE TOWN	I-80 WB RAMPS	**F**	**1.05**	*-0.01*	**F**	**1.04**		**F**	**1.05**	-0.01	**F**	**1.04**
	With Mitigation - Add SB (4th) thru, Add NB (3rd)		*D*	*0.85*	*-0.01*	*D*	*0.84*		*D*	*0.85*	*-0.01*	*D*	*0.84*
2	LEISURE TOWN	I-80 EB RAMPS	*D*	*0.89*	*0.01*	*D*	*0.90*		*D*	*0.89*	0.01	*D*	*0.90*
	With Mitigation - Add (4TH) NB & SB Thrus		*D*	*0.85*	*-0.03*	*D*	*0.82*		*D*	*0.81*	*0.01*	*D*	*0.82*
3	LEISURE TOWN	ORANGE DRIVE	**F**	**1.14**	*0.01*	**F**	**1.15**		**F**	**1.14**	0.01	**F**	**1.15**
	With Mitigation - SB add 3rd Thru and 2nd		*D*	*0.88*	*0.00*	*D*	*0.88*		*D*	*0.88*	*0.00*	*D*	*0.88*
4	LEISURE TOWN	SEQUOIA DR.	*D*	*0.82*	*0.01*	*D*	*0.83*		*D*	*0.81*	0.02	*D*	*0.83*
	With Mitigation - Reconfigure SB Ap. To provide 3		*C*	*0.72*	*0.01*	*C*	*0.73*		*C*	*0.72*	*0.01*	*C*	*0.73*
5	LEISURE TOWN	ELMIRA ROAD	*D*	*0.81*	*0.03*	*D*	*0.84*		*D*	*0.81*	0.02	*D*	*0.83*
	With Mitigation - Reconfigure SB Ap. To provide 3		*C*	*0.71*	*0.02*	*C*	*0.73*		*C*	*0.71*	*0.02*	*C*	*0.73*
6	LEISURE TOWN	ALAMO/FRY	*D*	*0.90*	*0.02*	**E**	**0.92**		**E**	**0.91**	0.01	**E**	**0.92**
	With Mitigation - Add SB Lane (3 Thru, outside shard		*C*	*0.75*	*0.02*	*C*	*0.77*		*C*	*0.76*	*0.02*	*C*	*0.78*
7	VANDEN	LEISURE TOWN	A	0.52	*-0.07*	A	0.45		A	0.53	-0.09	A	0.44
8	VANDEN	ALAMO	A	0.58	*-0.01*	A	0.57		A	0.59	-0.01	A	0.58
9	NUT TREE RD.	ALAMO DR.	C	0.79	*0.08*	*D*	*0.87*		C	0.80	0.08	*D*	*0.88*
	EAP Mitigation - Widen for Ded. EB R		C	0.72	*0.08*	*C*	*0.80*		C	0.72	0.09	*D*	*0.81*
	With Mitigation - Widen SB to Provide Ded. R		*B*	*0.64*	*0.08*	*C*	*0.72*		*B*	*0.64*	*0.09*	*C*	*0.73*
10	PEABODY RD.	ALAMO DR.	*D*	*0.87*	*0.01*	*D*	*0.88*		*D*	*0.87*	0.01	*D*	*0.88*
	EAP Mitigation - Add 3rd EB Thru		C	0.78	*0.01*	*C*	*0.79*		*C*	*0.78*	*0.01*	*C*	*0.79*
	With Mitigation - Add 3rd WB Thru		C	0.78	*0.01*	*C*	*0.79*		*C*	*0.78*	*0.01*	*C*	*0.79*
11	DAVIS ST.	ALAMO DR.	*D*	*0.87*	*0.01*	*D*	*0.88*		*D*	*0.87*	0.01	*D*	*0.88*
	EAP Mitigation - Add 3rd EB Thru		*C*	*0.80*	*0.02*	*D*	*0.82*		*C*	*0.80*	*0.02*	*D*	*0.82*
	With Mitigation - Add 3rd WB Thru		B	0.70	*0.02*	*C*	*0.72*		B	0.70	*0.01*	*C*	*0.71*
12	ALAMO DR.	MARSHALL RD.	**E**	**0.92**	*0.04*	**E**	**0.96**		**E**	**0.92**	0.03	**E**	**0.95**
	With Mitigation - Add SB (Alamo) 3rd T, Reconfig		*C*	*0.78*	*0.04*	*D*	*0.82*		*C*	*0.78*	*0.04*	*D*	*0.82*
13	ALAMO DR.	I-80 EB RAMPS	A	0.48	*0.01*	A	0.49		A	0.48	0.01	A	0.49
14	ALAMO DR	MERCHANT ST	**F**	**1.23**	*-0.01*	**F**	**1.22**		**F**	**1.23**	0.00	**F**	**1.23**
	Free Right Under Signal Control		**F**	**1.09**	*-0.03*	**F**	**1.06**		**F**	**1.09**	-0.01	**F**	**1.08**
	With Mitigation - Provide for Free NB Right		*B*	*0.62*	*0.00*	*B*	*0.62*		*B*	*0.62*	*0.00*	*B*	*0.62*
15	PEABODY RD.	ELMIRA RD.	A	0.50	*0.01*	A	0.51		A	0.50	0.01	A	0.51
16	NUT TREE RD.	ELMIRA RD.	C	0.75	*0.03*	C	0.78		C	0.75	0.02	C	0.77
17	NUT TREE RD.	ULATIS DR.	**F**	**1.18**	*0.03*	**F**	**1.21**		**F**	**1.18**	0.03	**F**	**1.21**
	With EAP Mitigation - Add 3rd SB Thru		**F**	**1.04**	*0.03*	**F**	**1.07**		**F**	**1.04**	0.02	**F**	**1.06**
	With Mitigation - Provide 2nd EB Thru and Ded. R		*D*	*0.86*	*0.01*	*D*	*0.87*		*D*	*0.86*	0.01	*D*	*0.87*
	Addit. Mitigation - widen NB to provide 2 L, 2 T and		*C*	*0.75*	*0.01*	C	0.76		*C*	*0.75*	0.01	C	0.76
18	PEABODY RD.	CSP - SOLANO	**E**	**0.96**	*-0.01*	**E**	**0.95**		**E**	**0.96**	-0.01	**E**	**0.95**
	EAP Mitigation - Add 2nd SB Thru		C	0.72	*0.00*	C	0.72		C	0.72	0.00	C	0.72
19	PEABODY RD.	FOXBORO PKWY.	*D*	*0.87*	*0.02*	*D*	*0.89*		*D*	*0.87*	0.00	*D*	*0.87*
	EAP Mitigation - Add 3rd NB Thru		*C*	*0.75*	*0.04*	C	0.79		*C*	*0.75*	0.00	*C*	*0.75*
20	PEABODY	CALIFORNIA	*D*	*0.90*	*0.01*	**E**	**0.91**		*D/E*	*0.90*	0.01	**E**	**0.91**
	EAP Mitigation -Reconfigure NB to provide -3		*D*	*0.87*	*0.01*	*D*	*0.88*		*D*	*0.87*	0.01	*D*	*0.88*
	With Mitigation - Add SB (3rd) Thru		*D*	*0.82*	*0.02*	*D*	*0.84*		*D*	*0.82*	0.02	*D*	*0.84*
	Addit. Mitigation - Unsplit E/W Signal Phasing		*C*	*0.76*	*0.01*	*C*	*0.77*		*C*	*0.76*	0.02	*C*	*0.78*
21	PEABODY RD.	CLIFFSIDE DR.	*D*	*0.87*	*-0.01*	*D*	*0.86*		*D*	*0.87*	-0.01	*D*	*0.86*
	EAP Mitigation - Reconfigure 3 SB Lanes 2 Thrus &		*C*	*0.79*	*-0.01*	*C*	*0.78*		*C*	*0.79*	-0.01	*C*	*0.78*
22	DAVIS	HUME	*D*	*0.86*	*0.07*	**E**	**0.93**		*D*	*0.86*	0.07	**E**	**0.93**
	EAP Mitigation - City Project Currently in		*C*	*0.73*	*-0.01*	*C*	*0.72*		*C*	*0.72*	0.00	*C*	*0.72*
23	I-80 WB	CHERRY GLEN	*D*	*0.86*	*0.03*	*D*	*0.89*		*D*	*0.86*	0.02	*D*	*0.88*
	With Mitigation - Reconfig SB to 2 Thrus , Outside		*B*	*0.67*	*0.04*	*C*	*0.71*		*B*	*0.67*	0.03	*B*	*0.70*
24	CHERRY GLENN	I-80 EB RAMP	C	0.78	*0.05*	*D*	*0.83*		C	0.78	0.04	*D*	*0.82*
	With Mitigation - Add NB Lane (2 L ,Outside Lane		*B*	*0.66*	*0.07*	*C*	*0.73*		*B*	*0.60*	0.12	*C*	*0.72*

LOS based on year 2030 Model Results

* City Project for the improvement of Davis Street at Hume is currently in construction

Orange highlight denotes LOS D Yellow highlight denotes LOS E or F

D. Intersection Impacts with Project

The following three intersections would operate at LOS C without the project but would degrade to LOS D with the addition of project traffic in one or both of the peak hours.

- Nut Tree Road and Alamo Drive (#9) – PM peak hour
- Peabody Road and Alamo Drive (#10) – AM and PM peak hours
- Cherry Glen Road and I-80 Eastbound Ramp (#24) – PM peak hour

Nut Tree Road and Alamo Drive (#9) would operate at LOS C (V/C=0.79 and 0.80, with and without the Foxboro Parkway Extension, respectively) without the project but would degrade to LOS D (V/C=0.87 and 0.88) with the addition of project traffic in the PM peak hour.

> Widen the southwest corner of this intersection to provide a dedicated eastbound right turn lane to improve operations to LOS C with the project with the Foxboro Parkway Extension. The operations would remain at LOS D if the Foxboro Parkway Extension is not constructed.
>
> If the Extension cannot be constructed, widening Nut Tree Road to provide a dedicated southbound right-turn lane would provide LOS C with the project even if the Foxboro Parkway Extension is not constructed.

The Peabody Road and Alamo Drive (#9) intersection would operate at LOS C (V/C=0.79) without the project but would degrade to LOS D (V/C=0.83 and 0.82, with and without the Foxboro Parkway Extension, respectively) with the addition of project traffic the AM peak hour.

> Widening the southwest corner to provide an additional (3^{rd}) eastbound through lane and widen Alamo Drive to provide an additional (3rd) westbound thru lane. With this improvement, the intersection is projected to operate at LOS C during both AM and PM peak hours.

Cherry Glen Road and I-80 Eastbound Ramp (#24) would operate at LOS C (V/C=0.78) without the project but would degrade to LOS D (V/C=0.87 and 0.88, with and without the Foxboro Parkway Extension, respectively) with the addition of project traffic the PM peak hour.

> To achieve LOS C at the Cherry Glen Road and I-80 Eastbound Ramp intersection, the intersection would need to be widened on Cherry Glenn Road to provide an additional southbound lane to provide two left turn lanes and an outside shared through-right lane, and widen eastbound onramp to receive two left turn lanes. The City shall continue to regularly monitor the operation of this intersection, optimize signal timing, implement Transportation Impact Mitigation provisions of Land Use and Development Code, and update transportation portion of the Development Impact Fee Program to maintain an acceptable LOS at this intersection. Implementing this mitigation would result in acceptable LOS at this intersection.

The following two study intersections would operate at LOS E with and without the addition of project traffic during one or both peak hours.

- Alamo Drive and Marshall Road (#12) – PM peak hour
- Peabody Road and CSP-Solano (#18) – PM peak hour (LOS D in AM peak hour)

The following mitigations would be needed to achieve acceptable service levels under Cumulative Conditions:

Alamo Drive and Marshall Road (#12) Widen Alamo Drive to provide an additional (3rd) southbound through lane and reconfigure eastbound lanes on Marshall Road to provide two thru lanes with outside shared thru/right turns lanes. With this improvement, the operation is projected to be LOS C (V/C=0.78) without Project, LOS D (V/C=0.82) with Project. This improvement would require right-of-way acquisition.

Peabody Road and CSP-Solano (#18) - Widen the west side of Peabody Road to provide a second southbound thru lane. With this improvement, the intersection is projected to operate at LOS A (V/C= 0.489 0r 0.49) in AM peak hour, and LOS C (V//C=0.72) in the PM peak hour. This improvement would require right-of-way acquisition.

The following three intersections would degrade from LOS D without the project to LOS E with the addition of project traffic during the PM peak hour.

- Leisure Town Road and Alamo Drive/Fry Road (#6)
- Peabody Road and California Drive (#20)
- Davis Street and Hume Way (#22)

The following mitigations would be needed to achieve acceptable service levels under Cumulative Conditions:

Leisure Town Road and Alamo Drive/Fry Road (#6) - Widen Leisure Town Road to provide additional (3rd) southbound thru/right turn lane. With this improvement the intersection is projected to operate at LOS C.

Peabody Road and California Drive (#20) – Reconfigure three northbound lanes to provide two thru lanes and one shared thru/right turn lane. With this improvement the intersection is projected to operate at LOS D with and without the project. In addition, widening Peabody Road to provide an additional (3rd) southbound thru lane and improve geometrics of intersection to allow east/west signal phasing to operate without split phasing. With these improvements, the intersection is projected to operate at LOS C.

Davis Street and Hume Way (#22) – Widen northbound Davis Street to accommodate three northbound lanes to provide two thru and one thru/right turn lane, and provide a free right turn lane. With these improvements, the intersection is projected to operate at LOS C.

The following four study intersections would operate at LOS F with and without the addition of project traffic during one or both peak hours.

- Leisure Town Road and I-80 Westbound Ramps (#1) – PM peak hour (LOS E in the AM peak hour)
- Leisure Town Road and Orange Drive (#3) – PM peak hour (LOS D in the AM peak hour)
- Alamo Drive and Merchant Street (#14) – PM peak hour (LOS D in the AM peak hour)
- Nut Tree Road and Ulatis Drive(#17) – PM peak hour

Leisure Town Road and I-80 Westbound Ramps (#1) - Widen intersection to provide an additional (4th) southbound thru lane, an additional (3rd) northbound thru lane, and an additional (3rd) eastbound left turn lane with corresponding receiving lane on the north leg. With these improvements, the intersection is projected to operate at LOS D. These improvements would require right-of-way acquisition. Additional mitigation was not found that would mitigate to LOS C without significant impact to adjacent private property.

Leisure Town Road and Orange Drive (#3) - Widen Leisure Town Road to provide an additional (3rd) southbound thru lane and an additional (2nd) southbound left turn lane, and also provide an additional (3rd) northbound thru and a dedicated northbound right turn lane. With the improvements, the intersection is projected to operation at LOS D. These improvements would require right-of-way acquisition. Additional mitigation was not found that would mitigate to LOS C without significant impact to adjacent private property.

Alamo Drive and Merchant Street (#14) – Widen the northbound approach to provide a 3rd left turn lane and provide a free right turn under signal control on Alamo Drive. With the improvement, the operation is projected to be LOS C in AM peak; while remaining at LOS F in the PM peak hour. To improve the operation to LOS C or better, eliminate the westbound u-turn and construct an eastbound acceleration lane that would allow the northbound right-turn movement to operate free from signal control. With the free northbound right turn, the intersection is projected to operation at LOS C in the PM peak hour. These improvements would require right-of-way acquisition.

Nut Tree Road and Ulatis Drive (#17) – Widen the west side of Nut Tree Road to provide a third southbound thru lane and widen Ulatis Drive to provide a second eastbound through lane and a dedicated right turn lane. With this improvement, the intersection is projected to operate at LOS D. To achieve LOS C, widen Nut Tree Road to provide two left turn lanes and two thru lanes on the northbound approach and modify signal phasing to remove north-south split phase. With these improvements, the intersection is projected to operate at LOS C in the PM peak hour. These improvements would require right-of-way acquisition.

Figures 12A and 12B show the AM and PM peak hour intersection turning movement volumes forecast to exist in the Year 2030 including 20 years of new development in Vacaville and regionally without Project.

Figures 13A and 13B show the changes in traffic circulation if the Foxboro Extension is not constructed, but the same level of development occurs by the Year 2030 (20 years of new development) without Project .

Figures 14A and 14B show the changes in AM and PM peak hour traffic volumes when the traffic from the proposed Project is added to Year 2030 volumes.

Figures 15A and 15B show the changes in AM and PM peak hour traffic volumes when the traffic from the proposed Project is added to Year 2030 volumes, but the Foxboro Extension is not constructed.

Figure 12A
Year 2030 Peak Hour Traffic Volumes Without Proposed Project – AM (PM)

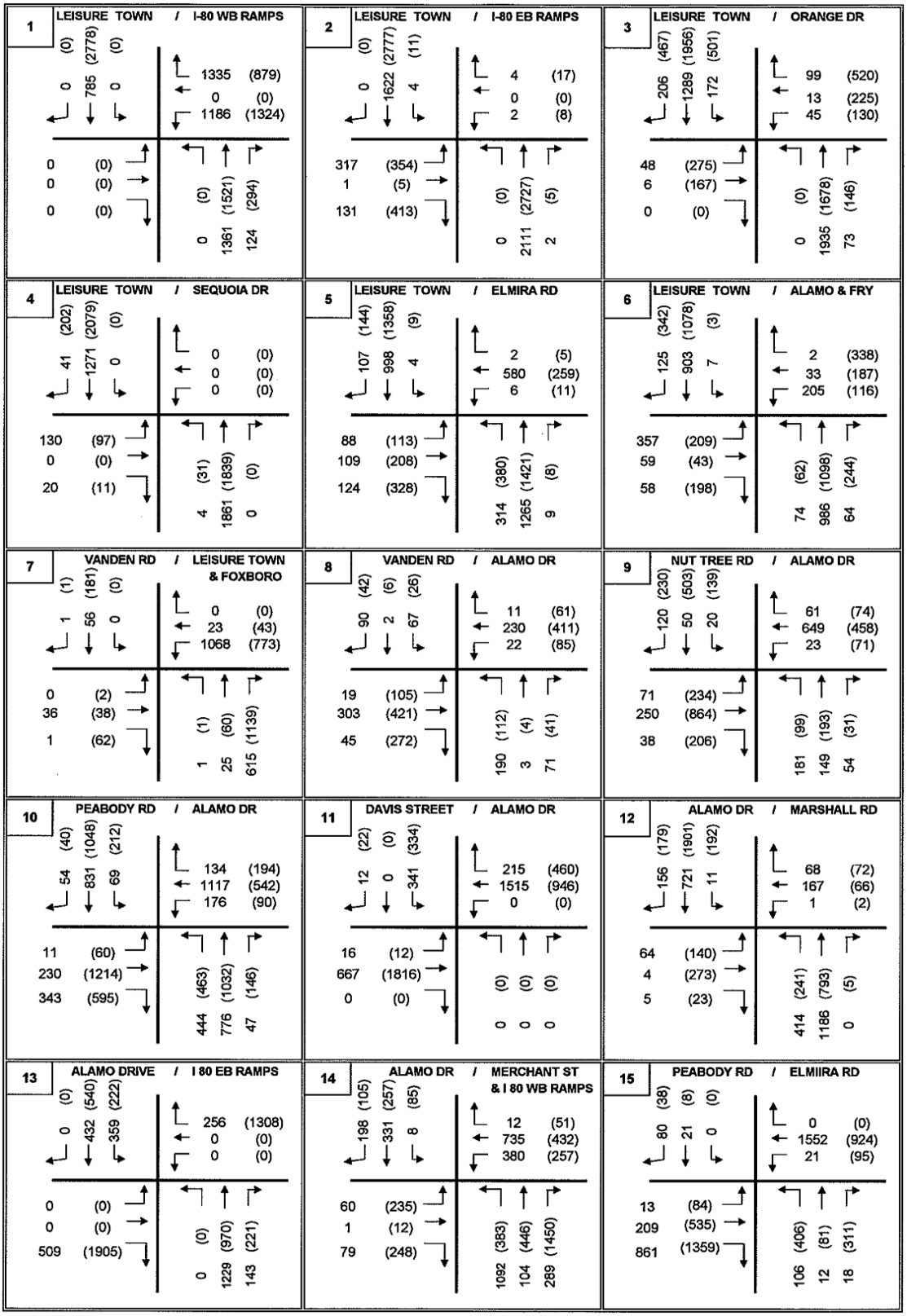


Figure 12B
Year 2030 Peak Hour Traffic Volumes Without Proposed Project – AM (PM)

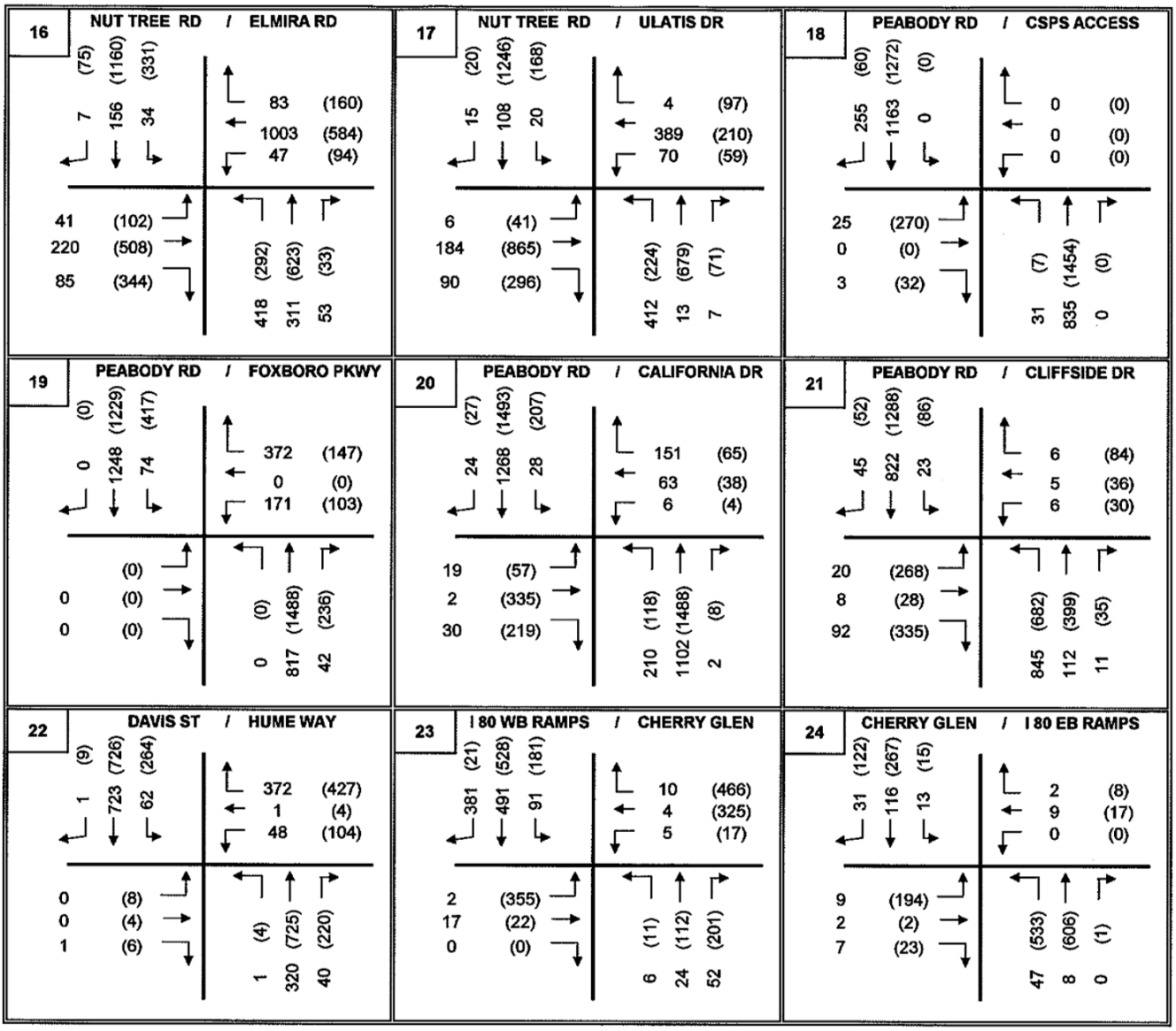


Figure 13A - Year 2030 Peak Hour Traffic Volumes Without Project and Without Foxboro – AM (PM)

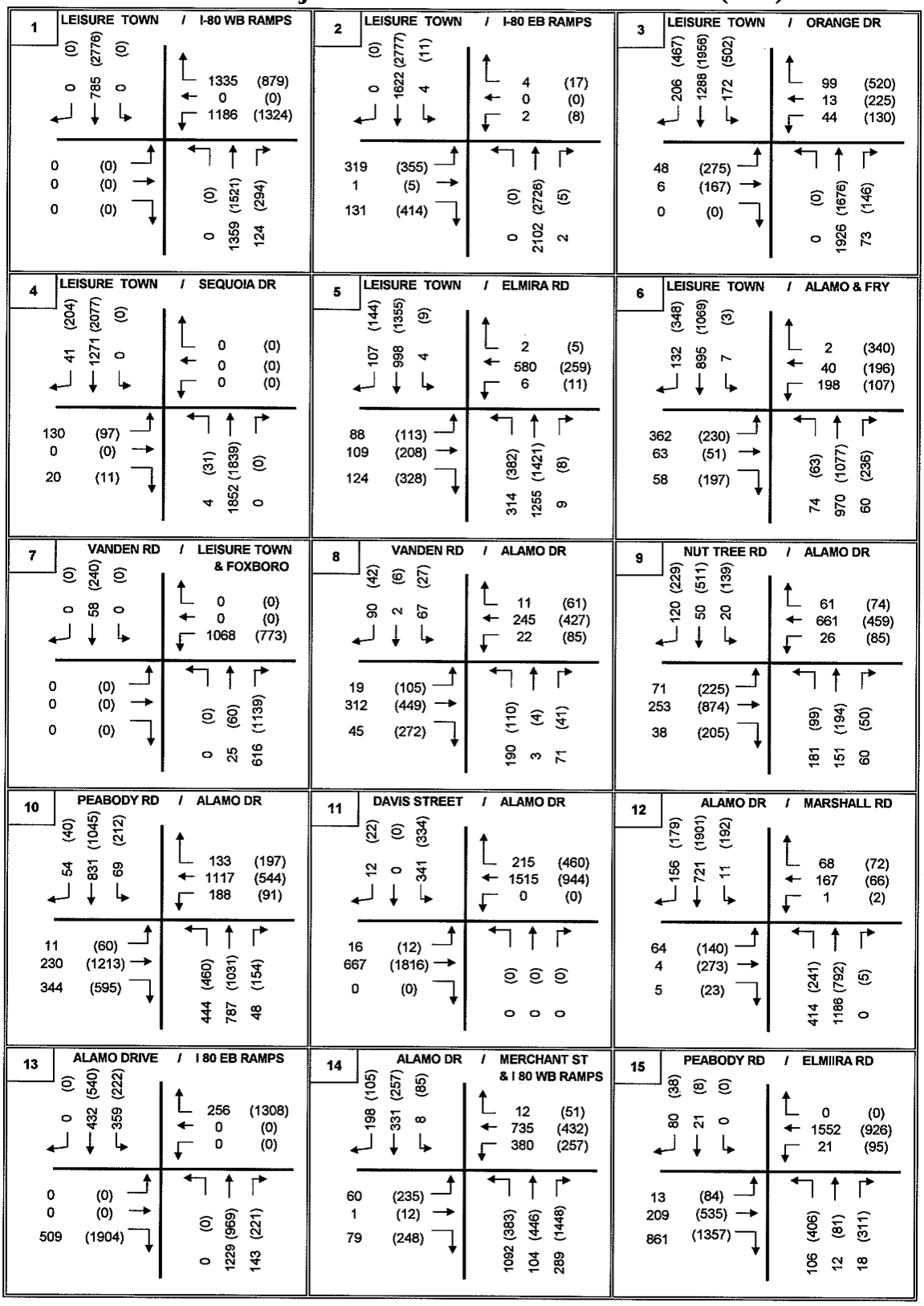


Figure 13B - Year 2030 Peak Hour Traffic Volumes Without Project and Without Foxboro – AM (PM)

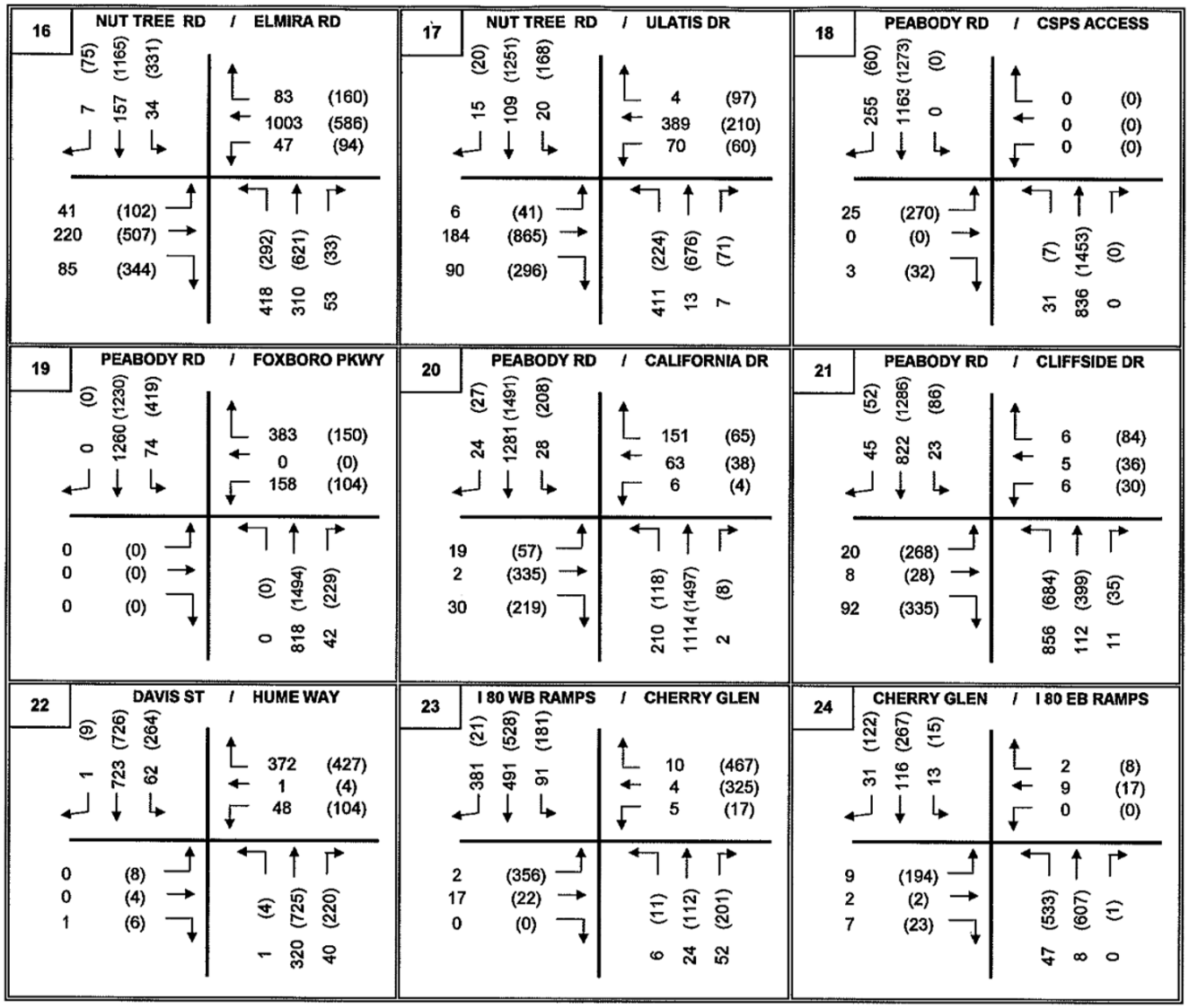


Figure 14A
Year 2030 Peak Hour Traffic Volumes With Project – AM (PM)

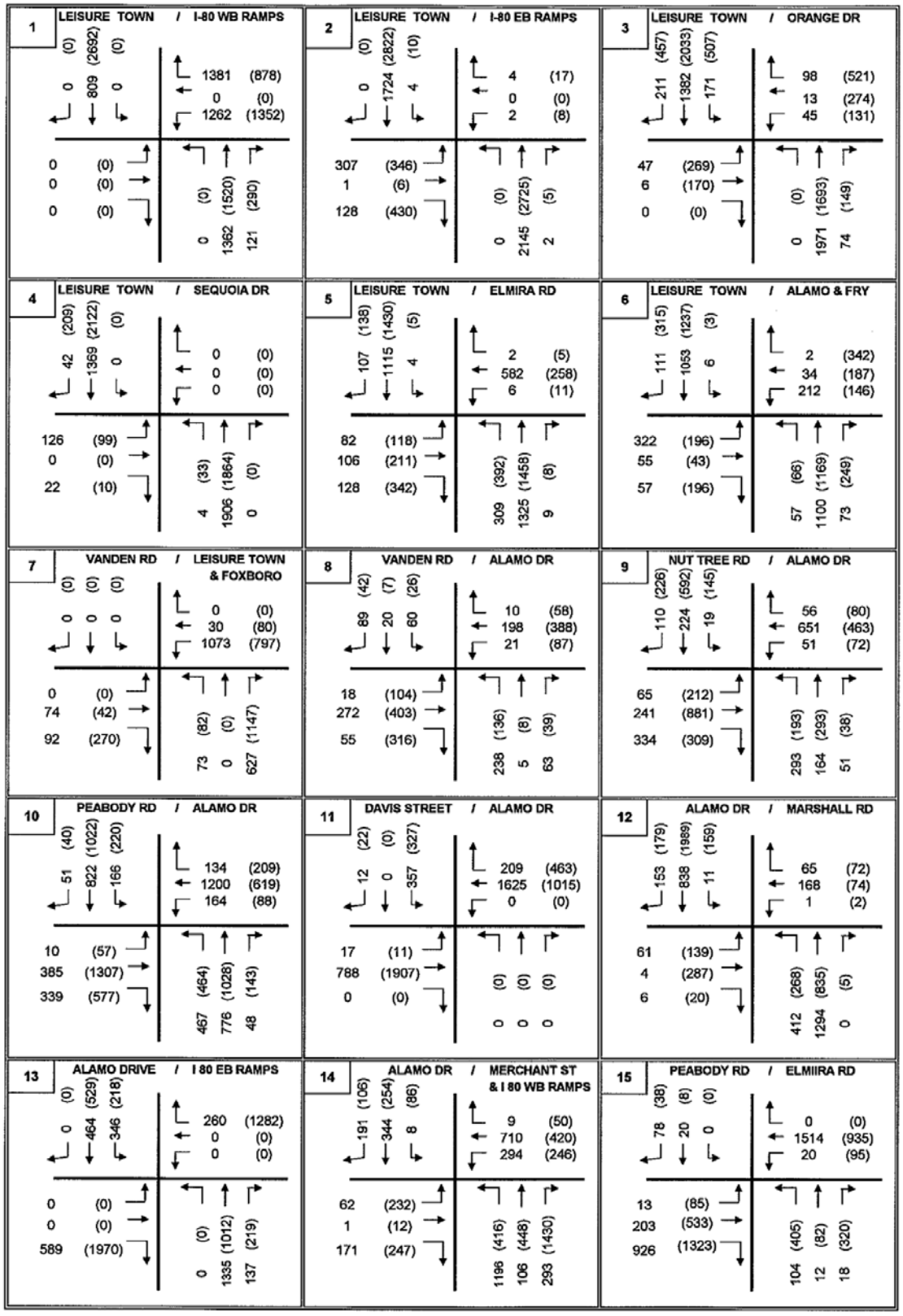


Figure 14B
Year 2030 Peak Hour Traffic Volumes With Project – AM (PM)

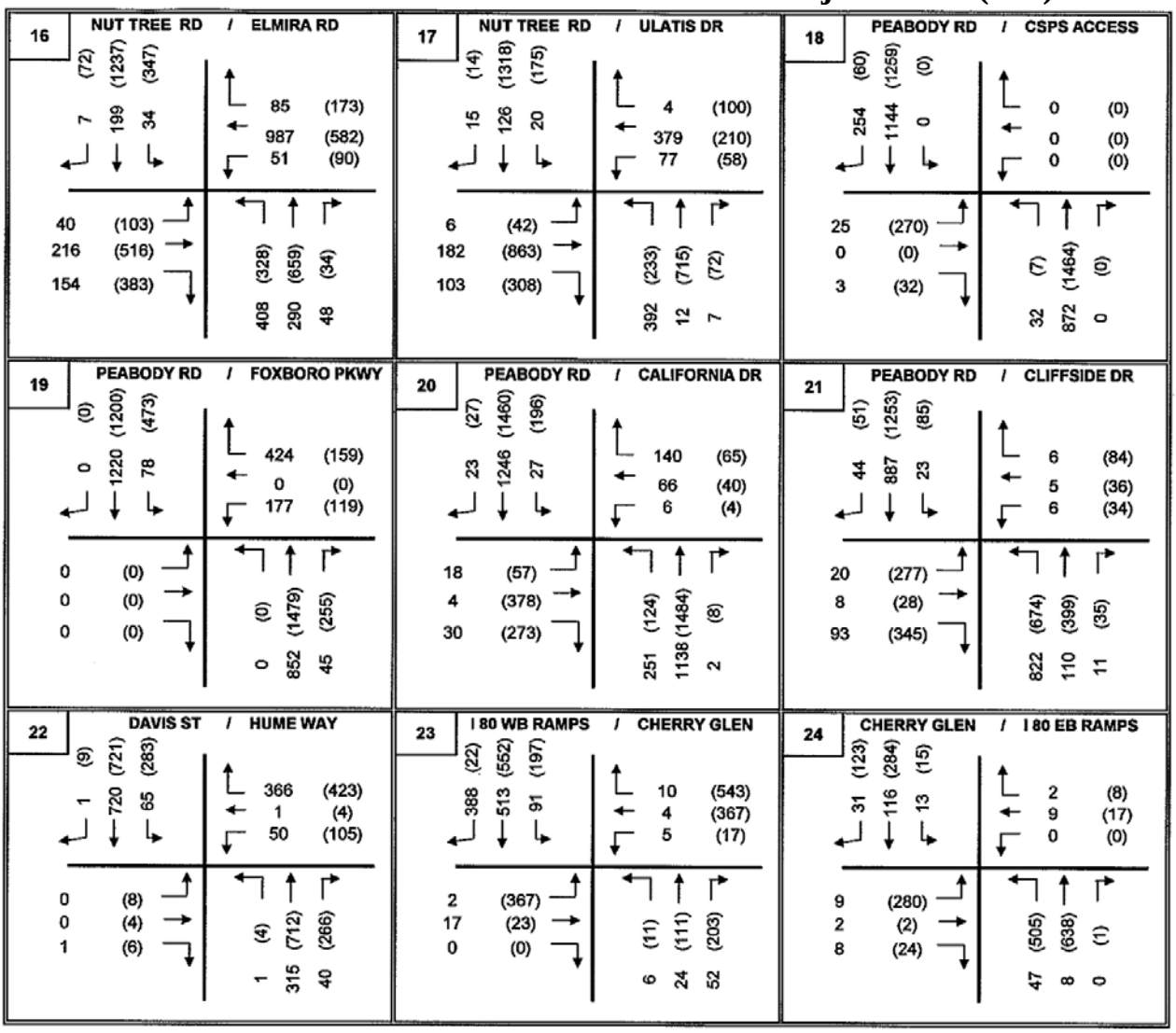


Figure 15A - Year 2030 Peak Hour Traffic Volumes With Project Without Foxboro– AM (PM)

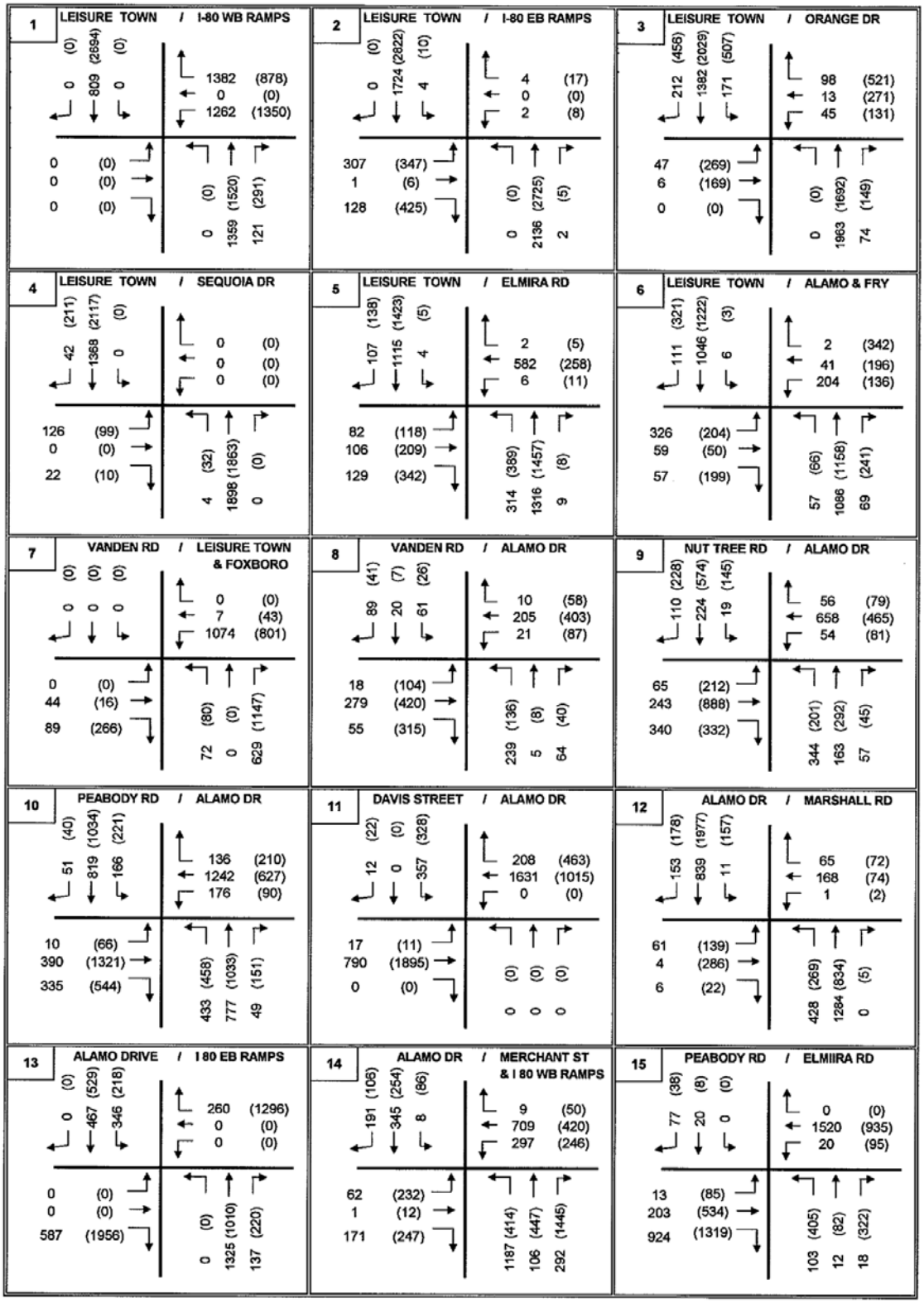
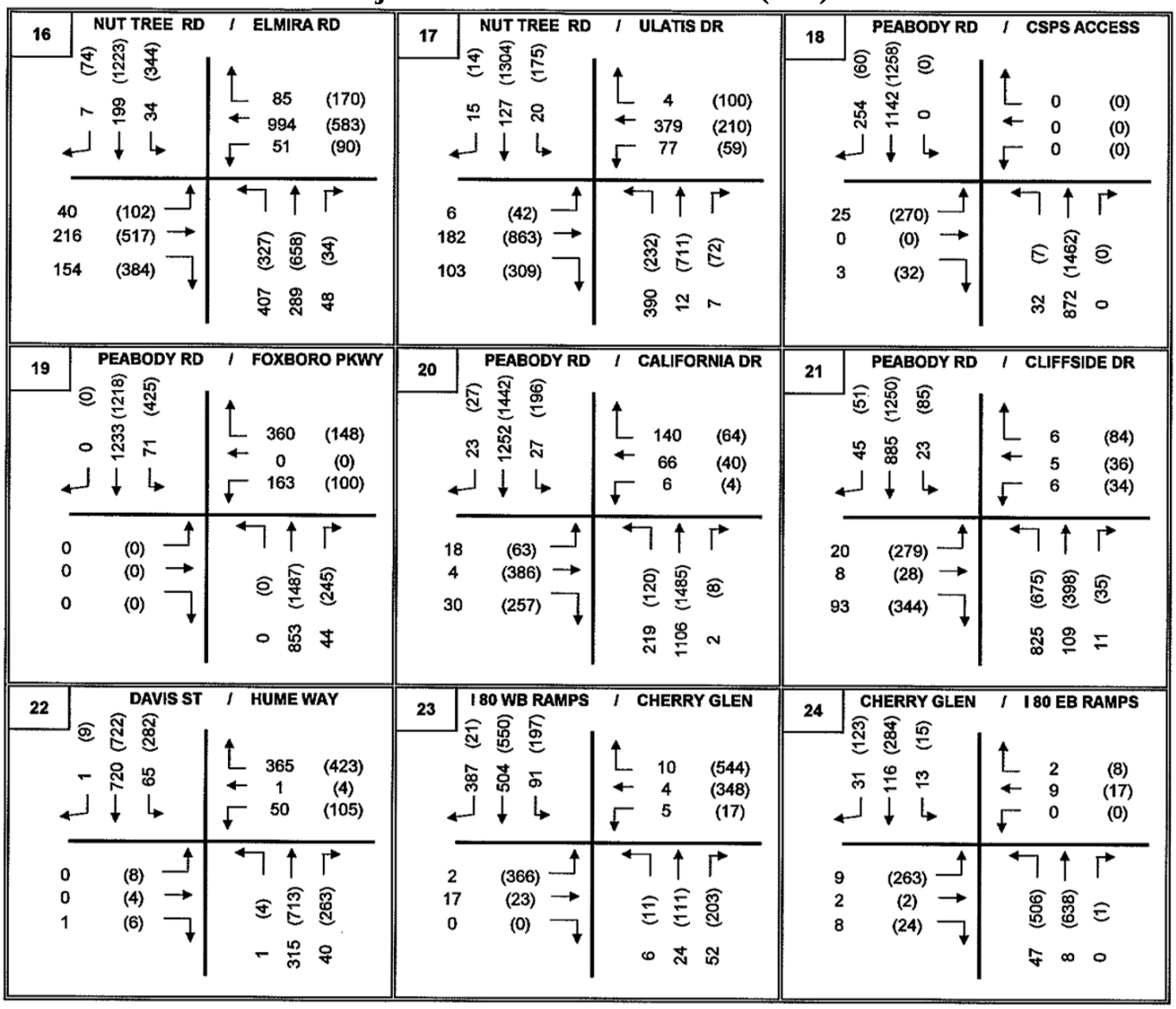


Figure 15B - Year 2030 Peak Hour Traffic Volumes With Project Without Foxboro– AM (PM)



APPENDIX A EXISTING VOLUME COUNTS

APPENDIX B Existing Conditions Intersection LOS Calculations
- **B1 Existing Conditions**
- **B2 Existing With Project**
- **B3 Existing With Alternative Project**

APPENDIX C Exisitng Plus Approved Project LOS Calcualtions
- **C1 Existing Plus Approved Projects Without Project**
- **C2 Existing Plus Approved Projects Without Project Without Foxboro Ext.**
- **C3 Existing Plus Approved Projects With Project**
- **C4 Existing Plus Approved Projects Alternative Project (W/O Foxboro Ext.)**

APPENDIX ppendix D Cumulative (2030) Conditions Intersection LOS Calculations
- **D1 Cumulative (Year 2030) Without Project**
- **D2 Cumulative (Year 2030) Without Project Without Foxboro Ext.**
- **D3 Cumulative (Year 2030) With Project**
- **D4 Cumulative (Year 2030) With Alternative Project (Without Foxboro**

APPENDIX A
EXISTING COUNTS

INTERSECTION STUDY	CITY#	N-S STREET	E-W STREET
1	6	LEISURE TOWN	I-80 WB RAMPS
2	7	LEISURE TOWN	I-80 EB RAMPS
3	8	LEISURE TOWN	ORANGE DRIVE
4	9	LEISURE TOWN	SEQUOIA DR.
5	11	LEISURE TOWN	ELMIRA ROAD
6	13	LEISURE TOWN	ALAMO/FRY
7	14	VANDEN	LEISURE TOWN
8	15	VANDEN	ALAMO
9	16	NUT TREE RD.	ALAMO DR.
10	19	PEABODY RD.	ALAMO DR.
11	22	DAVIS ST.	ALAMO DR.
12	23	ALAMO DR.	MARSHALL RD.
13	25	ALAMO DR.	I-80 EB RAMPS
14	26	ALAMO DRIVE	MERCHANT STRE
15	31	PEABODY RD.	ELMIRA RD.
16	35	NUT TREE RD.	ELMIRA RD.
17	54	NUT TREE RD.	ULATIS DRIVE
18	68	PEABODY RD.	CSP - SOLANO
19	69	PEABODY RD.	FOXBORO PKWY.
20	71	PEABODY	CALIFORNIA
21	76	PEABODY RD.	CLIFFSIDE DR.
22	79	DAVIS	HUME
23	83	I-80 WB	CHERRY GLEN
24	84	CHERRY GLENN	I-80 EB RAMP

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Groups Printed- Vehicles

	VACA VALLEY PKWY Southbound					I-80 WB RAMPS Westbound					LEISURE TOWN RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	34	0	0	37	11	0	11	0	22	13	20	0	1	34	0	0	0	1	1	94
07:05 AM	4	21	0	0	25	19	0	18	0	37	14	15	0	0	29	0	0	0	0	0	91
07:10 AM	4	29	0	0	33	18	0	11	0	29	14	23	0	0	37	0	0	0	0	0	99
07:15 AM	6	28	0	0	32	17	0	9	0	26	14	19	0	0	33	0	0	0	0	0	91
07:20 AM	8	17	0	0	25	15	0	23	0	38	16	18	0	0	34	0	0	0	0	0	97
07:25 AM	8	26	0	0	34	26	0	12	0	38	13	21	0	0	34	0	0	0	0	0	106
07:30 AM	9	26	0	0	35	17	0	24	0	41	15	25	0	0	40	0	0	0	0	0	116
07:35 AM	10	21	0	0	31	27	0	27	0	54	13	31	0	0	44	0	0	0	0	0	129
07:40 AM	5	13	0	0	18	43	0	22	0	65	19	35	0	0	54	0	0	0	0	0	137
07:45 AM	10	25	0	0	35	19	0	17	0	36	11	32	0	0	43	0	0	0	0	0	114
07:50 AM	5	14	0	0	19	34	0	20	0	54	7	25	0	0	32	0	0	0	0	0	105
07:55 AM	2	32	0	0	34	29	0	30	0	59	8	41	0	0	49	0	0	0	0	0	142
Total	74	284	0	0	358	275	0	224	0	499	157	305	0	1	463	0	0	0	1	1	1321
08:00 AM	8	22	0	0	30	13	0	17	0	30	12	49	0	0	61	0	0	0	0	0	121
08:05 AM	11	22	0	0	33	24	0	19	0	43	11	42	0	0	53	0	0	0	0	0	129
08:10 AM	5	27	0	0	32	34	0	20	0	54	12	54	0	0	66	0	0	0	0	0	152
08:15 AM	4	29	0	0	33	16	0	12	0	28	10	54	0	0	64	0	0	0	0	0	125
08:20 AM	8	26	0	0	34	24	0	9	0	33	13	40	0	0	53	0	0	0	0	0	120
08:25 AM	3	14	0	0	17	32	0	14	0	46	14	47	0	0	61	0	0	0	1	1	125
08:30 AM	11	18	0	0	29	16	0	18	0	34	7	31	0	0	38	0	0	0	0	0	101
08:35 AM	5	25	0	0	30	15	0	21	0	36	8	33	0	0	41	0	0	0	0	0	107
08:40 AM	11	29	0	0	40	14	0	23	0	37	18	36	0	0	54	0	0	0	0	0	131
08:45 AM	11	18	0	0	29	15	0	13	0	28	4	28	0	0	32	0	0	0	0	0	89
08:50 AM	11	21	0	0	32	20	0	17	0	37	10	41	0	0	51	0	0	0	0	0	120
08:55 AM	9	15	0	0	24	18	0	13	0	31	11	24	0	0	35	0	0	0	0	0	90
Total	97	266	0	0	363	241	0	196	0	437	130	479	0	0	609	0	0	0	1	1	1410
Grand Total	171	550	0	0	721	516	0	420	0	936	287	784	0	1	1072	0	0	0	2	2	2731
Apprch %	23.7	78.3	0	0		55.1	0	44.9	0		26.8	73.1	0	0.1		0	0	0	100		
Total %	6.3	20.1	0	0	26.4	18.9	0	15.4	0	34.3	10.5	28.7	0	0	39.3	0	0	0	0.1	0.1	

	VACA VALLEY PKWY Southbound					I-80 WB RAMPS Westbound					LEISURE TOWN RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	26	0	0	35	17	0	24	0	41	15	25	0	0	40	0	0	0	0	0	116
07:35 AM	10	21	0	0	31	27	0	27	0	54	13	31	0	0	44	0	0	0	0	0	129
07:40 AM	5	13	0	0	18	43	0	22	0	65	19	35	0	0	54	0	0	0	0	0	137
07:45 AM	10	25	0	0	35	19	0	17	0	36	11	32	0	0	43	0	0	0	0	0	114
07:50 AM	5	14	0	0	19	34	0	20	0	54	7	25	0	0	32	0	0	0	0	0	105
07:55 AM	2	32	0	0	34	29	0	30	0	59	8	41	0	0	49	0	0	0	0	0	142
08:00 AM	8	22	0	0	30	13	0	17	0	30	12	49	0	0	61	0	0	0	0	0	121
08:05 AM	11	22	0	0	33	24	0	19	0	43	11	42	0	0	53	0	0	0	0	0	129
08:10 AM	5	27	0	0	32	34	0	20	0	54	12	54	0	0	66	0	0	0	0	0	152
08:15 AM	4	29	0	0	33	16	0	12	0	28	10	54	0	0	64	0	0	0	0	0	125
08:20 AM	8	26	0	0	34	24	0	9	0	33	13	40	0	0	53	0	0	0	0	0	120
08:25 AM	3	14	0	0	17	32	0	14	0	46	14	47	0	0	61	0	0	0	1	1	125
Total Volume	80	271	0	0	351	312	0	231	0	543	145	475	0	0	620	0	0	0	1	1	1515
% App. Total	22.8	77.2	0	0		57.5	0	42.5	0		23.4	76.6	0	0		0	0	0	100		
PHF	.606	.706	.000	.000	.836	.605	.000	.642	.000	.698	.636	.733	.000	.000	.783	.000	.000	.000	.083	.083	.831

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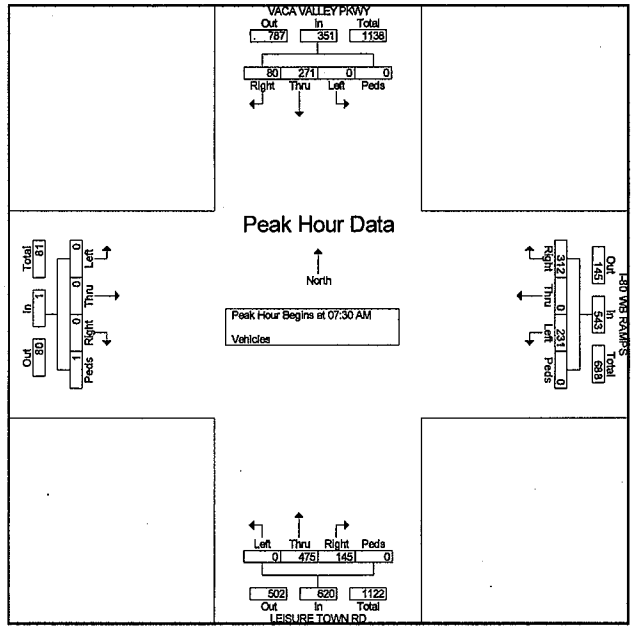

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	VACA VALLEY PKWY Southbound					I-80 WB RAMPS Westbound					LEISURE TOWN RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	27	0	0	36	10	0	14	0	24	10	30	0	0	40	0	0	0	0	0	100
04:05 PM	21	40	0	0	61	4	0	16	0	22	6	38	0	0	46	0	0	0	0	0	129
04:10 PM	13	43	0	0	56	6	0	26	0	32	6	20	0	0	26	0	0	0	0	0	114
04:15 PM	17	55	0	0	72	8	0	23	0	31	4	32	0	0	36	0	0	0	0	0	139
04:20 PM	16	54	0	0	70	10	0	29	0	39	7	37	0	0	44	0	0	0	0	0	153
04:25 PM	18	47	0	0	65	11	0	34	0	45	11	15	0	0	26	0	0	0	0	0	136
04:30 PM	26	67	0	0	93	6	0	26	1	33	11	40	0	0	51	0	0	0	0	0	177
04:35 PM	19	47	0	0	66	9	0	36	0	45	10	38	0	0	48	0	0	0	0	0	159
04:40 PM	17	52	0	0	69	8	0	30	0	38	6	43	0	0	49	0	0	0	0	0	156
04:45 PM	13	49	0	0	62	11	0	23	0	34	6	28	0	0	34	0	0	0	0	0	130
04:50 PM	17	55	0	0	72	8	0	36	0	44	7	32	0	0	39	0	0	0	0	0	155
04:55 PM	23	56	0	0	79	8	0	38	0	46	7	30	0	0	37	0	0	0	0	0	162
Total	209	592	0	0	801	99	0	333	1	433	93	383	0	0	476	0	0	0	0	0	1710
05:00 PM	18	54	0	0	72	9	0	18	0	27	11	36	0	0	47	0	0	0	0	0	146
05:05 PM	20	55	0	0	75	10	0	36	0	46	10	26	0	0	36	0	0	0	0	0	157
05:10 PM	21	50	0	0	71	14	0	45	1	60	13	46	0	0	59	0	0	0	0	0	190
05:15 PM	15	44	0	0	59	22	0	42	0	64	11	33	0	0	44	0	0	0	0	0	167
05:20 PM	13	42	0	0	55	12	0	57	0	69	6	67	0	0	73	0	0	0	0	0	197
05:25 PM	19	34	0	0	53	10	0	38	0	48	11	53	0	0	64	0	0	0	0	0	165
05:30 PM	14	54	0	0	68	8	0	36	0	46	8	62	0	0	70	0	0	0	0	0	184
05:35 PM	31	31	0	0	62	12	0	45	0	57	10	41	0	0	51	0	0	0	0	0	170
05:40 PM	12	41	0	0	53	6	0	34	0	40	9	41	0	0	50	0	0	0	0	0	143
05:45 PM	16	27	0	0	43	11	0	36	0	49	7	34	0	0	41	0	0	0	0	0	133
05:50 PM	11	27	0	0	38	7	0	37	0	44	12	36	0	0	48	0	0	0	0	0	130
05:55 PM	10	21	0	0	31	8	0	29	0	37	8	32	0	0	40	0	0	0	0	0	108
Total	200	480	0	0	680	129	0	457	1	587	116	507	0	0	623	0	0	0	0	0	1890
Grand Total	409	1072	0	0	1481	228	0	790	2	1020	209	890	0	0	1099	0	0	0	0	0	3600
Apprch %	27.6	72.4	0	0		22.4	0	77.5	0.2		19	81	0	0		0	0	0	0		
Total %	11.4	29.8	0	0	41.1	6.3	0	21.9	0.1	28.3	5.8	24.7	0	0	30.5	0	0	0	0	0	

	VACA VALLEY PKWY Southbound					I-80 WB RAMPS Westbound					LEISURE TOWN RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:40 PM																					
04:40 PM	17	52	0	0	69	8	0	30	0	38	6	43	0	0	49	0	0	0	0	0	156
04:45 PM	13	49	0	0	62	11	0	23	0	34	6	28	0	0	34	0	0	0	0	0	130
04:50 PM	17	55	0	0	72	8	0	36	0	44	7	32	0	0	39	0	0	0	0	0	155
04:55 PM	23	56	0	0	79	8	0	38	0	46	7	30	0	0	37	0	0	0	0	0	162
05:00 PM	18	54	0	0	72	9	0	18	0	27	11	36	0	0	47	0	0	0	0	0	146
05:05 PM	20	55	0	0	75	10	0	38	0	48	10	26	0	0	36	0	0	0	0	0	157
05:10 PM	21	50	0	0	71	14	0	45	1	60	13	46	0	0	59	0	0	0	0	0	190
05:15 PM	15	44	0	0	59	22	0	42	0	64	11	33	0	0	44	0	0	0	0	0	167
05:20 PM	13	42	0	0	55	12	0	57	0	69	6	67	0	0	73	0	0	0	0	0	197
05:25 PM	19	34	0	0	53	10	0	38	0	48	11	53	0	0	64	0	0	0	0	0	165
05:30 PM	14	54	0	0	68	8	0	38	0	46	8	62	0	0	70	0	0	0	0	0	184
05:35 PM	31	31	0	0	62	12	0	45	0	57	10	41	0	0	51	0	0	0	0	0	170
Total Volume	221	576	0	0	797	132	0	446	1	579	106	497	0	0	603	0	0	0	0	0	1979
% App. Total	27.7	72.3	0	0		22.8	0	77	0.2		17.6	82.4	0	0		0	0	0	0		
PHF	.594	.857	.000	.000	.841	.500	.000	.652	.083	.699	.679	.618	.000	.000	.688	.000	.000	.000	.000	.000	.837

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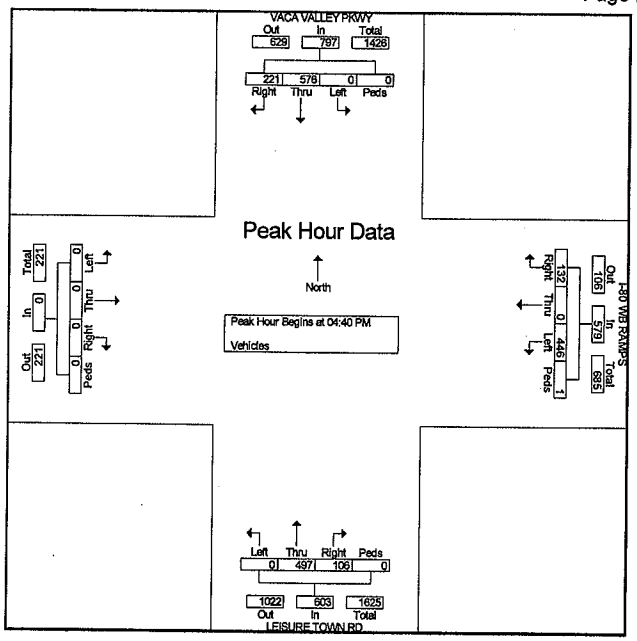

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 7/2/2008
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Groups Printed- Vehicles

	LEISURE TOWN RD Southbound					DRIVEWAY Westbound					LEISURE TOWN RD Northbound					I-80 EB RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right/Left/Peds	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	34	5	0	47	2	0	0	0	2	7	3	18	0	0	28	1	3	9	0	13	90
07:05 AM	10	26	2	0	38	3	0	3	0	6	18	0	20	0	0	38	7	1	8	0	14	96
07:10 AM	10	32	2	0	44	3	0	4	0	7	26	0	22	0	0	48	0	1	11	0	12	111
07:15 AM	4	35	3	0	42	1	0	1	0	2	23	0	21	0	0	44	2	3	6	0	11	99
07:20 AM	7	28	0	1	36	1	0	1	0	2	21	0	23	0	0	44	8	6	5	0	17	99
07:25 AM	7	32	3	0	42	5	0	1	0	6	26	0	21	0	0	47	10	3	14	0	27	122
07:30 AM	5	23	3	0	31	1	0	0	0	1	29	2	27	0	0	58	3	1	4	0	8	98
07:35 AM	10	38	4	0	52	3	0	3	0	6	28	1	30	0	0	59	1	1	9	0	11	128
07:40 AM	5	21	2	0	28	1	0	2	0	3	25	0	38	0	0	63	6	0	4	0	10	104
07:45 AM	9	30	4	0	43	8	0	2	0	10	21	2	47	0	0	70	4	4	11	0	19	142
07:50 AM	6	29	6	0	41	3	0	3	0	6	18	0	16	0	0	34	10	3	19	0	32	119
Total	87	362	41	1	491	34	0	21	0	55	265	8	321	0	0	594	55	30	108	0	193	1333
08:00 AM	5	28	7	0	40	5	0	0	0	5	21	0	27	0	0	48	11	2	6	0	19	112
08:05 AM	6	37	3	0	46	4	0	4	0	8	24	0	28	0	0	52	7	4	17	0	28	134
08:10 AM	9	31	3	0	43	4	0	2	0	6	21	0	27	0	0	48	4	1	13	0	18	115
08:15 AM	4	30	0	0	34	3	0	3	0	6	22	5	28	0	0	55	5	3	16	0	24	119
08:20 AM	5	25	0	0	30	1	0	1	0	2	15	0	54	0	0	69	7	2	9	0	18	119
08:25 AM	13	28	2	0	43	1	0	2	0	3	13	0	33	0	0	46	2	1	24	0	27	119
08:30 AM	4	28	1	0	33	2	0	0	0	2	24	0	34	0	0	58	2	3	8	0	13	106
08:35 AM	5	17	4	0	26	4	0	1	0	5	17	1	33	0	0	51	8	2	13	0	23	105
08:40 AM	6	35	5	0	46	1	0	1	0	2	22	0	33	0	0	55	9	4	15	0	28	131
08:45 AM	3	30	4	0	37	2	0	2	0	4	17	4	23	0	0	44	8	4	16	0	28	113
08:50 AM	5	35	3	0	43	5	0	4	0	9	19	0	33	0	0	52	2	1	10	0	13	117
08:55 AM	2	35	6	0	43	1	0	5	0	6	17	0	29	0	0	46	2	2	9	0	13	108
Total	67	359	38	0	464	33	0	25	0	58	232	10	382	0	0	624	67	29	156	0	252	1398
Grand Total	154	721	79	1	955	67	0	46	0	113	497	18	703	0	0	1218	122	59	264	0	445	2731
Apprch %	16.1	75.5	8.3	0.1		59.3	0	40.7	0		40.8	1.5	57.7	0	0		27.4	13.3	59.3	0		
Total %	5.6	26.4	2.9	0	35	2.5	0	1.7	0	4.1	18.2	0.7	25.7	0	0	44.6	4.5	2.2	9.7	0	18.3	

	LEISURE TOWN RD Southbound					DRIVEWAY Westbound					LEISURE TOWN RD Northbound					I-80 EB RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right/Left/Peds	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	9	30	4	0	43	8	0	2	0	10	21	2	47	0	0	70	4	4	11	0	19	142
07:50 AM	6	29	6	0	41	3	0	1	0	4	23	0	38	0	0	61	5	4	10	0	19	125
07:55 AM	6	34	7	0	47	3	0	3	0	6	18	0	16	0	0	34	10	3	19	0	32	119
08:00 AM	5	28	7	0	40	5	0	0	0	5	21	0	27	0	0	48	11	2	6	0	19	112
08:05 AM	6	37	3	0	46	4	0	4	0	8	24	0	28	0	0	52	7	4	17	0	28	134
08:10 AM	9	31	3	0	43	4	0	2	0	6	21	0	27	0	0	48	4	1	13	0	18	115
08:15 AM	4	30	0	0	34	3	0	3	0	6	22	5	28	0	0	55	5	3	16	0	24	119
08:20 AM	5	25	0	0	30	1	0	1	0	2	15	0	54	0	0	69	7	2	9	0	18	119
08:25 AM	13	28	2	0	43	1	0	2	0	3	13	0	33	0	0	46	2	1	24	0	27	119
08:30 AM	4	28	1	0	33	2	0	0	0	2	24	0	34	0	0	58	2	3	8	0	13	106
08:35 AM	5	17	4	0	26	4	0	1	0	5	17	1	33	0	0	51	8	2	13	0	23	105
08:40 AM	6	35	5	0	46	1	0	1	0	2	22	0	33	0	0	55	9	4	15	0	28	131
Total Volume	78	352	42	0	472	39	0	20	0	59	241	8	398	0	0	647	74	33	161	0	268	1446
% App. Total																						
PHF	.500	.793	.500	.000	.837	.406	.000	.417	.000	.492	.837	.133	.614	.000	.000	.770	.561	.688	.559	.000	.698	.849

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File Name : 7AM FINAL
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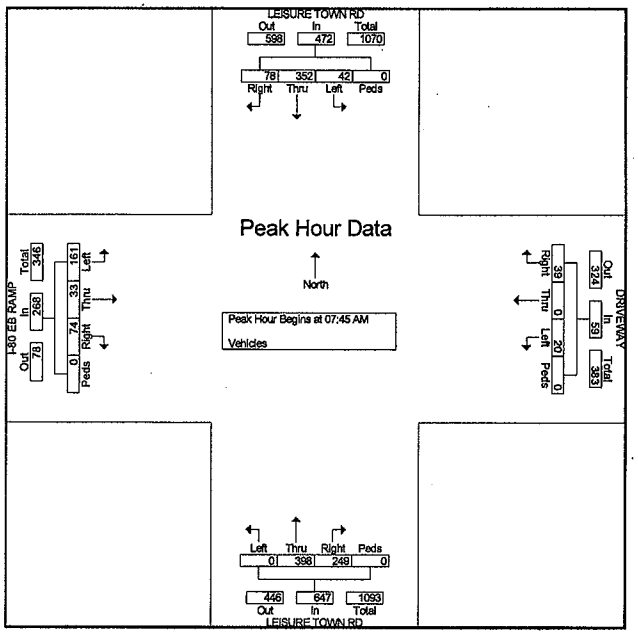

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Groups Printed- Vehicles

	LEISURE TOWN RD Southbound					DRIVEWAY Westbound					LEISURE TOWN RD Northbound					I-80 EB RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right turn + appr	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	31	6	0	52	1	0	0	0	1	8	1	35	0	0	44	4	1	8	0	13	110
04:05 PM	17	40	2	0	59	5	0	3	0	8	25	0	29	0	0	54	10	1	11	0	22	143
04:10 PM	18	34	2	0	54	1	0	7	0	8	22	1	21	0	0	44	11	4	12	0	27	133
04:15 PM	21	37	3	0	61	5	0	0	0	5	24	0	38	0	0	62	13	2	17	0	32	160
04:20 PM	11	38	0	0	49	2	0	4	0	6	17	0	27	1	0	45	10	6	11	0	27	127
04:25 PM	12	43	6	0	61	0	0	2	0	2	19	0	27	0	0	46	11	5	12	0	28	137
04:30 PM	21	40	1	0	62	3	0	5	0	8	19	1	38	0	0	58	13	2	14	0	29	157
04:35 PM	29	39	1	0	69	0	0	3	0	3	12	1	28	0	0	41	13	4	5	0	22	135
04:40 PM	15	30	2	0	47	2	0	1	0	3	14	1	25	0	0	40	12	1	9	0	22	112
04:45 PM	17	65	1	0	83	0	0	2	0	2	25	0	29	0	0	54	9	3	9	0	21	160
04:50 PM	14	56	1	0	71	0	0	3	0	3	27	0	38	0	0	65	10	1	13	0	24	163
04:55 PM	26	68	2	0	96	0	0	0	0	0	26	0	38	0	0	64	9	4	15	0	28	188
Total	216	521	27	0	764	19	0	30	0	49	238	5	373	1	0	617	125	34	136	0	295	1725
05:00 PM	36	46	5	0	87	4	0	0	0	4	14	1	26	0	0	41	16	4	6	0	26	158
05:05 PM	30	61	6	0	97	0	0	3	0	3	29	0	35	0	0	64	13	3	5	1	22	186
05:10 PM	24	39	3	0	66	3	0	2	0	5	20	0	27	0	2	49	9	0	9	0	18	138
05:15 PM	22	89	1	0	112	1	0	2	0	3	28	0	25	0	0	53	13	3	10	1	27	195
05:20 PM	25	58	3	0	86	0	0	3	0	3	19	0	22	0	0	41	16	1	11	0	28	158
05:25 PM	17	50	4	0	71	2	0	1	0	3	19	0	35	0	0	54	10	4	12	0	26	154
05:30 PM	6	65	4	0	75	4	0	2	0	6	19	0	35	0	0	54	11	5	8	0	24	159
05:35 PM	16	51	4	0	71	3	0	3	0	6	16	2	15	0	0	33	9	1	15	0	25	135
05:40 PM	22	52	4	0	78	0	0	5	0	5	13	0	26	0	0	39	9	2	5	0	16	138
05:45 PM	17	34	1	0	52	4	2	2	0	8	17	0	17	0	0	34	16	4	5	0	25	119
05:50 PM	22	37	2	0	61	4	0	1	0	5	18	0	39	0	0	57	9	4	13	0	26	149
05:55 PM	17	57	8	0	82	2	0	4	0	6	16	3	33	0	0	52	10	0	7	0	17	157
Total	254	639	45	0	938	27	2	28	0	57	228	6	335	0	2	571	141	31	108	2	280	1846
Grand Total	470	1160	72	0	1702	46	2	58	0	106	466	11	708	1	2	1188	266	65	242	2	575	3571
Apprch %	27.6	68.2	4.2	0		43.4	1.9	54.7	0		39.2	0.9	59.6	0.1	0.2		46.3	11.3	42.1	0.3		
Total %	13.2	32.5	2	0	47.7	1.3	0.1	1.6	0	3	13	0.3	19.8	0	0.1	33.3	7.4	1.8	6.8	0.1	16.1	

	LEISURE TOWN RD Southbound					DRIVEWAY Westbound					LEISURE TOWN RD Northbound						I-80 EB RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right turn + appr	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	17	65	1	0	83	0	0	2	0	2	25	0	29	0	0	54	9	3	9	0	21	160
04:50 PM	14	56	1	0	71	0	0	3	0	3	27	0	38	0	0	65	10	1	13	0	24	163
04:55 PM	26	68	2	0	96	0	0	0	0	0	26	0	38	0	0	64	9	4	15	0	28	188
05:00 PM	36	46	5	0	87	4	0	0	0	4	14	1	26	0	0	41	16	4	6	0	26	158
05:05 PM	30	61	6	0	97	0	0	3	0	3	29	0	35	0	0	64	13	3	5	1	22	186
05:10 PM	24	39	3	0	66	3	0	2	0	5	20	0	27	0	2	49	9	0	9	0	18	138
05:15 PM	22	89	1	0	112	1	0	2	0	3	28	0	25	0	0	53	13	3	10	1	27	195
05:20 PM	25	58	3	0	86	0	0	3	0	3	19	0	22	0	0	41	16	1	11	0	28	158
05:25 PM	17	50	4	0	71	2	0	1	0	3	19	0	35	0	0	54	10	4	12	0	26	154
05:30 PM	6	65	4	0	75	4	0	2	0	6	19	0	35	0	0	54	11	5	8	0	24	159
05:35 PM	16	51	4	0	71	3	0	3	0	6	16	2	15	0	0	33	9	1	15	0	25	135
05:40 PM	22	52	4	0	78	0	0	5	0	5	13	0	26	0	0	39	9	2	5	0	16	138
Total Volume	255	700	38	0	993	17	0	26	0	43	255	3	351	0	2	611	134	31	118	2	285	1932
% App. Total																						
PHF	.590	.655	.528	.000	.739	.354	.000	.433	.000	.597	.733	.125	.770	.000	.083	.783	.698	.517	.656	.167	.848	.826

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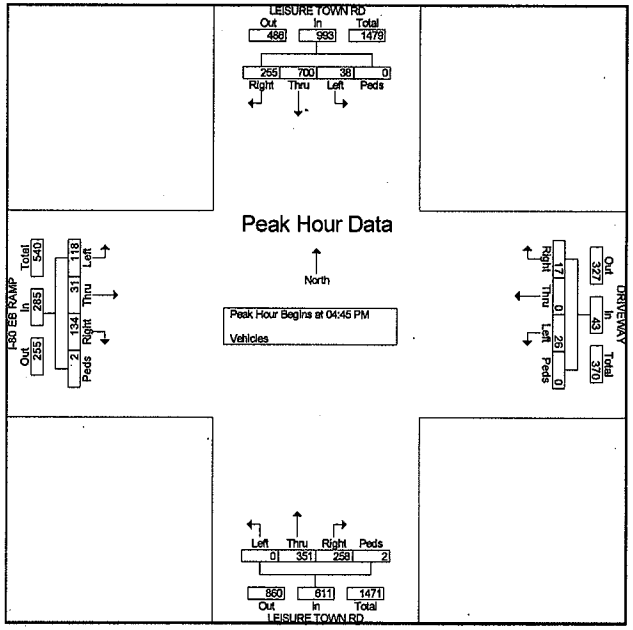

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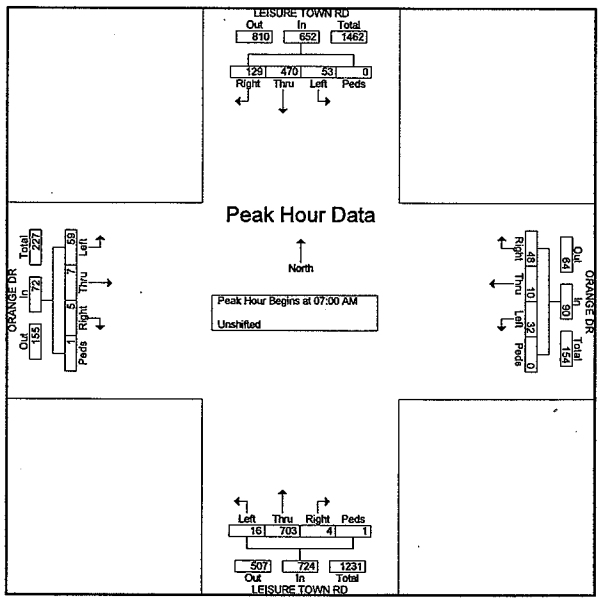
File Name : 8 AM
Site Code : 00000008
Start Date : 10/2/2007
Page No : 1

Groups Printed- Unshifted

	LEISURE TOWN RD South Bound				ORANGE DR West Bound				LEISURE TOWN RD North Bound				ORANGE DR East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	11	32	2	0	4	2	1	0	1	52	1	0	0	0	2	0	108
07:05 AM	9	35	3	0	3	1	2	0	0	49	2	0	1	2	4	0	111
07:10 AM	8	42	4	0	4	1	3	0	0	55	1	0	0	0	5	0	123
07:15 AM	5	37	1	0	5	0	1	0	0	58	0	0	0	3	3	1	114
07:20 AM	11	34	5	0	3	0	3	0	1	50	1	0	1	0	3	0	112
07:25 AM	9	39	7	0	4	1	1	0	0	70	1	0	0	0	4	0	136
07:30 AM	16	34	7	0	4	1	5	0	0	45	0	0	0	0	5	0	117
07:35 AM	9	41	5	0	4	1	1	0	0	66	4	0	1	2	2	0	136
07:40 AM	9	44	9	0	4	0	4	0	1	54	3	0	1	0	3	0	132
07:45 AM	15	37	4	0	5	1	9	0	1	68	1	0	0	0	10	0	151
07:50 AM	17	54	2	0	2	2	2	0	0	68	2	0	1	0	14	0	164
07:55 AM	10	41	4	0	6	0	0	0	0	68	0	1	0	0	4	0	134
Total	129	470	53	0	48	10	32	0	4	703	16	1	5	7	59	1	1538
08:00 AM	11	28	5	0	4	1	2	1	0	40	1	0	0	0	1	0	94
08:05 AM	7	35	3	0	3	2	5	2	1	50	1	0	0	1	4	0	114
08:10 AM	12	33	2	0	5	0	0	0	0	43	2	0	0	1	10	0	108
08:15 AM	11	36	4	3	3	0	1	0	2	45	0	0	0	1	2	0	108
08:20 AM	11	29	3	0	5	2	6	0	0	44	0	0	0	1	8	0	109
08:25 AM	9	21	8	0	4	0	2	0	1	52	5	0	0	0	11	0	113
08:30 AM	9	22	3	0	2	0	3	0	1	38	1	0	0	2	6	0	87
08:35 AM	10	28	3	0	11	0	0	0	0	52	4	0	1	0	4	1	114
08:40 AM	10	30	1	0	4	0	2	0	2	37	3	0	1	0	12	0	102
08:45 AM	10	30	7	0	1	1	3	0	1	43	1	0	2	0	6	0	105
08:50 AM	18	25	7	0	3	0	0	0	0	39	2	0	0	0	4	0	98
08:55 AM	10	31	3	0	3	1	7	0	0	40	2	0	0	0	3	0	100
Total	128	348	49	3	48	7	31	3	8	523	22	0	4	6	71	1	1252
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	257	818	102	3	96	17	63	3	12	1226	38	1	9	13	130	2	2790
Apprch %	21.8	69.3	8.6	0.3	53.6	9.5	35.2	1.7	0.9	96	3	0.1	5.8	8.4	84.4	1.3	
Total %	9.2	29.3	3.7	0.1	3.4	0.6	2.3	0.1	0.4	43.9	1.4	0	0.3	0.5	4.7	0.1	

	LEISURE TOWN RD South Bound					ORANGE DR West Bound					LEISURE TOWN RD North Bound					ORANGE DR East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	11	32	2	0	45	4	2	1	0	7	1	52	1	0	54	0	0	2	0	2	108
07:05 AM	9	35	3	0	47	3	1	2	0	6	0	49	2	0	51	1	2	4	0	7	111
07:10 AM	8	42	4	0	54	4	1	3	0	8	0	55	1	0	56	0	0	5	0	5	123
07:15 AM	5	37	1	0	43	5	0	1	0	6	0	58	0	0	58	0	3	3	1	7	114
07:20 AM	11	34	5	0	50	3	0	3	0	6	1	50	1	0	52	1	0	3	0	4	112
07:25 AM	9	39	7	0	55	4	1	1	0	6	0	70	1	0	71	0	0	4	0	4	136
07:30 AM	16	34	7	0	57	4	1	5	0	10	0	45	0	0	45	0	0	5	0	5	117
07:35 AM	9	41	5	0	55	4	1	1	0	6	0	66	4	0	70	1	2	2	0	5	136
07:40 AM	9	44	9	0	62	4	0	4	0	8	1	54	3	0	58	1	0	3	0	4	132
07:45 AM	15	37	4	0	56	5	1	9	0	15	1	68	1	0	70	0	0	10	0	10	151
07:50 AM	17	54	2	0	73	2	2	2	0	6	0	68	2	0	70	1	0	14	0	15	164
07:55 AM	10	41	4	0	55	6	0	0	0	6	0	68	0	1	69	0	0	4	0	4	134
Total Volume	129	470	53	0	652	48	10	32	0	90	4	703	16	1	724	5	7	59	1	72	1538
% App. Total	19.8	72.1	8.1	0		53.3	11.1	35.6	0		0.6	97.1	2.2	0.1		6.9	9.7	81.9	1.4		
PHF	1.897	2.176	1.472	.000	2.233	2.000	1.250	.889	.000	1.500	1.000	2.511	1.000	.250	2.549	1.250	.583	1.054	.250	1.200	2.345



Traffic Data Service

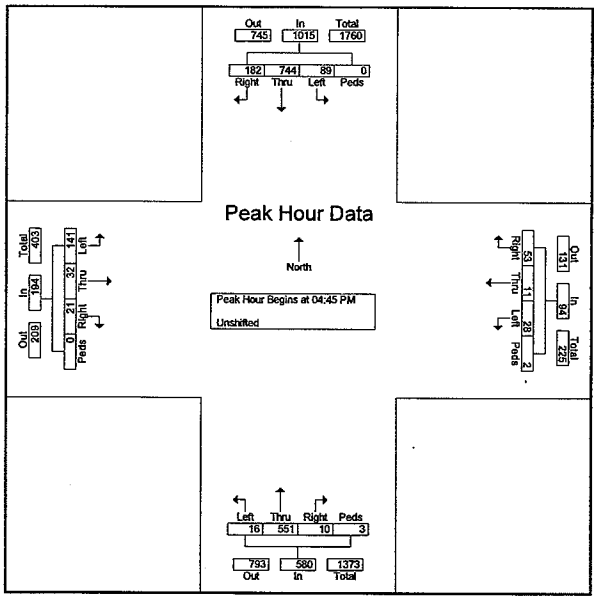
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : Not Named
Site Code : 00000008
Start Date : 10/2/2007
Page No : 1

Groups Printed- Unshifted

	South Bound				West Bound				North Bound				East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	11	43	3	1	4	0	2	0	0	49	2	0	0	2	9	0	126
04:05 PM	18	36	5	0	2	1	1	0	0	34	3	1	1	2	11	1	116
04:10 PM	20	60	4	0	0	0	3	1	0	48	1	2	0	1	12	0	152
04:15 PM	25	46	7	0	2	1	2	0	0	43	1	1	1	2	7	0	138
04:20 PM	11	52	10	0	4	0	4	0	0	44	5	0	1	0	4	0	135
04:25 PM	18	41	2	0	4	1	1	0	0	38	1	0	1	0	8	0	115
04:30 PM	16	59	2	0	8	1	4	0	1	42	1	0	2	1	10	0	147
04:35 PM	15	52	6	0	4	2	1	0	0	49	1	0	1	1	13	0	145
04:40 PM	18	43	5	0	6	0	1	0	0	46	3	0	2	1	15	0	140
04:45 PM	13	52	14	0	5	0	3	0	3	43	0	0	0	2	14	0	149
04:50 PM	13	67	6	0	7	2	0	0	1	42	2	0	4	2	8	0	154
04:55 PM	13	52	8	0	8	1	5	0	0	40	2	0	1	2	8	0	140
Total	191	603	72	1	54	9	27	1	5	518	22	4	14	16	119	1	1657
05:00 PM	13	62	9	0	2	1	2	0	2	40	1	1	1	2	17	0	153
05:05 PM	16	92	9	0	4	1	1	0	0	48	1	0	2	3	7	0	184
05:10 PM	18	54	13	0	4	2	1	0	0	49	1	0	1	0	17	0	160
05:15 PM	17	48	3	0	1	0	5	0	0	47	2	0	1	7	8	0	139
05:20 PM	23	65	6	0	5	0	2	2	0	52	2	2	1	2	13	0	175
05:25 PM	17	52	4	0	6	0	1	0	0	44	1	0	0	0	16	0	141
05:30 PM	12	65	10	0	8	1	3	0	3	50	1	0	5	9	12	0	179
05:35 PM	13	66	3	0	2	1	3	0	1	44	2	0	3	1	14	0	153
05:40 PM	14	69	4	0	1	2	2	0	0	52	1	0	2	2	7	0	156
05:45 PM	15	55	3	0	2	1	0	0	0	34	2	0	1	0	11	0	124
05:50 PM	17	49	5	0	1	0	0	0	2	50	3	0	0	3	10	0	140
05:55 PM	10	51	5	0	6	2	1	0	0	30	0	0	3	2	11	0	121
Total	185	728	74	0	42	11	21	2	8	540	17	3	20	31	143	0	1825
Grand Total	376	1331	146	1	96	20	48	3	13	1058	39	7	34	47	262	1	3482
Approch %	20.3	71.8	7.9	0.1	57.5	12	28.7	1.8	1.2	94.7	3.5	0.6	9.9	13.7	76.2	0.3	
Total %	10.8	38.2	4.2	0	2.8	0.6	1.4	0.1	0.4	30.4	1.1	0.2	1	1.3	7.5	0	

	South Bound					West Bound					North Bound					East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	13	52	14	0	79	5	0	3	0	8	3	43	0	0	46	0	2	14	0	16	149
04:50 PM	13	67	6	0	86	7	2	0	0	9	1	42	2	0	45	4	2	8	0	14	154
04:55 PM	13	52	8	0	73	8	1	5	0	14	0	40	2	0	42	1	2	8	0	11	140
05:00 PM	13	62	9	0	84	2	1	2	0	5	2	40	1	1	44	1	2	17	0	20	153
05:05 PM	16	92	9	0	117	4	1	1	0	6	0	48	1	0	49	2	3	7	0	12	184
05:10 PM	18	54	13	0	85	4	2	1	0	7	0	49	1	0	50	1	0	17	0	18	160
05:15 PM	17	48	3	0	68	1	0	5	0	6	0	47	2	0	49	1	7	8	0	16	139
05:20 PM	23	65	6	0	94	5	0	2	2	9	0	52	2	2	56	1	2	13	0	16	175
05:25 PM	17	52	4	0	73	6	0	1	0	7	0	44	1	0	45	0	0	16	0	16	141
05:30 PM	12	65	10	0	87	8	1	3	0	12	3	50	1	0	54	5	9	12	0	26	179
05:35 PM	13	66	3	0	82	2	1	3	0	6	1	44	2	0	47	3	1	14	0	18	153
05:40 PM	14	69	4	0	87	1	2	2	0	5	0	52	1	0	53	2	2	7	0	11	156
Total Volume	182	744	89	0	1015	53	11	28	2	94	10	551	16	3	580	21	32	141	0	194	1883
% App. Total	17.9	73.3	8.8	0		56.4	11.7	29.8	2.1		1.7	95	2.8	0.5		10.8	16.5	72.7	0		
PHF	1.978	2.022	1.589	.000	2.169	1.656	1.375	1.400	.250	1.679	.833	2.649	2.000	.375	2.589	1.050	.889	2.074	.000	1.865	2.558



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town at Sequoia & White Pine
AM Peak Hour 7-9:00 AM

File Name : 16 AM
Site Code : 16
Start Date : 4/16/2009
Page No : 1

Groups Printed- Unshifted

	LEISURE TOWN Southbound					WHITE PINE Westbound					LEISURE TOWN Northbound					SEQUOIA Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Both. Total	Indiv. Total	Int. Total
07:00 AM	0	10	1	0	11	2	14	0	0	16	0	12	0	0	12	0	28	3	0	31	0	70	70
07:05 AM	1	31	0	0	32	0	0	0	0	0	1	30	0	0	31	2	0	6	0	8	0	71	71
07:10 AM	1	31	0	0	32	1	0	0	0	1	1	40	0	0	41	0	0	6	0	6	0	80	80
07:15 AM	1	27	0	0	28	0	0	1	0	1	0	36	0	0	36	0	0	1	0	1	0	66	66
07:20 AM	1	31	0	0	32	3	0	0	0	3	1	42	1	0	44	1	0	5	0	6	0	85	85
07:25 AM	0	18	0	0	18	1	0	0	0	1	0	36	1	0	37	1	0	8	0	9	0	65	65
07:30 AM	2	32	1	0	35	2	0	2	0	4	2	43	0	0	45	1	0	2	0	3	0	87	87
07:35 AM	1	26	0	0	27	1	0	0	0	1	1	35	1	0	37	0	0	1	0	1	0	66	66
07:40 AM	1	31	2	1	34	0	0	0	0	0	0	59	1	0	60	3	0	6	0	9	1	103	104
07:45 AM	2	31	1	0	34	0	0	2	0	2	0	54	0	0	54	0	0	8	0	8	0	98	98
07:50 AM	5	32	0	0	37	2	0	0	0	2	1	54	2	0	57	0	0	5	0	5	0	101	101
07:55 AM	4	26	0	0	30	1	0	1	0	2	0	50	2	0	52	2	0	5	0	7	0	91	91
Total	19	326	5	1	350	13	14	6	0	33	7	491	8	0	506	10	28	56	0	94	1	983	984
08:00 AM	2	30	1	1	33	0	0	0	0	0	0	58	1	0	59	1	0	3	0	4	1	96	97
08:05 AM	7	27	0	1	34	1	0	0	0	1	0	45	0	0	45	3	0	8	0	11	1	91	92
08:10 AM	2	32	0	0	34	0	0	2	0	2	1	46	1	0	48	1	0	5	0	6	0	90	90
08:15 AM	4	18	2	0	24	2	2	1	0	5	0	66	0	0	66	1	0	8	0	9	0	104	104
08:20 AM	6	19	1	0	26	0	0	0	0	0	0	45	2	0	47	0	0	6	0	6	0	79	79
08:25 AM	2	21	1	0	24	1	0	0	0	1	2	41	2	0	45	1	0	6	0	7	0	77	77
08:30 AM	5	29	1	0	35	0	0	1	0	1	0	37	2	0	39	3	0	3	0	6	0	81	81
08:35 AM	3	22	1	0	26	2	0	0	0	2	0	27	0	1	27	4	0	6	0	10	1	65	66
08:40 AM	5	22	1	0	28	1	0	0	1	1	0	35	4	0	39	1	0	5	0	6	1	74	75
08:45 AM	2	14	0	0	16	0	1	0	0	1	0	39	1	0	40	0	0	1	0	1	0	58	58
08:50 AM	4	22	1	0	27	2	0	0	0	2	0	41	0	0	41	5	0	6	0	11	0	81	81
08:55 AM	5	30	1	0	36	1	0	1	0	2	0	29	3	0	32	3	0	4	0	7	0	77	77
Total	47	286	10	2	343	10	3	5	1	18	3	509	16	1	528	23	0	61	0	84	4	973	977
09:00 AM	3	16	1	0	20	1	0	0	0	1	0	20	2	0	22	2	1	4	0	7	0	50	50
Grand Total	69	628	16	3	713	24	17	11	1	52	10	1020	26	1	1056	35	29	121	0	185	5	2006	2011
Apprch %	9.7	88.1	2.2			46.2	32.7	21.2			0.9	96.6	2.5			18.9	15.7	65.4					
Total %	3.4	31.3	0.8		35.5	1.2	0.8	0.5		2.6	0.5	50.8	1.3		52.6	1.7	1.4	6		9.2	0.2	99.8	

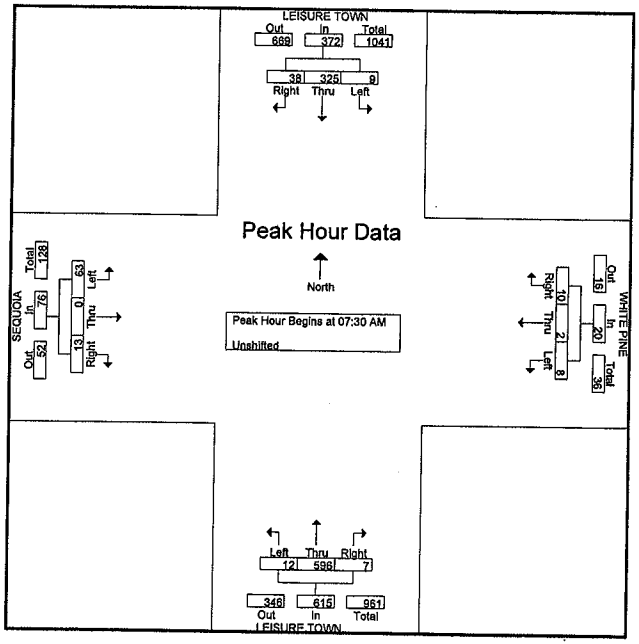
	LEISURE TOWN Southbound				WHITE PINE Westbound				LEISURE TOWN Northbound				SEQUOIA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	32	1	35	2	0	2	4	2	43	0	45	1	0	2	3	87
07:35 AM	1	26	0	27	1	0	0	1	1	35	1	37	0	0	1	1	66
07:40 AM	1	31	2	34	0	0	0	0	0	59	1	60	3	0	6	9	103
07:45 AM	2	31	1	34	0	0	2	2	0	54	0	54	0	0	8	8	98
07:50 AM	5	32	0	37	2	0	0	2	1	54	2	57	0	0	5	5	101
07:55 AM	4	26	0	30	1	0	1	2	0	50	2	52	2	0	5	7	91
08:00 AM	2	30	1	33	0	0	0	0	0	58	1	59	1	0	3	4	96
08:05 AM	7	27	0	34	1	0	0	1	0	45	0	45	3	0	8	11	91
08:10 AM	2	32	0	34	0	0	2	2	1	46	1	48	1	0	5	6	90
08:15 AM	4	18	2	24	2	2	1	5	0	66	0	66	1	0	8	9	104
08:20 AM	6	19	1	26	0	0	0	0	0	45	2	47	0	0	6	6	79
08:25 AM	2	21	1	24	1	0	0	1	2	41	2	45	1	0	6	7	77
Total Volume	38	325	9	372	10	2	8	20	7	596	12	615	13	0	63	76	1083
% App. Total	10.2	87.4	2.4		50	10	40		1.1	96.9	2		17.1	0	82.9		
PHF	.452	.846	.375	.838	.417	.083	.333	.333	.292	.753	.500	.777	.361	.000	.656	.576	.868

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town at Sequoia & White Pine
AM Peak Hour 7-9:00 AM

File Name : 16 AM
Site Code : 16
Start Date : 4/16/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town at Sequoia & White Pine
PM Peak Hour 4 -6:00 PM

File Name : 16 PM
Site Code : 16 PM
Start Date : 4/16/2009
Page No : 1

Groups Printed- Unshifted

	LEISURE TOWN RD Southbound					WHITE PINE ST Westbound					LEISURE TOWN RD Northbound					SEQUOIA DR Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	Int. Total	Int. Total
03:50 PM	4	34	0	0	38	2	0	0	0	2	2	44	4	0	50	1	0	4	0	5	0	95	95
03:55 PM	8	43	0	0	51	0	0	0	0	0	0	50	2	0	52	0	0	6	0	6	0	109	109
Total	12	77	0	0	89	2	0	0	0	2	2	94	6	0	102	1	0	10	0	11	0	204	204
04:00 PM	6	55	2	0	63	1	0	1	0	2	3	50	3	0	56	0	0	7	0	7	0	128	128
04:05 PM	5	59	0	0	64	0	0	0	0	0	0	40	2	0	42	1	0	11	0	12	0	118	118
04:10 PM	6	48	1	0	55	2	0	1	0	3	0	57	5	0	62	1	0	8	0	9	0	129	129
04:15 PM	3	47	1	0	51	0	0	0	0	0	0	58	2	0	60	1	0	9	0	10	0	121	121
04:20 PM	7	61	0	0	68	0	0	0	0	0	0	41	0	0	41	0	0	6	0	6	0	115	115
04:25 PM	9	48	0	0	57	3	1	0	0	4	2	48	3	0	53	1	0	4	0	5	0	119	119
04:30 PM	5	55	0	0	60	0	0	0	0	0	1	37	3	0	41	1	0	6	0	7	0	108	108
04:35 PM	8	40	0	0	48	0	0	1	0	1	1	53	2	0	56	2	0	4	0	6	0	111	111
04:40 PM	8	43	2	0	53	0	0	0	0	0	0	46	3	0	49	5	0	8	0	13	0	115	115
04:45 PM	9	42	2	0	53	0	0	0	0	0	0	42	4	0	46	1	0	6	0	7	0	106	106
04:50 PM	5	50	0	0	55	0	1	1	0	2	0	50	1	0	51	1	0	8	0	9	0	117	117
04:55 PM	5	44	2	0	51	2	1	1	0	4	0	48	3	0	51	2	1	5	0	8	0	114	114
Total	76	592	10	0	678	8	3	5	0	16	7	570	31	0	608	16	1	82	0	99	0	1401	1401
05:00 PM	6	36	1	0	43	1	1	1	0	3	0	51	0	0	51	3	1	3	0	7	0	104	104
05:05 PM	10	68	0	0	78	1	0	2	0	3	0	32	0	0	32	1	0	4	0	5	0	118	118
05:10 PM	12	70	1	0	83	0	0	0	0	0	0	41	1	0	42	2	1	2	0	5	0	130	130
05:15 PM	7	59	0	0	66	0	1	1	0	2	2	44	0	0	46	0	1	4	0	5	0	119	119
05:20 PM	11	76	1	1	88	1	0	1	0	2	0	51	3	0	54	1	0	4	0	5	1	149	150
05:25 PM	7	59	1	0	67	1	0	1	0	2	2	36	5	0	43	0	0	8	0	8	0	120	120
05:30 PM	9	45	1	0	55	0	0	0	0	0	2	38	3	0	43	2	0	5	0	7	0	105	105
05:35 PM	5	55	0	0	60	0	1	1	0	2	1	38	0	0	39	2	0	8	0	10	0	111	111
05:40 PM	9	64	2	0	75	0	0	1	0	1	0	32	2	0	34	3	1	6	0	10	0	120	120
05:45 PM	8	45	1	0	54	0	0	0	0	0	0	41	4	0	45	0	1	2	0	3	0	102	102
Grand Total	172	1246	18	1	1436	14	6	13	0	33	16	1068	55	0	1139	31	6	138	0	175	1	2783	2784
Apprch %	12	86.8	1.3			42.4	18.2	39.4			1.4	93.8	4.8			17.7	3.4	78.9					
Total %	6.2	44.8	0.6		51.6	0.5	0.2	0.5		1.2	0.6	38.4	2		40.9	1.1	0.2	5		6.3	0	100	

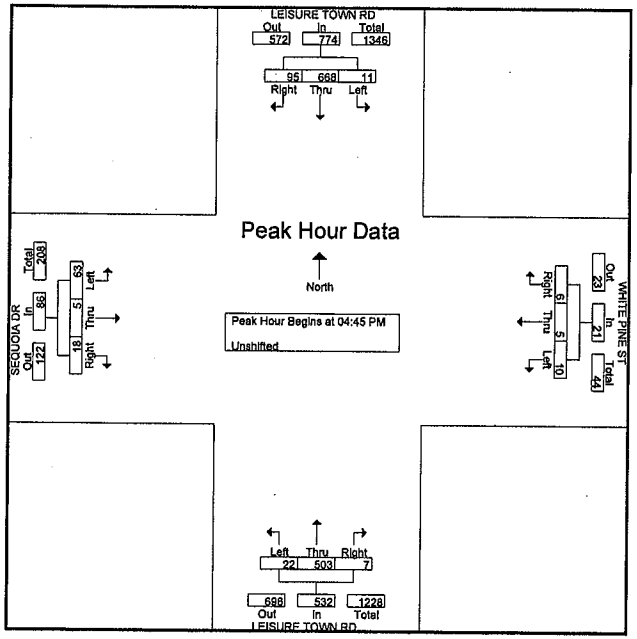
	LEISURE TOWN RD Southbound				WHITE PINE ST Westbound				LEISURE TOWN RD Northbound				SEQUOIA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:50 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	42	2	53	0	0	0	0	0	42	4	46	1	0	6	7	106
04:50 PM	5	50	0	55	0	1	1	2	0	50	1	51	1	0	8	9	117
04:55 PM	5	44	2	51	2	1	1	4	0	48	3	51	2	1	5	8	114
05:00 PM	6	36	1	43	1	1	1	3	0	51	0	51	3	1	3	7	104
05:05 PM	10	68	0	78	1	0	2	3	0	32	0	32	1	0	4	5	118
05:10 PM	12	70	1	83	0	0	0	0	0	41	1	42	2	1	2	5	130
05:15 PM	7	59	0	66	0	1	1	2	2	44	0	46	0	1	4	5	119
05:20 PM	11	76	1	88	1	0	1	2	0	51	3	54	1	0	4	5	149
05:25 PM	7	59	1	67	1	0	1	2	2	36	5	43	0	0	8	8	120
05:30 PM	9	45	1	55	0	0	0	0	2	38	3	43	2	0	5	7	105
05:35 PM	5	55	0	60	0	1	1	2	1	38	0	39	2	0	8	10	111
05:40 PM	9	64	2	75	0	0	1	1	0	32	2	34	3	1	6	10	120
Total Volume	95	668	11	774	6	5	10	21	7	503	22	532	18	5	63	86	1413
% App. Total	12.3	86.3	1.4		28.6	23.8	47.6		1.3	94.5	4.1		20.9	5.8	73.3		
PHF	.660	.732	.458	.733	.250	.417	.417	.438	.292	.822	.367	.821	.500	.417	.656	.717	.790

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town at Sequoia & White Pine
PM Peak Hour 4 -6:00 PM

File Name : 16 PM
Site Code : 16 PM
Start Date : 4/16/2009
Page No : 2



Traffic Data Service

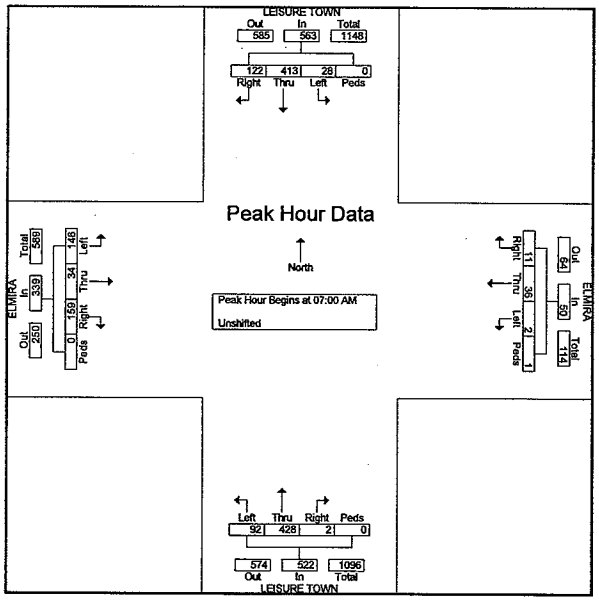
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : 11 AM
Site Code : 00000011
Start Date : 10/9/2007
Page No : 1

Groups Printed- Unshifted

	LEISURE TOWN South Bound				ELMIRA West Bound				LEISURE TOWN North Bound				ELMIRA East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	8	35	3	0	1	0	1	0	0	33	8	0	15	1	8	0	113
07:05 AM	12	41	3	0	0	0	0	0	0	37	6	0	11	2	8	0	120
07:10 AM	10	37	5	0	3	0	0	0	0	34	10	0	14	0	10	0	123
07:15 AM	8	39	3	0	0	6	0	1	0	30	5	0	17	1	6	0	116
07:20 AM	9	33	0	0	0	7	0	0	0	36	7	0	12	2	11	0	117
07:25 AM	12	23	3	0	1	3	1	0	0	33	9	0	15	3	18	0	121
07:30 AM	19	32	4	0	1	2	0	0	0	38	11	0	18	1	9	0	135
07:35 AM	16	37	1	0	0	1	0	0	0	33	9	0	13	6	12	0	128
07:40 AM	7	42	2	0	0	6	0	0	1	37	5	0	13	8	14	0	135
07:45 AM	11	38	1	0	0	5	0	0	0	53	6	0	10	2	13	0	139
07:50 AM	4	24	3	0	4	4	0	0	1	29	7	0	11	4	22	0	113
07:55 AM	6	32	0	0	1	2	0	0	0	35	9	0	10	4	15	0	114
Total	122	413	28	0	11	36	2	1	2	428	92	0	159	34	146	0	1474
08:00 AM	11	26	3	0	1	0	0	0	0	33	7	0	6	6	13	0	106
08:05 AM	6	22	1	0	1	3	1	0	0	26	15	0	12	7	8	0	102
08:10 AM	6	26	0	0	1	3	0	0	0	35	2	0	7	1	16	0	97
08:15 AM	3	36	3	0	4	2	3	1	0	28	4	1	14	2	4	0	105
08:20 AM	7	26	2	0	1	1	0	0	0	31	5	0	7	3	7	0	90
08:25 AM	8	29	2	0	1	2	3	0	0	25	6	0	9	1	3	0	89
08:30 AM	6	17	1	0	0	2	4	0	0	37	3	0	14	2	3	0	89
08:35 AM	10	18	1	0	2	1	0	0	1	25	8	0	6	3	10	0	85
08:40 AM	14	16	0	0	2	3	0	0	2	35	10	0	11	1	9	0	103
08:45 AM	5	17	1	0	2	1	2	0	1	30	8	0	2	1	7	0	77
08:50 AM	13	22	1	0	0	4	2	0	1	23	5	0	5	1	9	0	86
08:55 AM	4	20	1	0	2	3	0	0	0	30	4	0	7	0	8	0	79
Total	93	275	16	0	17	25	15	1	5	358	77	1	100	28	97	0	1108
Grand Total	215	688	44	0	28	61	17	2	7	786	169	1	259	62	243	0	2582
Apprch %	22.7	72.7	4.6	0	25.9	56.5	15.7	1.9	0.7	81.6	17.5	0.1	45.9	11	43.1	0	
Total %	8.3	26.6	1.7	0	1.1	2.4	0.7	0.1	0.3	30.4	6.5	0	10	2.4	9.4	0	

	LEISURE TOWN South Bound					ELMIRA West Bound					LEISURE TOWN North Bound					ELMIRA East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	8	35	3	0	46	1	0	1	0	2	0	33	8	0	41	15	1	8	0	24	113
07:05 AM	12	41	3	0	56	0	0	0	0	0	0	37	6	0	43	11	2	8	0	21	120
07:10 AM	10	37	5	0	52	3	0	0	0	3	0	34	10	0	44	14	0	10	0	24	123
07:15 AM	8	39	3	0	50	0	6	0	1	7	0	30	5	0	35	17	1	6	0	24	116
07:20 AM	9	33	0	0	42	0	7	0	0	7	0	36	7	0	43	12	2	11	0	25	117
07:25 AM	12	23	3	0	38	1	3	1	0	5	0	33	9	0	42	15	3	18	0	36	121
07:30 AM	19	32	4	0	55	1	2	0	0	3	0	38	11	0	49	18	1	9	0	28	135
07:35 AM	16	37	1	0	54	0	1	0	0	1	0	33	9	0	42	13	6	12	0	31	128
07:40 AM	7	42	2	0	51	0	6	0	0	6	1	37	5	0	43	13	8	14	0	35	135
07:45 AM	11	38	1	0	50	0	5	0	0	5	0	53	6	0	59	10	2	13	0	25	139
07:50 AM	4	24	3	0	31	4	4	0	0	8	1	29	7	0	37	11	4	22	0	37	113
07:55 AM	6	32	0	0	38	1	2	0	0	3	0	35	9	0	44	10	4	15	0	29	114
Total Volume	122	413	28	0	563	11	36	2	1	50	2	428	92	0	522	159	34	146	0	339	1474
% App. Total	21.7	73.4	5	0		22	72	4	2		0.4	82	17.6	0		46.9	10	43.1	0		
PHF	1.605	2.458	1.400	.000	2.513	.688	1.286	.500	.250	1.563	.500	2.019	2.091	.000	2.212	2.208	1.063	1.659	.000	2.294	2.651



Traffic Data Service

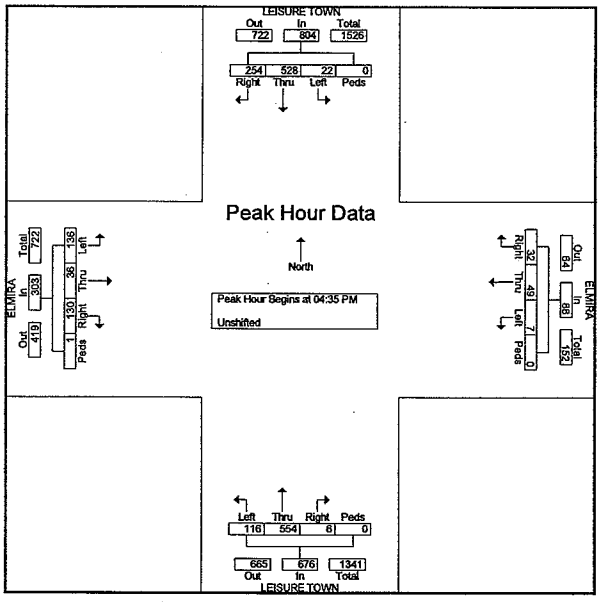
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : 11 PM
Site Code : 00000011
Start Date : 10/9/2007
Page No : 1

Groups Printed- Unshifted

	LEISURE TOWN South Bound				ELMIRA West Bound				LEISURE TOWN North Bound				ELMIRA East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	10	23	3	0	4	8	1	0	1	28	10	0	6	0	5	0	99
04:05 PM	17	37	3	0	1	6	0	0	0	35	4	0	12	9	8	0	132
04:10 PM	11	29	1	0	2	3	1	1	0	39	9	0	9	7	7	0	119
04:15 PM	22	39	3	0	2	6	1	0	0	33	9	0	6	8	14	0	143
04:20 PM	14	38	0	0	1	1	0	0	0	50	10	0	3	3	8	0	128
04:25 PM	13	20	3	0	4	6	2	0	1	48	9	0	14	11	8	0	139
04:30 PM	12	37	0	0	3	9	2	0	0	39	1	0	12	4	3	0	122
04:35 PM	22	47	2	0	1	0	0	0	0	49	10	0	10	1	10	0	152
04:40 PM	22	44	3	0	3	7	0	0	1	40	8	0	14	3	11	1	157
04:45 PM	22	35	0	0	3	4	0	0	0	43	14	0	7	3	12	0	143
04:50 PM	12	37	0	0	0	4	0	0	1	59	7	0	3	1	19	0	143
04:55 PM	15	34	0	0	2	4	2	0	2	47	11	0	8	1	7	0	133
Total	192	420	18	0	26	58	9	1	6	510	102	0	104	51	112	1	1610
05:00 PM	28	41	0	0	2	5	1	0	0	60	4	0	16	3	6	0	166
05:05 PM	16	44	3	0	5	7	1	0	0	48	8	0	10	6	10	0	158
05:10 PM	22	49	1	0	1	4	0	0	1	37	11	0	20	5	13	0	164
05:15 PM	18	49	2	0	3	4	0	0	0	37	13	0	9	4	11	0	150
05:20 PM	20	48	4	0	4	5	1	0	0	43	8	0	6	1	10	0	150
05:25 PM	28	56	4	0	5	2	0	0	1	49	14	0	9	3	15	0	186
05:30 PM	29	44	3	0	3	3	2	0	0	42	8	0	18	5	12	0	169
05:35 PM	21	43	0	0	1	3	1	0	0	27	3	0	16	6	10	0	131
05:40 PM	16	52	0	0	1	6	0	0	1	36	7	0	10	5	4	0	138
05:45 PM	15	37	1	0	3	4	0	0	0	23	5	0	17	3	13	0	121
05:50 PM	8	46	2	0	4	3	1	0	1	36	6	0	9	3	6	0	125
05:55 PM	11	23	1	0	0	6	0	0	0	27	9	0	11	5	8	0	101
Total	232	532	21	0	32	52	7	0	4	465	96	0	151	49	118	0	1759
Grand Total	424	952	39	0	58	110	16	1	10	975	198	0	255	100	230	1	3369
Apprch %	30	67.3	2.8	0	31.4	59.5	8.6	0.5	0.8	82.4	16.7	0	43.5	17.1	39.2	0.2	
Total %	12.6	28.3	1.2	0	1.7	3.3	0.5	0	0.3	28.9	5.9	0	7.6	3	6.8	0	

	LEISURE TOWN South Bound					ELMIRA West Bound					LEISURE TOWN North Bound					ELMIRA East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:35 PM																					
04:35 PM	22	47	2	0	71	1	0	0	0	1	0	49	10	0	59	10	1	10	0	21	152
04:40 PM	22	44	3	0	69	3	7	0	0	10	1	40	8	0	49	14	3	11	1	29	157
04:45 PM	22	35	0	0	57	3	4	0	0	7	0	43	14	0	57	7	3	12	0	22	143
04:50 PM	12	37	0	0	49	0	4	0	0	4	1	59	7	0	67	3	1	19	0	23	143
04:55 PM	15	34	0	0	49	2	4	2	0	8	2	47	11	0	60	8	1	7	0	16	133
05:00 PM	28	41	0	0	69	2	5	1	0	8	0	60	4	0	64	16	3	6	0	25	166
05:05 PM	16	44	3	0	63	5	7	1	0	13	0	48	8	0	56	10	6	10	0	26	158
05:10 PM	22	49	1	0	72	1	4	0	0	5	1	37	11	0	49	20	5	13	0	38	164
05:15 PM	18	49	2	0	69	3	4	0	0	7	0	37	13	0	50	9	4	11	0	24	150
05:20 PM	20	48	4	0	72	4	5	1	0	10	0	43	8	0	51	6	1	10	0	17	150
05:25 PM	28	56	4	0	88	5	2	0	0	7	1	49	14	0	64	9	3	15	0	27	186
05:30 PM	29	44	3	0	76	3	3	2	0	8	0	42	8	0	50	18	5	12	0	35	169
Total Volume	254	528	22	0	804	32	49	7	0	88	6	554	116	0	676	130	36	136	1	303	1871
% App. Total	31.6	65.7	2.7	0		36.4	55.7	8	0		0.9	82	17.2	0		42.9	11.9	44.9	0.3		
PHF	2.190	2.357	1.375	.000	2.284	1.600	1.750	.875	.000	1.692	.750	2.308	2.071	.000	2.522	1.625	1.500	1.789	.250	1.993	2.515



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

LEISURE TOWN RD AT ALAMO DR & FRY RD
AM PK HOUR 7-9:00 AM

File Name : 21 AM
Site Code : 21 AM
Start Date : 4/15/2009
Page No : 1

Groups Printed- Unshifted

	LEISURETOWN Southbound					FRY Westbound					LEISURETOWN Northbound					ALA MO Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Bnds. Total	Inds. Total	Int. Total
07:00 AM	8	32	3	0	43	1	3	1	0	5	1	15	1	0	17	0	5	5	0	10	0	75	75
07:05 AM	5	21	6	0	32	0	4	0	0	4	1	2	0	0	3	2	6	9	0	17	0	56	56
07:10 AM	7	32	14	0	53	3	7	0	0	10	0	7	0	0	7	0	7	6	0	13	0	83	83
07:15 AM	6	24	6	2	36	3	1	1	0	5	0	10	0	0	10	1	7	6	0	14	2	65	67
07:20 AM	6	21	3	0	30	0	5	0	0	5	3	15	0	0	18	2	6	19	0	27	0	80	80
07:25 AM	6	24	3	0	33	3	2	0	0	5	2	12	0	1	14	0	4	12	0	16	1	68	69
07:30 AM	6	15	2	0	23	1	7	1	0	9	2	6	0	0	8	0	7	17	0	24	0	64	64
07:35 AM	5	22	3	1	30	3	9	4	0	16	0	12	0	0	12	0	8	9	0	17	1	75	76
07:40 AM	6	26	5	1	37	3	5	2	0	10	0	11	1	0	12	0	4	14	1	18	2	77	79
07:45 AM	10	22	1	3	33	4	7	1	0	12	0	15	0	2	15	1	7	15	0	23	5	83	88
07:50 AM	5	24	1	0	30	0	3	0	0	3	0	17	0	1	17	0	6	21	0	27	1	77	78
07:55 AM	8	17	1	0	26	4	4	0	0	8	1	8	0	0	9	1	9	17	1	27	1	70	71
Total	78	280	48	7	406	25	57	10	0	92	10	130	2	4	142	7	76	150	2	233	13	873	886
08:00 AM	5	9	2	0	16	1	3	1	0	5	1	16	0	0	17	2	7	13	0	22	0	60	60
08:05 AM	6	14	6	0	26	4	5	0	0	9	0	16	0	1	16	0	4	18	0	22	1	73	74
08:10 AM	8	14	2	0	24	0	0	1	0	1	2	15	1	0	18	0	4	21	0	25	0	68	68
08:15 AM	5	8	2	0	15	2	4	0	0	6	0	14	0	0	14	0	4	11	0	15	0	50	50
08:20 AM	7	17	3	0	27	1	1	1	0	3	0	9	0	0	9	1	3	14	0	18	0	57	57
08:25 AM	4	6	3	0	13	3	5	0	0	8	0	13	0	0	13	0	6	4	0	10	0	44	44
08:30 AM	3	10	4	0	17	0	2	0	0	2	0	9	0	0	9	0	10	12	0	22	0	50	50
08:35 AM	4	19	5	0	28	2	6	1	0	9	0	4	1	0	5	0	6	7	0	13	0	55	55
08:40 AM	1	22	4	0	27	1	2	1	0	4	0	12	0	0	12	4	7	5	0	16	0	59	59
08:45 AM	7	12	1	0	20	4	9	0	0	13	2	6	0	0	8	2	4	9	0	15	0	56	56
08:50 AM	8	15	2	0	25	2	8	1	0	11	1	3	0	0	4	0	6	16	0	22	0	62	62
08:55 AM	5	10	4	0	19	2	2	1	0	5	1	12	0	0	13	0	7	9	0	16	0	53	53
Total	63	156	38	0	257	22	47	7	0	76	7	129	2	1	138	9	68	139	0	216	1	687	688
Grand Total	141	436	86	7	663	47	104	17	0	168	17	259	4	5	280	16	144	289	2	449	14	1560	1574
Apprch %	21.3	65.8	13			28	61.9	10.1			6.1	92.5	1.4			3.6	32.1	64.4					
Total %	9	27.9	5.5		42.5	3	6.7	1.1		10.8	1.1	16.6	0.3		17.9	1	9.2	18.5		28.8	0.9	99.1	

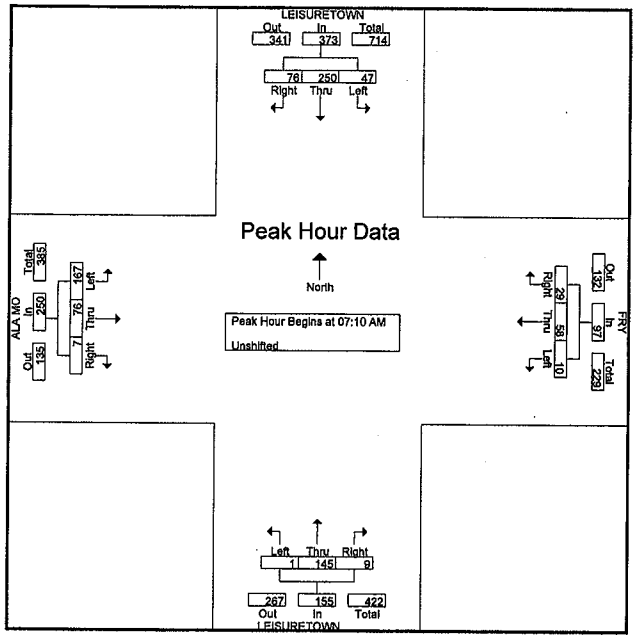
	LEISURETOWN Southbound				FRY Westbound				LEISURETOWN Northbound				ALA MO Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:10 AM																	
07:10 AM	7	32	14	53	3	7	0	10	0	7	0	7	0	7	6	13	83
07:15 AM	6	24	6	36	3	1	1	5	0	10	0	10	1	7	6	14	65
07:20 AM	6	21	3	30	0	5	0	5	3	15	0	18	2	6	19	27	80
07:25 AM	6	24	3	33	3	2	0	5	2	12	0	14	0	4	12	16	68
07:30 AM	6	15	2	23	1	7	1	9	2	6	0	8	0	7	17	24	64
07:35 AM	5	22	3	30	3	9	4	16	0	12	0	12	0	8	9	17	75
07:40 AM	6	26	5	37	3	5	2	10	0	11	1	12	0	4	14	18	77
07:45 AM	10	22	1	33	4	7	1	12	0	15	0	15	1	7	15	23	83
07:50 AM	5	24	1	30	0	3	0	3	0	17	0	17	0	6	21	27	77
07:55 AM	8	17	1	26	4	4	0	8	1	8	0	9	1	9	17	27	70
08:00 AM	5	9	2	16	1	3	1	5	1	16	0	17	2	7	13	22	60
08:05 AM	6	14	6	26	4	5	0	9	0	16	0	16	0	4	18	22	73
Total Volume	76	250	47	373	29	58	10	97	9	145	1	155	7	76	167	250	875
% App. Total	20.4	67	12.6		29.9	59.8	10.3		5.8	93.5	0.6		2.8	30.4	66.8		
PHF	.633	.651	.280	.586	.604	.537	.208	.505	.250	.711	.083	.718	.292	.704	.663	.772	.879

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

LEISURE TOWN RD AT ALAMO DR & FRY RD
AM PK HOUR 7-9:00 AM

File Name : 21 AM
Site Code : 21 AM
Start Date : 4/15/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town at Alamo
PM Peak Hour 4-6:00 PM

File Name : 21 PM
Site Code : 21
Start Date : 4/15/2009
Page No : 1

Groups Printed- Unshifted

	LEISURE TOWN RD Southbound					ALAMO DR Westbound					LEISURE TOWN RD Northbound					ALAMO DR Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	10	10	4	0	24	1	11	0	0	12	1	19	1	0	21	2	8	8	0	18	0	75	75
04:05 PM	17	10	2	0	29	4	8	1	0	13	1	18	0	0	19	1	6	8	0	15	0	76	76
04:10 PM	22	21	2	0	45	5	9	3	0	17	0	21	2	0	23	2	6	13	0	21	0	106	106
04:15 PM	20	18	7	0	45	5	6	1	0	12	2	20	0	0	22	0	4	8	0	12	0	91	91
04:20 PM	12	7	2	0	21	6	8	2	0	16	2	23	3	0	28	0	9	11	0	20	0	85	85
04:25 PM	19	12	3	0	34	2	6	2	0	10	1	35	2	0	38	2	8	9	0	19	0	101	101
04:30 PM	12	18	1	0	31	2	7	1	0	10	1	35	1	0	37	0	2	10	0	12	0	90	90
04:35 PM	15	11	2	0	28	1	5	2	0	8	1	29	0	0	30	0	4	14	0	18	0	84	84
04:40 PM	15	12	4	0	31	5	11	0	0	16	1	24	0	0	25	0	4	12	0	16	0	88	88
04:45 PM	14	17	1	0	32	3	10	3	0	16	1	22	1	0	24	0	7	9	0	16	0	88	88
04:50 PM	15	9	1	0	25	3	7	1	0	11	1	33	0	0	34	3	8	6	0	17	0	87	87
04:55 PM	25	23	1	2	49	7	5	0	0	12	1	33	1	0	35	0	5	10	0	15	2	111	113
Total	196	168	30	2	394	44	93	16	0	153	13	312	11	0	336	10	71	118	0	199	2	1082	1084
05:00 PM	24	8	5	0	37	4	10	2	0	16	2	32	1	0	35	1	9	13	0	23	0	111	111
05:05 PM	11	12	0	1	23	6	11	2	0	19	0	28	1	0	29	2	6	10	0	18	1	89	90
05:10 PM	16	14	1	0	31	3	6	1	0	10	2	29	0	0	31	0	8	11	0	19	0	91	91
05:15 PM	20	21	5	0	46	0	9	0	0	9	0	28	0	0	28	0	4	19	0	23	0	106	106
05:20 PM	15	19	3	0	37	7	12	0	0	19	2	26	0	0	28	2	6	6	0	14	0	98	98
05:25 PM	16	15	5	0	36	3	4	4	0	11	1	25	2	0	28	1	5	17	0	23	0	98	98
05:30 PM	24	11	5	1	40	7	8	1	0	16	3	36	0	0	39	0	4	13	0	17	1	112	113
05:35 PM	28	12	8	0	48	5	8	1	0	14	3	21	0	0	24	1	2	9	0	12	0	98	98
05:40 PM	13	11	4	2	28	4	7	1	0	12	2	18	0	0	20	0	2	9	0	11	2	71	73
05:45 PM	17	16	3	0	36	2	6	0	0	8	2	22	2	0	26	0	5	16	0	21	0	91	91
05:50 PM	16	9	2	0	27	2	6	0	0	8	0	22	2	0	24	0	1	12	0	13	0	72	72
05:55 PM	16	10	5	0	31	0	5	0	0	5	0	19	1	0	20	5	7	9	0	21	0	77	77
Total	216	158	46	4	420	43	92	12	0	147	17	306	9	0	332	12	59	144	0	215	4	1114	1118
Grand Total	412	326	76	6	814	87	185	28	0	300	30	618	20	0	668	22	130	262	0	414	6	2196	2202
Apprch %	50.6	40	9.3			29	61.7	9.3			4.5	92.5	3			5.3	31.4	63.3					
Total %	18.8	14.8	3.5		37.1	4	8.4	1.3		13.7	1.4	28.1	0.9		30.4	1	5.9	11.9		18.9	0.3	99.7	

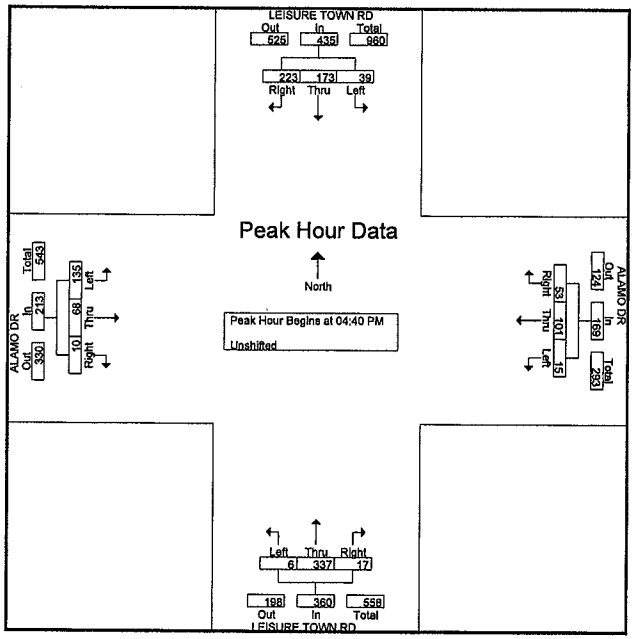
	LEISURE TOWN RD Southbound				ALAMO DR Westbound				LEISURE TOWN RD Northbound				ALAMO DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:40 PM																	
04:40 PM	15	12	4	31	5	11	0	16	1	24	0	25	0	4	12	16	88
04:45 PM	14	17	1	32	3	10	3	16	1	22	1	24	0	7	9	16	88
04:50 PM	15	9	1	25	3	7	1	11	1	33	0	34	3	8	6	17	87
04:55 PM	25	23	1	49	7	5	0	12	1	33	1	35	0	5	10	15	111
05:00 PM	24	8	5	37	4	10	2	16	2	32	1	35	1	9	13	23	111
05:05 PM	11	12	0	23	6	11	2	19	0	28	1	29	2	6	10	18	89
05:10 PM	16	14	1	31	3	6	1	10	2	29	0	31	0	8	11	19	91
05:15 PM	20	21	5	46	0	9	0	9	0	28	0	28	0	4	19	23	106
05:20 PM	15	19	3	37	7	12	0	19	2	26	0	28	2	6	6	14	98
05:25 PM	16	15	5	36	3	4	4	11	1	25	2	28	1	5	17	23	98
05:30 PM	24	11	5	40	7	8	1	16	3	36	0	39	0	4	13	17	112
05:35 PM	28	12	8	48	5	8	1	14	3	21	0	24	1	2	9	12	98
Total Volume	223	173	39	435	53	101	15	169	17	337	6	360	10	68	135	213	1177
% App. Total	51.3	39.8	9		31.4	59.8	8.9		4.7	93.6	1.7		4.7	31.9	63.4		
PHF	.664	.627	.406	.740	.631	.701	.313	.741	.472	.780	.250	.769	.278	.630	.592	.772	.876

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town at Alamo
PM Peak Hour 4-6:00 PM

File Name : 21 PM
Site Code : 21
Start Date : 4/15/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town Road at Vanden Road
AM Peak Hour 7 - 9:00 AM

File Name : 22 AM
Site Code : 22 AM
Start Date : 4/7/2009
Page No : 1

Groups Printed- Unshifted

	VANDEN RD Southbound				LEISURE TOWN RD Westbound				VANDEN RD Northbound				Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Ext. Total	Int. Total	Int. Total
07:00 AM	0	45	0	0	45	0	0	32	0	32	4	6	0	0	10	0	0	0	0	0	0	87	87
07:05 AM	0	48	0	0	48	0	0	37	0	37	2	2	0	0	4	0	0	0	0	0	0	89	89
07:10 AM	0	53	0	0	53	2	0	32	0	34	9	9	0	0	18	0	0	0	0	0	0	105	105
07:15 AM	0	72	0	0	72	0	0	41	0	41	7	5	0	0	12	0	0	0	0	0	0	125	125
07:20 AM	0	74	0	0	74	0	0	36	0	36	17	6	0	0	23	0	0	0	0	0	0	133	133
07:25 AM	0	71	0	0	71	0	0	35	0	35	7	10	0	0	17	0	0	0	0	0	0	123	123
07:30 AM	0	36	0	0	36	0	0	35	0	35	11	8	0	0	19	0	0	0	0	0	0	90	90
07:35 AM	0	53	0	0	53	0	0	23	0	23	9	17	0	0	26	0	0	0	0	0	0	102	102
07:40 AM	0	44	0	0	44	0	0	25	0	25	12	13	0	0	25	0	0	0	0	0	0	94	94
07:45 AM	0	39	0	0	39	1	0	28	0	29	12	13	0	0	25	0	0	0	0	0	0	93	93
07:50 AM	0	36	0	0	36	0	0	38	0	38	20	16	0	0	36	0	0	0	0	0	0	110	110
07:55 AM	0	36	0	0	36	0	0	26	0	26	11	19	0	0	30	0	0	0	0	0	0	92	92
Total	0	607	0	0	607	3	0	388	0	391	121	124	0	0	245	0	0	0	0	0	0	1243	1243
08:00 AM	0	13	0	0	13	0	0	16	0	16	19	7	0	0	26	0	0	0	0	0	0	55	55
08:05 AM	0	22	0	0	22	0	0	14	0	14	9	6	0	0	15	0	0	0	0	0	0	51	51
08:10 AM	0	25	0	0	25	0	0	27	0	27	4	4	0	0	8	0	0	0	0	0	0	60	60
08:15 AM	0	22	0	0	22	0	0	19	0	19	14	8	0	0	22	0	0	0	0	0	0	63	63
08:20 AM	0	20	0	0	20	0	0	20	0	20	6	6	0	0	12	0	0	0	0	0	0	52	52
08:25 AM	0	25	0	0	25	0	0	18	0	18	14	17	0	0	31	0	0	0	0	0	0	74	74
08:30 AM	0	16	0	0	16	0	0	11	0	11	13	9	0	0	22	0	0	0	0	0	0	49	49
08:35 AM	0	15	0	0	15	0	0	25	0	25	14	8	0	0	22	0	0	0	0	0	0	62	62
08:40 AM	0	14	0	0	14	0	0	13	0	13	16	8	0	0	24	0	0	0	0	0	0	51	51
08:45 AM	0	30	0	0	30	0	0	13	0	13	16	7	0	0	23	0	0	0	0	0	0	66	66
08:50 AM	0	18	1	0	19	0	0	7	0	7	6	8	0	0	14	0	0	0	0	0	0	40	40
08:55 AM	0	10	0	0	10	0	0	17	0	17	8	12	0	0	20	0	0	0	0	0	0	47	47
Total	0	230	1	0	231	0	0	200	0	200	139	100	0	0	239	0	0	0	0	0	0	670	670
Grand Total	0	837	1	0	838	3	0	588	0	591	260	224	0	0	484	0	0	0	0	0	0	1913	1913
Apprch %	0	99.9	0.1			0.5	0	99.5			53.7	46.3	0			0	0	0					
Total %	0	43.8	0.1		43.8	0.2	0	30.7		30.9	13.6	11.7	0		25.3	0	0	0		0	0	100	

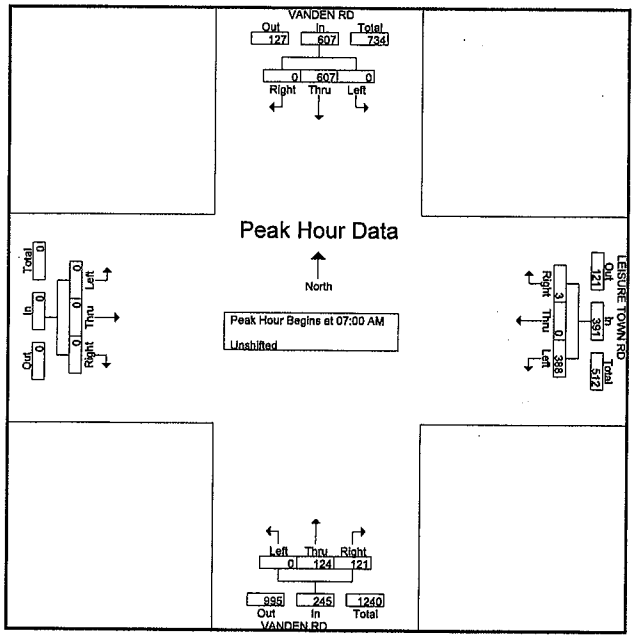
	VANDEN RD Southbound				LEISURE TOWN RD Westbound				VANDEN RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	45	0	45	0	0	32	32	4	6	0	10	0	0	0	0	87
07:05 AM	0	48	0	48	0	0	37	37	2	2	0	4	0	0	0	0	89
07:10 AM	0	53	0	53	2	0	32	34	9	9	0	18	0	0	0	0	105
07:15 AM	0	72	0	72	0	0	41	41	7	5	0	12	0	0	0	0	125
07:20 AM	0	74	0	74	0	0	36	36	17	6	0	23	0	0	0	0	133
07:25 AM	0	71	0	71	0	0	35	35	7	10	0	17	0	0	0	0	123
07:30 AM	0	36	0	36	0	0	35	35	11	8	0	19	0	0	0	0	90
07:35 AM	0	53	0	53	0	0	23	23	9	17	0	26	0	0	0	0	102
07:40 AM	0	44	0	44	0	0	25	25	12	13	0	25	0	0	0	0	94
07:45 AM	0	39	0	39	1	0	28	29	12	13	0	25	0	0	0	0	93
07:50 AM	0	36	0	36	0	0	38	38	20	16	0	36	0	0	0	0	110
07:55 AM	0	36	0	36	0	0	26	26	11	19	0	30	0	0	0	0	92
Total Volume	0	607	0	607	3	0	388	391	121	124	0	245	0	0	0	0	1243
% App. Total	0	100	0		0.8	0	99.2		49.4	50.6	0		0	0	0		
PHF	.000	.684	.000	.684	.125	.000	.789	.795	.504	.544	.000	.567	.000	.000	.000	.000	.779

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Leisure Town Road at Vanden Road
AM Peak Hour 7 - 9:00 AM

File Name : 22 AM
Site Code : 22 AM
Start Date : 4/7/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

VANDEN RD @ LEISURE TOWN RD
PM 4:00 PM TO 6:00 PM

File Name : 22 PM
Site Code : 22 PM
Start Date : 6/2/2009
Page No : 1

Groups Printed- Unshifted

	VANDEN RD Southbound					LEISURE TOWN RD Westbound					VANDEN RD Northbound					Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Ride Total	Int. Total	Int. Total
03:55 PM	0	9	0	0	9	0	0	10	0	10	26	28	0	0	54	0	0	0	0	0	0	73	73
Total	0	9	0	0	9	0	0	10	0	10	26	28	0	0	54	0	0	0	0	0	0	73	73
04:00 PM	0	8	0	0	8	0	0	14	0	14	19	25	0	0	44	0	0	0	0	0	0	66	66
04:05 PM	0	8	0	0	8	0	0	10	0	10	28	29	0	0	57	0	0	0	0	0	0	75	75
04:10 PM	0	13	0	0	13	2	0	15	0	17	32	26	0	0	58	0	0	0	0	0	0	88	88
04:15 PM	0	7	0	0	7	0	0	17	0	17	33	36	0	0	69	0	0	0	0	0	0	93	93
04:20 PM	0	11	1	0	12	1	0	9	0	10	35	40	0	0	75	0	0	0	0	0	0	97	97
04:25 PM	0	17	0	0	17	0	0	10	0	10	45	44	0	0	89	0	0	0	0	0	0	116	116
04:30 PM	0	15	0	0	15	0	0	13	0	13	26	59	0	0	85	0	0	0	0	0	0	113	113
04:35 PM	0	8	0	0	8	0	0	15	0	15	34	44	0	0	78	0	0	0	0	0	0	101	101
04:40 PM	0	8	2	0	10	2	0	15	0	17	33	37	0	0	70	0	0	0	0	0	0	97	97
04:45 PM	0	4	0	0	4	1	0	21	0	22	27	47	0	0	74	0	0	0	0	0	0	100	100
04:50 PM	0	17	0	0	17	0	0	17	0	17	43	41	0	0	84	0	0	0	0	0	0	118	118
04:55 PM	0	11	0	0	11	0	0	8	0	8	35	49	0	0	84	0	0	0	0	0	0	103	103
Total	0	127	3	0	130	6	0	164	0	170	390	477	0	0	867	0	0	0	0	0	0	1167	1167
05:00 PM	0	6	0	0	6	0	0	18	0	18	39	41	0	0	80	0	0	0	0	0	0	104	104
05:05 PM	0	10	0	0	10	0	0	17	0	17	31	44	0	0	75	0	0	0	0	0	0	102	102
05:10 PM	0	16	0	0	16	0	0	17	0	17	35	31	0	0	66	0	0	0	0	0	0	99	99
05:15 PM	0	17	0	0	17	0	0	20	0	20	33	39	0	0	72	0	0	0	0	0	0	109	109
05:20 PM	0	13	0	0	13	2	0	9	0	11	31	49	0	0	80	0	0	0	0	0	0	104	104
05:25 PM	0	12	0	0	12	1	0	16	0	17	21	39	0	0	60	0	0	0	0	0	0	89	89
05:30 PM	0	8	1	0	9	1	0	10	0	11	28	35	0	0	63	0	0	0	0	0	0	83	83
05:35 PM	0	13	1	0	14	0	0	15	0	15	29	25	0	0	54	0	0	0	0	0	0	83	83
05:40 PM	0	14	0	0	14	1	0	16	0	17	24	22	0	0	46	0	0	0	0	0	0	77	77
05:45 PM	0	13	1	0	14	1	0	12	0	13	24	31	0	0	55	0	0	0	0	0	0	82	82
05:50 PM	0	13	0	0	13	0	0	10	0	10	16	25	0	0	41	0	0	0	0	0	0	64	64
05:55 PM	0	8	0	0	8	0	0	11	0	11	23	16	0	0	39	0	0	0	0	0	0	58	58
Total	0	143	3	0	146	6	0	171	0	177	334	397	0	0	731	0	0	0	0	0	0	1054	1054
Grand Total	0	279	6	0	285	12	0	345	0	357	750	902	0	0	1652	0	0	0	0	0	0	2294	2294
Apprch %	0	97.9	2.1			3.4	0	96.6			45.4	54.6	0			0	0	0					
Total %	0	12.2	0.3		12.4	0.5	0	15		15.6	32.7	39.3	0		72	0	0	0		0	0	100	

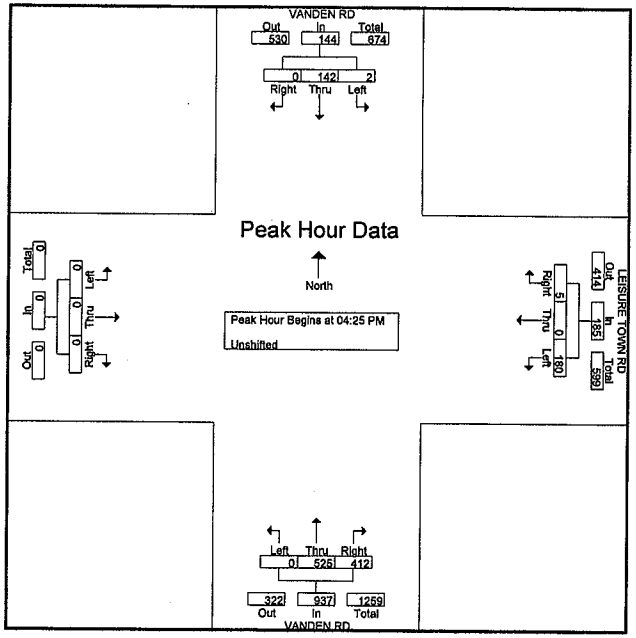
	VANDEN RD Southbound				LEISURE TOWN RD Westbound				VANDEN RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:55 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:25 PM																	
04:25 PM	0	17	0	17	0	0	10	10	45	44	0	89	0	0	0	0	116
04:30 PM	0	15	0	15	0	0	13	13	26	59	0	85	0	0	0	0	113
04:35 PM	0	8	0	8	0	0	15	15	34	44	0	78	0	0	0	0	101
04:40 PM	0	8	2	10	2	0	15	17	33	37	0	70	0	0	0	0	97
04:45 PM	0	4	0	4	1	0	21	22	27	47	0	74	0	0	0	0	100
04:50 PM	0	17	0	17	0	0	17	17	43	41	0	84	0	0	0	0	118
04:55 PM	0	11	0	11	0	0	8	8	35	49	0	84	0	0	0	0	103
05:00 PM	0	6	0	6	0	0	18	18	39	41	0	80	0	0	0	0	104
05:05 PM	0	10	0	10	0	0	17	17	31	44	0	75	0	0	0	0	102
05:10 PM	0	16	0	16	0	0	17	17	35	31	0	66	0	0	0	0	99
05:15 PM	0	17	0	17	0	0	20	20	33	39	0	72	0	0	0	0	109
05:20 PM	0	13	0	13	2	0	9	11	31	49	0	80	0	0	0	0	104
Total Volume	0	142	2	144	5	0	180	185	412	525	0	937	0	0	0	0	1266
% App. Total	0	98.6	1.4		2.7	0	97.3		44	56	0		0	0	0		
PHF	.000	.696	.083	.706	.208	.000	.714	.701	.763	.742	.000	.877	.000	.000	.000	.000	.894

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

VANDEN RD @ LEISURE TOWN RD
PM 4:00 PM TO 6:00 PM

File Name : 22 PM
Site Code : 22 PM
Start Date : 6/2/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Alamo Drive at Vanden Road
AM Peak Hour 7-9:00 AM

File Name : 23 AM
Site Code : 23 AM
Start Date : 4/8/2009
Page No : 1

Groups Printed- Unshifted

	VANDEN RD Southbound					ALAMO Westbound					VANDEN RD Northbound					ALAMO Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:05 AM	7	5	0	0	12	0	9	3	0	12	0	1	3	0	4	37	11	1	0	49	0	77	77
07:10 AM	8	2	0	0	10	1	9	4	0	14	0	2	4	0	6	40	17	3	0	60	0	90	90
07:15 AM	9	5	0	0	14	0	21	7	0	28	0	2	2	0	4	48	9	1	0	58	0	104	104
07:20 AM	5	6	0	0	11	0	13	2	1	15	3	0	5	0	8	25	11	2	0	38	1	72	73
07:25 AM	15	8	1	0	24	0	17	4	0	21	1	0	10	0	11	35	14	0	0	49	0	105	105
07:30 AM	4	5	0	0	9	1	17	2	0	20	2	2	7	0	11	29	14	4	0	47	0	87	87
07:35 AM	10	7	1	0	18	0	18	5	0	23	3	0	5	0	8	31	16	4	0	51	0	100	100
07:40 AM	4	4	0	0	8	0	23	0	0	23	3	2	10	0	15	24	13	3	0	40	0	86	86
07:45 AM	3	6	1	0	10	0	16	3	0	19	1	2	7	0	10	22	19	3	0	44	0	83	83
07:50 AM	8	3	1	0	12	1	24	0	0	25	6	1	9	0	16	16	18	2	0	36	0	89	89
07:55 AM	11	7	0	0	18	0	17	1	0	18	1	0	5	0	6	22	18	4	0	44	0	86	86
Total	84	58	4	0	146	3	184	31	1	218	20	12	67	0	99	329	160	27	0	516	1	979	980
08:00 AM	4	3	0	0	7	0	12	4	0	16	4	0	6	0	10	12	23	2	0	37	0	70	70
08:05 AM	4	5	0	0	9	0	18	1	0	19	2	0	7	0	9	17	19	1	0	37	0	74	74
08:10 AM	10	2	1	0	13	0	18	1	0	19	0	0	6	0	6	14	15	2	0	31	0	69	69
08:15 AM	9	0	1	0	10	0	15	2	1	17	4	2	5	0	11	13	22	4	0	39	1	77	78
08:20 AM	4	2	0	1	6	1	23	2	0	26	5	2	6	0	13	7	19	1	0	27	1	72	73
08:25 AM	4	3	0	0	7	0	7	1	0	8	3	1	7	0	11	11	26	2	0	39	0	65	65
08:30 AM	4	3	0	0	7	0	16	0	0	16	4	2	5	0	11	10	15	3	0	28	0	62	62
08:35 AM	4	1	0	0	5	1	17	0	0	18	3	1	6	0	10	13	9	2	0	24	0	57	57
08:40 AM	2	4	2	0	8	0	17	0	0	17	2	0	4	0	6	7	12	3	0	22	0	53	53
08:45 AM	9	3	1	0	13	0	12	2	0	14	0	0	7	0	7	8	8	2	0	18	0	52	52
08:50 AM	5	8	0	0	13	0	12	2	0	14	0	0	8	0	8	6	17	1	0	24	0	59	59
08:55 AM	4	1	0	0	5	1	14	0	0	15	4	3	7	0	14	7	11	1	0	19	0	53	53
Total	63	35	5	1	103	3	181	15	1	199	31	11	74	0	116	125	196	24	0	345	2	763	765
09:00 AM	10	2	0	0	12	0	9	0	0	9	2	2	5	0	9	11	7	2	1	20	1	50	51
Grand Total	157	95	9	1	261	6	374	46	2	426	53	25	146	0	224	465	363	53	1	881	4	1792	1796
Apprch %	60.2	36.4	3.4			1.4	87.8	10.8			23.7	11.2	65.2			52.8	41.2	6					
Total %	8.8	5.3	0.5		14.6	0.3	20.9	2.6		23.8	3	1.4	8.1		12.5	25.9	20.3	3		49.2	0.2	99.8	

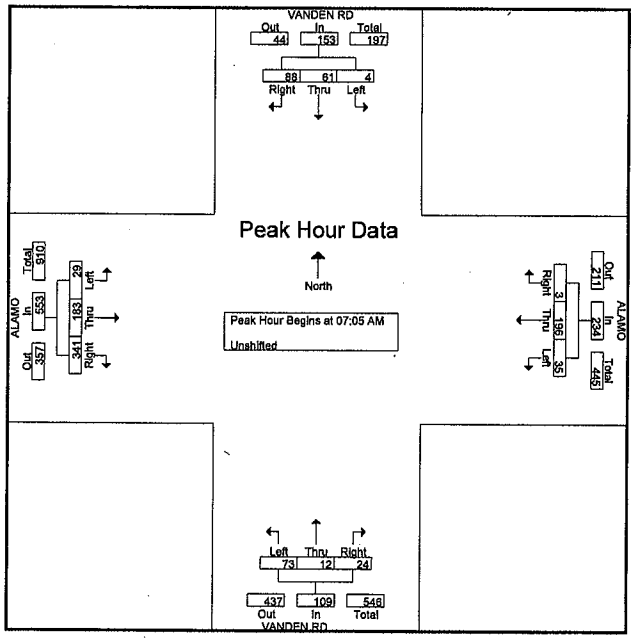
	VANDEN RD Southbound				ALAMO Westbound				VANDEN RD Northbound				ALAMO Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:05 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:05 AM																	
07:05 AM	7	5	0	12	0	9	3	12	0	1	3	4	37	11	1	49	77
07:10 AM	8	2	0	10	1	9	4	14	0	2	4	6	40	17	3	60	90
07:15 AM	9	5	0	14	0	21	7	28	0	2	2	4	48	9	1	58	104
07:20 AM	5	6	0	11	0	13	2	15	3	0	5	8	25	11	2	38	72
07:25 AM	15	8	1	24	0	17	4	21	1	0	10	11	35	14	0	49	105
07:30 AM	4	5	0	9	1	17	2	20	2	2	7	11	29	14	4	47	87
07:35 AM	10	7	1	18	0	18	5	23	3	0	5	8	31	16	4	51	100
07:40 AM	4	4	0	8	0	23	0	23	3	2	10	15	24	13	3	40	86
07:45 AM	3	6	1	10	0	16	3	19	1	2	7	10	22	19	3	44	83
07:50 AM	8	3	1	12	1	24	0	25	6	1	9	16	16	18	2	36	89
07:55 AM	11	7	0	18	0	17	1	18	1	0	5	6	22	18	4	44	86
08:00 AM	4	3	0	7	0	12	4	16	4	0	6	10	12	23	2	37	70
Total Volume	88	61	4	153	3	196	35	234	24	12	73	109	341	183	29	553	1049
% App. Total	57.5	39.9	2.6		1.3	83.8	15		22	11	67		61.7	33.1	5.2		
PHF	.489	.635	.333	.531	.250	.681	.417	.696	.333	.500	.608	.568	.592	.663	.604	.768	.833

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Alamo Drive at Vanden Road
AM Peak Hour 7-9:00 AM

File Name : 23 AM
Site Code : 23 AM
Start Date : 4/8/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Change These in The Preferences Window
Select File/Preference in the Main Scree

File Name : 23 PM
Site Code : 00000000
Start Date : 4/8/2009
Page No : 1

Groups Printed- Unshifted

	VANDEN RD Southbound					ALAMO DR Westbound					VANDEN RD Northbound					ALAMO DR Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
04:05 PM	2	0	0	0	2	1	18	2	0	21	0	6	15	0	21	7	24	7	0	38	0	82	82
04:10 PM	4	2	1	3	7	2	24	1	0	27	1	6	15	0	22	9	17	6	0	32	3	88	91
04:15 PM	6	1	1	0	8	0	29	1	0	30	2	4	33	0	39	2	20	10	0	32	0	109	109
04:20 PM	9	2	0	0	11	1	27	3	0	31	0	7	27	0	34	5	27	7	0	39	0	115	115
04:25 PM	2	0	1	0	3	0	19	3	0	22	3	10	29	0	42	5	16	7	0	28	0	95	95
04:30 PM	5	1	1	0	7	1	25	2	0	28	2	8	16	0	26	4	24	5	0	33	0	94	94
04:35 PM	3	0	0	0	3	1	20	3	0	24	3	3	21	0	27	12	25	9	0	46	0	100	100
04:40 PM	11	3	0	0	14	0	28	2	0	30	2	8	21	0	31	3	25	5	0	33	0	108	108
04:45 PM	2	1	0	0	3	1	29	6	0	36	4	7	31	0	42	14	25	8	0	47	0	128	128
04:50 PM	6	1	0	0	7	1	27	0	0	28	1	8	41	0	50	10	13	10	0	33	0	118	118
04:55 PM	10	0	0	0	10	0	24	1	0	25	2	5	24	0	31	6	10	12	0	28	0	94	94
Total	60	11	4	3	75	8	270	24	0	302	20	72	273	0	365	77	226	86	0	389	3	1131	1134
05:00 PM	7	0	0	0	7	3	23	1	0	27	2	7	38	0	47	5	14	9	0	28	0	109	109
05:05 PM	3	1	0	0	4	1	26	2	0	29	0	6	21	0	27	12	20	5	0	37	0	97	97
05:10 PM	6	1	1	0	8	1	35	3	0	39	0	4	20	0	24	4	24	12	0	40	0	111	111
05:15 PM	7	0	0	0	7	0	36	1	0	37	1	3	37	0	41	10	21	9	0	40	0	125	125
05:20 PM	9	2	0	0	11	1	24	5	0	30	0	7	29	0	36	12	26	9	0	47	0	124	124
05:25 PM	7	1	1	0	9	2	36	3	0	41	1	5	31	0	37	9	18	5	0	32	0	119	119
05:30 PM	2	3	2	0	7	0	26	5	0	31	1	7	16	0	24	2	31	4	0	37	0	99	99
05:35 PM	7	2	0	0	9	1	27	4	0	32	4	9	24	0	37	10	18	5	0	33	0	111	111
05:40 PM	3	3	0	0	6	0	29	1	0	30	0	1	14	0	15	6	26	9	0	41	0	92	92
Grand Total	111	24	8	3	143	17	532	49	0	598	29	121	503	0	653	147	424	153	0	724	3	2118	2121
Apprch %	77.6	16.8	5.6			2.8	89	8.2			4.4	18.5	77			20.3	58.6	21.1					
Total %	5.2	1.1	0.4		6.8	0.8	25.1	2.3		28.2	1.4	5.7	23.7		30.8	6.9	20	7.2		34.2	0.1	99.9	

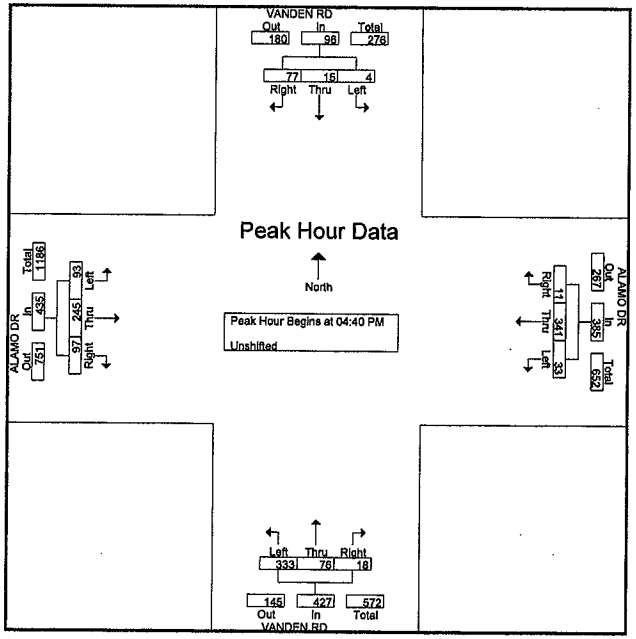
	VANDEN RD Southbound				ALAMO DR Westbound				VANDEN RD Northbound				ALAMO DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:05 PM to 05:40 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:40 PM																	
04:40 PM	11	3	0	14	0	28	2	30	2	8	21	31	3	25	5	33	108
04:45 PM	2	1	0	3	1	29	6	36	4	7	31	42	14	25	8	47	**128**
04:50 PM	6	1	0	7	1	27	0	28	1	8	41	50	10	13	10	33	118
04:55 PM	10	0	0	10	0	24	1	25	2	5	24	31	6	10	12	28	94
05:00 PM	7	0	0	7	3	23	1	27	2	7	38	47	5	14	9	28	109
05:05 PM	3	1	0	4	1	26	2	29	0	6	21	27	12	20	5	37	97
05:10 PM	6	1	1	8	1	35	3	39	0	4	20	24	4	24	12	40	111
05:15 PM	7	0	0	7	0	36	1	37	1	3	37	41	10	21	9	40	125
05:20 PM	9	2	0	11	1	24	5	30	0	7	29	36	12	26	9	47	124
05:25 PM	7	1	1	9	2	36	3	41	1	5	31	37	9	18	5	32	119
05:30 PM	2	3	2	7	0	26	5	31	1	7	16	24	2	31	4	37	99
05:35 PM	7	2	0	9	1	27	4	32	4	9	24	37	10	18	5	33	111
Total Volume	77	15	4	96	11	341	33	385	18	76	333	427	97	245	93	435	1343
% App. Total	80.2	15.6	4.2		2.9	88.6	8.6		4.2	17.8	78		22.3	56.3	21.4		
PHF	.583	.417	.167	.571	.306	.789	.458	.783	.375	.704	.677	.712	.577	.659	.646	.771	.874

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Change These in The Preferences Window
Select File/Preference in the Main Scree

File Name : 23 PM
Site Code : 00000000
Start Date : 4/8/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

NUT TREE RD @ ALAMO DR
AM 7:00 AM TO 9:00 AM

File Name : 25 AM
Site Code : 25 AM
Start Date : 6/4/2009
Page No : 1

Groups Printed- Class 1

	NUT TREE RD Southbound					ALAMO DR Westbound					NUT TREE RD Northbound					ALAMO DR Eastbound							
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total	Int. Total	Int. Total
07:00 AM	9	3	15	0	27	4	17	1	0	22	5	11	3	0	19	4	18	5	0	27	0	95	95
07:05 AM	10	6	13	0	29	0	31	0	0	31	4	11	11	0	26	0	24	9	0	33	0	119	119
07:10 AM	8	8	25	1	41	1	35	1	0	37	4	11	14	0	29	0	25	6	0	31	1	138	139
07:15 AM	9	3	20	0	32	2	42	0	1	44	9	9	19	0	37	0	28	13	0	41	1	154	155
07:20 AM	15	5	18	0	38	2	35	4	0	41	8	17	16	0	41	0	18	4	0	22	0	142	142
07:25 AM	5	9	13	0	27	3	45	3	0	51	3	13	8	1	24	3	35	9	0	47	1	149	150
07:30 AM	11	8	20	0	39	1	39	2	0	42	4	14	9	0	27	1	30	11	0	42	0	150	150
07:35 AM	16	10	9	0	35	6	49	7	0	62	11	19	5	0	35	6	27	17	0	50	0	182	182
07:40 AM	16	6	14	2	36	5	47	5	0	57	2	17	11	0	30	3	32	15	0	50	2	173	175
07:45 AM	22	7	17	1	46	3	38	6	0	47	8	22	11	0	41	3	31	22	0	56	1	190	191
07:50 AM	23	13	13	1	49	2	34	9	0	45	7	17	10	0	34	2	18	6	0	26	1	154	155
07:55 AM	19	22	13	0	54	2	34	4	0	40	6	24	8	1	38	4	12	20	0	36	1	168	169
Total	163	100	190	5	453	31	446	42	1	519	71	185	125	2	381	26	298	137	0	461	8	1814	1822
08:00 AM	13	16	9	0	38	20	26	2	2	48	8	11	13	1	32	6	14	14	0	34	3	152	155
08:05 AM	8	13	16	0	37	5	32	4	0	41	4	15	12	0	31	3	19	11	0	33	0	142	142
08:10 AM	12	14	8	0	34	7	53	6	0	66	9	6	4	0	19	2	22	13	0	37	0	156	156
08:15 AM	13	19	12	1	44	4	31	7	0	42	3	10	11	3	24	5	29	14	0	48	4	158	162
08:20 AM	5	6	5	0	16	7	30	7	0	44	8	17	11	0	36	13	25	12	0	50	0	146	146
08:25 AM	12	10	9	1	31	1	32	6	1	39	8	22	15	0	45	6	20	14	0	40	2	155	157
08:30 AM	8	14	11	0	33	6	44	6	0	56	6	21	15	2	42	2	12	17	0	31	2	162	164
08:35 AM	4	5	10	0	19	8	30	1	0	39	7	18	11	0	36	2	21	13	0	36	0	130	130
08:40 AM	9	6	2	0	17	7	35	6	1	48	5	12	4	0	21	4	21	14	0	39	1	125	126
08:45 AM	12	8	11	0	31	9	27	8	0	44	3	11	3	0	17	2	18	8	0	28	0	120	120
08:50 AM	7	7	7	0	21	5	25	4	0	34	1	15	5	2	21	5	12	6	0	23	2	99	101
08:55 AM	4	8	4	0	16	5	23	6	0	34	1	7	6	1	14	3	21	11	0	35	1	99	100
Total	107	126	104	2	337	84	388	63	4	535	63	165	110	9	338	53	234	147	0	434	15	1644	1659
Grand Total	270	226	294	7	790	115	834	105	5	1054	134	350	235	11	719	79	532	284	0	895	23	3458	3481
Apprch %	34.2	28.6	37.2			10.9	79.1	10			18.6	48.7	32.7			8.8	59.4	31.7					
Total %	7.8	6.5	8.5		22.8	3.3	24.1	3		30.5	3.9	10.1	6.8		20.8	2.3	15.4	8.2		25.9	0.7	99.3	

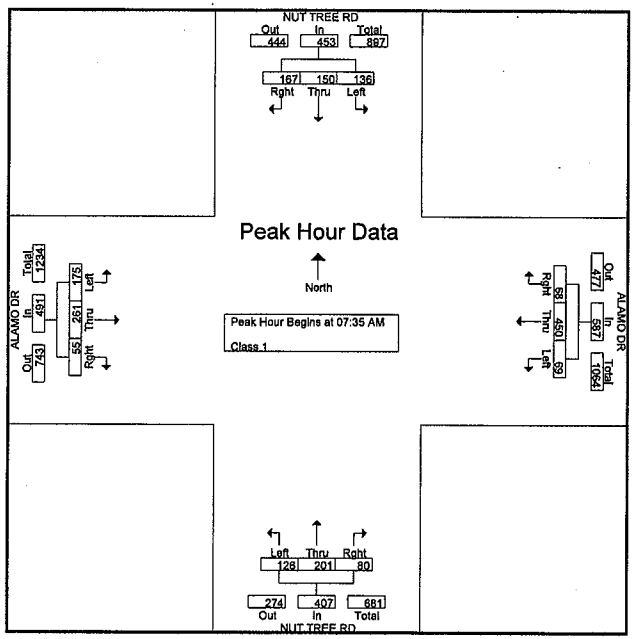
	NUT TREE RD Southbound				ALAMO DR Westbound				NUT TREE RD Northbound				ALAMO DR Eastbound				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:35 AM																	
07:35 AM	16	10	9	35	6	49	7	62	11	19	5	35	6	27	17	50	182
07:40 AM	16	6	14	36	5	47	5	57	2	17	11	30	3	32	15	50	173
07:45 AM	22	7	17	46	3	38	6	47	6	22	11	41	3	31	22	56	190
07:50 AM	23	13	13	49	2	34	9	45	7	17	10	34	2	18	6	26	154
07:55 AM	19	22	13	54	2	34	4	40	8	24	8	38	4	12	20	36	168
08:00 AM	13	16	9	38	20	26	2	48	8	11	13	32	6	14	14	34	152
08:05 AM	8	13	16	37	5	32	4	41	4	15	12	31	3	19	11	33	142
08:10 AM	12	14	8	34	7	53	6	66	9	6	4	19	2	22	13	37	156
08:15 AM	13	19	12	44	4	31	7	42	3	10	11	24	5	29	14	48	158
08:20 AM	5	6	5	16	7	30	7	44	8	17	11	36	13	25	12	50	146
08:25 AM	12	10	9	31	1	32	6	39	8	22	15	45	6	20	14	40	155
08:30 AM	8	14	11	33	6	44	6	56	6	21	15	42	2	12	17	31	162
Total Volume	167	150	136	453	68	450	69	587	80	201	126	407	55	261	175	491	1938
% App. Total	36.9	33.1	30		11.6	76.7	11.8		19.7	49.4	31		11.2	53.2	35.6		
PHF	.605	.568	.667	.699	.283	.708	.639	.741	.606	.698	.700	.754	.353	.680	.663	.731	.850

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

NUT TREE RD @ ALAMO DR
AM 7:00 AM TO 9:00 AM

File Name : 25 AM
Site Code : 25 AM
Start Date : 6/4/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

NUT TREE RD @ ALAMO DR
PM 4:00 PM TO 6:00 PM

File Name : 25 PM
Site Code : 25 PM
Start Date : 6/4/2009
Page No : 1

Groups Printed- Class 1

	NUT TREE RD Southbound					ALAMO DR Westbound					NUT TREE RD Northbound					ALAMO DR Eastbound							
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	19	16	2	51	14	27	4	0	45	3	14	7	0	24	9	17	24	0	50	2	170	172
04:05 PM	13	20	16	1	49	18	40	3	0	61	0	15	8	1	23	5	20	25	1	50	3	183	186
04:10 PM	13	20	13	1	46	18	26	14	0	58	0	8	12	1	20	7	23	21	1	51	3	175	178
04:15 PM	16	36	6	0	58	14	29	5	0	48	3	10	12	2	25	4	22	21	0	47	2	178	180
04:20 PM	19	27	21	0	67	14	22	7	5	43	1	14	17	1	32	3	17	28	0	48	6	190	196
04:25 PM	16	27	15	0	58	16	40	8	0	64	8	18	10	0	36	1	35	22	0	58	0	216	216
04:30 PM	19	25	16	0	62	20	29	4	1	53	1	13	7	0	21	4	10	8	0	22	1	158	159
04:35 PM	14	19	13	0	46	15	20	5	0	40	2	13	10	0	25	3	14	17	0	34	0	145	145
04:40 PM	9	25	7	0	41	17	28	6	0	51	2	18	6	0	26	8	24	22	0	54	0	172	172
04:45 PM	9	30	15	2	54	25	33	10	2	88	4	22	8	0	34	5	17	19	0	41	4	197	201
04:50 PM	13	24	10	3	47	24	39	5	3	68	2	17	12	0	31	1	19	19	0	39	6	185	191
04:55 PM	27	32	20	0	79	11	42	5	1	58	5	14	15	2	34	1	35	26	0	62	3	233	236
Total	184	304	170	9	658	208	375	76	12	657	31	176	124	7	331	51	253	252	2	556	30	2202	2232
05:00 PM	12	20	14	1	46	27	48	2	0	77	3	22	9	3	34	5	28	22	0	55	4	212	216
05:05 PM	27	18	13	0	58	18	40	4	0	62	5	11	14	0	30	7	26	23	0	56	0	206	206
05:10 PM	10	25	8	0	43	13	45	7	2	65	4	17	14	1	35	6	29	22	0	57	3	200	203
05:15 PM	24	38	21	5	83	18	53	7	0	78	2	27	16	0	45	3	28	28	2	57	7	263	270
05:20 PM	29	23	10	1	62	15	58	10	0	83	6	15	11	0	32	4	31	22	0	57	1	234	235
05:25 PM	21	26	15	2	62	13	39	9	3	61	4	26	9	1	39	4	23	21	0	48	6	210	216
05:30 PM	17	19	13	1	49	14	40	10	0	64	0	22	14	2	36	2	30	22	0	54	3	203	206
05:35 PM	27	28	8	0	63	20	34	14	3	68	3	9	10	1	22	1	14	18	0	33	4	186	190
05:40 PM	15	26	23	3	64	14	43	6	0	63	3	26	9	0	38	3	37	12	0	52	3	217	220
05:45 PM	16	23	9	2	50	7	40	7	0	54	5	17	15	0	37	5	27	19	0	51	2	192	194
05:50 PM	16	19	19	1	54	12	32	8	0	52	3	28	12	1	43	0	29	29	0	58	2	207	209
05:55 PM	20	30	11	0	61	19	44	6	0	69	3	24	12	0	39	6	28	17	1	51	1	220	221
Total	236	295	164	16	695	190	516	90	8	796	41	244	145	9	430	46	330	253	3	629	36	2550	2586
Grand Total	420	599	334	25	1353	396	891	166	20	1453	72	420	289	16	761	97	583	505	5	1185	66	4752	4818
Apprch %	31	44.3	24.7			27.3	61.3	11.4			9.5	55.2	38.3			8.2	49.2	42.6					
Total %	8.8	12.6	7		28.5	8.3	18.8	3.5		30.8	1.5	8.8	5.7		16	2	12.3	10.6		24.9	1.4	98.6	

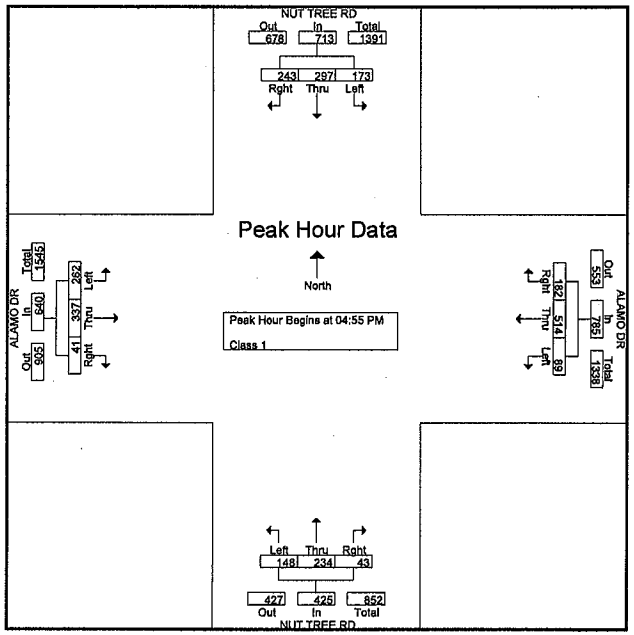
	NUT TREE RD Southbound				ALAMO DR Westbound				NUT TREE RD Northbound				ALAMO DR Eastbound				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:55 PM																	
04:55 PM	27	32	20	79	11	42	5	58	5	14	15	34	1	35	26	62	233
05:00 PM	12	20	14	46	27	48	2	77	3	22	9	34	5	28	22	55	212
05:05 PM	27	18	13	58	18	40	4	62	5	11	14	30	7	26	23	56	206
05:10 PM	10	25	8	43	13	45	7	65	4	17	14	35	6	29	22	57	200
05:15 PM	24	38	21	83	18	53	7	78	2	27	16	45	3	28	26	57	263
05:20 PM	29	23	10	62	15	58	10	83	6	15	11	32	4	31	22	57	234
05:25 PM	21	26	15	62	13	39	9	61	4	26	9	39	4	23	21	48	210
05:30 PM	17	19	13	49	14	40	10	64	0	22	14	36	2	30	22	54	203
05:35 PM	27	28	8	63	20	34	14	68	3	9	10	22	1	14	18	33	186
05:40 PM	15	26	23	64	14	43	6	63	3	26	9	38	3	37	12	52	217
05:45 PM	18	23	9	50	7	40	7	54	5	17	15	37	5	27	19	51	192
05:50 PM	16	19	19	54	12	32	8	52	3	28	12	43	0	29	29	58	207
Total Volume	243	297	173	713	182	514	89	785	43	234	148	425	41	337	262	640	2563
% App. Total	34.1	41.7	24.3		23.2	65.5	11.3		10.1	55.1	34.8		6.4	52.7	40.9		
PHF	.698	.651	.627	.716	.562	.739	.530	.788	.597	.696	.771	.787	.488	.759	.753	.860	.812

CITY OF VACAVILLE

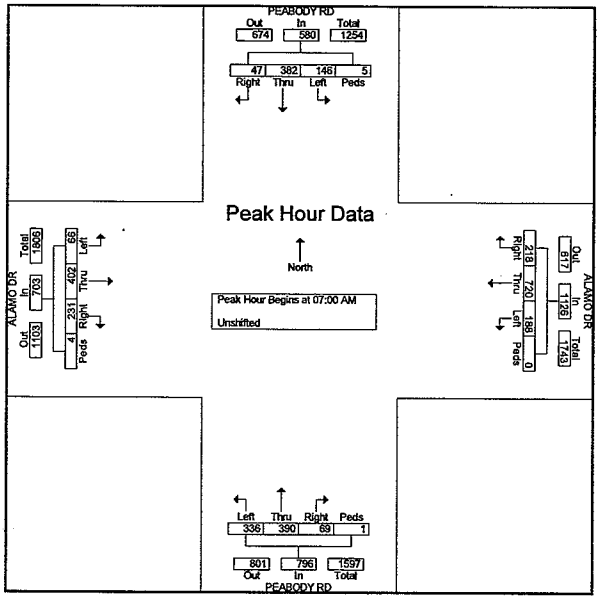
650 MERCHANT STREET
VACAVILLE, 95688

NUT TREE RD @ ALAMO DR
PM 4:00 PM TO 6:00 PM

File Name : 25 PM
Site Code : 25 PM
Start Date : 6/4/2009
Page No : 2



07:20 AM	3	26	10	0	39	17	68	11	0	96	8	34	45	0	87	14	15	1	0	30	252
07:25 AM	6	36	10	0	52	27	63	15	0	105	9	46	41	0	96	11	22	10	0	43	296
07:30 AM	2	27	11	1	41	29	59	14	0	102	9	25	24	0	58	19	34	5	0	58	259
07:35 AM	9	22	21	0	52	34	53	14	0	101	7	28	20	0	55	18	42	6	1	67	275
07:40 AM	6	23	14	1	44	20	57	15	0	92	4	32	23	1	60	25	39	8	0	72	268
07:45 AM	4	42	22	0	68	15	41	19	0	75	7	42	25	0	74	25	28	9	0	62	279
07:50 AM	1	26	11	1	39	8	64	18	0	90	7	24	30	0	61	26	28	8	0	62	252
07:55 AM	1	42	8	0	51	8	54	15	0	77	5	25	19	0	49	23	33	4	2	62	239
Total Volume	47	382	146	5	580	218	720	188	0	1126	69	390	336	1	796	231	402	66	4	703	3205
% App. Total	8.1	65.9	25.2	0.9		19.4	63.9	16.7	0		8.7	49	42.2	0.1		32.9	57.2	9.4	0.6		
PHF	1.306	2.274	1.659	.625	2.132	1.603	2.308	2.474	.000	2.469	1.917	2.120	1.867	.250	2.073	2.221	2.337	1.650	.500	2.441	2.707



Traffic Data Service

Campbell, CA
408 377-2988
tdsbay@cs.com

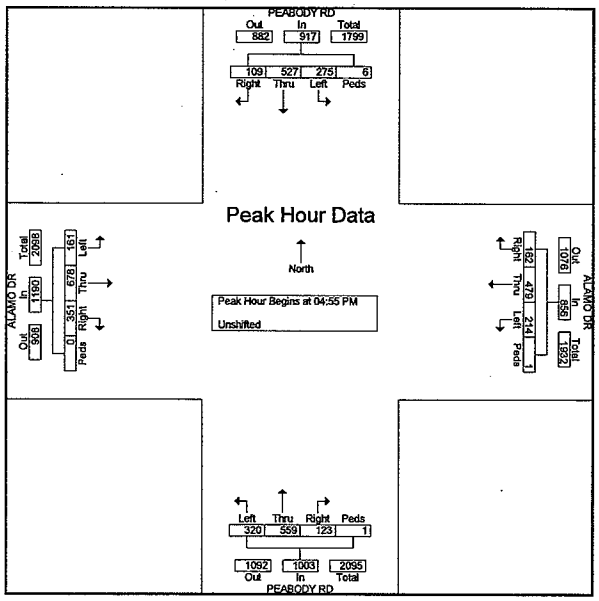
File Name : 19 AM
Site Code : 00000019
Start Date : 10/4/2007
Page No : 1

Groups Printed- Unshifted

	PEABODY RD South Bound				ALAMO DR West Bound				PEABODY RD North Bound				ALAMO DR East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	4	33	11	0	14	53	15	0	4	29	23	0	15	36	1	0	238
07:05 AM	3	30	11	2	10	66	19	0	4	40	27	0	20	42	3	0	277
07:10 AM	3	39	12	0	16	64	17	0	3	34	30	0	18	40	6	0	282
07:15 AM	5	36	5	0	20	78	16	0	2	31	29	0	17	43	5	1	288
07:20 AM	3	26	10	0	17	68	11	0	8	34	45	0	14	15	1	0	252
07:25 AM	6	36	10	0	27	63	15	0	9	46	41	0	11	22	10	0	296
07:30 AM	2	27	11	1	29	59	14	0	9	25	24	0	19	34	5	0	259
07:35 AM	9	22	21	0	34	53	14	0	7	28	20	0	18	42	6	1	275
07:40 AM	6	23	14	1	20	57	15	0	4	32	23	1	25	39	8	0	268
07:45 AM	4	42	22	0	15	41	19	0	7	42	25	0	25	28	9	0	279
07:50 AM	1	26	11	1	8	64	18	0	7	24	30	0	26	28	8	0	252
07:55 AM	1	42	8	0	8	54	15	0	5	25	19	0	23	33	4	2	239
Total	47	382	146	5	218	720	188	0	69	390	336	1	231	402	66	4	3205
08:00 AM	3	32	15	0	6	46	16	0	4	19	31	0	13	23	5	0	213
08:05 AM	4	29	12	0	13	47	14	0	3	26	30	0	14	29	8	0	229
08:10 AM	5	31	5	0	12	35	12	0	5	31	13	0	21	27	9	0	206
08:15 AM	2	26	13	1	7	48	8	0	4	30	20	0	15	27	3	0	204
08:20 AM	3	24	9	0	11	40	10	1	5	38	16	1	18	31	8	0	215
08:25 AM	3	21	14	0	9	52	13	0	4	26	17	0	11	45	6	0	221
08:30 AM	0	22	5	0	21	36	12	1	5	42	24	0	15	25	7	0	215
08:35 AM	6	24	3	0	22	46	5	0	1	35	26	0	15	29	6	0	218
08:40 AM	3	29	14	0	6	55	8	0	4	29	30	0	13	27	6	0	224
08:45 AM	4	16	7	1	24	45	12	0	0	29	20	0	11	32	5	0	206
08:50 AM	2	32	5	1	21	53	15	0	3	30	10	0	9	28	6	0	215
08:55 AM	8	28	6	0	9	35	9	0	3	28	12	0	10	16	6	0	170
Total	43	314	108	3	161	538	134	2	41	363	249	1	165	339	75	0	2536
Grand Total	90	696	254	8	379	1258	322	2	110	753	585	2	396	741	141	4	5741
Apprch %	8.6	66.4	24.2	0.8	19.3	64.2	16.4	0.1	7.6	51.9	40.3	0.1	30.9	57.8	11	0.3	
Total %	1.6	12.1	4.4	0.1	6.6	21.9	5.6	0	1.9	13.1	10.2	0	6.9	12.9	2.5	0.1	

	PEABODY RD South Bound					ALAMO DR West Bound					PEABODY RD North Bound					ALAMO DR East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	33	11	0	48	14	53	15	0	82	4	29	23	0	56	15	36	1	0	52	238
07:05 AM	3	30	11	2	46	10	66	19	0	95	4	40	27	0	71	20	42	3	0	65	277
07:10 AM	3	39	12	0	54	16	64	17	0	97	3	34	30	0	67	18	40	6	0	64	282
07:15 AM	5	36	5	0	46	20	78	16	0	114	2	31	29	0	62	17	43	5	1	66	288

05:15 PM	10	34	20	0	64	12	46	19	0	77	10	55	37	1	103	28	64	11	0	103	347
05:20 PM	18	39	15	1	73	12	30	20	0	62	16	19	31	0	66	17	67	9	0	93	294
05:25 PM	7	43	17	0	67	7	32	18	0	57	4	52	16	0	72	38	54	16	0	108	304
05:30 PM	4	53	25	0	82	17	46	17	0	80	11	50	33	0	94	28	59	11	0	98	354
05:35 PM	12	44	27	0	83	12	47	22	0	81	7	48	25	0	80	39	71	17	0	127	371
05:40 PM	6	38	25	1	70	22	32	18	0	72	9	34	12	0	55	20	48	19	0	87	284
05:45 PM	7	66	18	0	91	11	19	15	0	45	14	52	28	0	94	31	49	14	0	94	324
05:50 PM	7	38	23	1	69	22	48	18	0	88	7	46	30	0	83	52	59	18	0	129	369
Total Volume	109	527	275	6	917	162	479	214	1	856	123	559	320	1	1003	351	678	161	0	1190	3966
% App. Total	11.9	57.5	30	0.7		18.9	56	25	0.1		12.3	55.7	31.9	0.1		29.5	57	13.5	0		
PHF	1.514	1.996	1.809	.750	2.465	1.688	2.259	2.326	.250	2.432	1.809	2.291	2.162	.250	2.219	1.688	2.387	2.118	.000	2.306	2.673



Traffic Data Service

Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : Not Named
Site Code : 00000019
Start Date : 10/4/2007
Page No : 1

Groups Printed- Unshifted

	PEABODY RD South Bound				ALAMO DR West Bound				PEABODY RD North Bound				ALAMO DR East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	9	40	18	1	9	28	22	0	15	59	19	0	16	33	9	0	278
04:05 PM	1	23	21	2	12	36	6	0	15	46	35	0	18	42	9	0	266
04:10 PM	5	39	14	0	12	34	17	0	18	52	25	1	21	51	11	0	300
04:15 PM	8	32	22	0	12	23	14	0	18	66	35	0	23	48	16	0	317
04:20 PM	8	30	4	0	12	41	12	1	12	39	16	0	16	24	21	0	236
04:25 PM	12	35	17	0	5	34	10	0	15	53	41	1	22	61	10	1	317
04:30 PM	7	41	11	0	15	35	12	0	14	43	14	0	22	57	14	0	285
04:35 PM	8	29	22	1	13	40	11	0	11	37	40	0	31	65	8	0	316
04:40 PM	5	51	7	0	15	30	7	1	12	77	23	0	21	37	12	0	298
04:45 PM	9	32	31	0	5	29	11	0	5	19	13	0	22	32	6	2	216
04:50 PM	10	20	12	0	15	32	15	0	13	73	28	0	27	38	17	0	300
04:55 PM	10	44	38	1	24	33	14	0	8	31	23	0	19	45	6	0	296
Total	92	416	217	5	149	395	151	2	156	595	312	2	258	533	139	3	3425
05:00 PM	5	30	19	2	12	52	22	0	14	59	15	0	30	54	16	0	330
05:05 PM	15	48	20	0	4	53	8	1	6	52	35	0	28	51	12	0	333
05:10 PM	8	50	28	0	7	41	23	0	17	61	35	0	21	57	12	0	360
05:15 PM	10	34	20	0	12	46	19	0	10	55	37	1	28	64	11	0	347
05:20 PM	18	39	15	1	12	30	20	0	16	19	31	0	17	67	9	0	294
05:25 PM	7	43	17	0	7	32	18	0	4	52	16	0	38	54	16	0	304
05:30 PM	4	53	25	0	17	46	17	0	11	50	33	0	28	59	11	0	354
05:35 PM	12	44	27	0	12	47	22	0	7	48	25	0	39	71	17	0	371
05:40 PM	6	38	25	1	22	32	18	0	9	34	12	0	20	48	19	0	284
05:45 PM	7	66	18	0	11	19	15	0	14	52	28	0	31	49	14	0	324
05:50 PM	7	38	23	1	22	48	18	0	7	46	30	0	52	59	18	0	369
05:55 PM	3	44	27	0	10	23	16	0	9	40	25	0	27	47	5	0	276
Total	102	527	264	5	148	469	216	1	124	568	322	1	359	680	160	0	3946
Grand Total	194	943	481	10	297	864	367	3	280	1163	634	3	617	1213	299	3	7371
Apprch %	11.9	57.9	29.5	0.6	19.4	56.4	24	0.2	13.5	55.9	30.5	0.1	28.9	56.9	14	0.1	
Total %	2.6	12.8	6.5	0.1	4	11.7	5	0	3.8	15.8	8.6	0	8.4	16.5	4.1	0	

	PEABODY RD South Bound					ALAMO DR West Bound					PEABODY RD North Bound					ALAMO DR East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:55 PM																					
04:55 PM	10	44	38	1	93	24	33	14	0	71	8	31	23	0	62	19	45	6	0	70	296
05:00 PM	5	30	19	2	56	12	52	22	0	86	14	59	15	0	88	30	54	16	0	100	330
05:05 PM	15	48	20	0	83	4	53	8	1	66	6	52	35	0	93	28	51	12	0	91	333
05:10 PM	8	50	28	0	86	7	41	23	0	71	17	61	35	0	113	21	57	12	0	90	360

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22AM FINAL
Site Code : 00000022
Start Date : 1/30/2008
Page No : 1

NO PEDS

Groups Printed- Vehicles

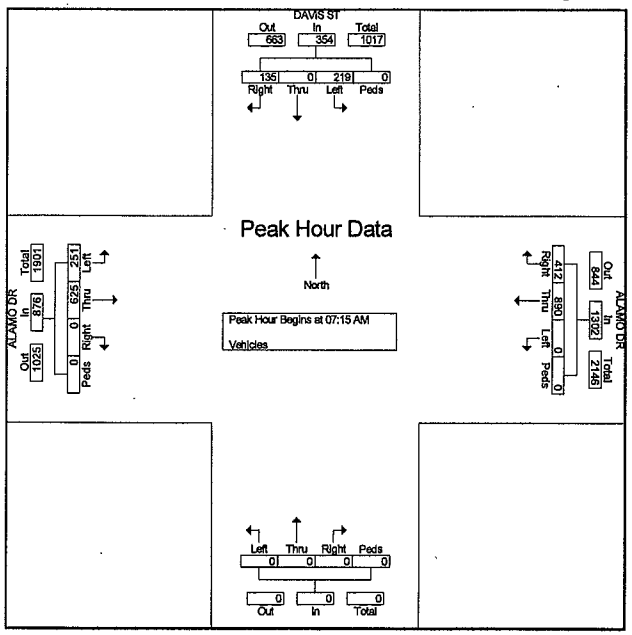
	DAVIS ST Southbound					ALAMO DR Westbound					Northbound					ALAMO DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	0	6	0	8	14	59	0	0	73	0	0	0	0	0	0	30	6	0	36	117
07:05 AM	0	0	6	0	6	18	87	0	0	105	0	0	0	0	0	0	41	5	0	46	157
07:10 AM	4	0	11	0	15	20	77	0	0	97	0	0	0	0	0	0	35	6	0	41	153
07:15 AM	2	0	5	0	7	35	77	0	0	112	0	0	0	0	0	0	49	17	0	66	185
07:20 AM	7	0	12	0	19	52	81	0	0	133	0	0	0	0	0	0	55	24	0	79	231
07:25 AM	11	0	16	0	27	56	87	0	0	143	0	0	0	0	0	0	31	11	0	42	212
07:30 AM	5	0	7	0	12	47	77	0	0	124	0	0	0	0	0	0	48	25	0	73	209
07:35 AM	12	0	20	0	32	33	68	0	0	101	0	0	0	0	0	0	33	32	0	65	198
07:40 AM	13	0	17	0	30	32	90	0	0	122	0	0	0	0	0	0	77	20	0	97	249
07:45 AM	16	0	19	0	35	20	58	0	0	78	0	0	0	0	0	0	50	8	0	58	171
07:50 AM	5	0	23	0	28	20	68	0	0	88	0	0	0	0	0	0	70	18	0	88	204
07:55 AM	10	0	10	0	20	26	72	0	0	98	0	0	0	0	0	0	52	12	0	64	182
Total	87	0	152	0	239	373	901	0	0	1274	0	0	0	0	0	0	571	184	0	755	2268
08:00 AM	5	0	27	0	32	31	78	0	0	109	0	0	0	0	0	0	46	29	0	75	216
08:05 AM	22	0	34	0	56	28	69	0	0	97	0	0	0	0	0	0	73	26	0	99	252
08:10 AM	27	0	29	0	56	32	65	0	0	97	0	0	0	0	0	0	41	29	0	70	223
08:15 AM	8	0	21	0	29	20	66	0	0	86	0	0	0	0	0	0	33	13	0	46	161
08:20 AM	11	0	29	0	40	21	62	0	0	83	0	0	0	0	0	0	39	6	0	45	168
08:25 AM	7	0	32	0	39	20	65	0	0	85	0	0	0	0	0	0	44	13	0	57	181
08:30 AM	14	0	25	0	39	22	61	0	0	83	0	0	0	0	0	0	43	15	0	58	180
08:35 AM	6	0	13	0	19	9	65	0	0	74	0	0	0	0	0	0	51	0	0	51	144
08:40 AM	1	0	9	0	10	14	91	0	0	105	0	0	0	0	0	0	54	3	0	57	172
08:45 AM	6	0	10	0	16	12	86	0	0	98	0	0	0	0	0	0	42	2	0	44	158
08:50 AM	5	0	7	0	12	7	69	0	0	76	0	0	0	0	0	0	33	3	0	36	124
08:55 AM	5	0	8	0	13	14	76	0	0	90	0	0	0	0	0	0	36	2	0	38	141
Total	117	0	244	0	361	230	853	0	0	1083	0	0	0	0	0	0	535	141	0	676	2120
Grand Total	204	0	396	0	600	603	1754	0	0	2357	0	0	0	0	0	0	1106	325	0	1431	4388
Apprch %	34	0	66	0		25.6	74.4	0	0		0	0	0	0		0	77.3	22.7	0		
Total %	4.6	0	9	0	13.7	13.7	40	0	0	53.7	0	0	0	0	0	0	25.2	7.4	0	32.6	

	DAVIS ST Southbound					ALAMO DR Westbound					Northbound					ALAMO DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	0	5	0	7	35	77	0	0	112	0	0	0	0	0	0	49	17	0	66	185
07:20 AM	7	0	12	0	19	52	81	0	0	133	0	0	0	0	0	0	55	24	0	79	231
07:25 AM	11	0	16	0	27	56	87	0	0	**143**	0	0	0	0	0	0	31	11	0	42	212
07:30 AM	5	0	7	0	12	47	77	0	0	124	0	0	0	0	0	0	48	25	0	73	209
07:35 AM	12	0	20	0	32	33	68	0	0	101	0	0	0	0	0	0	33	**32**	0	65	198
07:40 AM	13	0	17	0	30	32	**90**	0	0	122	0	0	0	0	0	0	**77**	20	0	97	249
07:45 AM	16	0	19	0	35	20	58	0	0	78	0	0	0	0	0	0	50	8	0	58	171
07:50 AM	5	0	23	0	28	20	68	0	0	88	0	0	0	0	0	0	70	18	0	88	204
07:55 AM	10	0	10	0	20	26	72	0	0	98	0	0	0	0	0	0	52	12	0	64	182
08:00 AM	5	0	27	0	32	31	78	0	0	109	0	0	0	0	0	0	46	29	0	75	216
08:05 AM	22	0	**34**	0	**56**	28	69	0	0	97	0	0	0	0	0	0	73	26	0	**99**	**252**
08:10 AM	27	0	29	0	56	32	65	0	0	97	0	0	0	0	0	0	41	29	0	70	223
Total Volume	135	0	219	0	354	412	890	0	0	1302	0	0	0	0	0	0	625	251	0	876	2532
% App. Total	38.1	0	61.9	0		31.6	68.4	0	0		0	0	0	0		0	71.3	28.7	0		
PHF	.417	.000	.537	.000	.527	.613	.824	.000	.000	.759	.000	.000	.000	.000	.000	.000	.676	.654	.000	.737	.837

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22AM FINAL
Site Code : 00000022
Start Date : 1/30/2008
Page No : 2



Traffic Data Service

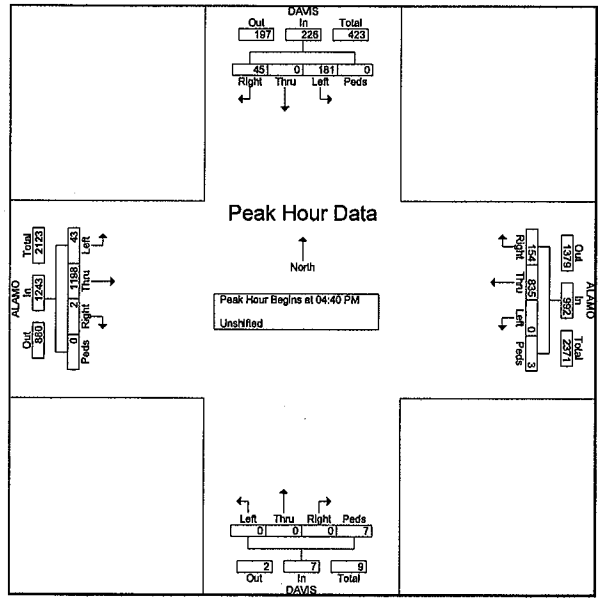
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : Not Named
Site Code : 00000022
Start Date : 10/23/2007
Page No : 1

Groups Printed- Unshifted

	DAVIS South Bound				ALAMO West Bound				DAVIS North Bound				ALAMO East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	6	0	12	0	8	52	0	0	0	0	0	0	0	89	3	0	170
04:05 PM	7	0	20	0	9	67	0	2	0	0	0	0	0	77	7	0	189
04:10 PM	8	0	12	0	8	99	0	0	0	0	0	0	0	85	3	0	215
04:15 PM	4	0	19	0	19	61	0	4	0	0	0	0	0	89	1	0	197
04:20 PM	5	0	12	0	18	61	1	1	0	0	0	0	0	94	0	0	192
04:25 PM	3	0	18	0	13	75	0	0	0	0	0	0	0	63	7	0	179
04:30 PM	4	0	17	0	10	58	0	0	0	0	0	0	0	94	1	0	184
04:35 PM	13	0	17	0	10	65	0	0	0	0	0	0	0	77	4	0	186
04:40 PM	4	0	18	0	14	83	0	0	0	0	0	0	0	102	2	0	223
04:45 PM	7	0	19	0	10	62	0	0	0	0	0	2	0	79	6	0	185
04:50 PM	3	0	9	0	17	76	0	2	0	0	0	1	0	90	3	0	201
04:55 PM	5	0	20	0	15	74	0	0	0	0	0	2	0	93	3	0	212
Total	69	0	193	0	151	833	1	9	0	0	0	5	0	1032	40	0	2333
05:00 PM	3	0	12	0	10	66	0	0	0	0	0	2	0	104	6	0	203
05:05 PM	3	0	19	0	7	65	0	0	0	0	0	0	0	83	9	0	186
05:10 PM	2	0	19	0	10	90	0	1	0	0	0	0	0	100	4	0	226
05:15 PM	6	0	16	0	11	61	0	0	0	0	0	0	1	118	3	0	216
05:20 PM	2	0	10	0	15	76	0	0	0	0	0	0	0	104	0	0	207
05:25 PM	4	0	11	0	17	66	0	0	0	0	0	0	0	100	2	0	200
05:30 PM	2	0	14	0	16	64	0	0	0	0	0	0	0	123	2	0	221
05:35 PM	4	0	14	0	12	52	0	0	0	0	0	0	1	102	3	0	188
05:40 PM	3	0	12	0	15	57	0	0	0	0	0	0	0	79	4	0	170
05:45 PM	1	0	13	1	9	48	0	2	0	0	0	0	0	101	2	0	177
05:50 PM	1	0	11	0	20	58	0	0	0	0	0	0	0	90	3	0	183
05:55 PM	6	0	20	0	15	62	0	1	0	0	0	0	0	100	5	0	209
Total	37	0	171	1	157	765	0	4	0	0	0	2	2	1204	43	0	2386
Grand Total	106	0	364	1	308	1598	1	13	0	0	0	7	2	2236	83	0	4719
Apprch %	22.5	0	77.3	0.2	16	83.2	0.1	0.7	0	0	0	100	0.1	96.3	3.6	0	
Total %	2.2	0	7.7	0	6.5	33.9	0	0.3	0	0	0	0.1	0	47.4	1.8	0	

	DAVIS South Bound					ALAMO West Bound					DAVIS North Bound					ALAMO East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:40 PM																					
04:40 PM	4	0	18	0	22	14	83	0	0	97	0	0	0	0	0	0	102	2	0	104	223
04:45 PM	7	0	19	0	26	10	62	0	0	72	0	0	0	2	2	0	79	6	0	85	185
04:50 PM	3	0	9	0	12	17	76	0	2	95	0	0	0	1	1	0	90	3	0	93	201
04:55 PM	5	0	20	0	25	15	74	0	0	89	0	0	0	2	2	0	93	3	0	96	212
05:00 PM	3	0	12	0	15	10	66	0	0	76	0	0	0	2	2	0	104	6	0	110	203
05:05 PM	3	0	19	0	22	7	65	0	0	72	0	0	0	0	0	0	83	9	0	92	186
05:10 PM	2	0	19	0	21	10	90	0	1	101	0	0	0	0	0	0	100	4	0	104	226
05:15 PM	6	0	16	0	22	11	61	0	0	72	0	0	0	0	0	1	118	3	0	122	216
05:20 PM	2	0	10	0	12	15	76	0	0	91	0	0	0	0	0	0	104	0	0	104	207
05:25 PM	4	0	11	0	15	17	86	0	0	83	0	0	0	0	0	0	100	2	0	102	200
05:30 PM	2	0	14	0	16	16	64	0	0	80	0	0	0	0	0	0	123	2	0	125	221
05:35 PM	4	0	14	0	18	12	52	0	0	64	0	0	0	0	0	1	102	3	0	106	188
Total Volume	45	0	181	0	226	154	835	0	3	992	0	0	0	7	7	2	1198	43	0	1243	2466
% App. Total	19.9	0	80.1	0		15.5	84.2	0	0.3		0	0	0	100		0.2	96.4	3.5	0		
PHF	1.607	.000	2.263	.000	2.173	2.265	2.318	.000	.375	2.455	.000	.000	.000	.875	.875	.500	2.435	1.194	.000	2.486	2.730



Traffic Data Service

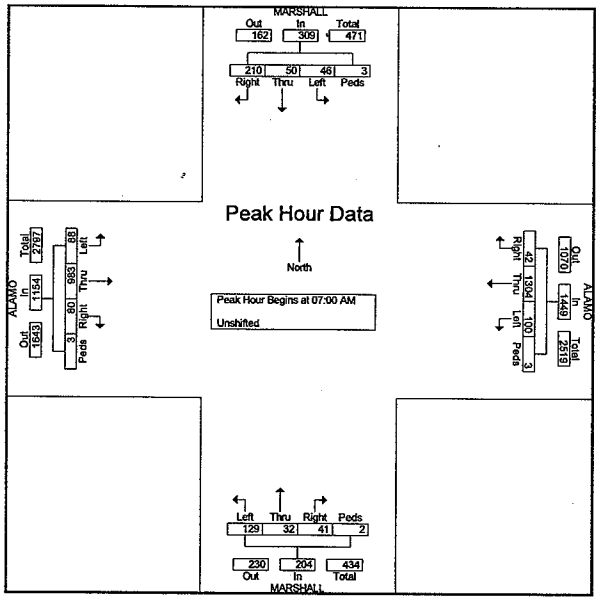
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : 23 AM FINAL
Site Code : 00000023
Start Date : 10/18/2007
Page No : 1

Groups Printed- Unshifted

	MARSHALL South Bound				ALAMO West Bound				MARSHALL North Bound				ALAMO East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	20	5	5	0	2	118	9	0	3	2	15	0	7	91	6	0	283
07:05 AM	16	7	2	0	4	111	8	0	4	3	14	0	5	82	3	0	259
07:10 AM	16	3	2	0	2	120	13	0	3	2	11	0	7	88	2	0	269
07:15 AM	14	4	2	1	3	115	11	0	2	4	12	1	6	68	8	0	251
07:20 AM	17	2	0	0	1	113	10	0	2	1	5	0	6	88	5	0	250
07:25 AM	19	0	3	0	1	109	8	3	5	3	12	0	9	104	15	0	291
07:30 AM	21	5	4	0	3	123	11	0	2	1	5	1	4	84	5	1	270
07:35 AM	12	5	7	2	2	126	7	0	5	6	9	0	5	68	6	0	260
07:40 AM	17	3	5	0	3	115	2	0	8	3	14	0	10	72	12	2	266
07:45 AM	21	6	6	0	7	105	11	0	3	1	13	0	4	54	9	0	240
07:50 AM	17	5	1	0	7	78	4	0	2	3	11	0	9	105	7	0	249
07:55 AM	20	5	9	0	7	71	6	0	2	3	8	0	8	79	10	0	228
Total	210	50	46	3	42	1304	100	3	41	32	129	2	80	983	88	3	3116
08:00 AM	14	4	4	0	4	49	9	0	5	4	15	0	13	73	5	0	199
08:05 AM	16	5	6	0	11	76	4	0	1	3	7	0	4	65	10	0	208
08:10 AM	6	3	5	0	6	77	7	0	2	0	12	0	8	74	5	0	205
08:15 AM	12	2	2	0	4	104	11	0	2	2	14	0	3	60	3	0	219
08:20 AM	10	5	2	0	2	92	17	0	6	4	8	0	1	33	4	0	184
08:25 AM	11	2	8	0	2	72	21	0	2	3	11	0	6	49	4	0	191
08:30 AM	5	7	2	0	1	102	13	0	8	1	7	0	5	36	6	0	193
08:35 AM	6	1	1	0	1	86	7	0	5	3	16	0	4	53	3	0	186
08:40 AM	6	3	1	0	0	69	8	0	5	1	6	0	6	38	5	0	148
08:45 AM	4	1	1	0	4	75	3	0	2	3	7	0	5	49	6	0	160
08:50 AM	10	2	3	0	2	76	5	0	3	1	10	0	5	38	4	0	159
08:55 AM	7	2	2	0	4	70	8	0	6	2	8	0	6	43	1	0	159
Total	107	37	37	0	41	948	113	0	47	27	121	0	66	611	56	0	2211
Grand Total	317	87	83	3	83	2252	213	3	88	59	250	2	146	1594	144	3	5327
Apprch %	64.7	17.8	16.9	0.6	3.3	88.3	8.3	0.1	22.1	14.8	62.7	0.5	7.7	84.5	7.6	0.2	
Total %	6	1.6	1.6	0.1	1.6	42.3	4	0.1	1.7	1.1	4.7	0	2.7	29.9	2.7	0.1	

	MARSHALL South Bound					ALAMO West Bound					MARSHALL North Bound					ALAMO East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	20	5	5	0	30	2	118	9	0	129	3	2	15	0	20	7	91	6	0	104	283
07:05 AM	16	7	2	0	25	4	111	8	0	123	4	3	14	0	21	5	82	3	0	90	259
07:10 AM	16	3	2	0	21	2	120	13	0	135	3	2	11	0	16	7	88	2	0	97	269
07:15 AM	14	4	2	1	21	3	115	11	0	129	2	4	12	1	19	6	68	8	0	82	251
07:20 AM	17	2	0	0	19	1	113	10	0	124	2	1	5	0	8	6	88	5	0	99	250
07:25 AM	19	0	3	0	22	1	109	8	3	121	5	3	12	0	20	9	104	15	0	128	291
07:30 AM	21	5	4	0	30	3	123	11	0	137	2	1	5	1	9	4	84	5	1	94	270
07:35 AM	12	5	7	2	26	2	126	7	0	135	5	6	9	0	20	5	68	6	0	79	260
07:40 AM	17	3	5	0	25	3	115	2	0	120	8	3	14	0	25	10	72	12	2	96	266
07:45 AM	21	6	6	0	33	7	105	11	0	123	3	1	13	0	17	4	54	9	0	67	240
07:50 AM	17	5	1	0	23	7	78	4	0	89	2	3	11	0	16	9	105	7	0	121	249
07:55 AM	20	5	9	0	34	7	71	6	0	84	2	3	8	0	13	8	79	10	0	97	228
Total Volume	210	50	46	3	309	42	1304	100	3	1449	41	32	129	2	204	80	983	88	3	1154	3116
% App. Total	68	16.2	14.9	1		2.9	90	6.9	0.2		20.1	15.7	63.2	1		6.9	85.2	7.6	0.3		
PHF	2.500	1.786	1.278	.375	2.272	1.500	2.587	1.923	.250	2.644	1.281	1.333	2.150	.500	2.040	2.000	2.340	1.467	.375	2.254	2.677



Traffic Data Service

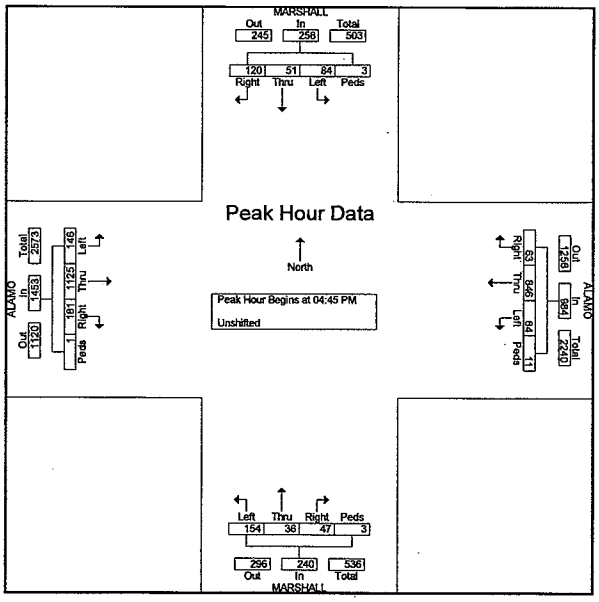
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : 23 PM FINAL
Site Code : 00000023
Start Date : 10/18/2007
Page No : 1

Groups Printed- Unshifted

	MARSHALL South Bound				ALAMO West Bound				MARSHALL North Bound				ALAMO East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	9	2	1	0	2	46	0	0	1	4	7	0	7	83	5	4	171
04:05 PM	11	1	5	0	1	70	3	0	6	3	12	1	9	69	7	0	198
04:10 PM	8	12	11	1	2	74	5	0	4	6	4	0	3	73	8	2	213
04:15 PM	12	3	3	0	6	68	1	0	5	4	9	0	5	99	16	0	231
04:20 PM	10	2	9	1	3	77	11	1	6	2	4	0	10	60	5	1	202
04:25 PM	4	3	8	0	4	85	9	0	3	2	9	0	12	104	12	0	255
04:30 PM	9	7	2	0	1	53	7	0	4	6	14	0	9	63	10	0	185
04:35 PM	6	3	2	0	3	87	3	0	0	3	10	0	13	99	20	0	249
04:40 PM	11	7	5	0	2	80	3	0	2	4	8	0	7	82	17	0	228
04:45 PM	13	2	4	0	4	67	5	0	4	4	12	0	12	104	17	0	248
04:50 PM	18	5	9	0	9	63	7	0	6	5	13	0	7	63	9	0	214
04:55 PM	7	2	4	0	10	80	5	2	5	0	11	0	15	109	22	0	272
Total	118	49	63	2	47	850	59	3	46	43	113	1	109	1008	148	7	2666
05:00 PM	9	7	14	0	4	72	2	1	2	0	12	3	16	75	11	0	228
05:05 PM	12	0	4	0	5	81	0	0	3	1	18	0	10	125	18	0	277
05:10 PM	14	4	7	0	6	57	5	1	3	3	14	0	15	86	7	1	223
05:15 PM	7	7	5	1	3	83	10	1	0	2	10	0	17	104	12	0	262
05:20 PM	8	7	8	0	5	58	5	2	3	7	13	0	18	80	4	0	218
05:25 PM	4	8	7	0	5	95	4	2	3	3	12	0	17	129	19	0	308
05:30 PM	9	4	10	0	2	41	8	1	7	4	9	0	19	77	4	0	195
05:35 PM	8	1	8	0	4	70	5	0	6	3	15	0	23	95	10	0	248
05:40 PM	11	4	4	2	6	79	8	1	5	4	15	0	12	78	13	0	242
05:45 PM	9	3	4	0	3	60	14	0	6	2	11	0	12	108	5	0	237
05:50 PM	9	3	15	0	4	68	9	0	3	4	10	0	12	68	17	0	222
05:55 PM	15	5	3	1	6	63	13	0	3	4	14	0	11	83	11	0	232
Total	115	53	89	4	53	827	83	9	44	37	153	3	182	1108	131	1	2892
Grand Total	233	102	152	6	100	1677	142	12	90	80	266	4	291	2116	279	8	5558
Apprch %	47.3	20.7	30.8	1.2	5.2	86.8	7.4	0.6	20.5	18.2	60.5	0.9	10.8	78.5	10.4	0.3	
Total %	4.2	1.8	2.7	0.1	1.8	30.2	2.6	0.2	1.6	1.4	4.8	0.1	5.2	38.1	5	0.1	

	MARSHALL South Bound					ALAMO West Bound					MARSHALL North Bound					ALAMO East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	13	2	4	0	19	4	67	5	0	76	4	4	12	0	20	12	104	17	0	133	248
04:50 PM	18	5	9	0	32	9	63	7	0	79	6	5	13	0	24	7	63	9	0	79	214
04:55 PM	7	2	4	0	13	10	80	5	2	97	5	0	11	0	16	15	109	22	0	146	272
05:00 PM	9	7	14	0	30	4	72	2	1	79	2	0	12	3	17	16	75	11	0	102	228
05:05 PM	12	0	4	0	16	5	81	0	0	86	3	1	18	0	22	10	125	18	0	153	277
05:10 PM	14	4	7	0	25	6	57	5	1	69	3	3	14	0	20	15	86	7	1	109	223
05:15 PM	7	7	5	1	20	3	83	10	1	97	0	2	10	0	12	17	104	12	0	133	262
05:20 PM	8	7	8	0	23	5	58	5	2	70	3	7	13	0	23	18	80	4	0	102	218
05:25 PM	4	8	7	0	19	5	95	4	2	106	3	3	12	0	18	17	129	19	0	165	308
05:30 PM	9	4	10	0	23	2	41	8	1	52	7	4	9	0	20	19	77	4	0	100	195
05:35 PM	8	1	8	0	17	4	70	5	0	79	6	3	15	0	24	23	95	10	0	128	248
05:40 PM	11	4	4	2	21	6	79	8	1	94	5	4	15	0	24	12	78	13	0	103	242
Total Volume	120	51	84	3	258	63	846	64	11	984	47	36	154	3	240	181	1125	146	1	1453	2935
% App. Total	46.5	19.8	32.6	1.2		6.4	86	6.5	1.1		19.6	15	64.2	1.2		12.5	77.4	10	0.1		
PHF	1.667	1.594	1.500	.375	2.016	1.575	2.226	1.600	1.375	2.321	1.679	1.286	2.139	.250	2.500	1.967	2.180	1.659	.250	2.202	2.382



Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 25AM FINAL
Site Code : 00000025
Start Date : 1/30/2008

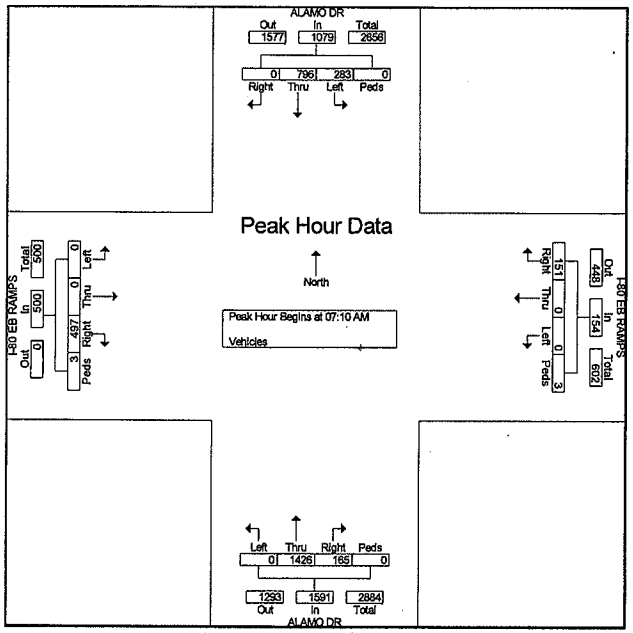
Groups Printed- Vehicles

	ALAMO DR Southbound					I-80 EB RAMPS Westbound					ALAMO DR Northbound					I-80 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	38	21	0	59	4	0	0	0	4	20	125	0	0	145	22	0	0	0	22	230
07:05 AM	0	47	14	0	61	5	0	0	0	5	12	92	0	0	104	21	0	0	0	21	191
07:10 AM	0	42	11	0	53	8	0	0	0	8	16	151	0	0	167	34	0	0	0	34	262
07:15 AM	0	68	20	0	88	10	0	0	0	10	15	95	0	0	110	54	0	0	0	54	262
07:20 AM	0	61	10	0	71	9	0	0	1	10	16	170	0	0	186	40	0	0	0	40	307
07:25 AM	0	76	29	0	105	20	0	0	0	20	8	118	0	0	126	34	0	0	0	34	285
07:30 AM	0	72	23	0	95	8	0	0	0	8	10	105	0	0	115	63	0	0	0	63	281
07:35 AM	0	59	23	0	82	24	0	0	0	24	12	140	0	0	152	35	0	0	0	35	293
07:40 AM	0	79	31	0	110	8	0	0	0	8	11	179	0	0	190	36	0	0	0	36	344
07:45 AM	0	73	32	0	105	13	0	0	2	15	10	102	0	0	112	45	0	0	0	45	277
07:50 AM	0	100	41	0	141	10	0	0	0	10	2	104	0	0	106	42	0	0	3	45	302
07:55 AM	0	60	18	0	78	15	0	0	0	15	16	98	0	0	114	34	0	0	0	34	241
Total	0	775	273	0	1048	134	0	0	3	137	148	1479	0	0	1627	460	0	0	3	463	3275
08:00 AM	0	51	21	0	72	10	0	0	0	10	31	87	0	0	118	42	0	0	0	42	242
08:05 AM	0	55	24	0	79	16	0	0	0	16	18	77	0	0	95	38	0	0	0	38	228
08:10 AM	0	36	21	0	57	15	0	0	0	15	16	74	0	0	90	32	0	0	0	32	194
08:15 AM	0	51	28	0	79	10	0	0	0	10	10	90	0	0	100	32	0	0	0	32	221
08:20 AM	0	41	13	0	54	6	0	0	0	6	23	114	0	0	137	25	0	0	0	25	222
08:25 AM	0	55	23	0	78	16	0	0	0	16	12	111	0	0	123	31	0	0	0	31	248
08:30 AM	0	30	25	0	55	21	0	0	0	21	12	154	0	0	166	21	0	0	0	21	263
08:35 AM	0	51	24	0	75	14	0	0	0	14	16	106	0	0	122	22	0	0	0	22	233
08:40 AM	0	42	22	0	64	18	0	0	0	18	6	108	0	0	114	26	0	0	0	26	222
08:45 AM	0	44	18	0	62	7	0	0	0	7	6	98	0	0	104	20	0	0	0	20	193
08:50 AM	0	40	17	0	57	11	0	0	1	12	19	120	0	0	139	20	0	0	0	20	228
08:55 AM	0	41	21	0	62	10	0	0	0	10	9	82	0	0	91	18	0	0	0	18	181
Total	0	537	257	0	794	154	0	0	1	155	178	1221	0	0	1399	327	0	0	0	327	2675
Grand Total	0	1312	530	0	1842	288	0	0	4	292	326	2700	0	0	3026	787	0	0	3	790	5950
Apprch %	0	71.2	28.8	0		98.6	0	0	1.4		10.8	89.2	0	0		99.6	0	0	0.4		
Total %	0	22.1	8.9	0	31	4.8	0	0	0.1	4.9	5.5	45.4	0	0	50.9	13.2	0	0	0.1	13.3	

	ALAMO DR Southbound					I-80 EB RAMPS Westbound					ALAMO DR Northbound					I-80 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:10 AM																					
07:10 AM	0	42	11	0	53	8	0	0	0	8	16	151	0	0	167	34	0	0	0	34	262
07:15 AM	0	68	20	0	88	10	0	0	0	10	15	95	0	0	110	54	0	0	0	54	262
07:20 AM	0	61	10	0	71	9	0	0	1	10	16	170	0	0	186	40	0	0	0	40	307
07:25 AM	0	76	29	0	105	20	0	0	0	20	8	118	0	0	126	34	0	0	0	34	285
07:30 AM	0	72	23	0	95	8	0	0	0	8	10	105	0	0	115	63	0	0	0	63	281
07:35 AM	0	59	23	0	82	24	0	0	0	24	12	140	0	0	152	35	0	0	0	35	293
07:40 AM	0	79	31	0	110	8	0	0	0	8	11	179	0	0	190	36	0	0	0	36	344
07:45 AM	0	73	32	0	105	13	0	0	2	15	10	102	0	0	112	45	0	0	0	45	277
07:50 AM	0	100	41	0	141	10	0	0	0	10	2	104	0	0	106	42	0	0	3	45	302
07:55 AM	0	60	18	0	78	15	0	0	0	15	16	98	0	0	114	34	0	0	0	34	241
08:00 AM	0	51	21	0	72	10	0	0	0	10	31	87	0	0	118	42	0	0	0	42	242
08:05 AM	0	55	24	0	79	16	0	0	0	16	18	77	0	0	95	38	0	0	0	38	228
Total Volume	0	796	283	0	1079	151	0	0	3	154	165	1426	0	0	1591	497	0	0	3	500	3324
% App. Total	0	73.8	26.2	0		98.1	0	0	1.9		10.4	89.6	0	0		99.4	0	0	0.6		
PHF	.000	.663	.575	.000	.638	.524	.000	.000	.125	.535	.444	.664	.000	.000	.698	.657	.000	.000	.083	.661	.805

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 25AM FINAL
Site Code : 00000025
Start Date : 1/30/2008



Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 25PM FINAL
Site Code : 00000025
Start Date : 1/30/2008

Groups Printed- Vehicles

	ALAMO DR Southbound					I-80 EB RAMPS Westbound					ALAMO DR Northbound					I-80 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	52	21	0	73	18	0	0	0	18	15	75	0	0	90	25	0	0	0	25	206
04:05 PM	0	64	26	0	90	23	0	0	0	23	20	90	0	0	110	37	0	0	0	37	260
04:10 PM	0	68	33	0	101	24	0	0	0	24	22	89	0	0	111	37	0	0	0	37	273
04:15 PM	0	58	20	0	78	28	0	0	0	28	19	72	0	0	91	31	0	0	0	31	228
04:20 PM	0	61	18	0	79	19	0	0	2	21	12	85	0	0	97	31	0	0	0	31	228
04:25 PM	0	70	16	0	86	23	0	0	0	23	12	95	0	0	107	27	0	0	0	27	243
04:30 PM	0	72	17	0	89	18	0	0	0	18	19	82	0	0	101	24	0	0	0	24	232
04:35 PM	0	55	30	0	85	10	0	0	1	11	11	64	0	0	75	17	0	0	0	17	188
04:40 PM	0	60	14	0	74	23	0	0	0	23	29	51	0	0	80	15	0	0	0	15	192
04:45 PM	0	55	14	0	69	17	0	0	0	17	12	68	0	0	80	23	0	0	0	23	189
04:50 PM	0	51	28	0	79	18	0	0	1	19	14	89	0	0	103	19	0	0	0	19	220
04:55 PM	0	58	20	0	78	31	0	0	0	31	22	87	0	0	109	17	0	0	0	17	235
Total	0	724	257	0	981	252	0	0	4	256	207	947	0	0	1154	303	0	0	0	303	2694
05:00 PM	0	60	35	0	95	59	0	0	0	59	14	68	0	0	82	14	0	0	0	14	250
05:05 PM	0	49	22	0	71	18	0	0	1	19	10	57	0	0	67	15	0	0	0	15	172
05:10 PM	0	41	16	0	57	32	0	0	0	32	17	99	0	0	116	21	0	0	0	21	226
05:15 PM	0	63	41	0	104	34	0	0	0	34	18	62	0	0	80	28	0	0	0	28	246
05:20 PM	0	42	25	0	67	26	0	0	0	26	19	52	0	0	71	29	0	0	0	29	193
05:25 PM	0	48	26	0	74	12	0	0	2	14	18	48	1	0	67	24	0	0	0	24	179
05:30 PM	0	39	29	0	68	11	0	0	0	11	17	44	0	0	61	13	0	0	0	13	153
05:35 PM	0	28	11	0	39	15	0	0	0	15	16	36	0	0	52	6	0	0	0	6	112
05:40 PM	0	31	16	0	47	20	0	0	0	20	14	87	0	0	101	12	0	0	0	12	180
05:45 PM	0	47	27	0	74	12	0	0	0	12	16	55	0	0	71	18	0	0	0	18	175
05:50 PM	0	36	21	0	57	20	0	0	0	20	14	47	0	0	61	16	0	0	0	16	154
05:55 PM	0	46	26	0	72	18	0	0	0	18	22	46	0	0	68	18	0	0	0	18	176
Total	0	530	295	0	825	277	0	0	3	280	195	701	1	0	897	214	0	0	0	214	2216
Grand Total	0	1254	552	0	1806	529	0	0	7	536	402	1648	1	0	2051	517	0	0	0	517	4910
Apprch %	0	69.4	30.6	0		98.7	0	0	1.3		19.6	80.4	0	0		100	0	0	0		
Total %	0	25.5	11.2	0	36.8	10.8	0	0	0.1	10.9	8.2	33.6	0	0	41.8	10.5	0	0	0	10.5	

	ALAMO DR Southbound					I-80 EB RAMPS Westbound					ALAMO DR Northbound					I-80 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:05 PM																					
04:05 PM	0	64	26	0	90	23	0	0	0	23	20	90	0	0	110	37	0	0	0	37	260
04:10 PM	0	68	33	0	101	24	0	0	0	24	22	89	0	0	111	37	0	0	0	37	273
04:15 PM	0	58	20	0	78	28	0	0	0	28	19	72	0	0	91	31	0	0	0	31	228
04:20 PM	0	61	18	0	79	19	0	0	2	21	12	85	0	0	97	31	0	0	0	31	228
04:25 PM	0	70	16	0	86	23	0	0	0	23	12	95	0	0	107	27	0	0	0	27	243
04:30 PM	0	72	17	0	89	18	0	0	0	18	19	82	0	0	101	24	0	0	0	24	232
04:35 PM	0	55	30	0	85	10	0	0	1	11	11	64	0	0	75	17	0	0	0	17	188
04:40 PM	0	60	14	0	74	23	0	0	0	23	29	51	0	0	80	15	0	0	0	15	192
04:45 PM	0	55	14	0	69	17	0	0	0	17	12	68	0	0	80	23	0	0	0	23	189
04:50 PM	0	51	28	0	79	18	0	0	1	19	14	89	0	0	103	19	0	0	0	19	220
04:55 PM	0	58	20	0	78	31	0	0	0	31	22	87	0	0	109	17	0	0	0	17	235
05:00 PM	0	60	35	0	95	59	0	0	0	59	14	68	0	0	82	14	0	0	0	14	250
Total Volume	0	732	271	0	1003	293	0	0	4	297	206	940	0	0	1146	292	0	0	0	292	2738
% App. Total	0	73	27	0		98.7	0	0	1.3		18	82	0	0		100	0	0	0		
PHF	.000	.847	.645	.000	.828	.414	.000	.000	.167	.419	.592	.825	.000	.000	.860	.658	.000	.000	.000	.658	.836

Traffic Data Service
Campbell, CA
(408) 377-2988
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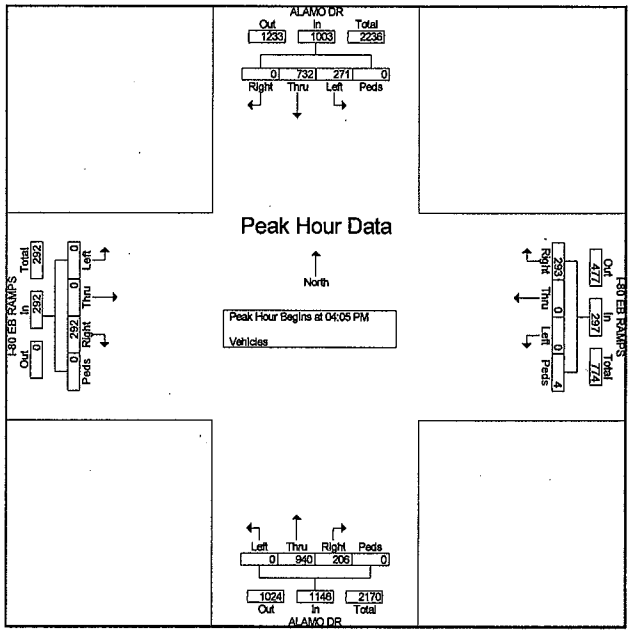
File Name : 25PM FINAL
Site Code : 00000025
Start Date : 1/30/2008



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

ALAMO DR @ MERCHANT ST
AM 7:00 AM TO 9:00 AM

File Name : 37 AM
Site Code : 37 AM
Start Date : 6/2/2009
Page No : 1

Groups Printed- Class 1

	ALAMO DR Southbound					MERCHANT DR Westbound					ALAMO DR Northbound					MERCHANT DR Eastbound							
Start Time	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Ovtu. Total	Incu. Total	Int. Total
07:00 AM	27	26	0	0	53	0	7	14	0	21	7	10	46	0	63	26	2	2	0	30	0	167	167
07:05 AM	19	26	4	0	49	1	12	15	0	28	15	9	74	1	98	15	2	3	0	20	1	195	196
07:10 AM	18	26	1	0	45	0	18	16	0	34	14	14	64	0	92	17	4	7	0	28	0	199	199
07:15 AM	18	21	2	0	41	1	28	32	0	61	14	22	68	0	104	12	1	3	0	16	0	222	222
07:20 AM	18	16	0	0	36	2	15	14	0	31	17	17	90	0	124	16	1	7	1	24	1	215	216
07:25 AM	38	39	2	0	79	2	18	15	0	35	25	28	78	0	131	23	7	4	0	34	0	279	279
07:30 AM	19	28	1	0	48	7	14	12	0	33	22	23	79	0	124	19	0	14	0	33	0	238	238
07:35 AM	34	36	1	0	71	1	20	27	0	48	23	36	87	1	146	22	6	15	0	43	1	308	309
07:40 AM	29	50	5	0	84	1	21	22	0	44	27	26	65	0	118	26	3	20	0	49	0	295	295
07:45 AM	21	31	3	0	55	2	26	25	0	53	23	35	83	1	141	36	6	5	0	47	1	296	297
07:50 AM	22	54	3	0	79	2	25	24	0	51	24	31	60	0	115	26	7	5	1	38	1	283	284
07:55 AM	18	43	4	0	65	0	8	19	0	27	23	14	58	0	95	55	16	6	0	77	0	264	264
Total	281	398	26	0	705	19	212	235	0	466	234	265	852	3	1351	293	55	91	2	439	5	2961	2966
08:00 AM	11	37	1	0	49	0	17	24	0	41	26	16	76	0	118	29	5	5	0	39	0	247	247
08:05 AM	14	22	5	1	41	1	15	27	0	43	18	18	57	0	93	19	6	4	0	29	1	206	207
08:10 AM	14	23	0	0	37	1	16	25	0	42	23	25	67	0	115	18	7	11	1	36	1	230	231
08:15 AM	11	31	5	0	47	4	11	20	0	35	23	22	51	0	96	20	6	5	0	31	0	209	209
08:20 AM	12	23	4	0	39	0	16	17	0	33	35	39	50	0	124	16	4	18	1	38	1	234	235
08:25 AM	14	30	5	0	49	3	7	22	0	32	47	26	62	0	135	20	5	10	0	35	0	251	251
08:30 AM	20	29	3	0	52	0	7	20	0	27	34	30	37	0	101	23	17	6	0	46	0	226	226
08:35 AM	23	31	3	0	57	3	23	33	0	59	35	27	50	1	112	11	7	5	0	23	1	251	252
08:40 AM	14	27	5	0	46	3	18	19	0	40	19	22	59	0	100	17	6	6	1	29	1	215	216
08:45 AM	11	30	7	0	48	3	18	21	1	42	37	19	46	1	102	18	5	8	0	31	2	223	225
08:50 AM	15	23	6	0	44	0	11	23	0	34	31	24	63	0	118	16	6	11	0	33	0	229	229
08:55 AM	8	10	7	0	25	1	8	18	0	27	36	22	24	0	82	8	6	13	0	27	0	161	161
Total	167	316	51	1	534	19	167	269	1	455	364	290	642	2	1296	215	80	102	3	397	7	2682	2689
Grand Total	448	714	77	1	1239	38	379	504	1	921	598	555	1494	5	2647	508	135	193	5	836	12	5643	5655
Apprch %	36.2	57.6	6.2			4.1	41.2	54.7			22.6	21	56.4			60.8	16.1	23.1					
Total %	7.9	12.7	1.4		22	0.7	6.7	8.9		16.3	10.6	9.8	26.5		46.9	9	2.4	3.4		14.6	0.2	99.8	

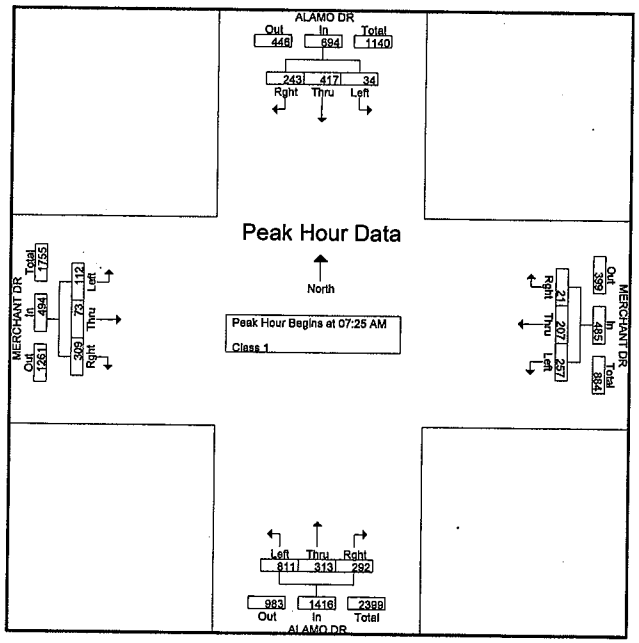
	ALAMO DR Southbound				MERCHANT DR Westbound				ALAMO DR Northbound				MERCHANT DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:25 AM																	
07:25 AM	38	39	2	79	2	18	15	35	25	28	78	131	23	7	4	34	279
07:30 AM	19	28	1	48	7	14	12	33	22	23	79	124	19	0	14	33	238
07:35 AM	34	36	1	71	1	20	27	48	23	36	87	146	22	6	15	43	308
07:40 AM	29	50	5	84	1	21	22	44	27	26	65	118	26	3	20	49	295
07:45 AM	21	31	3	55	2	26	25	53	23	35	83	141	36	6	5	47	296
07:50 AM	22	54	3	79	2	25	24	51	24	31	60	115	26	7	5	38	283
07:55 AM	18	43	4	65	0	8	19	27	23	14	58	95	55	16	6	77	264
08:00 AM	11	37	1	49	0	17	24	41	26	16	76	118	29	5	5	39	247
08:05 AM	14	22	5	41	1	15	27	43	18	18	57	93	19	6	4	29	206
08:10 AM	14	23	0	37	1	16	25	42	23	25	67	115	18	7	11	36	230
08:15 AM	11	31	5	47	4	11	20	35	23	22	51	96	20	6	5	31	209
08:20 AM	12	23	4	39	0	16	17	33	35	39	50	124	16	4	18	38	234
Total Volume	243	417	34	694	21	207	257	485	292	313	811	1416	309	73	112	494	3089
% App. Total	35	60.1	4.9		4.3	42.7	53		20.6	22.1	57.3		62.6	14.8	22.7		
PHF	.533	.644	.567	.688	.250	.663	.793	.763	.695	.669	.777	.808	.468	.380	.467	.535	.836

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

ALAMO DR @ MERCHANT ST
AM 7:00 AM TO 9:00 AM

File Name : 37 AM
Site Code : 37 AM
Start Date : 6/2/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

ALAMO DR @ MERCHANT ST
PM 4:00 PM TO 6:00 PM

File Name : 37 PM
Site Code : 37 PM
Start Date : 6/2/2009
Page No : 1

Groups Printed- Class 1

	ALAMO DR Southbound					MERCHANT ST Westbound					ALAMO DR Northbound					MERCHANT ST Eastbound							
Start Time	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Entry Total	Incl. Total	Int. Total
04:00 PM	17	40	4	1	61	7	15	34	0	56	67	28	35	2	130	33	9	13	0	55	3	302	305
04:05 PM	6	49	9	0	64	3	8	27	0	38	41	33	39	0	113	34	7	15	0	56	0	271	271
04:10 PM	9	18	5	2	32	4	13	35	0	52	49	32	28	3	109	17	6	20	0	43	5	236	241
04:15 PM	13	38	13	0	64	1	11	20	0	32	48	46	43	0	137	18	10	10	0	38	0	271	271
04:20 PM	9	44	7	0	60	2	10	32	0	44	44	37	26	0	107	17	4	16	0	37	0	248	248
04:25 PM	9	23	7	0	39	5	15	34	0	54	46	31	18	0	95	22	8	8	0	38	0	226	226
04:30 PM	17	24	2	0	43	2	10	23	0	35	37	42	33	0	112	21	11	12	0	44	0	234	234
04:35 PM	7	33	4	0	44	5	10	36	1	51	44	37	36	0	117	19	7	11	0	37	1	249	250
04:40 PM	8	22	10	0	40	7	26	45	0	78	37	28	30	1	95	20	8	14	0	42	1	255	256
04:45 PM	13	41	9	0	63	4	18	31	0	53	34	48	34	0	116	25	6	24	0	55	0	287	287
04:50 PM	9	28	8	0	45	1	11	36	0	48	71	35	33	0	139	29	11	22	0	62	0	294	294
04:55 PM	12	50	10	0	72	1	9	46	0	56	54	34	22	0	110	23	7	12	0	42	0	280	280
Total	129	410	88	3	627	42	156	399	1	597	572	431	377	6	1380	278	94	177	0	549	10	3153	3163
05:00 PM	7	44	8	0	59	9	10	26	0	45	57	42	31	2	130	27	6	18	0	51	2	285	287
05:05 PM	12	27	4	2	43	3	22	42	0	67	40	34	22	2	98	36	7	21	0	64	4	270	274
05:10 PM	14	26	1	0	41	7	30	52	0	89	61	41	45	2	147	22	7	16	0	45	2	322	324
05:15 PM	10	39	10	0	59	3	19	42	1	64	53	32	33	0	118	21	10	18	0	49	1	290	291
05:20 PM	13	34	5	0	52	6	11	22	0	39	75	54	36	0	165	32	9	21	0	62	0	318	318
05:25 PM	12	37	7	0	56	4	23	38	0	65	65	69	29	0	163	25	11	10	0	46	0	330	330
05:30 PM	9	27	11	3	47	5	20	22	0	47	47	35	46	0	128	35	12	16	0	63	3	285	288
05:35 PM	12	30	6	0	48	3	19	44	0	66	58	32	27	0	117	37	10	20	0	67	0	298	298
05:40 PM	11	33	11	0	55	1	14	52	0	67	33	48	28	0	109	13	6	16	0	35	0	266	266
05:45 PM	8	28	9	0	45	4	8	46	0	58	48	36	32	0	116	44	8	18	0	70	0	289	289
05:50 PM	8	26	10	0	44	2	8	36	0	46	53	25	31	1	109	35	18	11	0	64	1	263	264
05:55 PM	3	37	3	0	43	4	16	32	0	52	48	34	33	0	115	45	14	12	0	71	0	281	281
Total	119	388	85	5	592	51	200	454	1	705	638	482	393	7	1513	372	118	197	0	687	13	3497	3510
Grand Total	248	798	173	8	1219	93	356	853	2	1302	1210	913	770	13	2893	650	212	374	0	1236	23	6650	6673
Apprch %	20.3	65.5	14.2			7.1	27.3	65.5			41.8	31.6	26.6			52.6	17.2	30.3					
Total %	3.7	12	2.6		18.3	1.4	5.4	12.8		19.6	18.2	13.7	11.6		43.5	9.8	3.2	5.6		18.6	0.3	99.7	

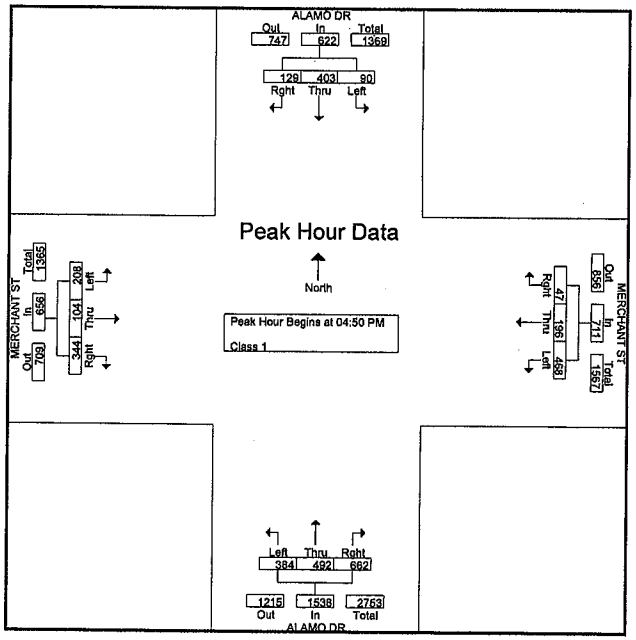
	ALAMO DR Southbound				MERCHANT ST Westbound				ALAMO DR Northbound				MERCHANT ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:50 PM																	
04:50 PM	9	28	8	45	1	11	36	48	71	35	33	139	29	11	22	62	294
04:55 PM	12	50	10	72	1	9	46	56	54	34	22	110	23	7	12	42	280
05:00 PM	7	44	8	59	9	10	26	45	57	42	31	130	27	6	18	51	285
05:05 PM	12	27	4	43	3	22	42	67	40	34	22	96	36	7	21	64	270
05:10 PM	14	26	1	41	7	30	52	89	61	41	45	147	22	7	16	45	322
05:15 PM	10	39	10	59	3	19	42	64	53	32	33	118	21	10	18	49	290
05:20 PM	13	34	5	52	6	11	22	39	75	54	36	165	32	9	21	62	318
05:25 PM	12	37	7	56	4	23	38	65	65	69	29	163	25	11	10	46	330
05:30 PM	9	27	11	47	5	20	22	47	47	35	46	128	35	12	16	63	285
05:35 PM	12	30	6	48	3	19	44	66	58	32	27	117	37	10	20	67	298
05:40 PM	11	33	11	55	1	14	52	67	33	48	28	109	13	6	16	35	266
05:45 PM	8	28	9	45	4	8	46	58	48	36	32	116	44	8	18	70	289
Total Volume	129	403	90	622	47	196	468	711	662	492	384	1538	344	104	208	656	3527
% App. Total	20.7	64.8	14.5		6.6	27.6	65.8		43	32	25		52.4	15.9	31.7		
PHF	.768	.672	.682	.720	.435	.544	.750	.666	.736	.594	.696	.777	.652	.722	.788	.781	.891

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

ALAMO DR @ MERCHANT ST
PM 4:00 PM TO 6:00 PM

File Name : 37 PM
Site Code : 37 PM
Start Date : 6/2/2009
Page No : 2



Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 31AM FINAL
Site Code : 00000031
Start Date : 1/16/2008

Groups Printed- Vehicles

	AEGEAN WY Southbound					ELMIRA RD Westbound					PEABODY RD Northbound					ELMIRA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	6	2	1	0	9	2	56	15	1	74	15	6	26	0	47	19	15	5	0	39	169
07:05 AM	2	4	0	0	6	1	63	12	0	76	21	5	32	0	58	21	16	6	0	43	183
07:10 AM	3	5	0	0	8	0	72	21	2	95	26	7	25	0	58	22	21	10	0	53	214
07:15 AM	5	6	2	0	13	0	65	32	0	97	22	6	45	0	73	26	22	2	0	50	233
07:20 AM	6	3	1	0	10	1	72	26	1	100	16	9	45	1	71	16	15	6	0	37	218
07:25 AM	2	1	0	0	3	0	85	25	0	110	19	2	52	0	73	25	12	11	0	48	234
07:30 AM	3	2	3	0	8	2	62	32	0	96	21	1	49	2	73	32	23	12	0	67	244
07:35 AM	2	5	1	0	8	0	63	25	0	88	23	6	32	0	61	25	22	15	0	62	219
07:40 AM	8	5	0	0	13	0	83	26	0	109	25	4	43	0	72	22	16	13	0	51	245
07:45 AM	7	6	0	0	13	2	110	23	0	135	26	2	30	0	58	31	30	21	0	82	288
07:50 AM	4	6	0	0	10	0	49	23	0	72	34	2	40	3	79	20	23	9	0	52	213
07:55 AM	4	9	2	0	15	0	56	26	0	82	33	4	69	1	107	15	13	7	0	35	239
Total	52	54	10	0	116	8	836	286	4	1134	281	54	488	7	830	274	228	117	0	619	2699
08:00 AM	4	5	1	0	10	2	60	8	1	71	17	2	17	0	36	29	30	9	0	68	185
08:05 AM	8	3	0	0	11	0	60	17	0	77	27	1	56	0	84	33	39	10	0	82	254
08:10 AM	9	4	0	0	13	1	62	21	0	84	34	2	58	0	94	28	45	16	0	89	280
08:15 AM	6	4	1	0	11	1	53	12	1	67	35	3	57	3	98	31	36	39	0	106	282
08:20 AM	6	3	0	0	9	0	61	9	0	70	41	4	53	0	98	44	34	34	0	112	289
08:25 AM	8	4	1	1	14	1	58	12	0	71	35	5	57	2	99	46	37	23	0	106	290
08:30 AM	6	2	0	0	8	1	51	10	0	62	14	5	58	0	77	25	20	23	0	68	215
08:35 AM	5	3	1	0	9	0	54	9	0	63	30	2	45	0	77	25	23	32	0	80	229
08:40 AM	6	3	1	0	10	0	52	8	0	60	22	0	39	0	61	24	27	19	0	70	201
08:45 AM	7	6	1	0	14	0	53	6	0	59	27	6	44	0	77	22	26	8	1	57	207
08:50 AM	5	5	0	0	10	0	56	8	3	67	35	0	43	0	78	35	21	42	0	98	253
08:55 AM	4	4	0	0	8	1	56	7	0	64	33	0	38	0	71	27	18	30	0	75	218
Total	74	46	6	1	127	7	676	127	5	815	350	30	565	5	950	369	356	285	1	1011	2903
Grand Total	126	100	16	1	243	15	1512	413	9	1949	631	84	1053	12	1780	643	584	402	1	1630	5602
Apprch %	51.9	41.2	6.6	0.4		0.8	77.6	21.2	0.5		35.4	4.7	59.2	0.7		39.4	35.8	24.7	0.1		
Total %	2.2	1.8	0.3	0	4.3	0.3	27	7.4	0.2	34.8	11.3	1.5	18.8	0.2	31.8	11.5	10.4	7.2	0	29.1	

	AEGEAN WY Southbound					ELMIRA RD Westbound					PEABODY RD Northbound					ELMIRA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	2	3	0	8	2	62	32	0	96	21	1	49	2	73	32	23	12	0	67	244
07:35 AM	2	5	1	0	8	0	63	25	0	88	23	6	32	0	61	25	22	15	0	62	219
07:40 AM	8	5	0	0	13	0	83	26	0	109	25	4	43	0	72	22	16	13	0	51	245
07:45 AM	7	6	0	0	13	2	110	23	0	135	26	2	30	0	58	31	30	21	0	82	288
07:50 AM	4	6	0	0	10	0	49	23	0	72	34	2	40	3	79	20	23	9	0	52	213
07:55 AM	4	9	2	0	15	0	56	26	0	82	33	4	69	1	107	15	13	7	0	35	239
08:00 AM	4	5	1	0	10	2	60	8	1	71	17	2	17	0	36	29	30	9	0	68	185
08:05 AM	8	3	0	0	11	0	60	17	0	77	27	1	56	0	84	33	39	10	0	82	254
08:10 AM	9	4	0	0	13	1	62	21	0	84	34	2	58	0	94	28	45	16	0	89	280
08:15 AM	6	4	1	0	11	1	53	12	1	67	35	3	57	3	98	31	36	39	0	106	282
08:20 AM	6	3	0	0	9	0	61	9	0	70	41	4	53	0	98	44	34	34	0	112	289
08:25 AM	8	4	1	1	14	1	58	12	0	71	35	5	57	2	99	46	37	23	0	106	290
Total Volume	69	56	9	1	135	9	777	234	2	1022	351	36	561	11	959	356	348	208	0	912	3028
% App. Total	51.1	41.5	6.7	0.7		0.9	76	22.9	0.2		36.6	3.8	58.5	1.1		39	38.2	22.8	0		
PHF	.639	.519	.250	.083	.750	.375	.589	.609	.167	.631	.713	.500	.678	.306	.747	.645	.644	.444	.000	.679	.870

Traffic Data Service
Campbell, CA
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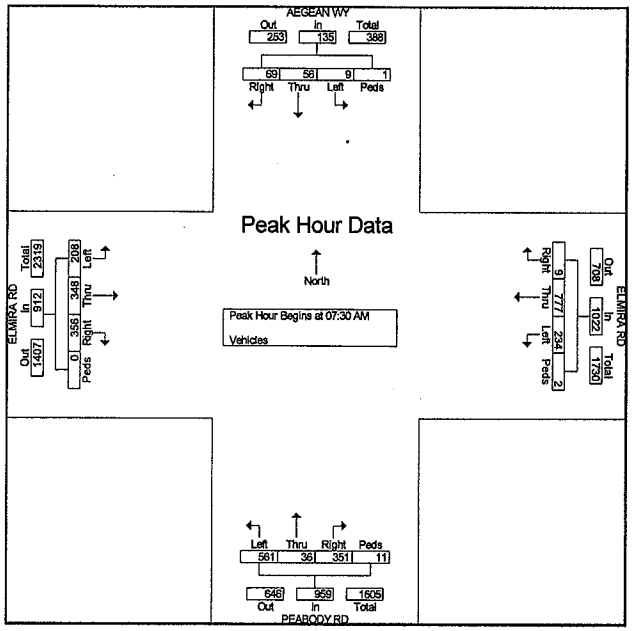
File Name : 31AM FINAL
Site Code : 00000031
Start Date : 1/16/2008



Traffic Data Service
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File Name : 31PM FINAL
Site Code : 00000031
Start Date : 1/16/2008
Page No : 1

Groups Printed- Vehicles

	AEGEAN WY Southbound					ELMIRA RD Westbound					PEABODY RD Northbound					ELMIRA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	8	2	0	18	1	62	32	0	95	21	9	32	0	62	26	41	15	0	82	257
04:05 PM	6	6	3	0	15	2	53	35	0	90	22	11	52	0	85	35	52	16	0	103	293
04:10 PM	9	7	1	0	17	0	59	26	0	85	23	5	63	0	91	26	46	22	0	94	287
04:15 PM	11	3	2	0	16	1	52	23	0	76	26	9	42	0	77	32	38	23	0	93	262
04:20 PM	5	2	3	0	10	0	63	25	0	88	32	12	59	0	103	36	52	25	0	113	314
04:25 PM	7	3	1	0	11	1	73	42	0	116	28	8	46	0	82	41	50	25	0	116	325
04:30 PM	9	8	2	0	19	1	67	49	0	117	40	10	64	0	114	47	41	22	0	110	360
04:35 PM	9	11	3	0	23	1	64	41	0	106	41	15	56	0	112	46	44	21	0	111	352
04:40 PM	11	10	2	0	23	0	62	46	0	108	38	21	54	0	113	47	43	23	0	113	357
04:45 PM	6	7	1	2	16	0	59	37	2	98	44	18	53	0	115	36	37	42	0	115	344
04:50 PM	6	8	1	0	15	1	53	41	0	95	41	12	49	0	102	38	35	41	0	114	326
04:55 PM	10	7	2	0	19	0	71	40	0	111	44	23	48	0	115	42	37	34	0	113	358
Total	97	80	23	2	202	8	738	437	2	1185	400	153	618	0	1171	452	516	309	0	1277	3835
05:00 PM	9	11	2	0	22	0	64	39	0	103	41	10	52	0	103	42	34	36	0	112	340
05:05 PM	7	9	0	0	16	0	68	44	0	112	38	9	49	0	96	40	47	39	0	126	350
05:10 PM	7	10	3	0	20	2	65	40	0	107	39	14	51	0	104	56	38	40	0	134	365
05:15 PM	7	13	7	0	27	2	66	40	0	108	36	12	45	0	93	46	39	47	0	132	360
05:20 PM	7	9	2	0	18	2	47	36	0	85	34	33	47	0	114	42	38	41	0	121	338
05:25 PM	7	10	3	0	20	2	46	33	0	81	31	8	36	0	75	38	42	39	0	119	295
05:30 PM	6	11	2	0	19	2	51	32	0	85	40	27	42	0	109	45	38	40	0	123	336
05:35 PM	6	8	2	1	17	1	61	32	2	96	33	9	37	0	79	40	43	45	0	128	320
05:40 PM	5	9	3	0	17	0	49	32	0	81	41	6	44	0	91	41	34	38	0	113	302
05:45 PM	5	8	2	1	16	2	55	38	1	96	37	9	44	1	91	35	40	41	0	116	319
05:50 PM	5	7	1	0	13	0	40	28	0	68	38	6	46	0	90	37	33	39	0	109	280
05:55 PM	4	7	0	0	11	1	31	20	0	52	41	7	37	0	85	35	44	35	0	114	262
Total	75	112	27	2	216	14	643	414	3	1074	449	150	530	1	1130	497	470	480	0	1447	3867
Grand Total	172	192	50	4	418	22	1381	851	5	2259	849	303	1148	1	2301	949	986	789	0	2724	7702
Apprch %	41.1	45.9	12	1		1	61.1	37.7	0.2		36.9	13.2	49.9	0		34.8	36.2	29	0		
Total %	2.2	2.5	0.6	0.1	5.4	0.3	17.9	11	0.1	29.3	11	3.9	14.9	0	29.9	12.3	12.8	10.2	0	35.4	

	AEGEAN WY Southbound					ELMIRA RD Westbound					PEABODY RD Northbound					ELMIRA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:25 PM																					
04:25 PM	7	3	1	0	11	1	73	42	0	116	28	8	46	0	82	41	**50**	25	0	116	325
04:30 PM	9	8	2	0	19	1	67	**49**	0	**117**	40	10	**64**	0	114	47	41	22	0	110	360
04:35 PM	9	11	3	0	23	1	64	41	0	106	41	15	56	0	112	46	44	21	0	111	352
04:40 PM	**11**	10	2	0	23	0	62	46	0	108	38	21	54	0	113	47	43	23	0	113	357
04:45 PM	6	7	1	**2**	16	0	59	37	**2**	98	**44**	18	53	0	**115**	36	37	42	0	115	344
04:50 PM	6	8	1	0	15	1	53	41	0	95	41	12	49	0	102	38	35	41	0	114	326
04:55 PM	10	7	2	0	19	0	71	40	0	111	44	23	48	0	115	42	37	34	0	113	358
05:00 PM	9	11	2	0	22	0	64	39	0	103	41	10	52	0	103	42	34	36	0	112	340
05:05 PM	7	9	0	0	16	0	68	44	0	112	38	9	49	0	96	40	47	39	0	126	350
05:10 PM	7	10	3	0	20	**2**	65	40	0	107	39	14	51	0	104	**56**	38	40	0	**134**	**365**
05:15 PM	7	**13**	7	0	**27**	2	66	40	0	108	36	12	45	0	93	46	39	**47**	0	132	360
05:20 PM	7	9	2	0	18	2	47	36	0	85	34	33	47	0	114	42	38	41	0	121	338
Total Volume	95	106	26	2	229	10	759	495	2	1266	464	185	614	0	1263	523	483	411	0	1417	4175
% App. Total	41.5	46.3	11.4	0.9		0.8	60	39.1	0.2		36.7	14.6	48.6	0		36.9	34.1	29	0		
PHF	.720	.679	.310	.083	.707	.417	.866	.842	.083	.902	.879	.467	.799	.000	.915	.778	.805	.729	.000	.881	.953

Traffic Data Service
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File Name : 31PM FINAL
Site Code : 00000031
Start Date : 1/16/2008
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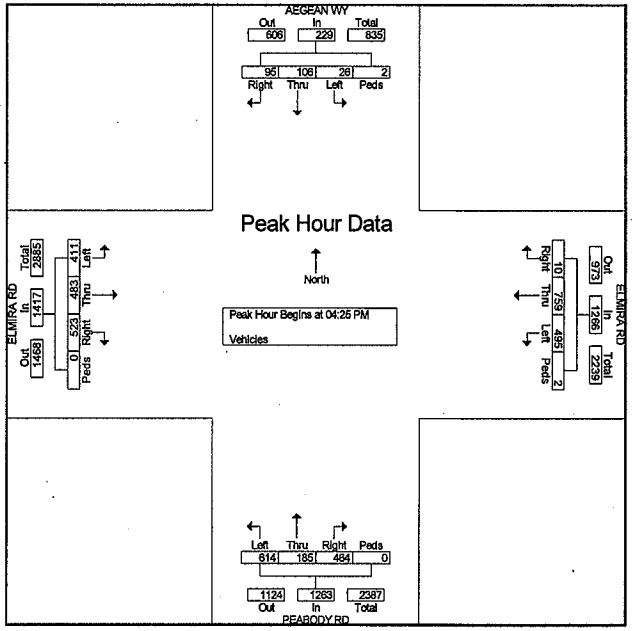

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File Name : 35AM FINAL
Site Code : 00000035
Start Date : 2/13/2008
Page No : 1

Groups Printed- Vehicles

	NUT TREE RD Southbound					ELMIRA RD Westbound					NUT TREE RD Northbound					ELMIRA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	6	27	3	0	36	2	23	5	0	30	6	20	12	0	38	19	10	2	0	31	135
07:05 AM	6	23	4	0	33	1	18	7	0	26	1	18	26	0	45	13	13	2	0	28	132
07:10 AM	15	18	3	1	37	1	22	4	0	27	4	24	20	1	49	7	19	4	0	30	143
07:15 AM	16	23	1	2	42	4	42	4	0	50	4	21	22	0	47	6	11	3	0	20	159
07:20 AM	13	17	4	2	36	5	21	5	5	36	10	26	33	0	69	17	23	4	1	45	186
07:25 AM	23	22	6	2	53	6	44	8	6	64	6	27	32	1	66	12	11	3	2	28	211
07:30 AM	16	15	6	2	39	4	43	13	3	63	5	19	37	0	61	36	23	3	2	64	227
07:35 AM	11	21	6	0	38	3	31	6	2	42	5	45	52	0	102	19	11	5	1	36	218
07:40 AM	17	34	5	0	56	9	37	9	0	55	14	50	30	0	94	23	32	18	0	73	278
07:45 AM	13	17	0	0	30	9	36	9	0	54	8	44	49	0	101	24	16	17	0	57	242
07:50 AM	17	21	7	0	45	5	20	12	0	37	7	50	33	0	90	10	28	12	0	50	222
07:55 AM	7	23	3	0	33	8	25	6	0	39	7	64	25	1	97	6	35	10	0	51	220
Total	160	261	48	9	478	57	362	88	16	523	77	408	371	3	859	192	232	83	6	513	2373
08:00 AM	5	19	2	0	26	15	49	8	0	72	17	42	12	0	71	9	19	10	0	38	207
08:05 AM	10	40	7	0	57	12	38	12	1	63	9	38	14	0	61	9	20	2	0	31	212
08:10 AM	12	19	3	0	34	8	36	12	0	56	5	37	15	0	57	8	12	10	0	30	177
08:15 AM	14	7	2	0	23	6	29	10	1	46	3	30	19	0	52	7	12	7	0	26	147
08:20 AM	10	14	2	0	26	5	17	4	0	26	7	38	17	0	62	9	9	4	0	22	136
08:25 AM	7	14	2	0	23	6	29	5	0	40	4	26	23	0	53	8	16	4	0	28	144
08:30 AM	3	19	2	0	24	5	23	4	0	32	7	34	19	0	60	16	17	6	0	39	155
08:35 AM	10	13	2	0	25	3	19	3	0	25	7	49	18	0	74	22	16	8	0	46	170
08:40 AM	11	12	3	0	26	8	30	7	0	45	6	33	27	0	66	12	15	11	0	38	175
08:45 AM	12	17	3	0	32	4	20	6	0	30	2	44	31	0	77	12	20	8	0	40	179
08:50 AM	10	17	5	0	32	4	27	5	0	36	6	40	25	0	71	15	22	3	0	40	179
08:55 AM	12	18	5	1	36	5	28	3	1	37	3	34	16	0	53	2	12	8	0	22	148
Total	116	209	38	1	364	81	345	79	3	508	76	445	236	0	757	129	190	81	0	400	2029
Grand Total	276	470	86	10	842	138	707	167	19	1031	153	853	607	3	1616	321	422	164	6	913	4402
Apprch %	32.8	55.8	10.2	1.2		13.4	68.6	16.2	1.8		9.5	52.8	37.6	0.2		35.2	46.2	18	0.7		
Total %	6.3	10.7	2	0.2	19.1	3.1	16.1	3.8	0.4	23.4	3.5	19.4	13.8	0.1	36.7	7.3	9.6	3.7	0.1	20.7	

	NUT TREE RD Southbound					ELMIRA RD Westbound					NUT TREE RD Northbound					ELMIRA RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	16	23	1	2	42	4	42	4	0	50	4	21	22	0	47	6	11	3	0	20	159
07:20 AM	13	17	4	2	36	5	21	5	5	36	10	26	33	0	69	17	23	4	1	45	186
07:25 AM	23	22	6	2	53	6	44	8	6	64	6	27	32	1	66	12	11	3	2	28	211
07:30 AM	16	15	6	2	39	4	43	13	3	63	5	19	37	0	61	36	23	3	2	64	227
07:35 AM	11	21	6	0	38	3	31	6	2	42	5	45	52	0	102	19	11	5	1	36	218
07:40 AM	17	34	5	0	56	9	37	9	0	55	14	50	30	0	94	23	32	18	0	73	278
07:45 AM	13	17	0	0	30	9	36	9	0	54	8	44	49	0	101	24	16	17	0	57	242
07:50 AM	17	21	7	0	45	5	20	12	0	37	7	50	33	0	90	10	28	12	0	50	222
07:55 AM	7	23	3	0	33	8	25	6	0	39	7	64	25	1	97	6	35	10	0	51	220
08:00 AM	5	19	2	0	26	15	49	8	0	72	17	42	12	0	71	9	19	10	0	38	207
08:05 AM	10	40	7	0	57	12	38	12	1	63	9	38	14	0	61	9	20	2	0	31	212
08:10 AM	12	19	3	0	34	8	36	12	0	56	5	37	15	0	57	8	12	10	0	30	177
Total Volume	160	271	50	8	489	88	422	104	17	631	97	463	354	2	916	179	241	97	6	523	2559
% App. Total	32.7	55.4	10.2	1.6		13.9	66.9	16.5	2.7		10.6	50.5	38.6	0.2		34.2	46.1	18.5	1.1		
PHF	.580	.565	.595	.333	.715	.489	.718	.667	.236	.730	.475	.603	.567	.167	.748	.434	.574	.449	.250	.597	.767

Traffic Data Service
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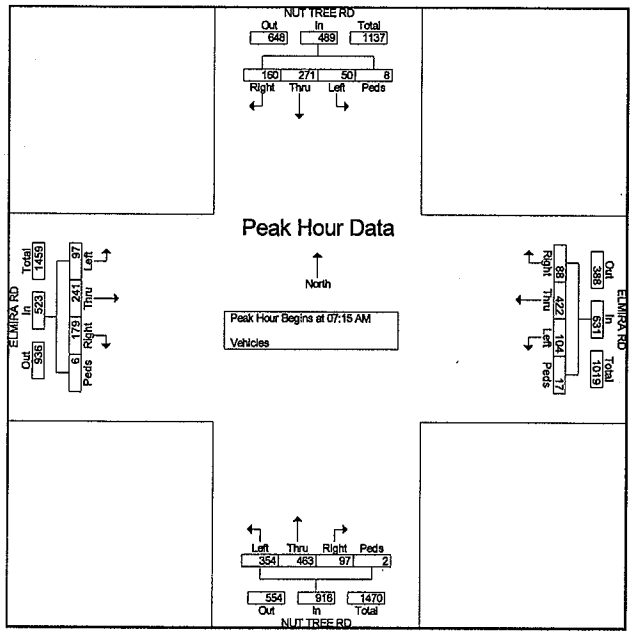
File Name : 35AM FINAL
Site Code : 00000035
Start Date : 2/13/2008
Page No : 2



Traffic Data Service

Campbell, CA
408 377-2988
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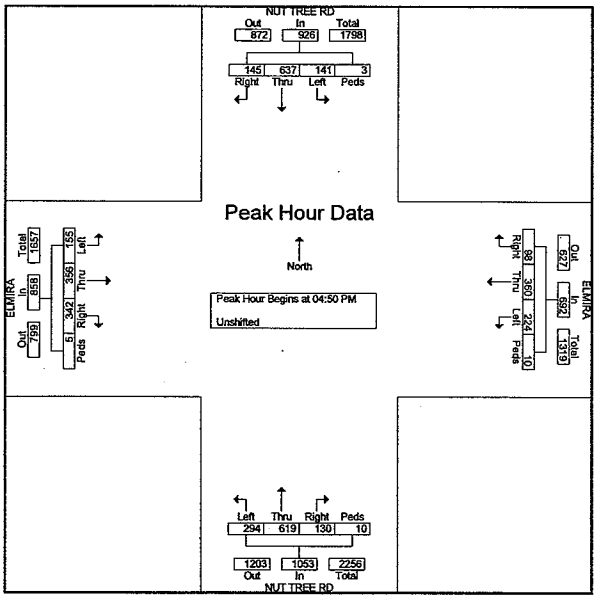
File Name : Not Named
Site Code : 00000035
Start Date : 10/10/2007
Page No : 1

Groups Printed- Unshifted

	NUT TREE RD South Bound				ELMIRA West Bound				NUT TREE RD North Bound				ELMIRA East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	17	42	10	0	8	22	13	0	6	44	11	0	17	29	13	0	232
04:05 PM	9	31	12	0	7	25	12	0	10	54	14	0	19	17	7	0	217
04:10 PM	13	43	11	0	6	16	7	0	9	33	13	0	30	24	10	0	215
04:15 PM	8	49	9	0	4	26	11	0	9	34	11	0	13	27	25	0	226
04:20 PM	3	27	8	0	5	20	15	0	10	47	18	0	20	30	10	0	213
04:25 PM	9	55	11	0	7	23	15	0	10	26	18	0	23	37	18	0	252
04:30 PM	7	32	9	0	8	24	13	1	10	59	26	0	21	25	13	0	248
04:35 PM	12	53	3	0	7	13	10	0	16	30	12	1	20	25	16	0	218
04:40 PM	10	52	14	0	13	16	20	1	11	52	17	1	21	26	11	1	266
04:45 PM	7	39	4	1	6	32	22	1	4	58	16	0	21	40	21	0	272
04:50 PM	10	43	11	0	8	31	15	0	11	53	22	0	42	24	14	0	284
04:55 PM	12	53	7	0	10	33	13	0	8	56	22	0	19	25	17	0	275
Total	117	519	109	1	89	281	166	3	114	546	200	2	266	329	175	1	2918
05:00 PM	11	48	11	0	12	22	11	1	13	55	22	0	28	28	16	0	278
05:05 PM	16	61	9	1	8	39	21	0	11	53	23	0	31	26	7	1	307
05:10 PM	11	61	14	0	5	32	21	0	13	47	26	4	29	37	6	3	309
05:15 PM	18	58	9	0	20	18	13	4	8	36	33	0	31	36	15	0	299
05:20 PM	12	40	13	0	4	36	18	0	10	54	29	0	35	34	5	0	290
05:25 PM	14	60	6	0	5	26	26	0	11	51	18	0	24	30	12	0	283
05:30 PM	8	59	10	0	4	34	20	1	11	36	26	1	33	38	18	1	300
05:35 PM	11	59	20	2	8	16	27	2	12	47	23	4	23	34	13	0	301
05:40 PM	12	51	15	0	8	46	16	0	12	65	27	0	28	28	22	0	330
05:45 PM	10	44	16	0	6	27	23	2	10	66	23	1	19	16	10	0	273
05:50 PM	7	43	11	0	4	19	17	0	10	39	26	0	39	23	27	1	266
05:55 PM	10	41	13	0	7	25	13	0	18	51	24	0	22	26	5	0	255
Total	140	625	147	3	91	340	226	10	139	600	300	10	342	356	156	6	3491
Grand Total	257	1144	256	4	180	621	392	13	253	1146	500	12	608	685	331	7	6409
Apprch %	15.5	68.9	15.4	0.2	14.9	51.5	32.5	1.1	13.2	60	26.2	0.6	37.3	42	20.3	0.4	
Total %	4	17.8	4	0.1	2.8	9.7	6.1	0.2	3.9	17.9	7.8	0.2	9.5	10.7	5.2	0.1	

	NUT TREE RD South Bound					ELMIRA West Bound					NUT TREE RD North Bound					ELMIRA East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:50 PM																					
04:50 PM	10	43	11	0	64	8	31	15	0	54	11	53	22	0	86	42	24	14	0	80	284
04:55 PM	12	53	7	0	72	10	33	13	0	56	8	56	22	0	86	19	25	17	0	61	275
05:00 PM	11	48	11	0	70	12	22	11	1	46	13	55	22	0	90	28	28	16	0	72	278
05:05 PM	16	61	9	1	87	8	39	21	0	68	11	53	23	0	87	31	26	7	1	65	307
05:10 PM	11	61	14	0	86	5	32	21	0	58	13	47	26	4	90	29	37	6	3	75	309
05:15 PM	18	58	9	0	85	20	18	13	4	55	8	36	33	0	77	31	36	15	0	82	299
05:20 PM	12	40	13	0	65	4	36	18	0	58	10	54	29	0	93	35	34	5	0	74	290
05:25 PM	14	60	6	0	80	5	26	26	0	57	11	51	18	0	80	24	30	12	0	66	283
05:30 PM	8	59	10	0	77	4	34	20	1	59	11	36	26	1	74	33	38	18	1	90	300
05:35 PM	11	59	20	2	92	8	16	27	2	53	12	47	23	4	86	23	34	13	0	70	301
05:40 PM	12	51	15	0	78	8	46	16	0	70	12	65	27	0	104	28	28	22	0	78	330
05:45 PM	10	44	16	0	70	6	27	23	2	58	10	66	23	1	100	19	16	10	0	45	273
Total Volume	145	637	141	3	926	98	360	224	10	692	130	619	294	10	1053	342	356	155	5	858	3529
% App. Total	15.7	68.8	15.2	0.3		14.2	52	32.4	1.4		12.3	58.8	27.9	0.9		39.9	41.5	18.1	0.6		
PHF	2.014	2.611	1.763	.375	2.516	1.225	1.957	2.074	.625	2.471	2.500	2.345	2.227	.625	2.531	2.036	2.342	1.761	.417	2.383	2.673



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File Name : 54AM FINAL
Site Code : 00000054
Start Date : 2/27/2008
Page No : 1

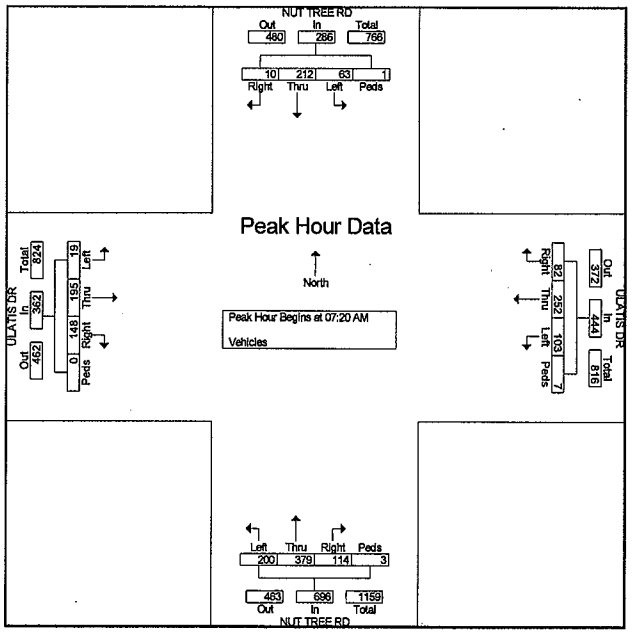
Groups Printed- Vehicles

	NUT TREE RD Southbound					ULATIS DR Westbound					NUT TREE RD Northbound					ULATIS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	16	3	0	20	5	10	3	0	18	5	26	18	0	49	7	8	1	1	17	104
07:05 AM	3	22	3	0	28	2	13	6	0	21	4	21	9	0	34	8	6	2	0	16	99
07:10 AM	3	14	0	0	17	6	13	2	0	21	4	26	11	0	41	8	6	5	0	19	98
07:15 AM	5	20	2	0	27	1	8	2	0	11	4	22	14	0	40	12	3	3	0	18	96
07:20 AM	2	14	5	0	21	1	10	4	2	17	2	30	21	0	53	14	14	4	0	32	123
07:25 AM	1	12	3	0	16	1	16	9	2	28	2	31	13	0	46	5	14	4	0	23	113
07:30 AM	0	14	4	0	18	5	18	6	0	29	3	20	17	0	40	13	14	2	0	29	116
07:35 AM	0	22	6	0	28	6	25	12	1	44	13	26	15	0	54	16	17	0	0	33	159
07:40 AM	0	17	3	0	20	6	15	6	0	27	14	27	18	0	59	8	15	0	0	23	129
07:45 AM	1	27	4	0	32	6	17	7	0	30	14	45	17	1	77	16	16	1	0	33	172
07:50 AM	0	14	7	0	21	7	22	5	0	34	17	34	21	2	74	18	25	1	0	44	173
07:55 AM	2	19	9	0	30	9	19	4	0	32	11	32	22	0	65	7	21	0	0	28	155
Total	18	211	49	0	278	55	186	66	5	312	93	340	196	3	632	132	159	23	1	315	1537
08:00 AM	0	20	5	0	25	8	25	10	1	44	13	31	16	0	60	13	20	3	0	36	165
08:05 AM	2	18	9	0	29	11	24	6	0	41	15	23	9	0	47	10	17	0	0	27	144
08:10 AM	1	21	8	0	30	10	32	20	1	63	8	39	17	0	64	14	16	1	0	31	188
08:15 AM	1	14	0	1	16	12	29	14	0	55	2	41	14	0	57	14	6	3	0	23	151
08:20 AM	2	26	5	0	33	4	10	3	0	17	2	20	17	0	39	11	9	0	0	20	109
08:25 AM	1	15	3	0	19	3	18	8	0	29	3	20	26	0	49	8	4	2	0	14	111
08:30 AM	2	20	5	0	27	10	9	3	0	22	3	27	16	0	46	11	8	0	1	20	115
08:35 AM	2	14	4	0	20	4	7	3	0	14	2	32	15	0	49	9	3	2	0	14	97
08:40 AM	2	17	5	0	24	4	16	1	0	21	3	39	15	0	57	6	9	2	0	17	119
08:45 AM	1	17	5	0	23	2	13	2	0	17	4	47	24	0	75	14	8	2	0	24	139
08:50 AM	5	20	1	0	26	6	12	3	0	21	2	29	18	0	49	16	5	1	0	22	118
08:55 AM	0	16	4	0	20	5	16	2	0	23	1	16	15	0	32	6	5	3	0	14	89
Total	19	218	54	1	292	79	211	75	2	367	58	364	202	0	624	132	110	19	1	262	1545
Grand Total	37	429	103	1	570	134	397	141	7	679	151	704	398	3	1256	264	269	42	2	577	3082
Apprch %	6.5	75.3	18.1	0.2		19.7	58.5	20.8	1		12	56.1	31.7	0.2		45.8	46.6	7.3	0.3		
Total %	1.2	13.9	3.3	0	18.5	4.3	12.9	4.6	0.2	22	4.9	22.8	12.9	0.1	40.8	8.6	8.7	1.4	0.1	18.7	

	NUT TREE RD Southbound					ULATIS DR Westbound					NUT TREE RD Northbound					ULATIS DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:20 AM																					
07:20 AM	2	14	5	0	21	1	10	4	2	17	2	30	21	0	53	14	14	4	0	32	123
07:25 AM	1	12	3	0	16	1	16	9	2	28	2	31	13	0	46	5	14	4	0	23	113
07:30 AM	0	14	4	0	18	5	18	6	0	29	3	20	17	0	40	13	14	2	0	29	116
07:35 AM	0	22	6	0	28	6	25	12	1	44	13	26	15	0	54	16	17	0	0	33	159
07:40 AM	0	17	3	0	20	6	15	6	0	27	14	27	18	0	59	8	15	0	0	23	129
07:45 AM	1	27	4	0	32	6	17	7	0	30	14	45	17	1	77	16	16	1	0	33	172
07:50 AM	0	14	7	0	21	7	22	5	0	34	17	34	21	2	74	18	25	1	0	44	173
07:55 AM	2	19	9	0	30	9	19	4	0	32	11	32	22	0	65	7	21	0	0	28	155
08:00 AM	0	20	5	0	25	8	25	10	1	44	13	31	16	0	60	13	20	3	0	36	165
08:05 AM	2	18	9	0	29	11	24	6	0	41	15	23	9	0	47	10	17	0	0	27	144
08:10 AM	1	21	8	0	30	10	32	20	1	63	8	39	17	0	64	14	16	1	0	31	188
08:15 AM	1	14	0	1	16	12	29	14	0	55	2	41	14	0	57	14	6	3	0	23	151
Total Volume	10	212	63	1	286	82	252	103	7	444	114	379	200	3	696	148	195	19	0	362	1788
% App. Total	3.5	74.1	22	0.3		18.5	56.8	23.2	1.6		16.4	54.5	28.7	0.4		40.9	53.9	5.2	0		
PHF	.417	.654	.583	.083	.745	.569	.656	.429	.292	.587	.559	.702	.758	.125	.753	.685	.650	.396	.000	.686	.793

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 54AM FINAL
Site Code : 00000054
Start Date : 2/27/2008
Page No : 2



Traffic Data Service

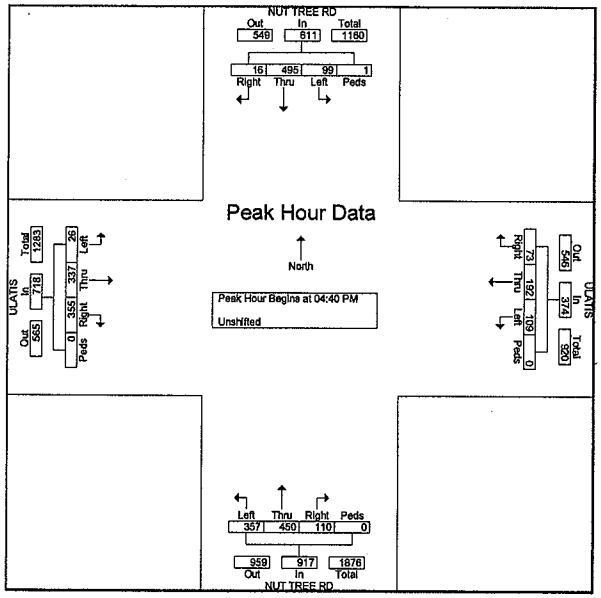
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : Not Named
Site Code : 00000054
Start Date : 10/23/2007
Page No : 1

Groups Printed- Unshifted

	NUT TREE RD South Bound				ULATIS West Bound				NUT TREE RD North Bound				ULATIS East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	1	35	4	0	1	9	10	1	8	47	36	1	20	20	5	1	199
04:05 PM	2	24	5	0	4	15	4	0	4	16	29	1	26	17	3	0	152
04:10 PM	0	32	5	0	2	20	11	0	5	41	26	1	25	22	3	0	193
04:15 PM	1	47	10	0	7	17	8	0	7	37	31	0	26	10	1	1	203
04:20 PM	0	41	4	0	1	21	3	1	3	30	26	0	24	20	4	0	178
04:25 PM	1	43	5	0	3	8	2	1	6	27	36	0	18	21	6	0	179
04:30 PM	4	35	16	0	4	25	7	4	6	17	31	4	25	32	2	0	212
04:35 PM	1	16	5	0	10	18	14	0	6	29	30	0	25	16	1	0	173
04:40 PM	0	34	5	1	3	15	12	0	7	36	19	0	26	35	1	0	194
04:45 PM	1	36	13	0	5	10	8	0	6	40	26	0	32	32	2	0	211
04:50 PM	0	46	11	0	10	18	16	0	7	39	25	0	29	21	1	0	222
04:55 PM	1	38	2	0	5	28	5	0	15	38	35	0	32	24	1	0	224
Total	12	427	85	1	55	204	99	7	80	397	352	7	310	272	30	2	2340
05:00 PM	0	55	9	0	10	11	9	0	7	30	28	0	30	35	2	0	226
05:05 PM	2	42	4	0	6	18	10	0	11	35	15	0	29	22	1	0	195
05:10 PM	4	63	10	0	8	6	7	0	10	39	34	0	19	31	4	0	235
05:15 PM	0	28	6	0	4	18	7	0	9	39	42	0	30	26	2	0	211
05:20 PM	1	36	14	0	8	21	12	0	13	41	34	0	36	23	1	0	240
05:25 PM	2	26	8	0	5	19	16	0	7	39	25	0	39	36	3	0	227
05:30 PM	2	35	6	0	2	17	6	0	15	46	43	0	24	22	4	0	222
05:35 PM	3	56	11	0	7	11	2	0	3	28	31	0	29	28	4	0	213
05:40 PM	3	28	9	0	3	19	11	0	4	44	24	0	25	24	0	0	192
05:45 PM	1	28	4	0	3	17	12	0	9	37	26	0	36	23	0	0	196
05:50 PM	0	36	6	0	11	19	11	0	7	36	26	0	28	24	2	0	206
05:55 PM	1	24	7	0	5	17	8	0	9	21	16	0	19	18	3	0	146
Total	19	455	94	0	72	193	111	0	104	435	344	0	344	312	26	0	2509
Grand Total	31	882	179	1	127	397	210	7	184	832	696	7	654	584	56	2	4649
Apprch %	2.6	80.7	16.4	0.1	17.1	53.6	28.3	0.9	10.7	48.4	40.5	0.4	50.5	45.1	4.3	0.2	
Total %	0.6	18.2	3.7	0	2.6	8.2	4.3	0.1	3.8	17.2	14.4	0.1	13.5	12	1.2	0	

	NUT TREE RD South Bound					ULATIS West Bound					NUT TREE RD North Bound					ULATIS East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:40 PM																					
04:40 PM	0	34	5	1	40	3	15	12	0	30	7	36	19	0	62	26	35	1	0	62	194
04:45 PM	1	36	13	0	50	5	10	6	0	23	6	40	26	0	72	32	32	2	0	66	211
04:50 PM	0	46	11	0	57	10	16	15	0	43	7	39	25	0	71	29	21	1	0	51	222
04:55 PM	1	38	2	0	41	5	28	5	0	38	15	36	35	0	88	32	24	1	0	57	224
05:00 PM	0	55	9	0	64	10	11	9	0	30	7	30	28	0	65	30	35	2	0	67	226
05:05 PM	2	42	4	0	48	6	18	10	0	34	11	35	15	0	61	29	22	1	0	52	195
05:10 PM	4	63	10	0	77	8	6	7	0	21	10	39	34	0	83	19	31	4	0	54	235
05:15 PM	0	28	6	0	34	4	18	7	0	29	9	39	42	0	90	30	26	2	0	58	211
05:20 PM	1	36	14	0	51	6	21	12	0	41	13	41	34	0	88	36	23	1	0	60	240
05:25 PM	2	26	8	0	36	5	19	16	0	40	7	39	25	0	71	39	38	3	0	80	227
05:30 PM	2	35	6	0	43	2	17	6	0	25	15	46	43	0	104	24	22	4	0	50	222
05:35 PM	3	56	11	0	70	7	11	2	0	20	3	28	31	0	62	29	28	4	0	61	213
Total Volume	16	495	99	1	611	73	192	109	0	374	110	450	357	0	917	355	337	26	0	718	2620
% App. Total	2.6	81	16.2	0.2		19.5	51.3	29.1	0		12	49.1	38.9	0		49.4	46.9	3.6	0		
PHF	1.000	1.964	1.768	.250	1.984	1.825	1.714	1.703	.000	2.174	1.833	2.446	2.976	.000	2.204	2.276	2.217	1.625	.000	2.244	2.729



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Peabody Rd. at CMF Entrance
AM Peak 7:00 AM to 9:00 AM

File Name : 74 AM
Site Code : 74 AM
Start Date : 5/14/2009
Page No : 1

Groups Printed- Unshifted

	PEABODY RD Southbound					Westbound					PEABODY RD Northbound					CMF ENTRANCE Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exits Total	Inclu. Total	Int. Total
07:00 AM	21	59	0	1	80	0	0	0	0	0	0	29	4	0	33	0	0	1	0	1	1	114	115
07:05 AM	25	54	0	0	79	0	0	0	0	0	0	30	7	0	37	0	0	0	0	0	0	116	116
07:10 AM	22	81	0	1	103	0	0	0	0	0	0	32	2	0	34	0	0	2	0	2	1	139	140
07:15 AM	17	106	0	2	123	0	0	0	1	0	0	31	3	0	34	0	0	3	0	3	3	160	163
07:20 AM	15	83	0	0	98	0	0	0	0	0	0	33	3	0	36	0	0	0	0	0	0	134	134
07:25 AM	24	83	0	1	107	0	0	0	0	0	0	26	5	0	31	1	0	0	0	1	1	139	140
07:30 AM	16	95	0	1	111	0	0	0	0	0	0	27	2	0	29	0	0	2	0	2	1	142	143
07:35 AM	23	65	0	0	88	0	0	0	1	0	0	48	4	0	52	0	0	4	0	4	1	144	145
07:40 AM	13	43	0	0	56	0	0	0	0	0	0	58	5	0	63	0	0	0	0	0	0	119	119
07:45 AM	14	66	0	1	80	0	0	0	0	0	0	27	3	2	30	0	0	0	0	0	3	110	113
07:50 AM	23	58	0	0	81	0	0	0	0	0	0	47	3	0	50	0	0	1	0	1	0	132	132
07:55 AM	19	56	0	0	75	0	0	0	0	0	0	50	5	0	55	0	0	3	0	3	0	133	133
Total	232	849	0	7	1081	0	0	0	2	0	0	438	46	2	484	1	0	16	0	17	11	1582	1593
08:00 AM	14	59	0	0	73	0	0	0	0	0	0	36	9	0	45	0	0	0	0	0	0	118	118
08:05 AM	27	29	0	0	56	0	0	0	0	0	0	55	5	0	60	1	0	1	0	2	0	118	118
08:10 AM	9	39	0	0	48	0	0	0	0	0	0	41	3	1	44	0	0	0	0	0	1	92	93
08:15 AM	9	63	0	0	72	0	0	0	0	0	0	33	0	0	33	0	0	3	0	3	0	108	108
08:20 AM	11	54	0	0	65	0	0	0	0	0	0	46	1	0	47	0	0	1	0	1	0	113	113
08:25 AM	6	49	0	0	55	0	0	0	0	0	0	56	1	0	57	0	0	0	0	0	0	112	112
08:30 AM	9	40	0	1	49	0	0	0	0	0	0	47	1	0	48	0	0	1	0	1	1	98	99
08:35 AM	4	46	0	0	50	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	97	97
08:40 AM	6	58	0	0	64	0	0	0	0	0	0	37	1	1	38	0	0	2	0	2	1	104	105
08:45 AM	4	64	0	0	68	0	0	0	0	0	0	53	1	0	54	0	0	1	0	1	0	123	123
08:50 AM	5	49	0	0	54	0	0	0	0	0	0	40	1	0	41	0	0	1	0	1	0	96	96
08:55 AM	7	30	0	0	37	0	0	0	0	0	0	35	0	0	35	0	0	3	0	3	0	75	75
Total	111	580	0	1	691	0	0	0	0	0	0	526	23	2	549	1	0	13	0	14	3	1254	1257
Grand Total	343	1429	0	8	1772	0	0	0	2	0	0	964	69	4	1033	2	0	29	0	31	14	2836	2850
Apprch %	19.4	80.6	0			0	0	0			0	93.3	6.7			6.5	0	93.5					
Total %	12.1	50.4	0		62.5	0	0	0		0	0	34	2.4		36.4	0.1	0	1		1.1	0.5	99.5	

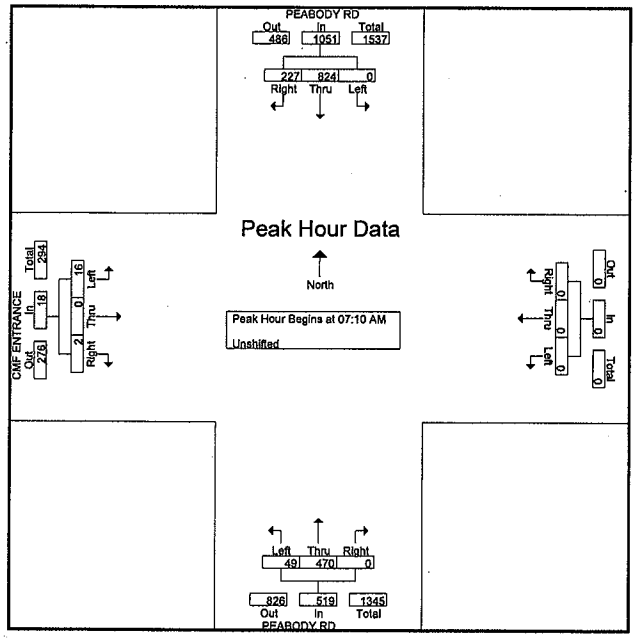
	PEABODY RD Southbound				Westbound				PEABODY RD Northbound				CMF ENTRANCE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:10 AM																	
07:10 AM	22	81	0	103	0	0	0	0	0	32	2	34	0	0	2	2	139
07:15 AM	17	106	0	123	0	0	0	0	0	31	3	34	0	0	3	3	160
07:20 AM	15	83	0	98	0	0	0	0	0	33	3	36	0	0	0	0	134
07:25 AM	24	83	0	107	0	0	0	0	0	26	5	31	1	0	0	1	139
07:30 AM	16	95	0	111	0	0	0	0	0	27	2	29	0	0	2	2	142
07:35 AM	23	65	0	88	0	0	0	0	0	48	4	52	0	0	4	4	144
07:40 AM	13	43	0	56	0	0	0	0	0	58	5	63	0	0	0	0	119
07:45 AM	14	66	0	80	0	0	0	0	0	27	3	30	0	0	0	0	110
07:50 AM	23	58	0	81	0	0	0	0	0	47	3	50	0	0	1	1	132
07:55 AM	19	56	0	75	0	0	0	0	0	50	5	55	0	0	3	3	133
08:00 AM	14	59	0	73	0	0	0	0	0	36	9	45	0	0	0	0	118
08:05 AM	27	29	0	56	0	0	0	0	0	55	5	60	1	0	1	2	118
Total Volume	227	824	0	1051	0	0	0	0	0	470	49	519	2	0	16	18	1588
% App. Total	21.6	78.4	0		0	0	0		0	90.6	9.4		11.1	0	88.9		
PHF	.701	.648	.000	.712	.000	.000	.000	.000	.000	.675	.454	.687	.167	.000	.333	.375	.827

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Peabody Rd. at CMF Entrance
AM Peak 7:00 AM to 9:00 AM

File Name : 74 AM
Site Code : 74 AM
Start Date : 5/14/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Peabody Rd. at CMF Entrance
PM Peak 4:00 PM to 6:00 PM

File Name : 74 PM
Site Code : 74 PM
Start Date : 5/14/2009
Page No : 1

Groups Printed- Unshifted

	PEABODY RD Southbound					Westbound					PEABODY RD Northbound					CMF ENTRANCE Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Incl. Total	Int. Total
04:00 PM	1	59	0	0	60	0	0	0	0	0	0	79	0	0	79	2	0	9	0	11	0	150	150
04:05 PM	3	41	0	0	44	0	0	0	0	0	0	44	0	0	44	6	0	32	0	38	0	126	126
04:10 PM	0	39	0	0	39	0	0	0	0	0	0	68	0	1	68	6	0	39	0	45	1	152	153
04:15 PM	1	40	0	0	41	0	0	0	0	0	0	93	0	0	93	5	0	15	0	20	0	154	154
04:20 PM	1	48	0	0	49	0	0	0	0	0	0	82	0	0	82	7	0	17	0	24	0	155	155
04:25 PM	3	40	0	0	43	0	0	0	0	0	0	71	0	1	71	3	0	15	0	18	1	132	133
04:30 PM	2	40	0	0	42	0	0	0	0	0	1	96	0	2	97	2	0	8	0	10	2	149	151
04:35 PM	1	40	0	0	41	0	0	0	0	0	0	79	1	0	80	2	0	7	0	9	0	130	130
04:40 PM	0	52	0	0	52	0	0	0	0	0	0	91	0	1	91	4	0	13	0	17	1	160	161
04:45 PM	1	49	0	0	50	0	0	0	0	0	0	81	1	0	82	7	0	20	0	27	0	159	159
04:50 PM	1	46	0	0	47	0	0	0	0	0	0	109	0	0	109	1	0	9	0	10	0	166	166
04:55 PM	1	50	0	0	51	0	0	0	0	0	0	80	0	2	80	1	0	8	0	9	2	140	142
Total	15	544	0	0	559	0	0	0	0	0	1	973	2	7	976	46	0	192	0	238	7	1773	1780
05:00 PM	0	46	0	0	46	0	0	0	0	0	0	87	0	0	87	1	0	2	0	3	0	136	136
05:05 PM	2	46	0	0	48	0	0	0	0	0	0	73	0	0	73	0	0	8	0	8	0	129	129
05:10 PM	0	32	0	0	32	0	0	0	0	0	0	75	0	0	75	0	0	9	0	9	0	118	116
05:15 PM	1	60	0	0	81	0	0	0	0	0	0	88	1	1	89	1	0	10	0	11	1	161	162
05:20 PM	4	46	0	0	50	0	0	0	0	0	0	81	0	0	81	1	0	5	0	6	0	137	137
05:25 PM	1	44	0	0	45	0	0	0	0	0	0	93	0	0	93	3	0	4	0	7	0	145	145
05:30 PM	1	51	0	0	52	0	0	0	0	0	0	95	0	1	95	1	0	3	0	4	1	151	152
05:35 PM	3	55	0	1	58	0	0	0	0	0	0	75	0	0	75	0	0	1	0	1	1	134	135
05:40 PM	1	51	0	0	52	0	0	0	0	0	0	89	0	0	89	0	0	3	0	3	0	144	144
05:45 PM	0	59	0	0	59	0	0	0	0	0	0	70	0	0	70	0	0	2	0	2	0	131	131
05:50 PM	0	57	0	1	57	0	0	0	0	0	0	82	0	1	82	0	0	2	0	2	2	141	143
05:55 PM	0	56	0	0	56	0	0	0	0	0	0	76	0	0	76	3	0	2	0	5	0	137	137
Total	13	603	0	2	616	0	0	0	0	0	0	984	1	3	985	10	0	51	0	61	5	1662	1667
Grand Total	28	1147	0	2	1175	0	0	0	0	0	1	1957	3	10	1961	56	0	243	0	299	12	3435	3447
Apprch %	2.4	97.6	0			0	0	0			0.1	99.8	0.2			18.7	0	81.3					
Total %	0.8	33.4	0		34.2	0	0	0		0	0	57	0.1		57.1	1.6	0	7.1		8.7	0.3	99.7	

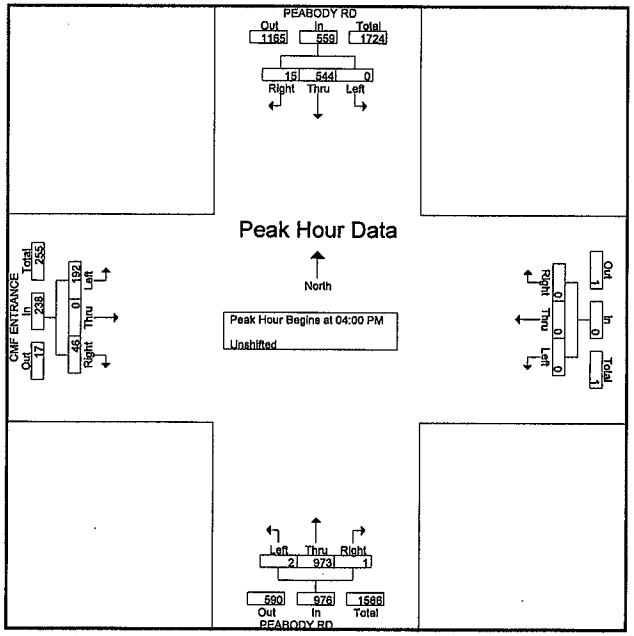
	PEABODY RD Southbound				Westbound				PEABODY RD Northbound				CMF ENTRANCE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	59	0	60	0	0	0	0	0	79	0	79	2	0	9	11	150
04:05 PM	3	41	0	44	0	0	0	0	0	44	0	44	6	0	32	38	126
04:10 PM	0	39	0	39	0	0	0	0	0	68	0	68	6	0	39	45	152
04:15 PM	1	40	0	41	0	0	0	0	0	93	0	93	5	0	15	20	154
04:20 PM	1	48	0	49	0	0	0	0	0	82	0	82	7	0	17	24	155
04:25 PM	3	40	0	43	0	0	0	0	0	71	0	71	3	0	15	18	132
04:30 PM	2	40	0	42	0	0	0	0	1	96	0	97	2	0	8	10	149
04:35 PM	1	40	0	41	0	0	0	0	0	79	1	80	2	0	7	9	130
04:40 PM	0	52	0	52	0	0	0	0	0	91	0	91	4	0	13	17	160
04:45 PM	1	49	0	50	0	0	0	0	0	81	1	82	7	0	20	27	159
04:50 PM	1	46	0	47	0	0	0	0	0	109	0	109	1	0	9	10	166
04:55 PM	1	50	0	51	0	0	0	0	0	80	0	80	1	0	8	9	140
Total Volume	15	544	0	559	0	0	0	0	1	973	2	976	46	0	192	238	1773
% App. Total	2.7	97.3	0		0	0	0		0.1	99.7	0.2		19.3	0	80.7		
PHF	.417	.768	.000	.776	.000	.000	.000	.000	.083	.744	.167	.746	.548	.000	.410	.441	.890

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Peabody Rd. at CMF Entrance
PM Peak 4:00 PM to 6:00 PM

File Name : 74 PM
Site Code : 74 PM
Start Date : 5/14/2009
Page No : 2



Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 69AM FINAL
Site Code : 00000069
Start Date : 1/30/2008
Page No : 1

NO PEDS

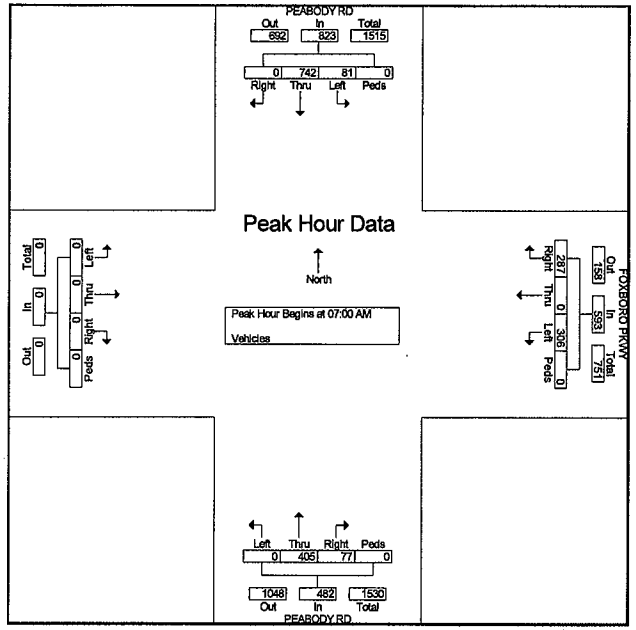
Groups Printed- Vehicles

	PEABODY RD Southbound					FOXBORO PKWY Westbound					PEABODY RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	89	7	0	96	28	0	18	0	46	5	21	0	0	26	0	0	0	0	0	168
07:05 AM	0	67	4	0	71	24	0	41	0	65	6	15	0	0	21	0	0	0	0	0	157
07:10 AM	0	68	5	0	73	27	0	37	0	64	4	25	0	0	29	0	0	0	0	0	166
07:15 AM	0	74	4	0	78	30	0	31	0	61	4	35	0	0	39	0	0	0	0	0	178
07:20 AM	0	78	10	0	88	22	0	32	0	54	7	32	0	0	39	0	0	0	0	0	181
07:25 AM	0	55	3	0	58	29	0	52	0	81	5	53	0	0	58	0	0	0	0	0	197
07:30 AM	0	41	7	0	48	22	0	15	0	37	7	37	0	0	44	0	0	0	0	0	129
07:35 AM	0	44	4	0	48	26	0	15	0	41	10	32	0	0	42	0	0	0	0	0	131
07:40 AM	0	56	11	0	67	28	0	11	0	39	8	28	0	0	36	0	0	0	0	0	142
07:45 AM	0	41	12	0	53	19	0	20	0	39	12	47	0	0	59	0	0	0	0	0	151
07:50 AM	0	52	5	0	57	15	0	13	0	28	4	44	0	0	48	0	0	0	0	0	133
07:55 AM	0	77	9	0	86	17	0	21	0	38	5	36	0	0	41	0	0	0	0	0	165
Total	0	742	81	0	823	287	0	306	0	593	77	405	0	0	482	0	0	0	0	0	1898
08:00 AM	0	46	13	0	59	19	0	8	0	27	4	46	0	0	50	0	0	0	0	0	136
08:05 AM	0	41	4	0	45	17	0	13	0	30	2	36	0	0	38	0	0	0	0	0	113
08:10 AM	0	42	7	0	49	38	0	20	0	58	11	37	0	0	48	0	0	0	0	0	155
08:15 AM	0	46	12	0	58	14	0	22	0	36	7	33	0	0	40	0	0	0	0	0	134
08:20 AM	0	35	2	0	37	19	0	20	0	39	3	27	0	0	30	0	0	0	0	0	106
08:25 AM	0	50	10	0	60	20	0	20	0	40	8	25	0	0	33	0	0	0	0	0	133
08:30 AM	0	41	4	0	45	19	0	23	0	42	7	36	0	0	43	0	0	0	0	0	130
08:35 AM	0	27	10	0	37	19	0	17	0	36	9	43	0	0	52	0	0	0	0	0	125
08:40 AM	0	41	9	0	50	16	0	18	0	34	19	36	0	0	55	0	0	0	0	0	139
08:45 AM	0	28	5	0	33	14	0	13	0	27	12	24	0	0	36	0	0	0	0	0	96
08:50 AM	0	31	4	0	35	20	0	16	0	36	2	23	0	0	25	0	0	0	0	0	96
08:55 AM	0	56	11	0	67	12	0	9	0	21	4	29	0	0	33	0	0	0	0	0	121
Total	0	484	91	0	575	227	0	199	0	426	88	395	0	0	483	0	0	0	0	0	1484
Grand Total	0	1226	172	0	1398	514	0	505	0	1019	165	800	0	0	965	0	0	0	0	0	3382
Apprch %	0	87.7	12.3	0		50.4	0	49.6	0		17.1	82.9	0	0		0	0	0	0		
Total %	0	36.3	5.1	0	41.3	15.2	0	14.9	0	30.1	4.9	23.7	0	0	28.5	0	0	0	0	0	

	PEABODY RD Southbound					FOXBORO PKWY Westbound					PEABODY RD Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**89**	7	0	**96**	28	0	18	0	46	5	21	0	0	26	0	0	0	0	0	168
07:05 AM	0	67	4	0	71	24	0	41	0	65	6	15	0	0	21	0	0	0	0	0	157
07:10 AM	0	68	5	0	73	27	0	37	0	64	4	25	0	0	29	0	0	0	0	0	166
07:15 AM	0	74	4	0	78	**30**	0	31	0	61	4	35	0	0	39	0	0	0	0	0	178
07:20 AM	0	78	10	0	**88**	22	0	32	0	54	7	32	0	0	39	0	0	0	0	0	181
07:25 AM	0	55	3	0	58	29	0	**52**	0	**81**	5	**53**	0	0	58	0	0	0	0	0	**197**
07:30 AM	0	41	7	0	48	22	0	15	0	37	7	37	0	0	44	0	0	0	0	0	129
07:35 AM	0	44	4	0	48	26	0	15	0	41	**10**	32	0	0	42	0	0	0	0	0	131
07:40 AM	0	56	**11**	0	67	28	0	11	0	39	8	28	0	0	36	0	0	0	0	0	142
07:45 AM	0	41	**12**	0	53	19	0	20	0	39	**12**	47	0	0	**59**	0	0	0	0	0	151
07:50 AM	0	52	5	0	57	15	0	13	0	28	4	44	0	0	48	0	0	0	0	0	133
07:55 AM	0	77	9	0	86	17	0	21	0	38	5	36	0	0	41	0	0	0	0	0	165
Total Volume	0	742	81	0	823	287	0	306	0	593	77	405	0	0	482	0	0	0	0	0	1898
% App. Total	0	90.2	9.8	0		48.4	0	51.6	0		16	84	0	0		0	0	0	0		
PHF	.000	.695	.563	.000	.714	.797	.000	.490	.000	.610	.535	.637	.000	.000	.681	.000	.000	.000	.000	.000	.803

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 69AM FINAL
Site Code : 00000069
Start Date : 1/30/2008
Page No : 2



Traffic Data Service

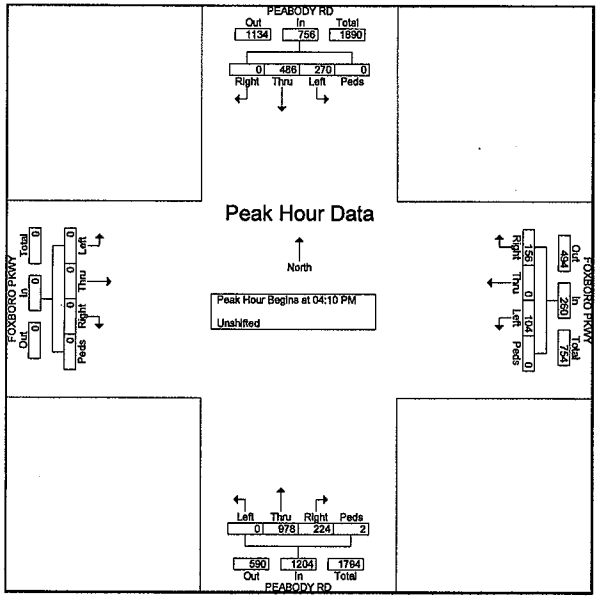
Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : 69 PM
Site Code : 00000069
Start Date : 10/23/2007
Page No : 1

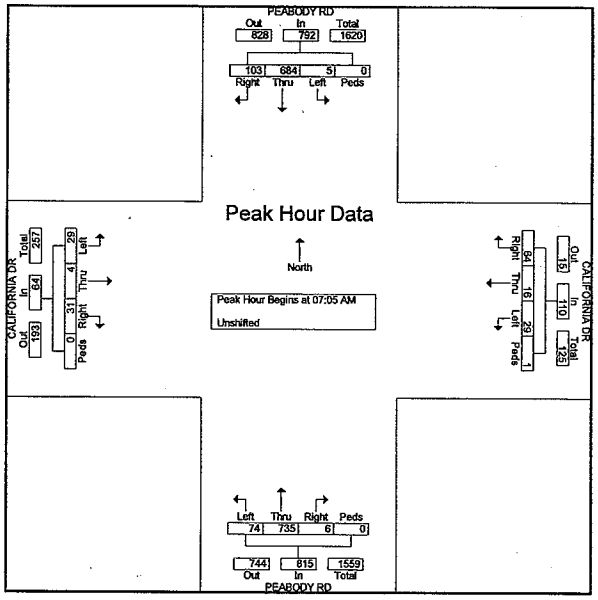
Groups Printed- Unshifted

	PEABODY RD South Bound				FOXBORO PKWY West Bound				PEABODY RD North Bound				FOXBORO PKWY East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	37	6	0	9	0	9	0	17	77	0	0	0	0	0	0	155
04:05 PM	0	32	20	0	13	0	7	0	15	83	0	0	0	0	0	0	170
04:10 PM	0	51	13	0	14	0	10	0	20	94	0	1	0	0	0	0	203
04:15 PM	0	31	26	0	20	0	10	0	16	81	0	0	0	0	0	0	186
04:20 PM	0	31	21	0	9	0	11	0	15	98	0	0	0	0	0	0	185
04:25 PM	0	36	11	0	13	0	9	0	16	82	0	0	0	0	0	0	169
04:30 PM	0	36	24	0	7	0	12	0	14	64	0	0	0	0	0	0	157
04:35 PM	0	54	26	0	9	0	7	0	22	68	0	0	0	0	0	0	186
04:40 PM	0	48	28	0	14	0	7	0	14	84	0	1	0	0	0	0	196
04:45 PM	0	38	19	0	19	0	8	0	22	70	0	0	0	0	0	0	176
04:50 PM	0	35	13	0	12	0	3	0	21	91	0	0	0	0	0	0	175
04:55 PM	0	26	32	0	12	0	7	0	20	98	0	0	0	0	0	0	195
Total	0	457	241	0	151	0	100	0	212	980	0	2	0	0	0	0	2153
05:00 PM	0	56	34	0	11	0	10	0	19	64	0	0	0	0	0	0	194
05:05 PM	0	42	21	0	16	0	10	0	25	84	0	0	0	0	0	0	196
05:10 PM	0	50	24	0	18	0	11	0	12	59	0	0	0	0	0	0	174
05:15 PM	0	41	20	0	12	0	12	0	25	65	0	0	0	0	0	0	195
05:20 PM	0	39	34	0	13	0	4	0	19	63	0	0	0	0	0	0	172
05:25 PM	0	29	16	0	15	0	9	0	21	66	0	0	0	0	0	0	156
05:30 PM	0	35	26	0	9	0	2	0	20	64	0	0	0	0	0	0	156
05:35 PM	0	49	18	0	16	0	12	0	14	44	0	1	0	0	0	0	154
05:40 PM	0	48	33	0	12	0	19	0	15	73	0	0	0	0	0	0	200
05:45 PM	0	32	30	0	18	0	6	0	25	58	0	0	0	0	0	0	171
05:50 PM	0	32	22	0	14	0	7	0	16	60	0	2	0	0	0	0	155
05:55 PM	0	32	33	0	17	0	7	0	24	49	0	0	0	0	0	0	162
Total	0	485	309	0	173	0	111	0	237	769	0	3	0	0	0	0	2087
Grand Total	0	942	550	0	324	0	211	0	449	1759	0	5	0	0	0	0	4240
Apprch %	0	63.1	36.9	0	60.6	0	39.4	0	20.3	79.5	0	0.2	0	0	0	0	
Total %	0	22.2	13	0	7.6	0	5	0	10.8	41.5	0	0.1	0	0	0	0	

	PEABODY RD South Bound					FOXBORO PKWY West Bound					PEABODY RD North Bound					FOXBORO PKWY East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:10 PM																					
04:10 PM	0	51	13	0	64	14	0	10	0	24	20	94	0	1	115	0	0	0	0	0	203
04:15 PM	0	31	26	0	59	20	0	10	0	30	16	81	0	0	97	0	0	0	0	0	186
04:20 PM	0	31	21	0	52	9	0	11	0	20	15	98	0	0	113	0	0	0	0	0	185
04:25 PM	0	36	11	0	49	13	0	9	0	22	16	82	0	0	98	0	0	0	0	0	169
04:30 PM	0	36	24	0	60	7	0	12	0	19	14	64	0	0	78	0	0	0	0	0	157
04:35 PM	0	54	26	0	80	9	0	7	0	16	22	68	0	0	90	0	0	0	0	0	186
04:40 PM	0	48	28	0	76	14	0	7	0	21	14	84	0	1	99	0	0	0	0	0	196
04:45 PM	0	36	19	0	57	19	0	8	0	27	22	70	0	0	92	0	0	0	0	0	176
04:50 PM	0	35	13	0	48	12	0	3	0	15	21	91	0	0	112	0	0	0	0	0	175
04:55 PM	0	26	32	0	58	12	0	7	0	19	20	98	0	0	118	0	0	0	0	0	195
05:00 PM	0	56	34	0	90	11	0	10	0	21	19	64	0	0	83	0	0	0	0	0	194
05:05 PM	0	42	21	0	63	16	0	10	0	26	25	84	0	0	109	0	0	0	0	0	196
Total Volume	0	486	270	0	756	156	0	104	0	260	224	978	0	2	1204	0	0	0	0	0	2220
% App. Total	0	64.3	35.7	0		60	0	40	0		18.6	81.2	0	0.2		0	0	0	0		
PHF	.000	2.170	1.985	.000	2.100	1.950	.000	2.167	.000	2.167	2.240	2.495	.000	.500	2.551	.000	.000	.000	.000	.000	2.734



07:25 AM	12	57	1	0	70	5	5	1	0	11	1	53	6	0	60	0	0	0	0	0	141
07:30 AM	6	45	0	0	51	5	1	1	0	7	1	58	12	0	71	2	0	6	0	8	137
07:35 AM	8	60	0	0	68	4	1	2	0	7	1	71	7	0	79	2	1	1	0	4	158
07:40 AM	7	60	0	0	67	7	2	1	0	10	0	74	7	0	81	4	0	2	0	6	164
07:45 AM	13	57	0	0	70	10	0	3	0	13	1	62	10	0	73	0	0	3	0	3	159
07:50 AM	5	73	1	0	79	4	1	1	1	7	0	68	8	0	76	3	0	1	0	4	166
07:55 AM	17	44	1	0	62	6	1	1	0	8	1	46	5	0	52	3	1	2	0	6	128
08:00 AM	7	51	1	0	59	3	0	2	0	5	1	67	5	0	73	1	1	8	0	10	147
Total Volume	103	684	5	0	792	64	16	29	1	110	6	735	74	0	815	31	4	29	0	64	1781
% App. Total	13	86.4	0.6	0		58.2	14.5	26.4	0.9		0.7	90.2	9.1	0		48.4	6.2	45.3	0		
PHF	1.515	2.138	1.250	.000	2.200	1.600	.800	.906	.250	1.964	1.500	2.483	1.542	.000	2.515	.969	1.000	.906	.000	1.600	2.574



Traffic Data Service

Campbell, CA
408 377-2988
tdsbay@cs.com

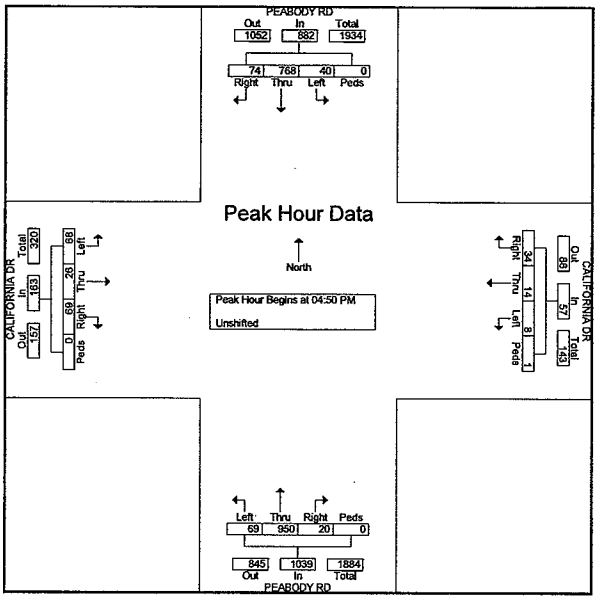
File Name : Not Named
Site Code : 00000071
Start Date : 10/16/2007
Page No : 1

Groups Printed- Unshifted

	PEABODY RD South Bound				CALIFORNIA DR West Bound				PEABODY RD North Bound				CALIFORNIA DR East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	2	59	1	0	3	4	4	0	0	43	4	0	6	0	2	0	128
07:05 AM	9	80	1	0	4	0	7	0	0	57	5	0	8	1	1	0	173
07:10 AM	4	57	0	0	5	1	8	0	0	51	3	0	1	0	1	0	131
07:15 AM	9	54	0	0	6	4	2	0	0	55	3	0	4	0	1	0	138
07:20 AM	6	46	0	0	5	0	0	0	0	73	3	0	3	0	3	0	139
07:25 AM	12	57	1	0	5	5	1	0	1	53	6	0	0	0	0	0	141
07:30 AM	6	45	0	0	5	1	1	0	1	58	12	0	2	0	6	0	137
07:35 AM	8	60	0	0	4	1	2	0	1	71	7	0	2	1	1	0	158
07:40 AM	7	60	0	0	7	2	1	0	0	74	7	0	4	0	2	0	164
07:45 AM	13	57	0	0	10	0	3	0	1	62	10	0	0	0	3	0	159
07:50 AM	5	73	1	0	4	1	1	1	0	68	8	0	3	0	1	0	166
07:55 AM	17	44	1	0	6	1	1	0	1	46	5	0	3	1	2	0	128
Total	98	692	5	0	64	20	31	1	5	711	73	0	36	3	23	0	1762
08:00 AM	7	51	1	0	3	0	2	0	1	67	5	0	1	1	8	0	147
08:05 AM	5	47	1	0	6	0	2	0	0	36	4	0	2	2	2	0	107
08:10 AM	3	47	0	0	3	0	0	1	1	70	5	0	3	0	1	0	134
08:15 AM	6	32	0	0	5	1	3	0	0	56	5	0	6	1	1	0	116
08:20 AM	8	51	1	0	1	1	5	0	0	61	5	0	4	0	1	0	138
08:25 AM	9	33	1	0	3	0	1	0	2	59	8	0	0	0	2	0	118
08:30 AM	4	58	1	0	5	0	3	0	0	47	1	0	2	0	4	0	125
08:35 AM	6	48	0	0	4	0	1	0	0	62	4	0	3	0	8	0	136
08:40 AM	4	37	2	0	5	0	0	0	0	46	5	0	2	0	3	0	104
08:45 AM	3	54	2	0	1	1	0	1	1	42	2	0	0	0	3	0	110
08:50 AM	7	35	0	0	5	0	0	0	1	49	5	0	2	2	3	0	109
08:55 AM	6	45	0	0	6	2	2	0	1	33	4	0	2	1	3	0	105
Total	68	538	9	0	47	5	19	2	7	628	53	0	27	7	39	0	1449
Grand Total	166	1230	14	0	111	25	50	3	12	1339	126	0	63	10	62	0	3211
Apprch %	11.8	87.2	1	0	58.7	13.2	26.5	1.6	0.8	90.7	8.5	0	46.7	7.4	45.9	0	
Total %	5.2	38.3	0.4	0	3.5	0.8	1.6	0.1	0.4	41.7	3.9	0	2	0.3	1.9	0	

	PEABODY RD South Bound					CALIFORNIA DR West Bound					PEABODY RD North Bound					CALIFORNIA DR East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:05 AM																					
07:05 AM	9	80	1	0	90	4	0	7	0	11	0	57	5	0	62	8	1	1	0	10	173
07:10 AM	4	57	0	0	61	5	1	8	0	14	0	51	3	0	54	1	0	1	0	2	131
07:15 AM	9	54	0	0	63	6	4	2	0	12	0	55	3	0	58	4	0	1	0	5	138
07:20 AM	6	46	0	0	52	5	0	0	0	5	0	73	3	0	76	3	0	3	0	6	139

05:10 PM	7	68	7	0	82	1	1	1	0	3	1	70	4	0	75	2	3	10	0	15	175
05:15 PM	3	61	2	0	66	11	1	0	0	12	1	70	6	0	77	3	0	4	0	7	162
05:20 PM	3	66	2	0	71	4	1	0	0	5	1	74	3	0	78	3	3	10	0	16	170
05:25 PM	7	76	4	0	87	2	0	1	0	3	2	89	3	0	94	13	1	6	0	20	204
05:30 PM	7	57	2	0	66	4	2	0	0	6	0	76	9	0	85	5	2	5	0	12	169
05:35 PM	6	49	5	0	60	0	0	2	1	3	4	83	7	0	94	5	0	4	0	9	166
05:40 PM	10	77	3	0	90	4	3	0	0	7	3	77	7	0	87	2	2	2	0	6	190
05:45 PM	16	59	5	0	80	0	1	1	0	2	1	69	9	0	79	8	4	5	0	17	178
Total Volume	74	768	40	0	882	34	14	8	1	57	20	950	69	0	1039	69	26	68	0	163	2141
% App. Total	8.4	87.1	4.5	0		59.6	24.6	14	1.8		1.9	91.4	6.6	0		42.3	16	41.7	0		
PHF	1.156	2.494	1.429	.000	2.450	.773	1.167	1.000	.250	1.188	1.250	2.262	1.917	.000	2.319	1.327	1.083	1.700	.000	2.038	2.624



Traffic Data Service

Campbell, CA
408 377-2988
tdsbay@cs.com

File Name : Not Named
Site Code : 00000071
Start Date : 10/16/2007
Page No : 1

Groups Printed- Unshifted

	PEABODY RD South Bound				CALIFORNIA DR West Bound				PEABODY RD North Bound				CALIFORNIA DR East Bound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	9	70	3	0	0	0	0	0	2	78	4	0	4	2	6	0	178
04:05 PM	9	60	4	0	0	3	0	0	1	104	4	0	5	2	7	0	199
04:10 PM	3	65	0	0	2	3	0	0	0	88	5	0	5	1	7	0	179
04:15 PM	1	54	0	0	3	0	0	0	1	80	5	0	2	1	8	0	155
04:20 PM	4	47	2	0	2	1	3	0	1	80	4	0	4	1	7	0	156
04:25 PM	3	54	1	0	2	0	0	0	1	73	9	0	2	2	14	0	161
04:30 PM	5	48	2	0	1	2	0	0	0	82	11	0	5	1	3	0	160
04:35 PM	3	59	4	0	3	1	0	0	3	79	8	0	10	2	10	0	182
04:40 PM	1	48	4	0	3	2	0	0	1	111	6	0	4	2	6	0	188
04:45 PM	2	44	1	0	6	0	1	0	1	88	7	0	1	0	2	0	155
04:50 PM	3	61	3	0	2	2	0	0	2	91	5	0	8	1	8	0	186
04:55 PM	0	66	3	0	1	1	2	0	2	105	5	0	3	3	4	0	195
Total	43	676	27	0	27	15	6	0	15	1059	73	0	53	18	82	0	2094
05:00 PM	5	63	3	0	1	2	0	0	2	86	5	0	7	6	5	0	185
05:05 PM	7	65	1	0	4	0	1	0	1	60	6	0	10	1	5	0	161
05:10 PM	7	68	7	0	1	1	1	0	1	70	4	0	2	3	10	0	175
05:15 PM	3	61	2	0	11	1	0	0	1	70	6	0	3	0	4	0	162
05:20 PM	3	66	2	0	4	1	0	0	1	74	3	0	3	3	10	0	170
05:25 PM	7	76	4	0	2	0	1	0	2	89	3	0	13	1	6	0	204
05:30 PM	7	57	2	0	4	2	0	0	0	76	9	0	5	2	5	0	169
05:35 PM	6	49	5	0	0	0	2	1	4	83	7	0	5	0	4	0	166
05:40 PM	10	77	3	0	4	3	0	0	3	77	7	0	2	2	2	0	190
05:45 PM	16	59	5	0	0	1	1	0	1	69	9	0	8	4	5	0	178
05:50 PM	9	60	1	0	1	1	1	0	1	60	15	0	8	1	8	0	166
05:55 PM	7	69	2	0	2	1	1	0	1	77	12	0	12	1	6	0	191
Total	87	770	37	0	34	13	8	1	18	891	86	0	78	24	70	0	2117
Grand Total	130	1446	64	0	61	28	14	1	33	1950	159	0	131	42	152	0	4211
Apprch %	7.9	88.2	3.9	0	58.7	26.9	13.5	1	1.5	91	7.4	0	40.3	12.9	46.8	0	
Total %	3.1	34.3	1.5	0	1.4	0.7	0.3	0	0.8	46.3	3.8	0	3.1	1	3.6	0	

	PEABODY RD South Bound					CALIFORNIA DR West Bound					PEABODY RD North Bound					CALIFORNIA DR East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:50 PM																					
04:50 PM	3	61	3	0	67	2	2	0	0	4	2	91	5	0	98	8	1	8	0	17	186
04:55 PM	0	66	3	0	69	1	1	2	0	4	2	105	5	0	112	3	3	4	0	10	195
05:00 PM	5	63	3	0	71	1	2	0	0	3	2	86	5	0	93	7	6	5	0	18	185
05:05 PM	7	65	1	0	73	4	0	1	0	5	1	60	6	0	67	10	1	5	0	16	161

Traffic Data Service
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File Name : 76AM FINAL
Site Code : 00000076
Start Date : 4/10/2008
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Groups Printed- Vehicles

	PEABODY RD Southbound					DRIVEWAY Westbound					PEABODY RD Northbound					CLIFFSIDE DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	5	45	5	0	55	2	0	3	0	5	0	32	45	0	77	5	0	5	0	10	147
07:05 AM	6	63	6	0	75	3	4	5	0	12	2	25	62	0	89	6	2	9	0	17	193
07:10 AM	2	52	8	0	62	2	2	6	0	10	1	35	32	0	68	5	1	6	0	12	152
07:15 AM	3	46	7	0	56	1	3	2	0	6	0	36	52	0	88	8	2	8	0	18	168
07:20 AM	3	62	2	0	67	2	5	5	0	12	0	42	41	1	84	3	0	7	0	10	173
07:25 AM	2	55	5	0	62	1	0	2	0	3	2	27	31	0	60	6	2	16	0	24	149
07:30 AM	3	66	8	0	77	1	2	5	0	8	0	48	50	2	100	10	2	7	0	19	204
07:35 AM	5	66	2	0	73	2	2	2	0	6	0	30	25	0	55	3	1	17	0	21	155
07:40 AM	5	34	4	0	43	2	0	8	2	12	1	60	32	2	95	8	1	6	0	15	165
07:45 AM	3	60	4	0	67	8	1	0	0	9	0	40	36	0	76	9	1	16	0	26	178
07:50 AM	4	47	5	0	56	4	2	4	0	10	0	26	36	0	62	6	2	22	0	30	158
07:55 AM	8	47	7	0	62	1	2	0	0	3	1	47	35	0	83	8	4	9	0	21	169
Total	49	643	63	0	755	29	23	42	2	96	7	448	477	5	937	77	18	128	0	223	2011
08:00 AM	3	25	6	1	35	3	0	2	0	5	0	26	21	0	47	6	2	22	1	31	118
08:05 AM	5	38	4	0	47	1	1	1	0	3	0	30	21	0	51	5	1	11	0	17	118
08:10 AM	3	31	4	2	40	0	0	2	0	2	0	27	31	0	58	6	0	4	0	10	110
08:15 AM	7	41	2	0	50	1	0	2	0	3	0	41	19	0	60	10	1	19	0	30	143
08:20 AM	2	29	4	0	35	2	0	2	0	4	2	44	22	0	68	4	2	12	0	18	125
08:25 AM	3	30	7	0	40	1	2	0	0	3	3	34	12	0	49	3	0	17	0	20	112
08:30 AM	5	20	1	0	26	1	3	3	0	7	1	25	33	0	59	2	0	6	1	9	101
08:35 AM	3	31	0	0	34	0	0	2	0	2	1	48	20	1	70	3	0	9	0	12	118
08:40 AM	3	41	6	0	50	2	1	2	0	5	0	39	23	1	63	3	1	8	0	12	130
08:45 AM	10	34	6	0	50	2	2	4	0	8	0	34	11	0	45	9	0	15	0	24	127
08:50 AM	4	39	6	0	49	3	0	3	0	6	2	50	28	0	80	16	2	10	0	28	163
08:55 AM	1	30	2	0	33	3	0	8	0	11	0	30	19	0	49	3	2	13	0	18	111
Total	49	389	48	3	489	19	9	31	0	59	9	428	260	2	699	70	11	146	2	229	1476
Grand Total	98	1032	111	3	1244	48	32	73	2	155	16	876	737	7	1636	147	29	274	2	452	3487
Apprch %	7.9	83	8.9	0.2		31	20.6	47.1	1.3		1	53.5	45	0.4		32.5	6.4	60.6	0.4		
Total %	2.8	29.6	3.2	0.1	35.7	1.4	0.9	2.1	0.1	4.4	0.5	25.1	21.1	0.2	46.9	4.2	0.8	7.9	0.1	13	

	PEABODY RD Southbound					DRIVEWAY Westbound					PEABODY RD Northbound					CLIFFSIDE DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	45	5	0	55	2	0	3	0	5	0	32	45	0	77	5	0	5	0	10	147
07:05 AM	6	63	6	0	75	3	4	5	0	12	2	25	62	0	89	6	2	9	0	17	193
07:10 AM	2	52	8	0	62	2	2	6	0	10	1	35	32	0	68	5	1	6	0	12	152
07:15 AM	3	46	7	0	56	1	3	2	0	6	0	36	52	0	88	8	2	8	0	18	168
07:20 AM	3	62	2	0	67	2	5	5	0	12	0	42	41	1	84	3	0	7	0	10	173
07:25 AM	2	55	5	0	62	1	0	2	0	3	2	27	31	0	60	6	2	16	0	24	149
07:30 AM	3	66	8	0	77	1	2	5	0	8	0	48	50	2	100	10	2	7	0	19	204
07:35 AM	5	66	2	0	73	2	2	2	0	6	0	30	25	0	55	3	1	17	0	21	155
07:40 AM	5	34	4	0	43	2	0	8	2	12	1	60	32	2	95	8	1	6	0	15	165
07:45 AM	3	60	4	0	67	8	1	0	0	9	0	40	36	0	76	9	1	16	0	26	178
07:50 AM	4	47	5	0	56	4	2	4	0	10	0	26	36	0	62	6	2	22	0	30	158
07:55 AM	8	47	7	0	62	1	2	0	0	3	1	47	35	0	83	8	4	9	0	21	169
Total Volume	49	643	63	0	755	29	23	42	2	96	7	448	477	5	937	77	18	128	0	223	2011
% App. Total	6.5	85.2				30.2		43.8				47.8	50.9			34.5		57.4			
PHF	.510	.812	.656	.000	.817	.302	.383	.438	.083	.667	.292	.622	.641	.208	.781	.642	.375	.485	.000	.619	.821

Traffic Data Service
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File Name : 76AM FINAL
Site Code : 00000076
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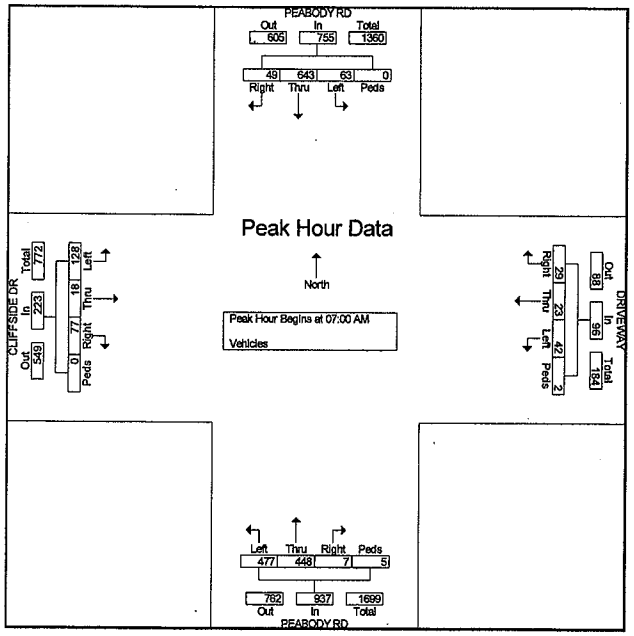

Traffic Data Service
Campbell, CA
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File Name : 76PM FINAL
Site Code : 00000076
Start Date : 4/10/2008

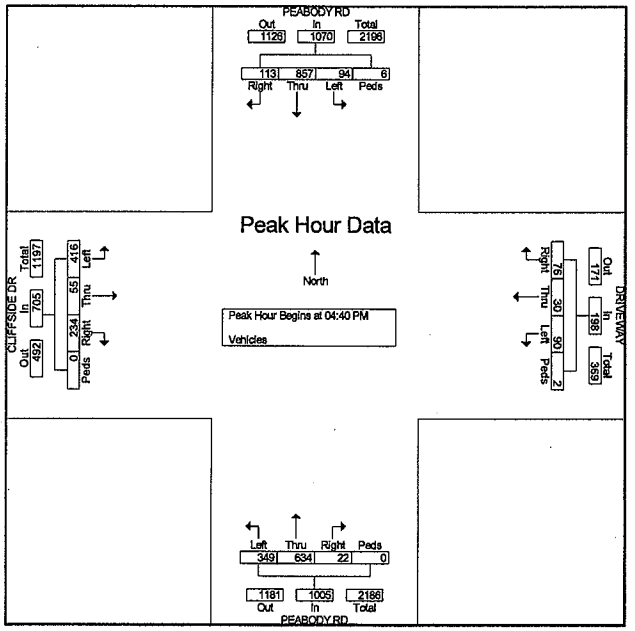
Groups Printed- Vehicles

	PEABODY RD Southbound					DRIVEWAY Westbound					PEABODY RD Northbound					CLIFFSIDE DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	58	4	2	72	5	3	13	0	21	0	74	36	0	110	16	2	23	3	44	247
04:05 PM	8	58	9	3	78	8	3	8	1	20	3	51	31	0	85	11	6	37	0	54	237
04:10 PM	9	63	5	0	77	5	1	8	0	14	1	64	29	0	94	16	6	23	0	45	230
04:15 PM	8	65	8	0	81	7	2	4	0	13	1	33	26	0	60	18	3	36	0	57	211
04:20 PM	8	53	7	2	70	8	0	13	2	23	1	51	38	0	90	16	2	40	0	58	241
04:25 PM	5	85	14	0	104	8	3	9	1	21	0	51	25	0	76	22	3	35	0	60	261
04:30 PM	13	57	11	0	81	7	1	4	0	12	1	49	28	0	78	18	2	30	0	50	221
04:35 PM	13	58	4	0	75	6	2	14	0	22	0	68	33	0	101	14	3	37	2	56	254
04:40 PM	9	65	12	0	86	7	5	5	0	17	0	57	26	0	83	15	4	40	0	59	245
04:45 PM	12	64	11	5	92	1	2	7	2	12	2	28	23	0	53	18	21	41	0	80	237
04:50 PM	13	80	8	0	101	7	6	8	0	21	4	64	42	0	110	9	4	24	0	37	269
04:55 PM	7	58	7	0	72	7	3	12	0	22	1	57	42	0	100	24	6	30	0	60	254
Total	113	764	100	12	989	76	31	105	6	218	14	647	379	0	1040	197	62	396	5	660	2907
05:00 PM	14	81	5	0	100	8	3	11	0	22	1	45	20	0	66	26	2	36	0	64	252
05:05 PM	8	83	7	0	98	8	2	8	0	18	0	53	23	0	76	16	1	36	0	53	245
05:10 PM	6	74	5	0	85	5	2	6	0	13	3	63	36	0	102	20	3	25	0	48	248
05:15 PM	3	67	7	0	77	6	2	8	0	16	0	40	23	0	63	16	4	49	0	69	225
05:20 PM	7	71	8	1	87	8	1	2	0	11	3	60	35	0	98	18	4	30	0	52	248
05:25 PM	11	70	8	0	89	6	2	10	0	18	4	53	19	0	76	19	0	33	0	52	235
05:30 PM	8	52	6	0	66	6	0	7	0	13	1	63	31	0	95	26	3	44	0	73	247
05:35 PM	15	92	10	0	117	7	2	6	0	15	3	51	29	0	83	27	3	28	0	58	273
05:40 PM	9	51	8	2	70	4	1	13	1	19	4	44	33	0	81	13	1	51	0	65	235
05:45 PM	7	61	7	0	75	6	1	5	0	12	2	57	19	0	78	24	5	22	0	51	216
05:50 PM	8	70	8	0	86	7	0	5	0	12	2	49	34	0	85	18	2	30	0	50	233
05:55 PM	8	71	3	0	82	6	4	8	0	18	1	61	35	0	97	18	1	20	0	39	236
Total	104	843	82	3	1032	77	20	89	1	187	24	639	337	0	1000	241	29	404	0	674	2893
Grand Total	217	1607	182	15	2021	153	51	194	7	405	38	1286	716	0	2040	438	91	800	5	1334	5800
Apprch %	10.7	79.5	9	0.7		37.8	12.6	47.9	1.7		1.9	63	35.1	0		32.8	6.8	60	0.4		
Total %	3.7	27.7	3.1	0.3	34.8	2.6	0.9	3.3	0.1	7	0.7	22.2	12.3	0	35.2	7.6	1.6	13.8	0.1	23	

	PEABODY RD Southbound					DRIVEWAY Westbound					PEABODY RD Northbound					CLIFFSIDE DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:40 PM																					
04:40 PM	9	65	12	0	86	7	5	5	0	17	0	57	26	0	83	15	4	40	0	59	245
04:45 PM	12	64	11	5	92	1	2	7	2	12	2	28	23	0	53	18	21	41	0	80	237
04:50 PM	13	80	8	0	101	7	6	8	0	21	4	64	42	0	110	9	4	24	0	37	269
04:55 PM	7	58	7	0	72	7	3	12	0	22	1	57	42	0	100	24	6	30	0	60	254
05:00 PM	14	81	5	0	100	8	3	11	0	22	1	45	20	0	66	26	2	36	0	64	252
05:05 PM	8	83	7	0	98	8	2	8	0	18	0	53	23	0	76	16	1	36	0	53	245
05:10 PM	6	74	5	0	85	5	2	6	0	13	3	63	36	0	102	20	3	25	0	48	248
05:15 PM	3	67	7	0	77	6	2	8	0	16	0	40	23	0	63	16	4	49	0	69	225
05:20 PM	7	71	8	1	87	8	1	2	0	11	3	60	35	0	98	18	4	30	0	52	248
05:25 PM	11	70	8	0	89	6	2	10	0	18	4	53	19	0	76	19	0	33	0	52	235
05:30 PM	8	52	6	0	66	6	0	7	0	13	1	63	31	0	95	26	3	44	0	73	247
05:35 PM	15	92	10	0	117	7	2	6	0	15	3	51	29	0	83	27	3	28	0	58	273
Total Volume	113	857	94	6	1070	76	30	90	2	198	22	634	349	0	1005	234	55	416	0	705	2978
% App. Total	10.6	80.1				38.4	15.2	45.5				63.1	34.7			33.2					
PHF	.628	.776	.653	.100	.762	.792	.417	.625	.083	.750	.458	.826	.692	.000	.761	.722	.218	.707	.000	.734	.909

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 76PM FINAL
Site Code : 00000076
Start Date : 4/10/2008



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

DAVIS ST AT HUME WAY
AM PEAK 7:00 AM TO 9:00 AM

File Name : 71 AM
Site Code : 71 AM
Start Date : 5/19/2009
Page No : 1

Groups Printed- Class 1

	DAVIS ST Southbound					HUME WY Westbound					DAVIS ST Northbound					DRIVEWAY Eastbound							
Start Time	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Peds. Total	Incls. Total	Int. Total
07:00 AM	0	27	10	0	37	23	0	5	0	28	5	16	0	0	21	0	0	0	0	0	0	86	86
07:05 AM	0	21	1	0	22	15	0	4	0	19	4	14	0	1	18	0	0	0	0	0	1	59	60
07:10 AM	0	14	4	3	18	24	0	3	0	27	7	17	0	0	24	0	0	0	0	0	3	69	72
07:15 AM	0	23	10	0	33	15	0	4	0	19	8	21	0	1	29	0	0	0	0	0	1	81	82
07:20 AM	0	18	8	0	26	22	0	5	0	27	4	14	0	2	18	0	0	0	0	0	2	71	73
07:25 AM	0	17	8	1	25	16	0	6	0	22	4	24	0	1	28	0	0	0	0	0	2	75	77
07:30 AM	0	32	9	0	41	17	0	6	1	23	5	30	0	2	35	0	0	0	0	0	3	99	102
07:35 AM	0	43	8	0	51	30	0	10	1	40	8	35	0	0	43	0	0	0	0	0	1	134	135
07:40 AM	0	48	10	1	58	18	0	7	0	25	10	31	0	0	41	0	0	0	0	0	1	124	125
07:45 AM	1	22	14	0	37	25	0	17	3	42	6	50	0	1	56	0	0	0	0	0	4	135	139
07:50 AM	0	42	5	0	47	21	0	18	1	39	11	34	0	1	45	0	0	0	0	0	2	131	133
07:55 AM	0	65	9	0	74	19	0	20	4	39	5	38	0	2	43	0	0	0	0	0	6	156	162
Total	1	372	96	5	469	245	0	105	10	350	77	324	0	11	401	0	0	0	0	0	26	1220	1246
08:00 AM	0	66	6	0	74	29	0	19	0	48	12	52	0	0	64	1	0	0	0	1	0	187	187
08:05 AM	0	56	8	0	64	26	0	13	3	39	16	51	0	1	67	0	0	0	0	0	4	170	174
08:10 AM	0	38	8	0	46	21	0	7	1	28	12	46	0	2	58	0	0	0	0	0	3	132	135
08:15 AM	0	30	2	0	32	16	0	5	0	21	14	35	0	1	49	0	0	0	1	0	2	102	104
08:20 AM	0	21	5	1	26	17	0	4	2	21	11	36	0	0	47	0	0	0	0	0	3	94	97
08:25 AM	0	12	7	0	19	22	0	10	0	32	6	32	0	1	38	0	0	0	0	0	1	89	90
08:30 AM	0	29	8	1	37	20	0	7	0	27	8	41	0	0	49	0	0	0	0	0	1	113	114
08:35 AM	0	30	8	0	38	20	0	7	1	27	13	34	0	0	47	0	0	0	0	0	1	112	113
08:40 AM	2	22	11	0	35	24	0	5	0	29	9	39	0	0	48	0	0	0	0	0	0	112	112
08:45 AM	0	20	11	0	31	30	0	3	2	33	8	33	0	0	41	1	0	0	0	1	2	106	108
08:50 AM	0	23	5	2	28	30	0	10	0	40	8	26	0	1	34	0	0	0	0	0	3	102	105
08:55 AM	0	29	11	0	40	17	0	3	0	20	8	23	0	0	31	0	0	0	0	0	0	91	91
Total	2	376	92	4	470	272	0	93	9	365	125	448	0	6	573	2	0	0	1	2	20	1410	1430
Grand Total	3	748	188	9	939	517	0	198	19	715	202	772	0	17	974	2	0	0	1	2	46	2630	2676
Apprch %	0.3	79.7	20			72.3	0	27.7			20.7	79.3	0			100	0	0					
Total %	0.1	28.4	7.1		35.7	19.7	0	7.5		27.2	7.7	29.4	0		37	0.1	0	0		0.1	1.7	98.3	

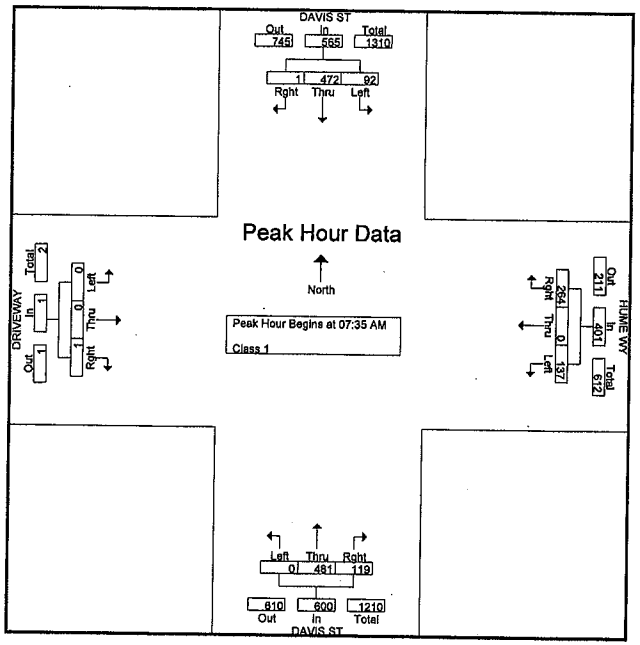
	DAVIS ST Southbound				HUME WY Westbound				DAVIS ST Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:35 AM																	
07:35 AM	0	43	8	51	30	0	10	40	8	35	0	43	0	0	0	0	134
07:40 AM	0	48	10	58	18	0	7	25	10	31	0	41	0	0	0	0	124
07:45 AM	1	22	14	37	25	0	17	42	6	50	0	56	0	0	0	0	135
07:50 AM	0	42	5	47	21	0	18	39	11	34	0	45	0	0	0	0	131
07:55 AM	0	65	9	74	19	0	20	39	5	38	0	43	0	0	0	0	156
08:00 AM	0	66	8	74	29	0	19	48	12	52	0	64	1	0	0	1	187
08:05 AM	0	56	8	64	26	0	13	39	16	51	0	67	0	0	0	0	170
08:10 AM	0	38	8	46	21	0	7	28	12	46	0	58	0	0	0	0	132
08:15 AM	0	30	2	32	16	0	5	21	14	35	0	49	0	0	0	0	102
08:20 AM	0	21	5	26	17	0	4	21	11	36	0	47	0	0	0	0	94
08:25 AM	0	12	7	19	22	0	10	32	6	32	0	38	0	0	0	0	89
08:30 AM	0	29	8	37	20	0	7	27	8	41	0	49	0	0	0	0	113
Total Volume	1	472	92	565	264	0	137	401	119	481	0	600	1	0	0	1	1567
% App. Total	0.2	83.5	16.3		65.8	0	34.2		19.8	80.2	0		100	0	0		
PHF	.083	.596	.548	.636	.733	.000	.571	.696	.620	.771	.000	.746	.083	.000	.000	.083	.698

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

DAVIS ST AT HUME WAY
AM PEAK 7:00 AM TO 9:00 AM

File Name : 71 AM
Site Code : 71 AM
Start Date : 5/19/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

DAVIS ST @ HUME WAY
PM 4:00 PM TO 6:00 PM

File Name : 71 PM
Site Code : 71 PM
Start Date : 5/19/2009
Page No : 1

Groups Printed- Class 1

	DAVIS ST Southbound					HUME WAY Westbound					DAVIS ST Northbound					DRIVEWAY Eastbound							
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Peds Total	Peds. Total	Int. Total
04:00 PM	0	40	18	1	58	21	0	19	0	40	22	37	0	0	59	0	0	0	0	0	1	157	158
04:05 PM	0	52	18	0	70	27	0	13	0	40	19	42	1	2	62	0	0	0	0	0	2	172	174
04:10 PM	0	36	18	0	54	21	0	15	0	36	19	35	1	1	55	0	0	0	0	0	1	145	146
04:15 PM	0	50	12	0	62	21	0	19	0	40	20	48	0	2	68	0	0	0	0	0	2	170	172
04:20 PM	0	49	21	0	70	22	0	11	0	33	30	38	0	3	68	0	0	0	0	0	3	171	174
04:25 PM	0	33	19	3	52	20	0	11	0	31	28	40	2	1	70	0	0	0	0	0	4	153	157
04:30 PM	0	43	31	0	74	15	0	11	0	26	16	44	0	2	60	0	0	0	0	0	2	160	162
04:35 PM	0	39	22	0	61	14	0	10	0	24	19	38	0	1	57	0	0	0	0	0	1	142	143
04:40 PM	0	36	9	1	45	26	0	12	0	38	25	35	0	2	60	0	0	0	0	0	3	143	146
04:45 PM	0	66	29	0	95	23	1	15	0	39	16	46	0	3	62	0	0	0	0	0	3	198	199
04:50 PM	0	40	22	5	62	37	0	23	0	60	16	49	0	0	65	0	0	0	0	0	5	187	192
04:55 PM	0	45	21	0	66	25	0	26	1	51	25	36	0	0	61	0	0	0	0	0	1	178	179
Total	0	529	240	10	769	272	1	185	1	458	255	488	4	17	747	0	0	0	0	0	28	1974	2002
05:00 PM	0	52	12	0	64	18	0	10	0	28	18	49	0	0	67	0	0	0	0	0	0	159	159
05:05 PM	0	38	25	0	63	18	0	13	1	31	20	35	0	1	55	0	0	0	0	0	2	149	151
05:10 PM	0	50	22	0	72	17	0	16	1	33	17	34	0	2	51	0	0	0	0	0	3	156	159
05:15 PM	0	48	29	0	77	23	0	17	1	40	21	35	2	0	58	0	0	0	0	0	1	175	176
05:20 PM	0	57	26	0	83	31	0	16	0	47	24	36	0	1	60	0	0	0	0	0	1	190	191
05:25 PM	0	37	13	1	50	26	0	9	1	35	27	48	0	3	75	0	0	0	0	0	5	160	165
05:30 PM	0	64	31	1	95	25	0	18	0	43	12	56	1	0	69	1	0	0	0	1	1	208	209
05:35 PM	1	46	29	1	76	20	0	19	0	39	26	38	0	0	64	0	1	0	0	1	1	180	181
05:40 PM	0	48	24	1	72	23	0	18	0	41	24	37	0	1	61	0	0	0	0	0	2	174	176
05:45 PM	0	59	24	0	83	25	0	17	0	42	24	41	0	0	65	0	0	0	0	0	0	190	190
05:50 PM	0	42	28	1	70	20	0	12	0	32	15	41	0	3	56	0	0	0	0	0	4	158	162
05:55 PM	0	32	16	2	48	23	0	17	0	40	16	40	0	0	56	0	1	0	0	1	2	145	147
Total	1	573	279	7	853	269	0	182	4	451	244	490	3	11	737	1	2	0	0	3	22	2044	2066
Grand Total	1	1102	519	17	1622	541	1	367	5	909	499	978	7	28	1484	1	2	0	0	3	50	4018	4068
Apprch %	0.1	67.9	32			59.5	0.1	40.4			33.6	65.9	0.5			33.3	66.7	0					
Total %	0	27.4	12.9		40.4	13.5	0	9.1		22.6	12.4	24.3	0.2		36.9	0	0	0		0.1	1.2	98.8	

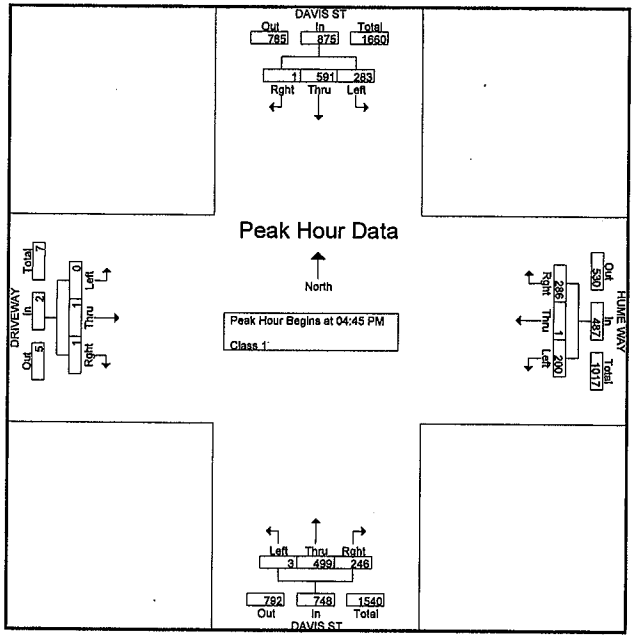
	DAVIS ST Southbound				HUME WAY Westbound				DAVIS ST Northbound				DRIVEWAY Eastbound				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	66	29	95	23	1	15	39	16	46	0	62	0	0	0	0	196
04:50 PM	0	40	22	62	37	0	23	60	16	49	0	65	0	0	0	0	187
04:55 PM	0	45	21	66	25	0	26	51	25	36	0	61	0	0	0	0	178
05:00 PM	0	52	12	64	18	0	10	28	18	49	0	67	0	0	0	0	159
05:05 PM	0	38	25	63	18	0	13	31	20	35	0	55	0	0	0	0	149
05:10 PM	0	50	22	72	17	0	16	33	17	34	0	51	0	0	0	0	156
05:15 PM	0	48	29	77	23	0	17	40	21	35	2	58	0	0	0	0	175
05:20 PM	0	57	26	83	31	0	16	47	24	36	0	60	0	0	0	0	190
05:25 PM	0	37	13	50	26	0	9	35	27	48	0	75	0	0	0	0	160
05:30 PM	0	64	31	95	25	0	18	43	12	56	1	69	1	0	0	1	208
05:35 PM	1	46	29	76	20	0	19	39	26	38	0	64	0	1	0	1	180
05:40 PM	0	48	24	72	23	0	18	41	24	37	0	61	0	0	0	0	174
Total Volume	1	591	283	875	286	1	200	487	246	499	3	748	1	1	0	2	2112
% App. Total	0.1	67.5	32.3		58.7	0.2	41.1		32.9	66.7	0.4		50	50	0		
PHF	.083	.746	.761	.768	.644	.083	.641	.676	.759	.743	.125	.831	.083	.083	.000	.167	.846

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

DAVIS ST @ HUME WAY
PM 4:00 PM TO 6:00 PM

File Name : 71 PM
Site Code : 71 PM
Start Date : 5/19/2009
Page No : 2



CITY OF VACAVILLE

650 Merchant Street
Vacaville, CA 95688
Pubic Works Department - Traffic Division

Cherry Glen (N) at I-80 WB
AM Peak Hour 7 - 9 AM

File Name : 112 AM
Site Code : 112 AM
Start Date : 4/29/2009
Page No : 1

Groups Printed- Unshifted

	CHERRY GLEN RD From North					CHERRY GLEN ROAD From East					CHERRY GLEN RD From South					I 80 WB OFF & ON RAMP From West							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exits Total	Entry Total	Int. Total
07:00 AM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	6
07:05 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	0	3	3
07:10 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	5	5
07:20 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	4	4
07:25 AM	0	1	0	0	1	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	0	5	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 AM	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	1	0	1	0	2	0	8	8
07:40 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	0	4	4
07:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	0	5	5
07:50 AM	0	3	0	0	3	1	0	2	0	3	0	0	0	0	0	1	0	1	0	2	0	8	8
07:55 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	2	0	5	0	7	0	12	12
Total	0	21	0	0	21	7	2	3	0	12	0	7	1	0	8	11	1	8	0	20	0	61	61
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
08:05 AM	1	4	0	0	5	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	9	9
08:10 AM	0	2	0	1	2	1	1	2	0	4	0	0	0	0	0	2	0	0	0	2	1	8	9
08:15 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	4	4
08:20 AM	0	3	0	0	3	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	6	6
08:25 AM	2	1	0	0	3	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	6	6
08:30 AM	0	0	0	0	0	1	0	3	0	4	0	1	0	0	1	3	0	1	0	4	0	9	9
08:35 AM	0	3	0	0	3	2	1	0	0	3	0	0	0	0	0	2	0	1	0	3	0	9	9
08:40 AM	0	0	0	0	0	1	1	1	0	3	0	2	1	0	3	0	0	0	0	0	0	6	6
08:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	1	0	2	2	0	2	0	4	0	8	8
08:50 AM	1	3	0	0	4	0	0	0	0	0	1	1	2	0	4	2	0	0	0	2	0	10	10
08:55 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	3	3
Total	6	17	0	1	23	9	5	10	0	24	2	7	4	0	13	15	0	4	0	19	1	79	80
Grand Total	6	38	0	1	44	16	7	13	0	36	2	14	5	0	21	26	1	12	0	39	1	140	141
Apprch %	13.6	86.4	0			44.4	19.4	36.1			9.5	66.7	23.8			66.7	2.6	30.8					
Total %	4.3	27.1	0		31.4	11.4	5	9.3		25.7	1.4	10	3.6		15	18.6	0.7	8.6		27.9	0.7	99.3	

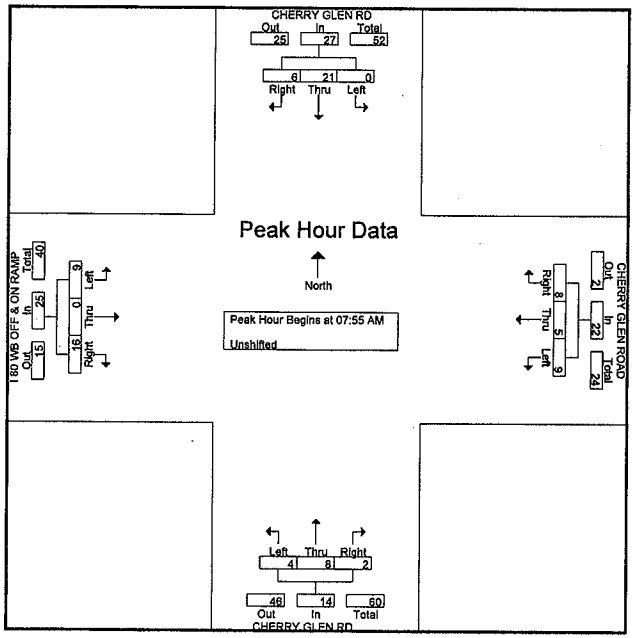
	CHERRY GLEN RD From North				CHERRY GLEN ROAD From East				CHERRY GLEN RD From South				I 80 WB OFF & ON RAMP From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:55 AM																	
07:55 AM	0	4	0	4	0	0	0	0	0	1	0	1	2	0	5	7	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:05 AM	1	4	0	5	1	0	1	2	1	1	0	2	0	0	0	0	9
08:10 AM	0	2	0	2	1	1	2	4	0	0	0	0	2	0	0	2	8
08:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
08:20 AM	0	3	0	3	1	1	0	2	0	1	0	1	0	0	0	0	6
08:25 AM	2	1	0	3	0	0	2	2	0	0	0	0	1	0	0	1	6
08:30 AM	0	0	0	0	1	0	3	4	0	1	0	1	3	0	1	4	9
08:35 AM	0	3	0	3	2	1	0	3	0	0	0	0	2	0	1	3	9
08:40 AM	0	0	0	0	1	1	1	3	0	2	1	3	0	0	0	0	6
08:45 AM	0	1	0	1	1	0	0	1	0	1	1	2	2	0	2	4	8
08:50 AM	1	3	0	4	0	0	0	0	1	1	2	4	2	0	0	2	10
Total Volume	6	21	0	27	8	5	9	22	2	8	4	14	16	0	9	25	88
% App. Total	22.2	77.8	0		36.4	22.7	40.9		14.3	57.1	28.6		64	0	36		
PHF	.250	.438	.000	.450	.333	.417	.250	.458	.167	.333	.167	.292	.444	.000	.150	.298	.611

CITY OF VACAVILLE

650 Merchant Street
Vacaville, CA 95688
Pubic Works Department - Traffic Division

Cherry Glen (N) at I-80 WB
AM Peak Hour 7 - 9 AM

File Name : 112 AM
Site Code : 112 AM
Start Date : 4/29/2009
Page No : 2



CITY OF VACAVILLE

650 Merchant Street
Vacaville, CA 95688
Pubic Works Department - Traffic Division

Cherry Glen (N) at WB I-80 Ramps
PM Peak Hour 4-6:00 PM

File Name : 112 PM
Site Code : 112 PM
Start Date : 3/17/2009
Page No : 1

Groups Printed- Unshifted

	CHERRY GLEN From North					CHERRY GLENN From East					CHERRY GLEN From South					I80 WB RAMP From West							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	1	0	2	0	3	1	1	1	0	3	3	0	3	0	6	0	13	13
04:05 PM	0	2	0	0	2	2	0	2	0	4	0	3	0	0	3	0	0	1	0	1	0	10	10
04:10 PM	1	3	0	0	4	1	1	1	0	3	0	1	0	0	1	2	0	1	0	3	0	11	11
04:15 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	1	0	1	0	2	0	5	5
04:20 PM	0	1	0	0	1	1	0	2	0	3	1	2	1	1	4	4	0	0	0	4	1	12	13
04:25 PM	1	2	0	0	3	0	0	1	0	1	0	1	1	0	2	2	0	1	0	3	0	9	9
04:30 PM	0	1	0	0	1	0	0	1	0	1	1	1	2	0	4	2	0	3	0	5	0	11	11
04:35 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0	2	0	5	0	8	8
04:40 PM	1	4	0	0	5	1	0	2	0	3	0	0	0	0	0	2	0	1	0	3	0	11	11
04:45 PM	0	2	1	0	3	1	1	0	0	2	0	1	2	0	3	3	0	1	0	4	0	12	12
04:50 PM	1	3	0	1	4	0	1	1	0	2	1	2	0	0	3	2	1	0	0	3	1	12	13
04:55 PM	0	2	0	0	2	2	1	0	0	3	0	0	2	0	2	1	0	1	0	2	0	9	9
Total	5	22	1	1	28	9	4	13	0	26	5	14	9	1	28	25	1	15	0	41	2	123	125
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	0	10	10
05:05 PM	1	0	0	0	1	2	0	0	0	2	0	0	2	0	2	2	0	0	0	2	0	7	7
05:10 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	1	0	0	0	1	0	6	6
05:15 PM	0	4	0	0	4	0	0	2	0	2	0	0	1	0	1	4	0	3	0	7	0	14	14
05:20 PM	0	1	0	0	1	2	0	0	0	2	0	2	1	1	3	2	0	1	0	3	1	9	10
05:25 PM	0	0	0	0	0	1	1	2	0	4	0	1	0	1	1	2	0	2	0	4	1	9	10
05:30 PM	0	0	0	0	0	2	0	1	0	3	0	1	1	0	2	0	0	1	0	1	0	6	6
05:35 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	0	7	7
05:40 PM	0	2	0	0	2	2	0	1	0	3	0	3	2	0	5	3	0	1	0	4	0	14	14
05:45 PM	2	2	0	0	4	0	0	0	0	0	0	1	2	0	3	3	0	1	0	4	0	11	11
05:50 PM	0	2	0	0	2	1	0	1	0	2	0	0	1	0	1	3	0	1	0	4	0	9	9
05:55 PM	0	1	0	1	1	0	0	1	0	1	0	2	3	0	5	5	0	0	0	5	1	12	13
Total	4	17	0	1	21	12	1	8	0	21	0	16	14	2	30	30	0	12	0	42	3	114	117
Grand Total	9	39	1	2	49	21	5	21	0	47	5	30	23	3	58	55	1	27	0	83	5	237	242
Apprch %	18.4	79.6	2			44.7	10.6	44.7			8.6	51.7	39.7			66.3	1.2	32.5					
Total %	3.8	16.5	0.4		20.7	8.9	2.1	8.9		19.8	2.1	12.7	9.7		24.5	23.2	0.4	11.4		35	2.1	97.9	

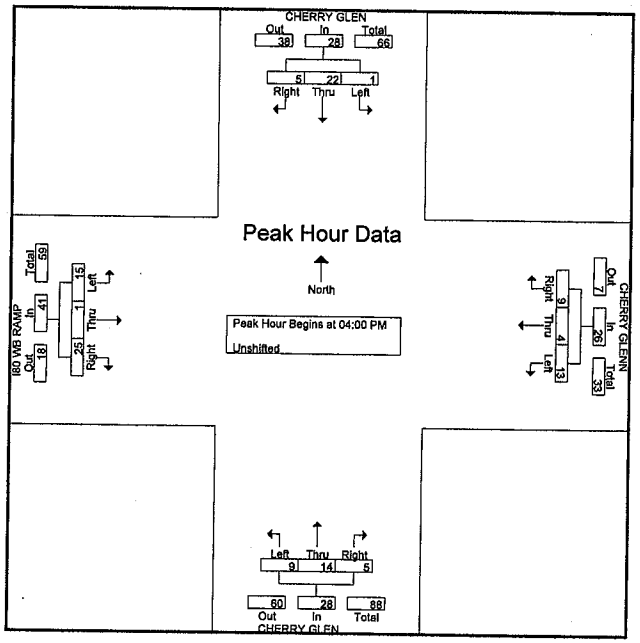
	CHERRY GLEN From North				CHERRY GLENN From East				CHERRY GLEN From South				I80 WB RAMP From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	1	0	2	3	1	1	1	3	3	0	3	6	13
04:05 PM	0	2	0	2	2	0	2	4	0	3	0	3	0	0	1	1	10
04:10 PM	1	3	0	4	1	1	1	3	0	1	0	1	2	0	1	3	11
04:15 PM	0	1	0	1	0	0	1	1	1	0	0	1	1	0	1	2	5
04:20 PM	0	1	0	1	1	0	2	3	1	2	1	4	4	0	0	4	12
04:25 PM	1	2	0	3	0	0	1	1	0	1	1	2	2	0	1	3	9
04:30 PM	0	1	0	1	0	0	1	1	1	1	2	4	2	0	3	5	11
04:35 PM	0	1	0	1	0	0	0	0	0	2	0	2	3	0	2	5	8
04:40 PM	1	4	0	5	1	0	2	3	0	0	0	0	2	0	1	3	11
04:45 PM	0	2	1	3	1	1	0	2	0	1	2	3	3	0	1	4	12
04:50 PM	1	3	0	4	0	1	1	2	1	2	0	3	2	1	0	3	12
04:55 PM	0	2	0	2	2	1	0	3	0	0	2	2	1	0	1	2	9
Total Volume	5	22	1	28	9	4	13	26	5	14	9	28	25	1	15	41	123
% App. Total	17.9	78.6	3.6		34.6	15.4	50		17.9	50	32.1		61	2.4	36.6		
PHF	.417	.458	.083	.467	.375	.333	.542	.542	.417	.389	.375	.583	.521	.083	.417	.569	.788

CITY OF VACAVILLE

650 Merchant Street
Vacaville, CA 95688
Pubic Works Department - Traffic Division

Cherry Glen (N) at WB I-80 Ramps
PM Peak Hour 4-6:00 PM

File Name : 112 PM
Site Code : 112 PM
Start Date : 3/17/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Cherry Glen Road @ I80 WB Ramps
7-9 AM Turning Movement

File Name : 108AM
Site Code : Loc 108
Start Date : 3/17/2009
Page No : 1

Groups Printed- Unshifted

	CHERRY GLEN ROAD Southbound					I80 WB OFF RAMPS Westbound					LAGOON VALLEY ROAD Northbound					I80 WB OFF RAMPS Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	3	0	0	9	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	12	12
07:05 AM	11	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
07:10 AM	8	2	0	0	10	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	0	14	14
07:15 AM	4	3	0	0	7	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	0	12	12
07:20 AM	12	3	0	0	15	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	17	17
07:25 AM	14	3	0	0	17	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	22	22
07:30 AM	20	12	0	0	32	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	36	36
07:35 AM	9	8	0	0	17	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	23	23
07:40 AM	15	6	0	0	21	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	26	26
07:45 AM	14	4	0	0	18	3	0	0	0	3	0	5	3	0	8	0	0	0	0	0	0	29	29
07:50 AM	9	15	0	0	24	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	30	30
07:55 AM	24	12	0	0	36	1	0	0	0	1	0	2	9	0	11	0	0	0	0	0	0	48	48
Total	146	75	0	0	221	20	1	2	0	23	0	25	15	0	40	0	0	0	0	0	0	284	284
08:00 AM	31	6	0	0	37	2	0	0	0	2	0	1	5	0	6	0	0	0	0	0	0	45	45
08:05 AM	26	7	0	0	33	0	1	0	0	1	0	8	2	0	10	0	0	0	0	0	0	44	44
08:10 AM	15	10	0	0	25	3	0	2	0	5	0	3	1	0	4	0	0	0	0	0	0	34	34
08:15 AM	27	7	0	0	34	2	0	0	0	2	0	0	3	0	3	0	0	0	0	0	0	39	39
08:20 AM	9	7	0	0	16	4	0	1	0	5	0	3	1	0	4	0	0	0	0	0	0	25	25
08:25 AM	7	5	0	0	12	7	0	2	0	9	0	1	0	0	1	0	0	0	0	0	0	22	22
08:30 AM	7	4	0	0	11	3	0	4	0	7	0	0	1	0	1	0	0	0	0	0	0	19	19
08:35 AM	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	7	7
08:40 AM	6	5	0	0	11	0	1	0	0	1	0	3	2	0	5	0	0	0	0	0	0	17	17
08:45 AM	4	5	0	0	9	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	10	10
08:50 AM	7	7	0	0	14	1	0	1	0	2	0	1	1	0	2	0	0	0	0	0	0	18	18
08:55 AM	8	5	0	0	13	2	0	1	0	3	0	2	1	0	3	0	0	0	0	0	0	19	19
Total	149	71	0	0	220	24	2	11	0	37	0	23	19	0	42	0	0	0	0	0	0	299	299
Grand Total	295	146	0	0	441	44	3	13	0	60	0	48	34	0	82	0	0	0	0	0	0	583	583
Apprch %	66.9	33.1	0			73.3	5	21.7			0	58.5	41.5			0	0	0					
Total %	50.6	25	0		75.6	7.5	0.5	2.2		10.3	0	8.2	5.8		14.1	0	0	0		0	0	100	

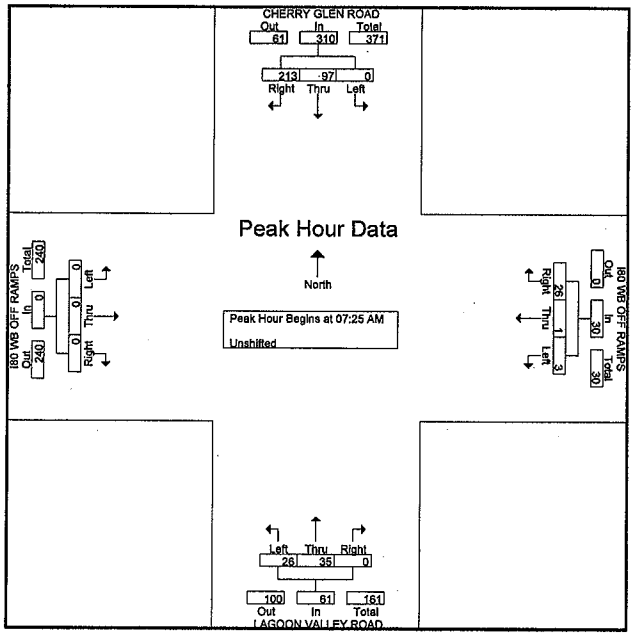
	CHERRY GLEN ROAD Southbound				I80 WB OFF RAMPS Westbound				LAGOON VALLEY ROAD Northbound				I80 WB OFF RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:25 AM																	
07:25 AM	14	3	0	17	2	0	0	2	0	2	1	3	0	0	0	0	22
07:30 AM	20	12	0	32	0	0	0	0	0	3	1	4	0	0	0	0	36
07:35 AM	9	8	0	17	3	0	0	3	0	3	0	3	0	0	0	0	23
07:40 AM	15	6	0	21	3	0	0	3	0	2	0	2	0	0	0	0	26
07:45 AM	14	4	0	18	3	0	0	3	0	5	3	8	0	0	0	0	29
07:50 AM	9	15	0	24	3	0	0	3	0	3	0	3	0	0	0	0	30
07:55 AM	24	12	0	36	1	0	0	1	0	2	9	11	0	0	0	0	48
08:00 AM	31	6	0	37	2	0	0	2	0	1	5	6	0	0	0	0	45
08:05 AM	26	7	0	33	0	1	0	1	0	8	2	10	0	0	0	0	44
08:10 AM	15	10	0	25	3	0	2	5	0	3	1	4	0	0	0	0	34
08:15 AM	27	7	0	34	2	0	0	2	0	0	3	3	0	0	0	0	39
08:20 AM	9	7	0	16	4	0	1	5	0	3	1	4	0	0	0	0	25
Total Volume	213	97	0	310	26	1	3	30	0	35	26	61	0	0	0	0	401
% App. Total	68.7	31.3	0		86.7	3.3	10		0	57.4	42.6		0	0	0		
PHF	.573	.539	.000	.698	.542	.083	.125	.500	.000	.365	.241	.462	.000	.000	.000	.000	.696

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Cherry Glen Road @ I80 WB Ramps
7-9 AM Turning Movement

File Name : 108AM
Site Code : Loc 108
Start Date : 3/17/2009
Page No : 2



CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Cherry Glen Road @ I80 WB Ramps
4-6 PM Turning Movement

File Name : 108PM
Site Code : Loc 108
Start Date : 2/26/2009
Page No : 1

Groups Printed- Unshifted

	CHERRY GLEN ROAD Southbound					I80 WB OFF RAMP Westbound					LAGOON VALLEY ROAD Northbound					I80 WB OFF RAMP Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:05 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:10 PM	0	6	0	0	6	1	0	0	0	1	0	9	2	0	11	0	0	0	0	0	0	18	18
04:15 PM	4	9	0	0	13	2	0	1	0	3	0	8	1	0	9	0	0	0	0	0	0	25	25
04:20 PM	1	5	0	0	6	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	15	15
04:25 PM	4	6	0	0	10	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	0	18	18
04:30 PM	0	4	0	0	4	2	0	3	0	5	0	6	1	0	7	0	0	0	0	0	0	16	16
04:35 PM	3	4	0	0	7	1	0	4	0	5	0	8	0	0	8	0	0	0	0	0	0	20	20
04:40 PM	3	8	0	0	11	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	21	21
04:45 PM	8	4	0	0	12	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	0	18	18
04:50 PM	2	8	0	0	10	0	0	2	0	2	0	7	3	0	10	0	0	0	0	0	0	22	22
04:55 PM	1	5	0	0	6	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	16	16
Total	26	59	1	0	86	13	0	10	0	23	0	74	9	0	83	0	0	0	0	0	0	192	192
05:00 PM	3	4	0	0	7	1	0	0	0	1	0	5	3	0	8	0	0	0	0	0	0	16	16
05:05 PM	1	10	0	0	11	0	0	0	0	0	0	9	2	0	11	0	0	0	0	0	0	22	22
05:10 PM	2	11	0	0	13	1	0	0	0	1	0	9	1	0	10	0	0	0	0	0	0	24	24
05:15 PM	0	12	0	0	12	1	0	0	0	1	0	8	2	0	10	0	0	0	0	0	0	23	23
05:20 PM	2	5	0	0	7	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	0	17	17
05:25 PM	2	9	0	0	11	4	0	1	0	5	0	5	0	0	5	0	0	0	0	0	0	21	21
05:30 PM	2	7	0	0	9	3	0	1	0	4	0	9	2	0	11	0	0	0	0	0	0	24	24
05:35 PM	1	3	0	0	4	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	16	16
05:40 PM	3	6	0	0	9	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	19	19
05:45 PM	2	9	0	0	11	6	0	1	0	7	0	3	0	0	3	0	0	0	0	0	0	21	21
05:50 PM	2	8	0	0	10	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	15	15
05:55 PM	4	9	0	0	13	3	0	2	0	5	0	11	2	0	13	0	0	0	0	0	0	31	31
Total	24	93	0	0	117	23	0	6	0	29	0	90	13	0	103	0	0	0	0	0	0	249	249
Grand Total	50	152	1	0	203	36	0	16	0	52	0	164	22	0	186	0	0	0	0	0	0	441	441
Apprch %	24.6	74.9	0.5			69.2	0	30.8			0	88.2	11.8			0	0	0					
Total %	11.3	34.5	0.2		46	8.2	0	3.6		11.8	0	37.2	5		42.2	0	0	0		0	0	100	

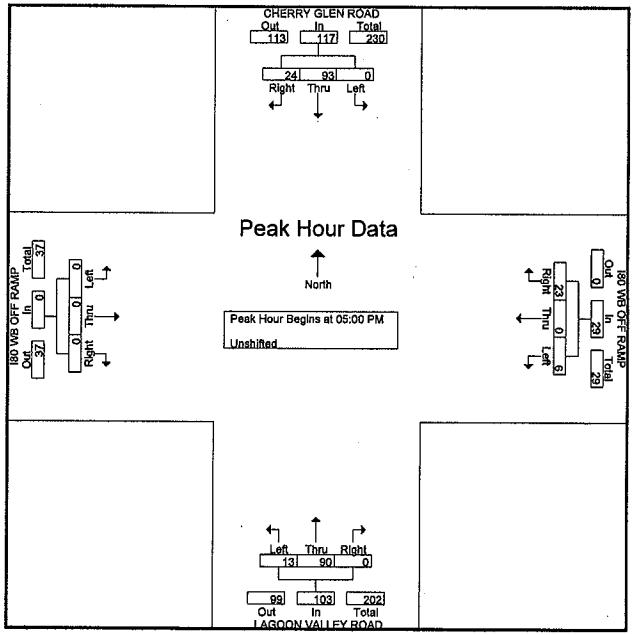
	CHERRY GLEN ROAD Southbound				I80 WB OFF RAMP Westbound				LAGOON VALLEY ROAD Northbound				I80 WB OFF RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:55 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	4	0	7	1	0	0	1	0	5	3	8	0	0	0	0	16
05:05 PM	1	10	0	11	0	0	0	0	0	9	2	11	0	0	0	0	22
05:10 PM	2	11	0	13	1	0	0	1	0	9	1	10	0	0	0	0	24
05:15 PM	0	12	0	12	1	0	0	1	0	8	2	10	0	0	0	0	23
05:20 PM	2	5	0	7	1	0	0	1	0	8	1	9	0	0	0	0	17
05:25 PM	2	9	0	11	4	0	1	5	0	5	0	5	0	0	0	0	21
05:30 PM	2	7	0	9	3	0	1	4	0	9	2	11	0	0	0	0	24
05:35 PM	1	3	0	4	2	0	0	2	0	10	0	10	0	0	0	0	16
05:40 PM	3	6	0	9	1	0	0	1	0	9	0	9	0	0	0	0	19
05:45 PM	2	9	0	11	6	0	1	7	0	3	0	3	0	0	0	0	21
05:50 PM	2	8	0	10	0	0	1	1	0	4	0	4	0	0	0	0	15
05:55 PM	4	9	0	13	3	0	2	5	0	11	2	13	0	0	0	0	31
Total Volume	24	93	0	117	23	0	6	29	0	90	13	103	0	0	0	0	249
% App. Total	20.5	79.5	0		79.3	0	20.7		0	87.4	12.6		0	0	0		
PHF	.500	.646	.000	.750	.319	.000	.250	.345	.000	.682	.361	.660	.000	.000	.000	.000	.669

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, 95688

Cherry Glen Road @ I80 WB Ramps
4-6 PM Turning Movement

File Name : 108PM
Site Code : Loc 108
Start Date : 2/26/2009
Page No : 2

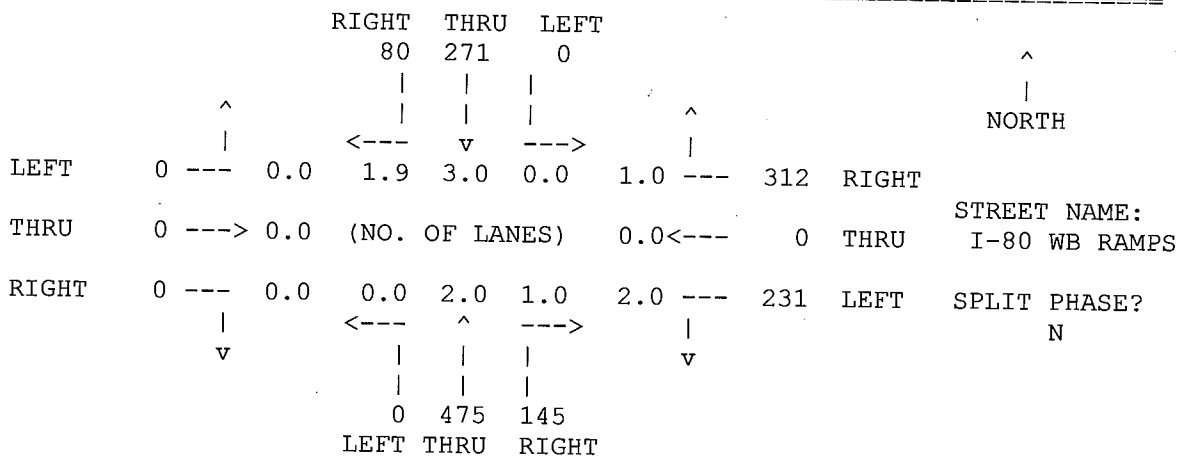


TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI

INTERSECTION STUDY	CITY#	N-S STREET	E-W STREET	V/C	LOS
1	6	LEISURE TOWN	I-80 WB RAMPS	0.40	A
2	7	LEISURE TOWN	I-80 EB RAMPS	0.35	A
3	8	LEISURE TOWN	ORANGE DRIVE	0.41	A
4	9	LEISURE TOWN	SEQUOIA DR.	0.53	A
5	11	LEISURE TOWN	ELMIRA ROAD	0.56	A
6	13	LEISURE TOWN	ALAMO/FRY	0.47	A
7	14	VANDEN	LEISURE TOWN	0.43	A
8	15	VANDEN	ALAMO	0.48	A
9	16	NUT TREE RD.	ALAMO DR.	0.54	A
10	19	PEABODY RD.	ALAMO DR.	0.58	A
11	22	DAVIS ST.	ALAMO DR.	0.84	D
12	23	ALAMO DR.	MARSHALL RD.	0.61	B
13	25	ALAMO DR.	I-80 EB RAMPS	0.64	B
14	26	ALAMO DRIVE	MERCHANT STRE	0.73	C
15	31	PEABODY RD.	ELMIRA RD.	0.59	A
16	35	NUT TREE RD.	ELMIRA RD.	0.48	A
17	54	NUT TREE RD.	ULATIS DR.	0.48	A
18	68	PEABODY RD.	CSP - SOLANO	0.57	A
19	69	PEABODY RD.	FOXBORO PKWY.	0.53	A
20	71	PEABODY	CALIFORNIA	0.41	A
21	76	PEABODY RD.	CLIFFSIDE DR.	0.57	A
22	79	DAVIS	HUME	0.85	D
23	83	I-80 WB	CHERRY GLEN	0.12	A
24	84	CHERRY GLENN	I-80 EB RAMP	0.12	A

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 1 (6) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: 6/18/08 AM PK HR 7-9 PEAK HOUR: 7:30-8:30 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	145	1 *	1500	0.0007	
THRU (T)	475	475	3300	0.1439	0.1439
SB RIGHT (R)	80	80	1650	0.0485	
THRU (T)	271	271	4950	0.0547	
WB RIGHT (R)	312	232 *	1500	0.1547	0.1547
LEFT (L)	231	231	2700	0.0856	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

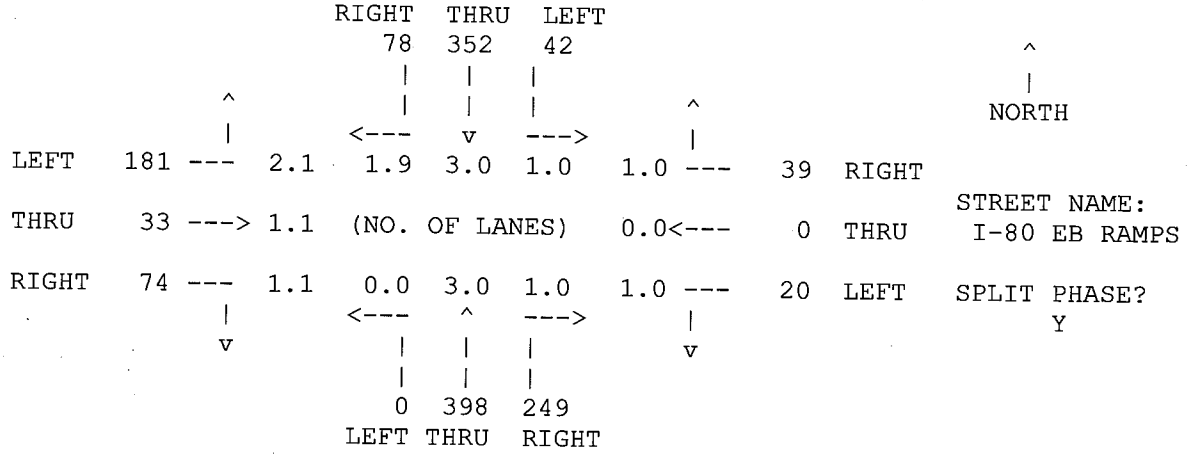
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 2(7) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: 7/02/08 AM PK HR 7-9 PEAK HOUR: 7:45-8:45 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	249	159 *	1500	0.1060	0.1060
	THRU (T)	398	398	4950	0.0804	
SB	RIGHT (R)	78	78	1650	0.0473	
	THRU (T)	352	352	4950	0.0711	
	LEFT (L)	42	42	1500	0.0280	0.0280
EB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	33	33	1500	0.0220	
	LEFT (L)	181	181	2700	0.0670	
	T + R		107	1500	0.0713	
	T + L		214	2700	0.0793	
	T + R + L		288	2700	0.1067	0.1067
WB	RIGHT (R)	39	0 *	1500	0.0000	
	LEFT (L)	20	20	1500	0.0133	0.0133

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.25
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

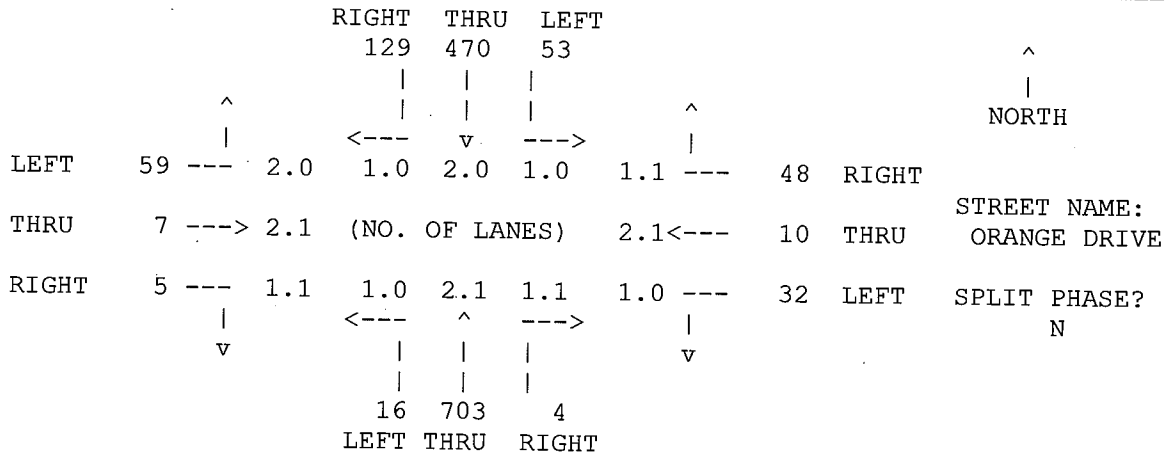
TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 3 (8) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: 10/2/07 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	4	4	1500	0.0027	
	THRU (T)	703	703	3150	0.2232	
	LEFT (L)	16	16	1500	0.0107	
	T + R		707	3150	0.2244	0.2244
SB	RIGHT (R)	129	33 *	1500	0.0220	
	THRU (T)	470	470	3300	0.1424	
	LEFT (L)	53	53	1500	0.0353	0.0353
EB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	7	7	3150	0.0022	
	LEFT (L)	59	59	2700	0.0219	0.0219
	T + R		12	3150	0.0038	
WB	RIGHT (R)	48	48	1500	0.0320	0.0320
	THRU (T)	10	10	3150	0.0032	
	LEFT (L)	32	32	1500	0.0213	
	T + R		58	3150	0.0184	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

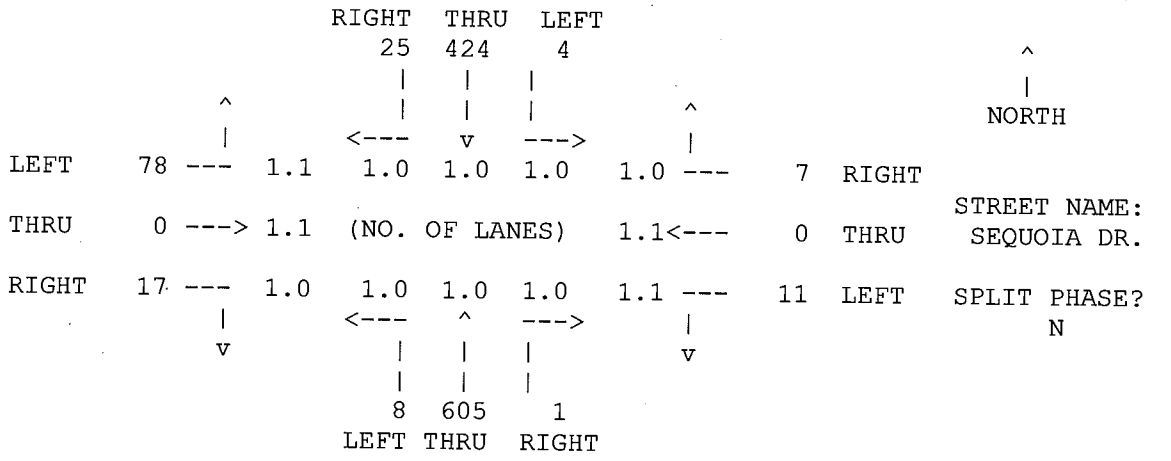
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 4 (9) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: 10/31/07 AM PK HR 7-9 PEAK HOUR: 7:10-8:10 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	605	605	1650	0.3667	0.3667
	LEFT (L)	8	8	1500	0.0053	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	424	424	1650	0.2570	
	LEFT (L)	4	4	1500	0.0027	0.0027
EB	RIGHT (R)	17	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	78	78	1500	0.0520	0.0520
	T + L		78	1500	0.0520	
WB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	11	11	1500	0.0073	
	T + L		11	1500	0.0073	0.0073

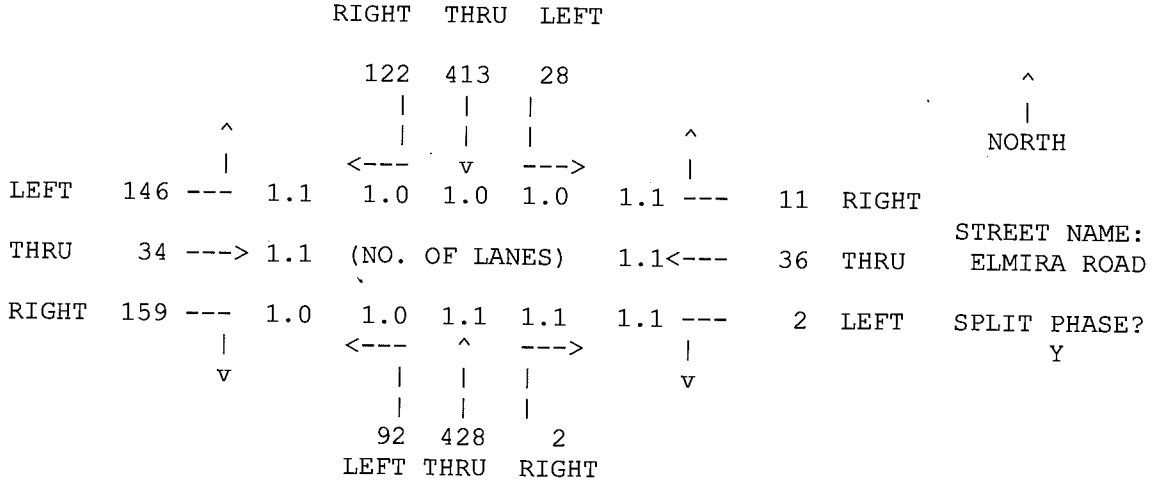
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.43
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.53
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 5 (11) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: 10/09/07 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	428	428	1500	0.2853	
	LEFT (L)	92	92	1500	0.0613	0.0613
	T + R		430	1500	0.2867	
SB	RIGHT (R)	122	0 *	1500	0.0000	
	THRU (T)	413	413	1650	0.2503	0.2503
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	159	33 *	1500	0.0220	
	THRU (T)	34	34	1500	0.0227	
	LEFT (L)	146	146	1500	0.0973	
	T + L		180	1500	0.1200	0.1200
WB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	2	2	1500	0.0013	
	T + R		47	1500	0.0313	
	T + L		38	1500	0.0253	
	T + R + L		49	1500	0.0327	0.0327

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.46
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
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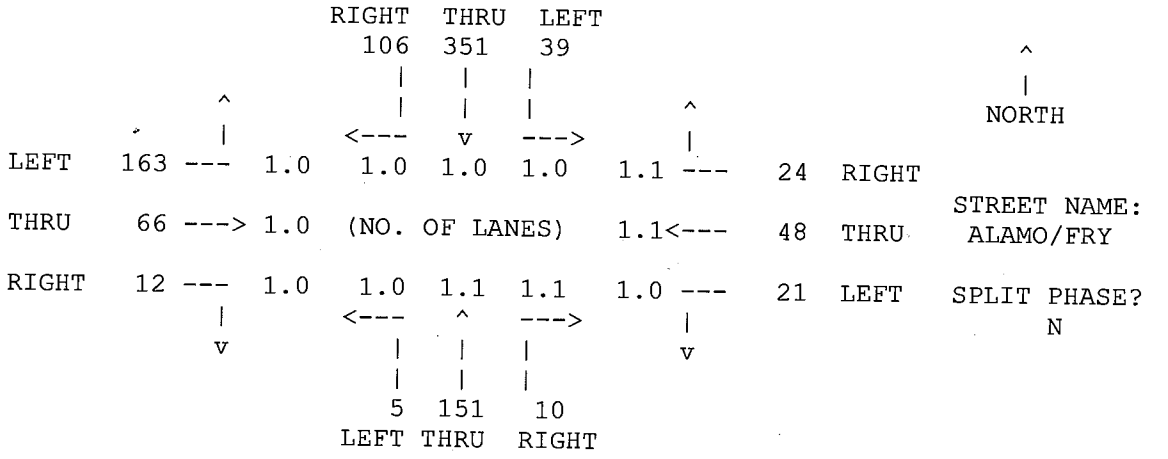
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 6 (13) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: 2/06/08 AM PK HR 7-9 PEAK HOUR: 7:15-8:15 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	151	151	1500	0.1007	
	LEFT (L)	5	5	1500	0.0033	0.0033
	T + R		161	1500	0.1073	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	351	351	1650	0.2127	0.2127
	LEFT (L)	39	39	1500	0.0260	
EB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	66	66	1650	0.0400	
	LEFT (L)	163	163	1500	0.1087	0.1087
WB	RIGHT (R)	24	24	1500	0.0160	
	THRU (T)	48	48	1500	0.0320	
	LEFT (L)	21	21	1500	0.0140	
	T + R		72	1500	0.0480	0.0480

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.37
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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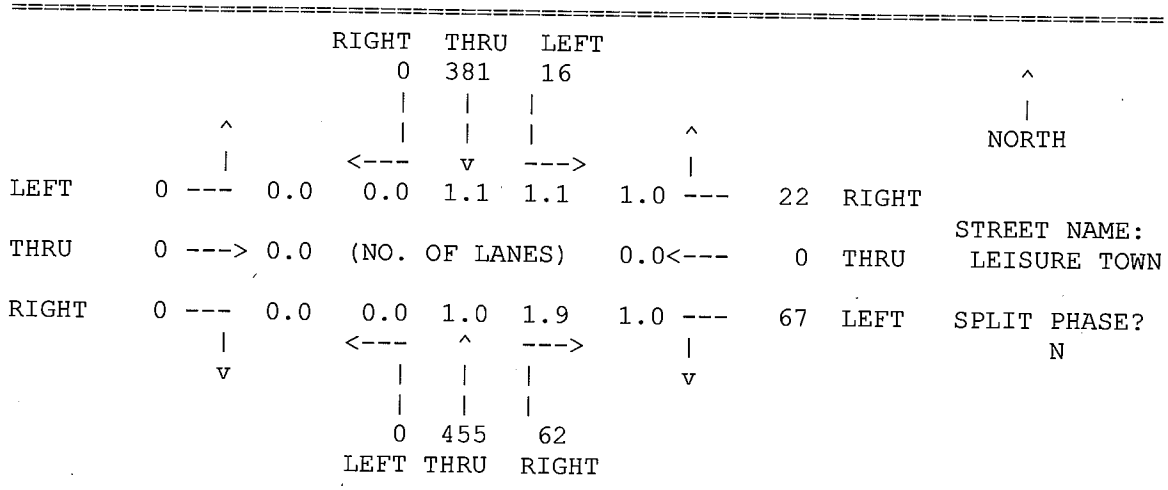
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 7 (14) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: 2/06/08 AM PK HR 7-9 PEAK HOUR: 7:20-8:20 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	62	62	1650	0.0376	
THRU (T)	455	455	1650	0.2758	0.2758
SB THRU (T)	381	381	1500	0.2540	
LEFT (L)	16	16	1500	0.0107	0.0107
T + L		397	1500	0.2647	
WB RIGHT (R)	22	0 *	1500	0.0000	
LEFT (L)	67	67	1500	0.0447	0.0447

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.33
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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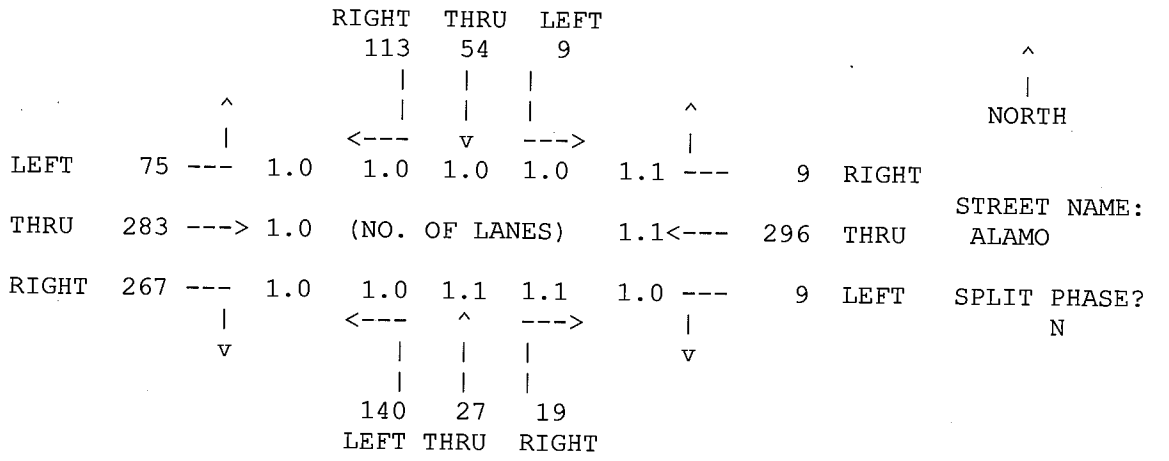
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 8 (15) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: 10/16/07 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	19	19	1500	0.0127	
	THRU (T)	27	27	1500	0.0180	
	LEFT (L)	140	140	1500	0.0933	0.0933
	T + R		46	1500	0.0307	
SB	RIGHT (R)	113	0 *	1500	0.0000	
	THRU (T)	54	54	1650	0.0327	0.0327
	LEFT (L)	9	9	1500	0.0060	
EB	RIGHT (R)	267	117 *	1500	0.0780	
	THRU (T)	283	283	1650	0.1715	
	LEFT (L)	75	75	1500	0.0500	0.0500
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	296	296	1500	0.1973	
	LEFT (L)	9	9	1500	0.0060	
	T + R		305	1500	0.2033	0.2033

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

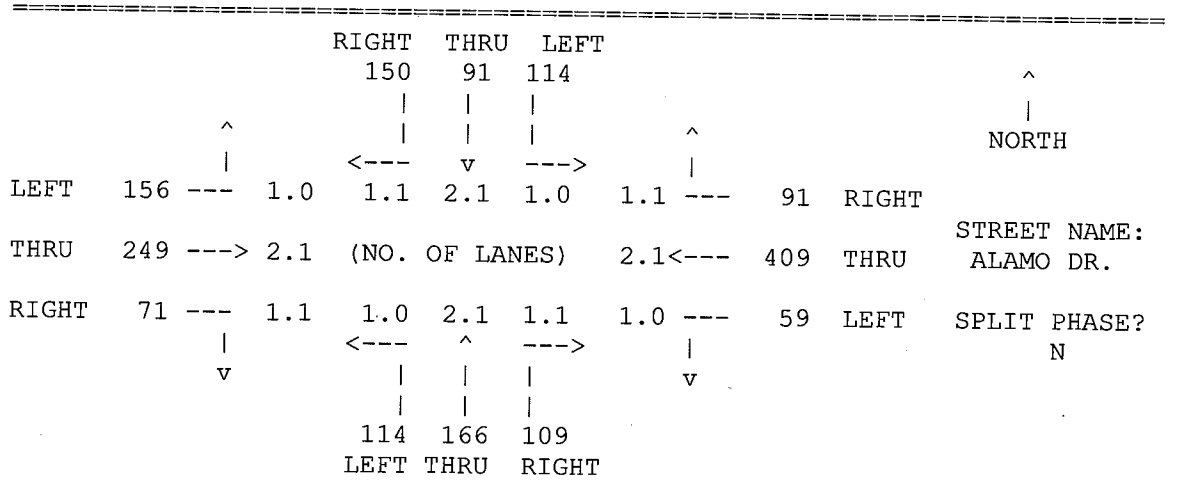
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 9 (16) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: 2/13/08 AM PK HR 7-9 PEAK HOUR: 7:20-8:20 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	109	109	1500	0.0727	
	THRU (T)	166	166	3150	0.0527	
	LEFT (L)	114	114	1500	0.0760	0.0760
	T + R		275	3150	0.0873	
SB	RIGHT (R)	150	150	1500	0.1000	0.1000
	THRU (T)	91	91	3150	0.0289	
	LEFT (L)	114	114	1500	0.0760	
	T + R		241	3150	0.0765	
EB	RIGHT (R)	71	71	1500	0.0473	
	THRU (T)	249	249	3150	0.0790	
	LEFT (L)	156	156	1500	0.1040	0.1040
	T + R		320	3150	0.1016	
WB	RIGHT (R)	91	91	1500	0.0607	
	THRU (T)	409	409	3150	0.1298	
	LEFT (L)	59	59	1500	0.0393	
	T + R		500	3150	0.1587	0.1587

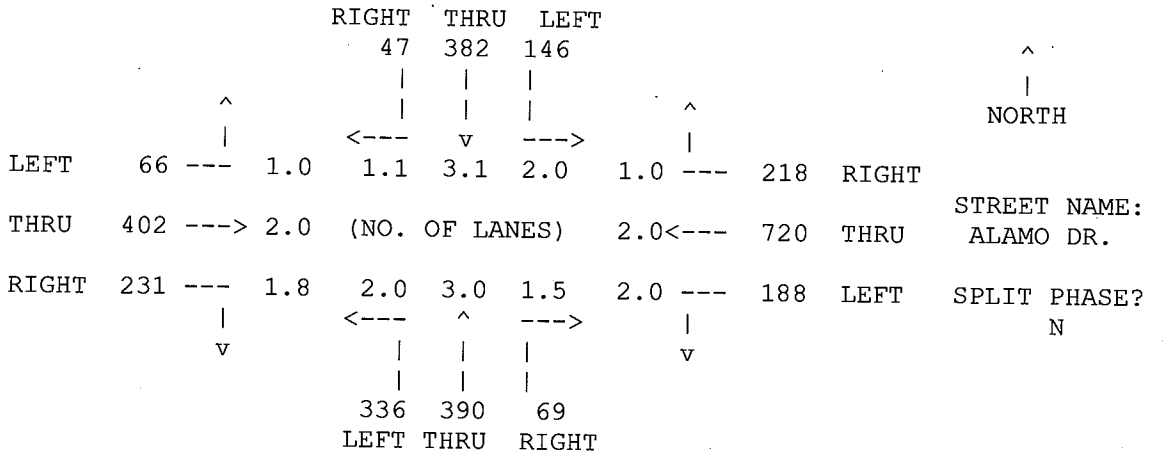
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.44
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 10 (19) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: 10/4/07 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	390	390	4950	0.0788	
	LEFT (L)	336	336	2700	0.1244	0.1244
SB	RIGHT (R)	47	47	1500	0.0313	
	THRU (T)	382	382	4800	0.0796	
	LEFT (L)	146	146	2700	0.0541	
	T + R		429	4800	0.0894	0.0894
EB	RIGHT (R)	231	0 *	1500	0.0000	
	THRU (T)	402	402	3300	0.1218	
	LEFT (L)	66	66	1500	0.0440	0.0440
WB	RIGHT (R)	218	97 *	1500	0.0647	
	THRU (T)	720	720	3300	0.2182	0.2182
	LEFT (L)	188	188	2700	0.0696	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

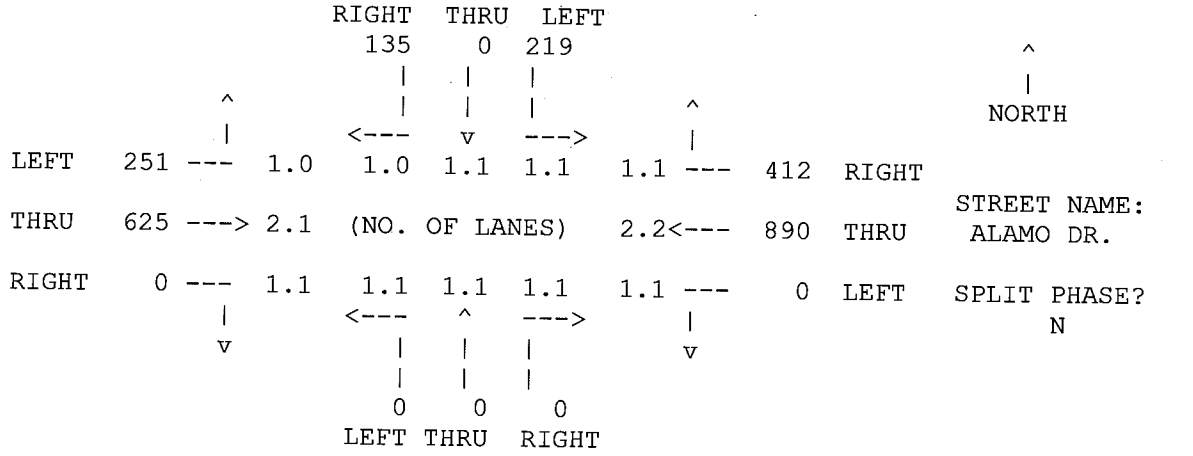
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 11 (22) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: 1/30/08 AM PK HR 7-9 PEAK HOUR: 7:15-8:15 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

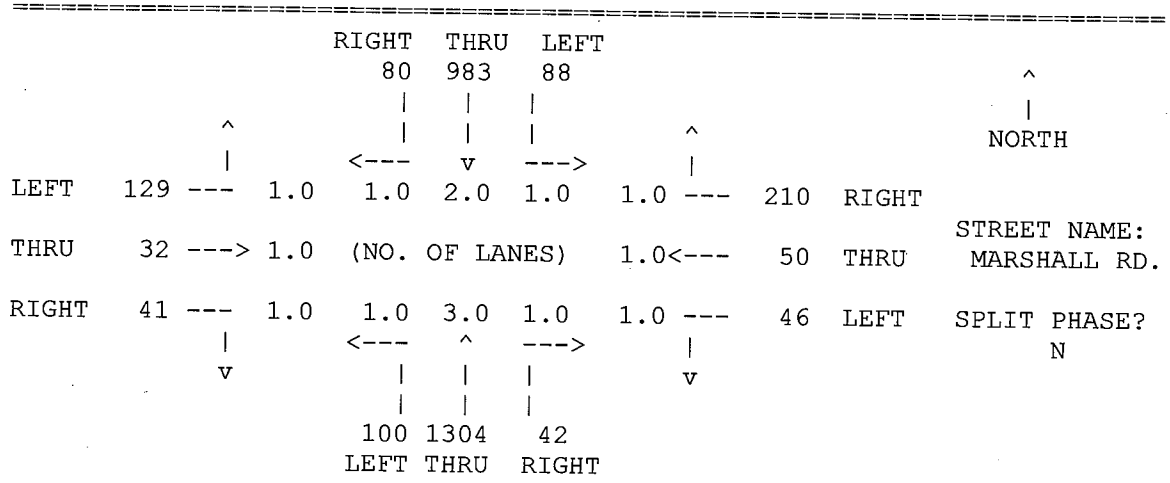
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	135	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	219	219	1500	0.1460	0.1460
	T + L		219	1500	0.1460	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	625	625	3150	0.1984	
	LEFT (L)	251	251	1500	0.1673	0.1673
	T + R		625	3150	0.1984	
WB	RIGHT (R)	412	412	1500	0.2747	
	THRU (T)	890	890	3000	0.2967	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1302	3000	0.4340	0.4340
	T + L		890	3000	0.2967	
	T + R + L		1302	3000	0.4340	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.75
ADJUSTMENT FOR LOST YELLOW TIME:	0.09
TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 12 (23) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: 10/18/07 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	1304	1304	4950	0.2634	
	LEFT (L)	100	100	1500	0.0667	0.0667
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	983	983	3300	0.2979	0.2979
	LEFT (L)	88	88	1500	0.0587	
EB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	32	32	1650	0.0194	
	LEFT (L)	129	129	1500	0.0860	0.0860
WB	RIGHT (R)	210	86 *	1500	0.0573	0.0573
	THRU (T)	50	50	1650	0.0303	
	LEFT (L)	46	46	1500	0.0307	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

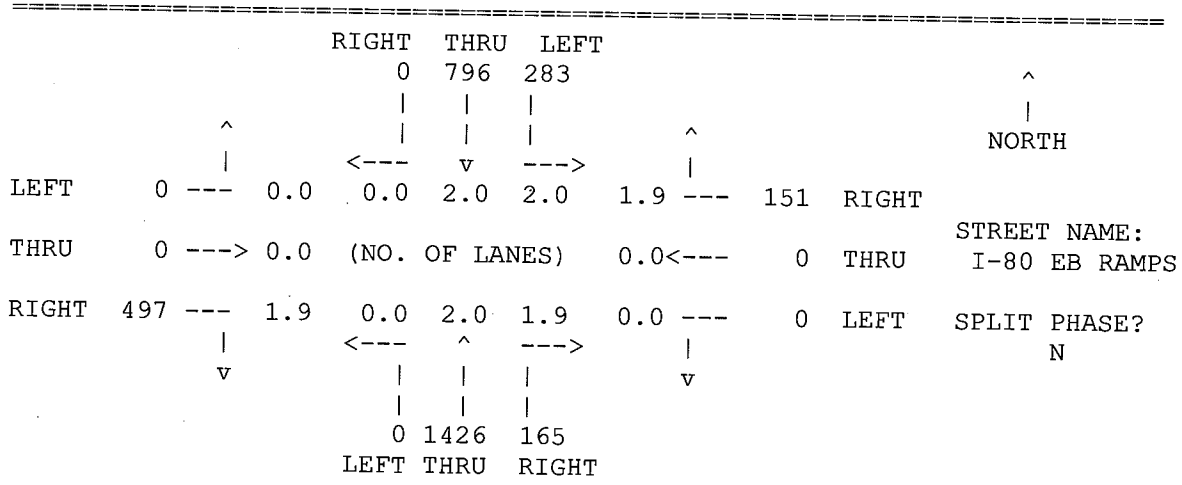
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 13 (25) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: 1/30/08 AM PK HR 7-9 PEAK HOUR: 7:10-8:10 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	165	165	1650	0.1000	
THRU (T)	1426	1426	3300	0.4321	0.4321
SB THRU (T)	796	796	3300	0.2412	
LEFT (L)	283	283	2700	0.1048	0.1048
EB RIGHT (R)	497	497	1650	0.3012	
WB RIGHT (R)	151	151	1650	0.0915	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

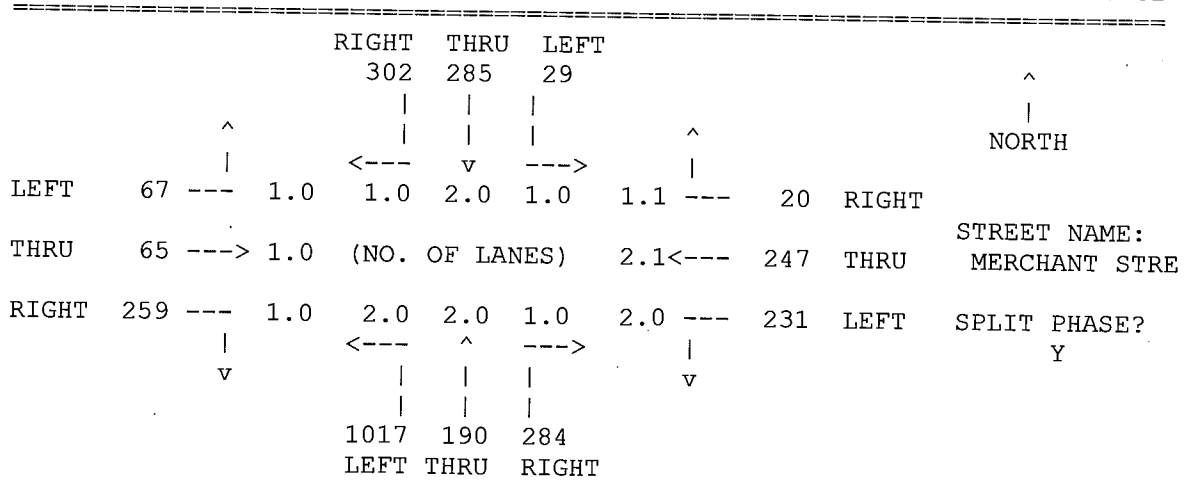
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 14 (26) ALAMO DRIVE and MERCHANT STRE VACAVILLE
COUNT DATE/TIME: 6/17/08 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	284	140 *	1500	0.0933	
	THRU (T)	190	190	3300	0.0576	
	LEFT (L)	1017	1017	2700	0.3767	0.3767
SB	RIGHT (R)	302	189 *	1500	0.1260	0.1260
	THRU (T)	285	285	3300	0.0864	
	LEFT (L)	29	29	1500	0.0193	
EB	RIGHT (R)	259	0 *	1500	0.0000	
	THRU (T)	65	65	1650	0.0394	
	LEFT (L)	67	67	1500	0.0447	0.0447
WB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	247	247	3150	0.0784	
	LEFT (L)	231	231	2700	0.0856	0.0856
	T + R		267	3150	0.0848	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

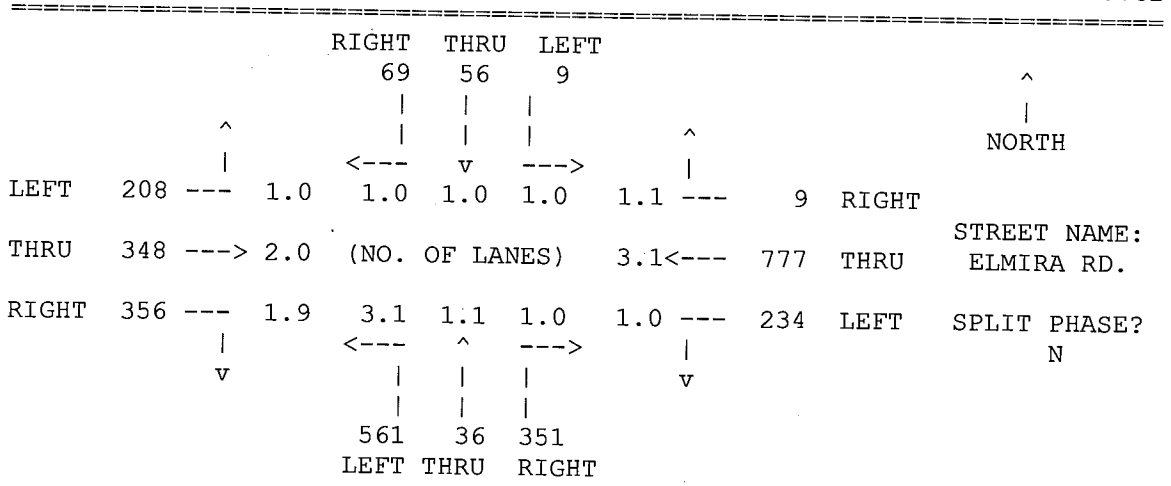
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 15 (31) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: 1/16/08 AM PK HR 7-9 PEAK HOUR: 7:30-8:30 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	351	154 *	1500	0.1027	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	561	561	3900	0.1438	
	T + L		597	3900	0.1531	0.1531
SB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	56	56	1650	0.0339	0.0339
	LEFT (L)	9	9	1500	0.0060	
EB	RIGHT (R)	356	356	1650	0.2158	
	THRU (T)	348	348	3300	0.1055	
	LEFT (L)	208	208	1500	0.1387	0.1387
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	777	777	4800	0.1619	
	LEFT (L)	234	234	1500	0.1560	
	T + R		786	4800	0.1637	0.1637

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59

INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 16 (35) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: 2/13/08 AM PK HR 7-9 PEAK HOUR: 7:15-8:15
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI

```
                      RIGHT  THRU  LEFT
                        160   271    50                          ^
                         |     |     |                           |
                ^        |     |     |          ^              NORTH
                |        |     |     |          |
                |       <---   v     --->       |
LEFT     97 --- 1.0      1.0   3.0   1.0   1.0 ---    88  RIGHT
                                                                  STREET NAME:
THRU    241 ---> 2.0    (NO. OF LANES)        2.0<---   422  THRU   ELMIRA RD.

RIGHT   179 ---  1.0     2.0   2.0   1.0     2.0 ---   104  LEFT   SPLIT PHASE?
                 |       <---   ^     --->      |                      N
                 v          |     |     |       v
                           |     |     |
                          354   463    97
                         LEFT  THRU  RIGHT
```

STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	463	463	3300	0.1403	
	LEFT (L)	354	354	2700	0.1311	0.1311
SB	RIGHT (R)	160	32 *	1500	0.0213	
	THRU (T)	271	271	4950	0.0547	0.0547
	LEFT (L)	50	50	1500	0.0333	
EB	RIGHT (R)	179	1 *	1500	0.0007	
	THRU (T)	241	241	3300	0.0730	
	LEFT (L)	97	97	1500	0.0647	0.0647
WB	RIGHT (R)	88	0 *	1500	0.0000	
	THRU (T)	422	422	3300	0.1279	0.1279
	LEFT (L)	104	104	2700	0.0385	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

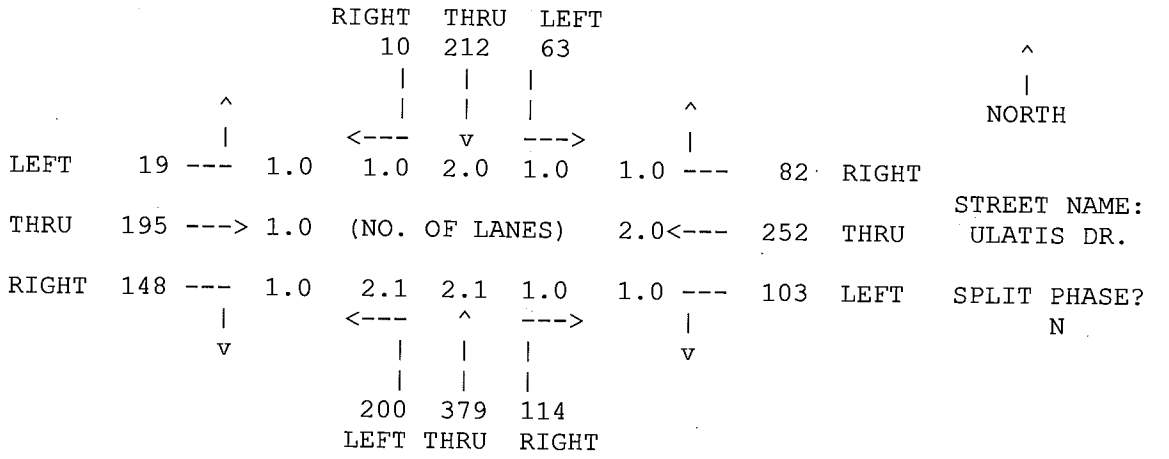
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 17 (54) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: 2/27/08 AM PK HR 7-9 PEAK HOUR: 7:20-8:20 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	114	0 *	1500	0.0000	
	THRU (T)	379	379	3150	0.1203	
	LEFT (L)	200	200	2700	0.0741	
	T + L		579	4350	0.1331	0.1331
SB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	212	212	3300	0.0642	0.0642
	LEFT (L)	63	63	1500	0.0420	
EB	RIGHT (R)	148	12 *	1500	0.0080	
	THRU (T)	195	195	1650	0.1182	0.1182
	LEFT (L)	19	19	1500	0.0127	
WB	RIGHT (R)	82	0 *	1500	0.0000	
	THRU (T)	252	252	3300	0.0764	
	LEFT (L)	103	103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

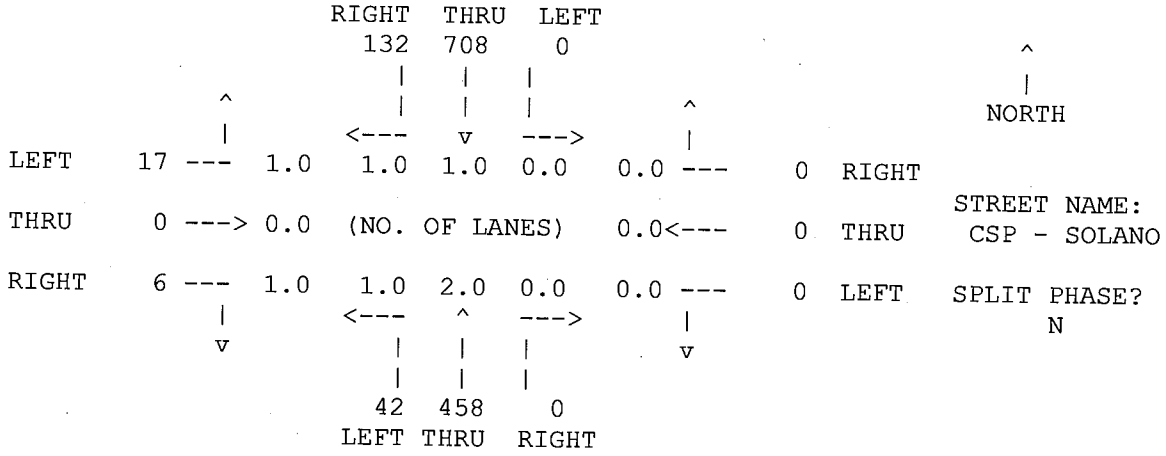
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 18 (68) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: 2/27/09 AM PK HR 7-9 PEAK HOUR: 7:25-8:25 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	458	458	3300	0.1388	
LEFT (L)	42	42	1500	0.0280	0.0280
SB RIGHT (R)	132	44 *	1500	0.0293	
THRU (T)	708	708	1650	0.4291	0.4291
EB RIGHT (R)	6	0 *	1500	0.0000	
LEFT (L)	17	17	1500	0.0113	0.0113

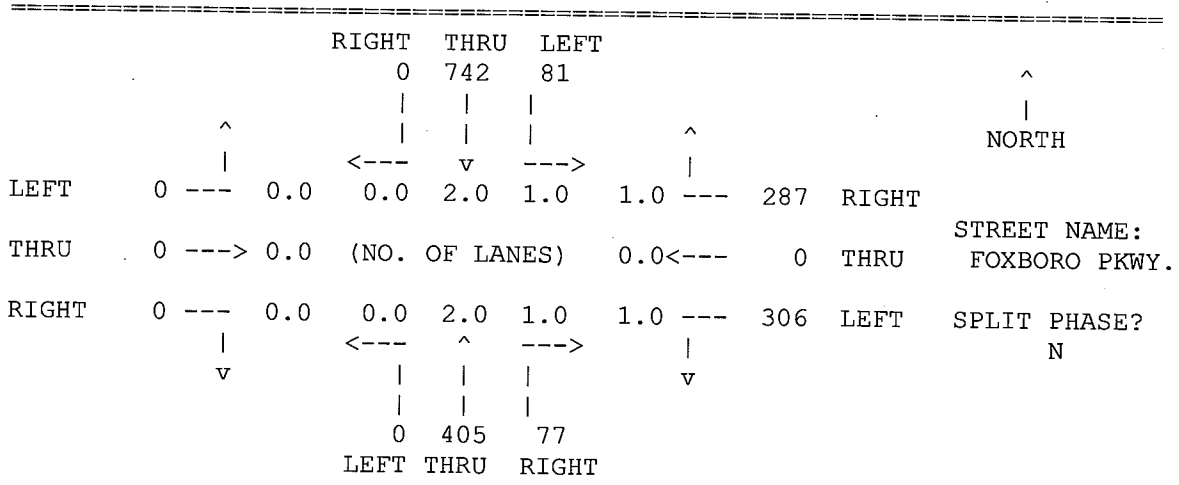
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.47
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.57
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 19 (69) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: 1/30/08 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

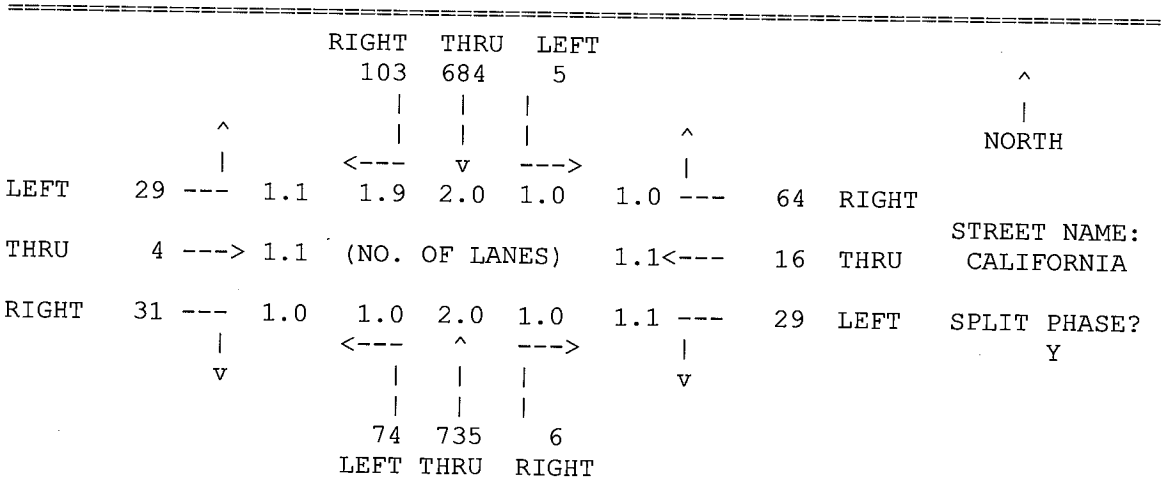
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	77	0 *	1500	0.0000	
THRU (T)	405	405	3300	0.1227	
SB THRU (T)	742	742	3300	0.2248	0.2248
LEFT (L)	81	81	1500	0.0540	
WB RIGHT (R)	287	167 *	1500	0.1113	
LEFT (L)	306	306	1500	0.2040	0.2040
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.43
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.53
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 20 (71) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: 10/16/07 AM PK HR 7-9 PEAK HOUR: 7:05-8:05 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	735	735	3300	0.2227	
	LEFT (L)	74	74	1500	0.0493	0.0493
SB	RIGHT (R)	103	103	1650	0.0624	
	THRU (T)	684	684	3300	0.2073	0.2073
	LEFT (L)	5	5	1500	0.0033	
EB	RIGHT (R)	31	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	29	29	1500	0.0193	
	T + L		33	1500	0.0220	0.0220
WB	RIGHT (R)	64	0 *	1500	0.0000	
	THRU (T)	16	16	1500	0.0107	
	LEFT (L)	29	29	1500	0.0193	
	T + L		45	1500	0.0300	0.0300

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

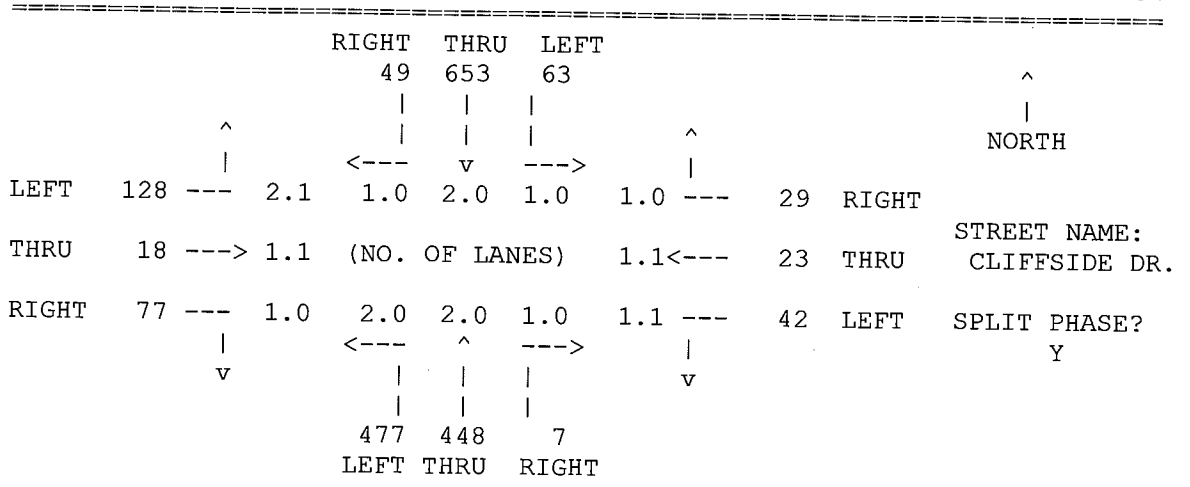
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 21 (76) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: 4/10/08 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	448	448	3300	0.1358	
	LEFT (L)	477	477	2700	0.1767	0.1767
SB	RIGHT (R)	49	0 *	1500	0.0000	
	THRU (T)	653	653	3300	0.1979	0.1979
	LEFT (L)	63	63	1500	0.0420	
EB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	18	18	1500	0.0120	
	LEFT (L)	128	128	2700	0.0474	
	T + L		146	2700	0.0541	0.0541
WB	RIGHT (R)	29	0 *	1500	0.0000	
	THRU (T)	23	23	1500	0.0153	
	LEFT (L)	42	42	1500	0.0280	
	T + L		65	1500	0.0433	0.0433

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

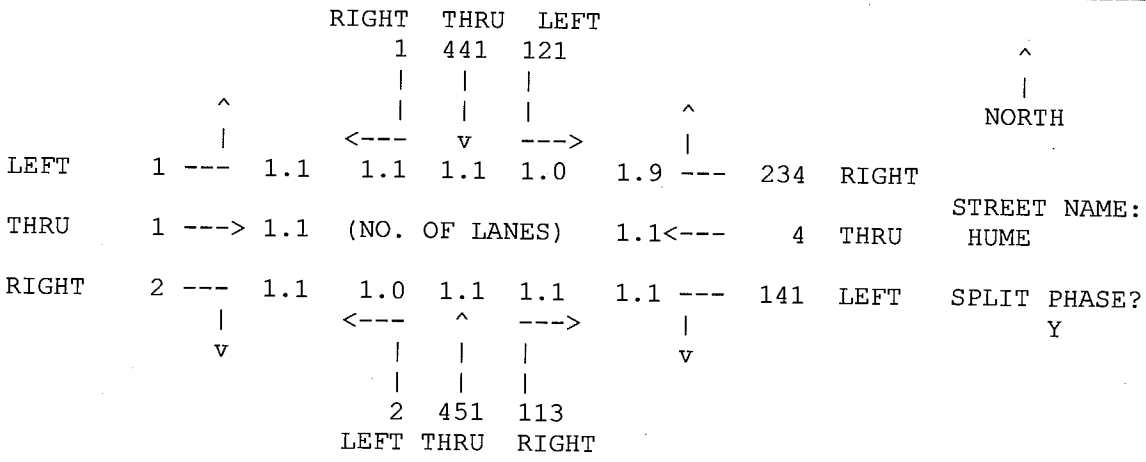
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 22 (79) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: 1/15/08 AM PK HR 7-9 PEAK HOUR: 7:30-8:30 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

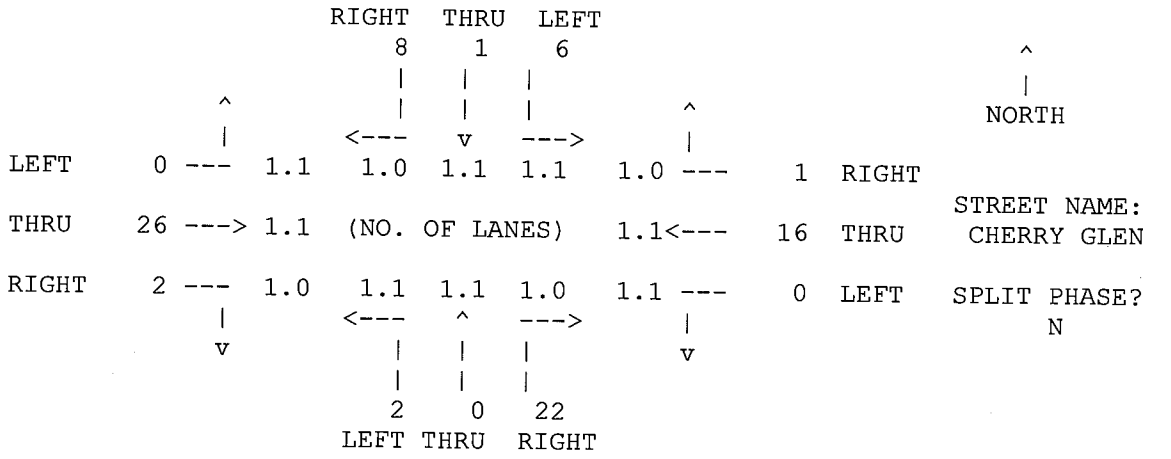
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	113	113	1500	0.0753	
THRU (T)	451	451	1500	0.3007	
LEFT (L)	2	2	1500	0.0013	
T + R		564	1500	0.3760	0.3760
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	441	441	1500	0.2940	
LEFT (L)	121	121	1500	0.0807	
T + R		442	1500	0.2947	0.2947
EB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	1	1	1500	0.0007	
T + R		3	1500	0.0020	
T + L		2	1500	0.0013	
T + R + L		4	1500	0.0027	0.0027
WB RIGHT (R)	234	234	1650	0.1418	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	141	141	1500	0.0940	
T + L		145	1500	0.0967	0.0967

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.77
ADJUSTMENT FOR LOST YELLOW TIME:	0.08
TOTAL VOLUME-TO-CAPACITY RATIO:	0.85
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 23 (83) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: 10/16/07 AM PK HR 7-9 PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	0.0013
	T + L		2	1500	0.0013	
SB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	6	6	1500	0.0040	
	T + L		7	1500	0.0047	0.0047
EB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	26	26	1500	0.0173	0.0173
	LEFT (L)	0	0	1500	0.0000	
	T + L		26	1500	0.0173	
WB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	16	16	1500	0.0107	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		16	1500	0.0107	

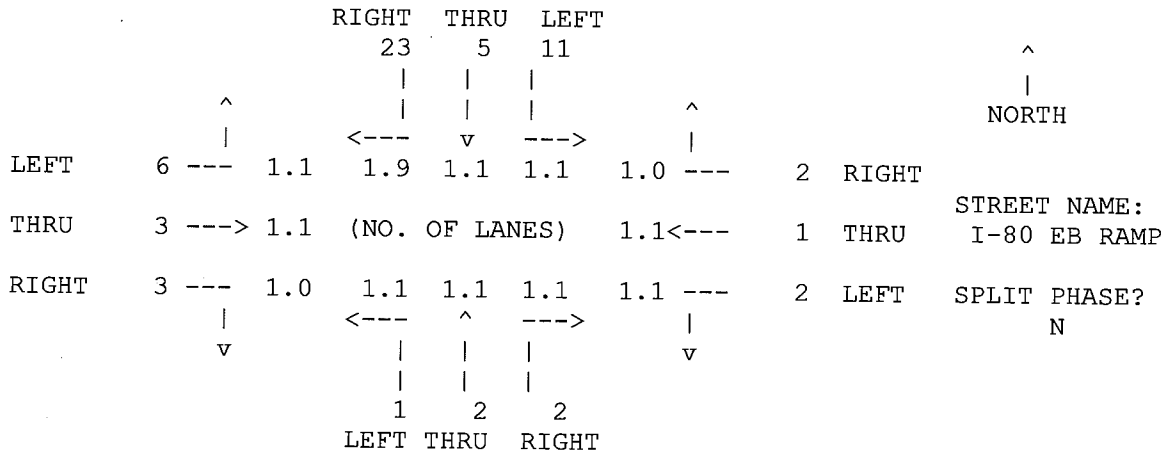
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.02
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.12
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 24 (84) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: 1/30/08 AM PK HR 7-9 PEAK HOUR: 7:10-8:10 AM
CONDITION : EXISTING CONDITIONS (COUNTS) AM PK HR FILE VMEX.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	1	1	1500	0.0007	0.0007
	T + R		4	1500	0.0027	
	T + L		3	1500	0.0020	
	T + R + L		5	1500	0.0033	
SB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	11	11	1500	0.0073	
	T + L		16	1500	0.0107	0.0107
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	2	2	1500	0.0013	0.0013
	T + L		3	1500	0.0020	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

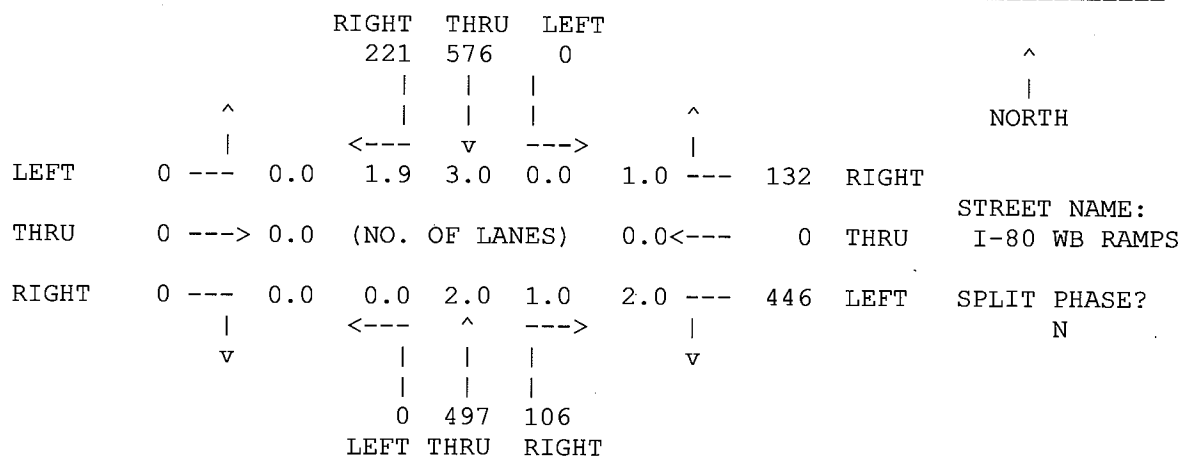
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI

INTERSECTION Study	Count#	N-S STREET	E-W STREET	V/C	LOS
1	6	LEISURE TOWN	I-80 WB RAMPS	0.42	A
2	7	LEISURE TOWN	I-80 EB RAMPS	0.37	A
3	8	LEISURE TOWN	ORANGE DRIVE	0.42	A
4	9	LEISURE TOWN	SEQUOIA DR.	0.58	A
5	11	LEISURE TOWN	ELMIRA ROAD	0.67	B
6	13	LEISURE TOWN	ALAMO/FRY	0.55	A
7	14	VANDEN	LEISURE TOWN	0.50	A
8	15	VANDEN	ALAMO	0.65	B
9	16	NUT TREE RD.	ALAMO DR.	0.68	B
10	19	PEABODY RD.	ALAMO DR.	0.64	B
11	22	DAVIS ST.	ALAMO DR.	0.60	A
12	23	ALAMO DR.	MARSHALL RD.	0.62	B
13	25	ALAMO DR.	I-80 EB RAMPS	0.49	A
14	26	ALAMO DRIVE	MERCHANT STRE	0.60	A
15	31	PEABODY RD.	ELMIRA RD.	0.84	D
16	35	NUT TREE RD.	ELMIRA RD.	0.59	A
17	54	NUT TREE RD.	ULATIS DR.	0.71	C
18	68	PEABODY RD.	CSP - SOLANO	0.78	C
19	69	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	71	PEABODY	CALIFORNIA	0.49	A
21	76	PEABODY RD.	CLIFFSIDE DR.	0.74	C
22	79	DAVIS	HUME	0.95	E
23	83	I-80 WB	CHERRY GLEN	0.14	A
24	84	CHERRY GLENN	I-80 EB RAMP	0.13	A

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 1 (6) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: 6/18/08 PM PK HR 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

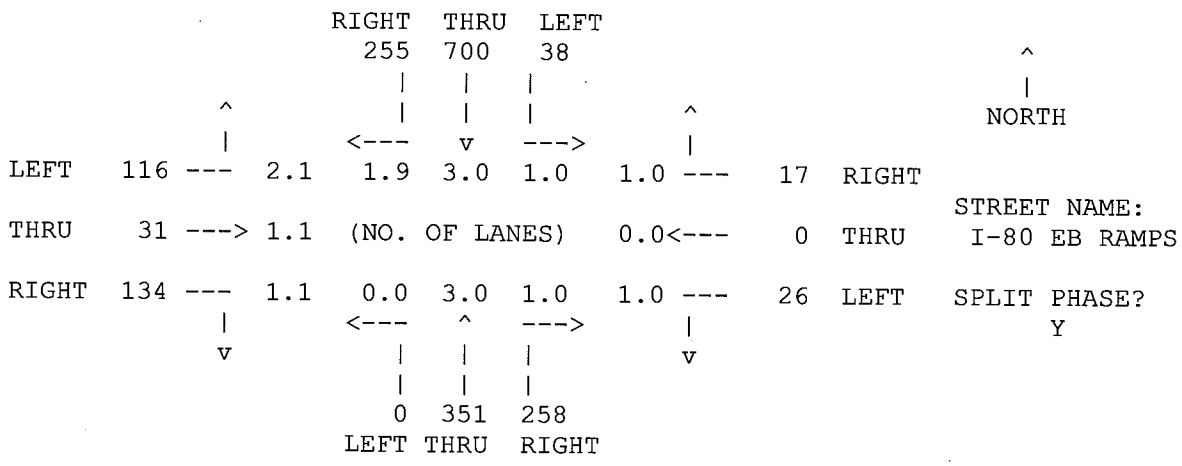
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	106	0 *	1500	0.0000	
THRU (T)	497	497	3300	0.1506	0.1506
SB RIGHT (R)	221	221	1650	0.1339	
THRU (T)	576	576	4950	0.1164	
WB RIGHT (R)	132	52 *	1500	0.0347	
LEFT (L)	446	446	2700	0.1652	0.1652
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.32
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.42
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 2 (7) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: 7/02/08 PM PK HR 4-6 PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	258	165 *	1500	0.1100	
	THRU (T)	351	351	4950	0.0709	
SB	RIGHT (R)	255	255	1650	0.1545	
	THRU (T)	700	700	4950	0.1414	0.1414
	LEFT (L)	38	38	1500	0.0253	
EB	RIGHT (R)	134	134	1500	0.0893	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	116	116	2700	0.0430	
	T + R		165	1500	0.1100	0.1100
	T + L		147	2700	0.0544	
	T + R + L		281	2700	0.1041	
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	26	26	1500	0.0173	0.0173

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.27
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.37
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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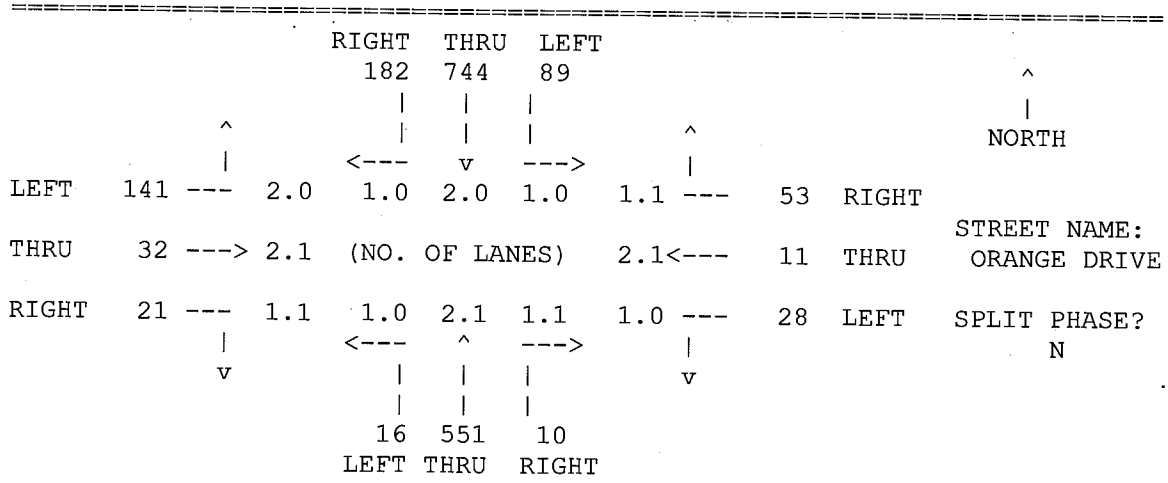
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 3 (8) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: 10/2/07 PM PEAK 4-6 PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	551	551	3150	0.1749	
	LEFT (L)	16	16	1500	0.0107	
	T + R		561	3150	0.1781	0.1781
SB	RIGHT (R)	182	63 *	1500	0.0420	
	THRU (T)	744	744	3300	0.2255	
	LEFT (L)	89	89	1500	0.0593	0.0593
EB	RIGHT (R)	21	21	1500	0.0140	
	THRU (T)	32	32	3150	0.0102	
	LEFT (L)	141	141	2700	0.0522	0.0522
	T + R		53	3150	0.0168	
WB	RIGHT (R)	53	53	1500	0.0353	0.0353
	THRU (T)	11	11	3150	0.0035	
	LEFT (L)	28	28	1500	0.0187	
	T + R		64	3150	0.0203	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

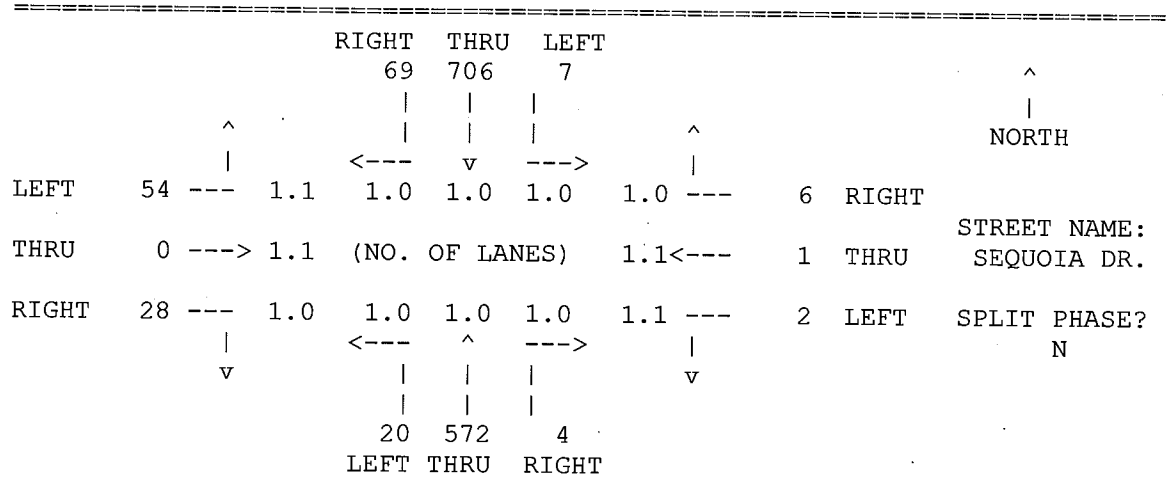
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 4 (9) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: 2/7/08 PM PEAK 4-6 PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	572	572	1650	0.3467	
	LEFT (L)	20	20	1500	0.0133	0.0133
SB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	706	706	1650	0.4279	0.4279
	LEFT (L)	7	7	1500	0.0047	
EB	RIGHT (R)	28	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	54	54	1500	0.0360	0.0360
	T + L		54	1500	0.0360	
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	2	2	1500	0.0013	
	T + L		3	1500	0.0020	0.0020

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48

ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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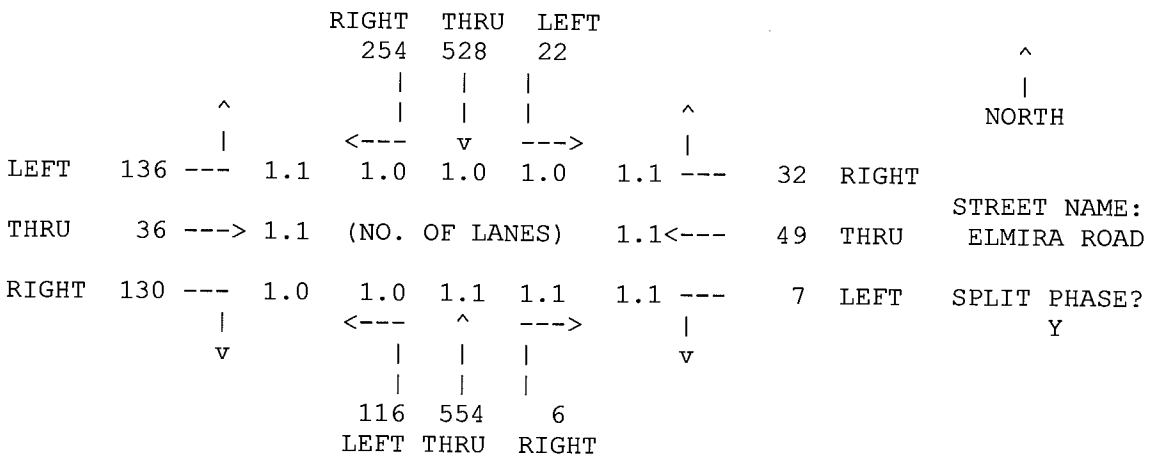
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 5 (11) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: 10/09/07 PM PEAK 4-6 PEAK HOUR: 4:35-5:35 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	554	554	1500	0.3693	
	LEFT (L)	116	116	1500	0.0773	0.0773
	T + R		560	1500	0.3733	
SB	RIGHT (R)	254	106 *	1500	0.0707	
	THRU (T)	528	528	1650	0.3200	0.3200
	LEFT (L)	22	22	1500	0.0147	
EB	RIGHT (R)	130	0 *	1500	0.0000	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	136	136	1500	0.0907	
	T + L		172	1500	0.1147	0.1147
WB	RIGHT (R)	32	32	1500	0.0213	
	THRU (T)	49	49	1500	0.0327	
	LEFT (L)	7	7	1500	0.0047	
	T + R		81	1500	0.0540	
	T + L		56	1500	0.0373	
	T + R + L		88	1500	0.0587	0.0587

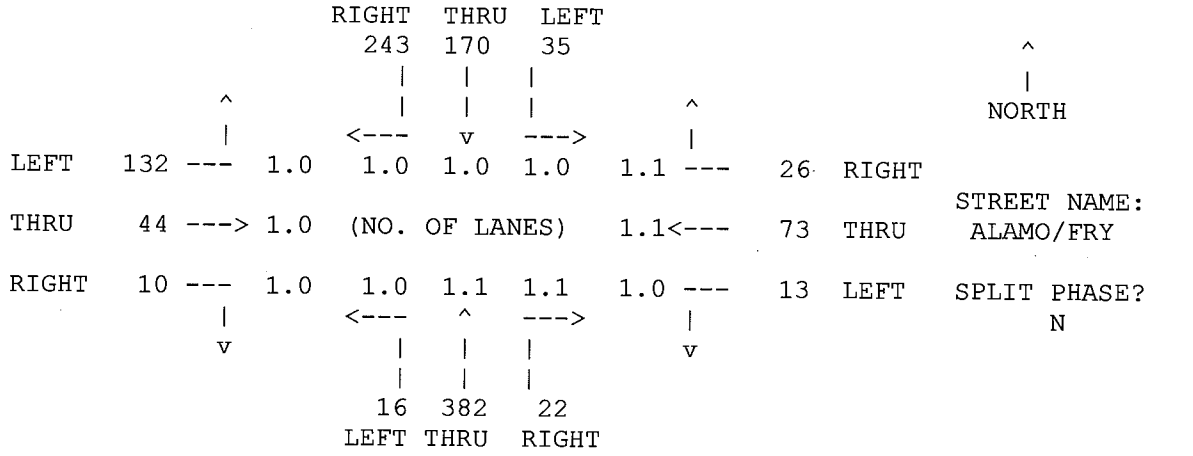
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 6 (13) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: 2/06/08 PM PEAK 4-6 PEAK HOUR: 4:45-5:55 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	382	382	1500	0.2547	
	LEFT (L)	16	16	1500	0.0107	
	T + R		404	1500	0.2693	0.2693
SB	RIGHT (R)	243	97 *	1500	0.0647	
	THRU (T)	170	170	1650	0.1030	
	LEFT (L)	35	35	1500	0.0233	0.0233
EB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	44	44	1650	0.0267	
	LEFT (L)	132	132	1500	0.0880	0.0880
WB	RIGHT (R)	26	26	1500	0.0173	
	THRU (T)	73	73	1500	0.0487	
	LEFT (L)	13	13	1500	0.0087	
	T + R		99	1500	0.0660	0.0660

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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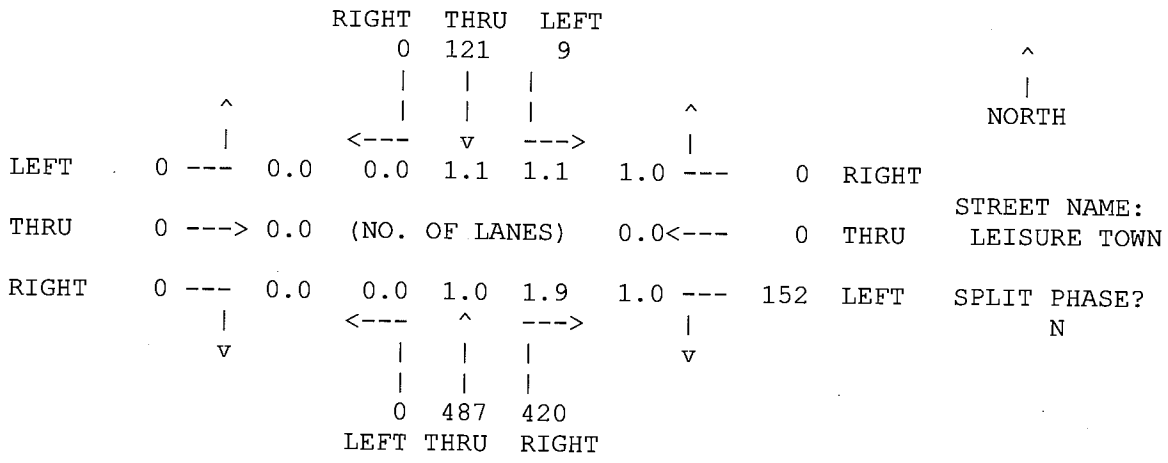
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 7 (14) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: 2/06/08 PM PEAK 4-6 PEAK HOUR: 4:30-5:30 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	420	420	1650	0.2545	
THRU (T)	487	487	1650	0.2952	0.2952
SB THRU (T)	121	121	1500	0.0807	
LEFT (L)	9	9	1500	0.0060	0.0060
T + L		130	1500	0.0867	
WB RIGHT (R)	0	0	1500	0.0000	
LEFT (L)	152	152	1500	0.1013	0.1013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

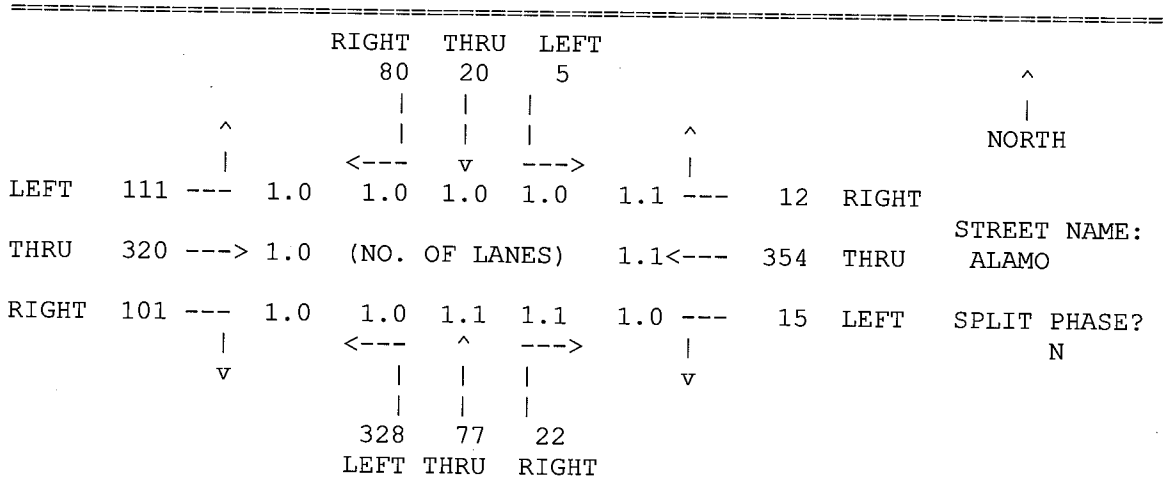
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 8 (15) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: 1/16/08 PM PK HR 4-6 PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	77	77	1500	0.0513	
	LEFT (L)	328	328	1500	0.2187	0.2187
	T + R		99	1500	0.0660	
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	20	20	1650	0.0121	0.0121
	LEFT (L)	5	5	1500	0.0033	
EB	RIGHT (R)	101	0 *	1500	0.0000	
	THRU (T)	320	320	1650	0.1939	
	LEFT (L)	111	111	1500	0.0740	0.0740
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	354	354	1500	0.2360	
	LEFT (L)	15	15	1500	0.0100	
	T + R		366	1500	0.2440	0.2440

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

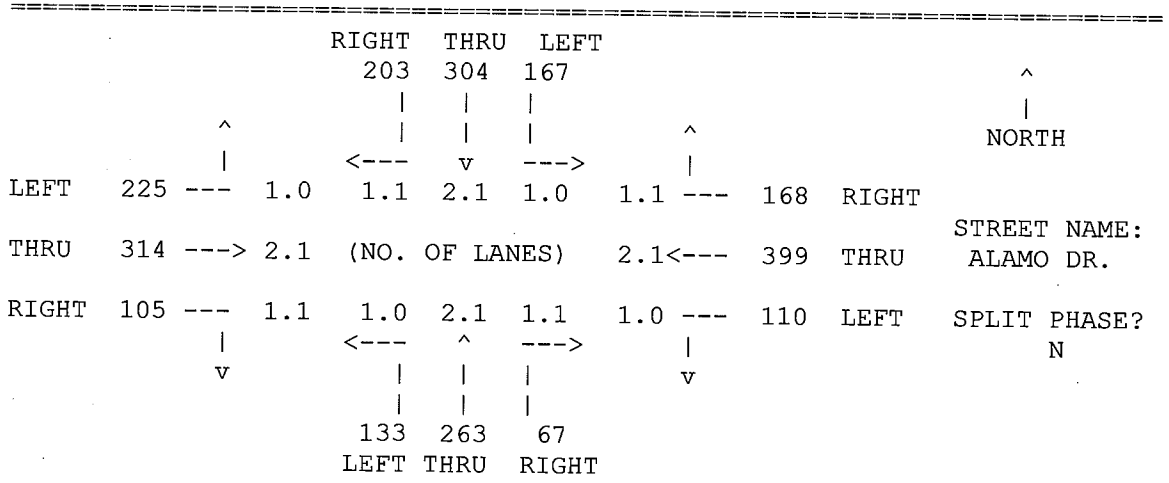
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 9 (16) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: 10/18/07 PM PEAK 4-6 PEAK HOUR: 4:55-5:55 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	67	67	1500	0.0447	
	THRU (T)	263	263	3150	0.0835	
	LEFT (L)	133	133	1500	0.0887	0.0887
	T + R		330	3150	0.1048	
SB	RIGHT (R)	203	203	1500	0.1353	
	THRU (T)	304	304	3150	0.0965	
	LEFT (L)	167	167	1500	0.1113	
	T + R		507	3150	0.1610	0.1610
EB	RIGHT (R)	105	105	1500	0.0700	
	THRU (T)	314	314	3150	0.0997	
	LEFT (L)	225	225	1500	0.1500	0.1500
	T + R		419	3150	0.1330	
WB	RIGHT (R)	168	168	1500	0.1120	
	THRU (T)	399	399	3150	0.1267	
	LEFT (L)	110	110	1500	0.0733	
	T + R		567	3150	0.1800	0.1800

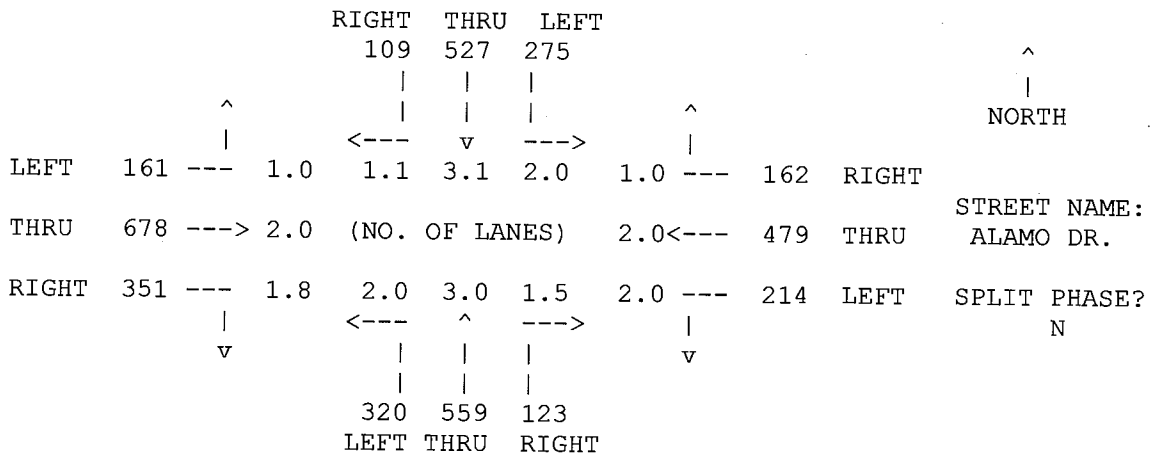
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 10 (19) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: 10/04/07 PM PEAK HR PEAK HOUR: 4:55-5:55 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	123	0 *	1500	0.0000	
	THRU (T)	559	559	4950	0.1129	
	LEFT (L)	320	320	2700	0.1185	0.1185
SB	RIGHT (R)	109	109	1500	0.0727	
	THRU (T)	527	527	4800	0.1098	
	LEFT (L)	275	275	2700	0.1019	
	T + R		636	4800	0.1325	0.1325
EB	RIGHT (R)	351	0 *	1500	0.0000	
	THRU (T)	678	678	3300	0.2055	0.2055
	LEFT (L)	161	161	1500	0.1073	
WB	RIGHT (R)	162	6 *	1500	0.0040	
	THRU (T)	479	479	3300	0.1452	
	LEFT (L)	214	214	2700	0.0793	0.0793

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

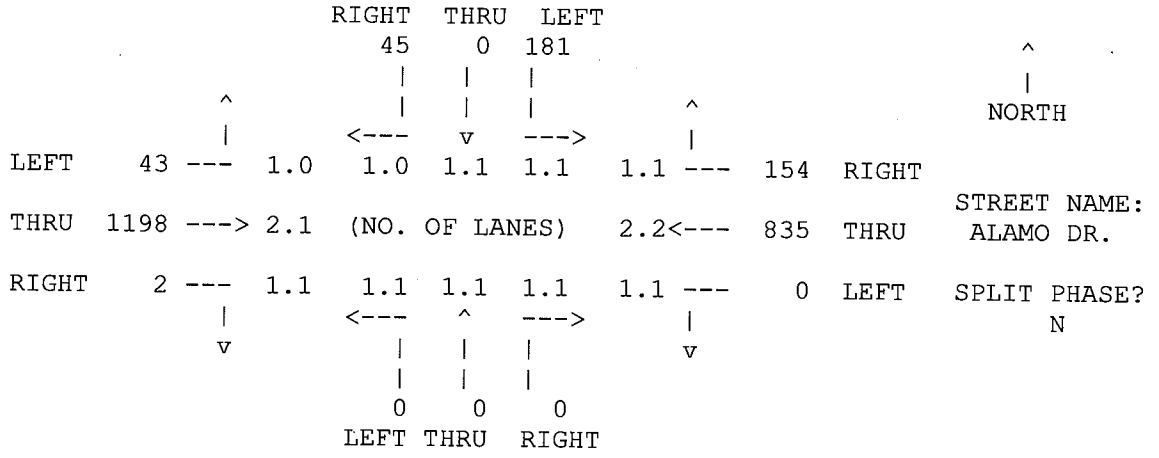
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 11 (22) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: 10/23/07 PM PEAK 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + L		181	1500	0.1207	
EB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1198	1198	3150	0.3803	
	LEFT (L)	43	43	1500	0.0287	
	T + R		1200	3150	0.3810	0.3810
WB	RIGHT (R)	154	154	1500	0.1027	
	THRU (T)	835	835	3000	0.2783	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		989	3000	0.3297	
	T + L		835	3000	0.2783	
	T + R + L		989	3000	0.3297	

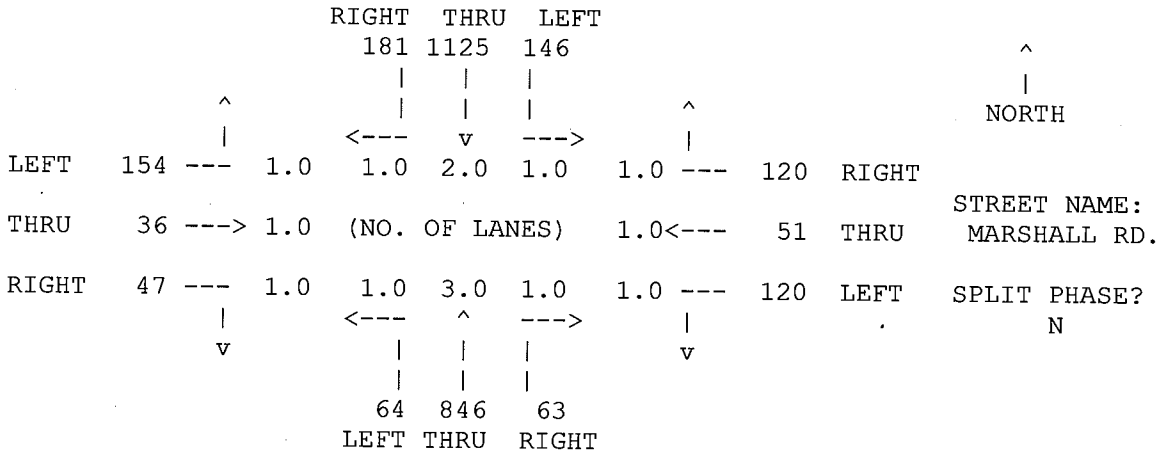
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 12 (23) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: 10/18/08 PM PK HR 4-6 PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	63	0 *	1500	0.0000	
	THRU (T)	846	846	4950	0.1709	
	LEFT (L)	64	64	1500	0.0427	0.0427
SB	RIGHT (R)	181	24 *	1500	0.0160	
	THRU (T)	1125	1125	3300	0.3409	0.3409
	LEFT (L)	146	146	1500	0.0973	
EB	RIGHT (R)	47	0 *	1500	0.0000	
	THRU (T)	36	36	1650	0.0218	
	LEFT (L)	154	154	1500	0.1027	0.1027
WB	RIGHT (R)	120	0 *	1500	0.0000	
	THRU (T)	51	51	1650	0.0309	0.0309
	LEFT (L)	120	120	1500	0.0800	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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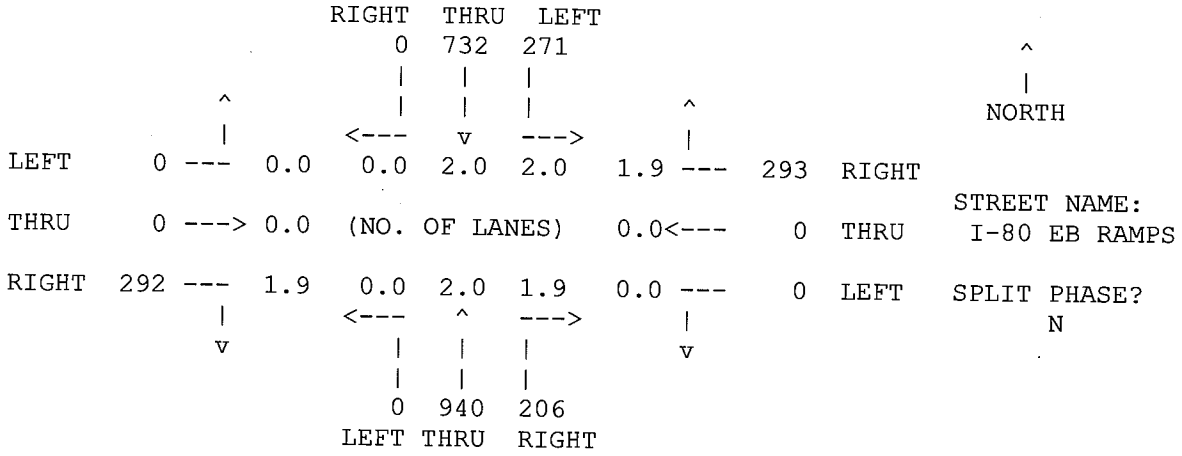
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 13 (25) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: 1/30/08 PM PK HR 4-6 PEAK HOUR: 4:05-5:05 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	206	206	1650	0.1248	
THRU (T)	940	940	3300	0.2848	0.2848
SB THRU (T)	732	732	3300	0.2218	
LEFT (L)	271	271	2700	0.1004	0.1004
EB RIGHT (R)	292	292	1650	0.1770	
WB RIGHT (R)	293	293	1650	0.1776	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

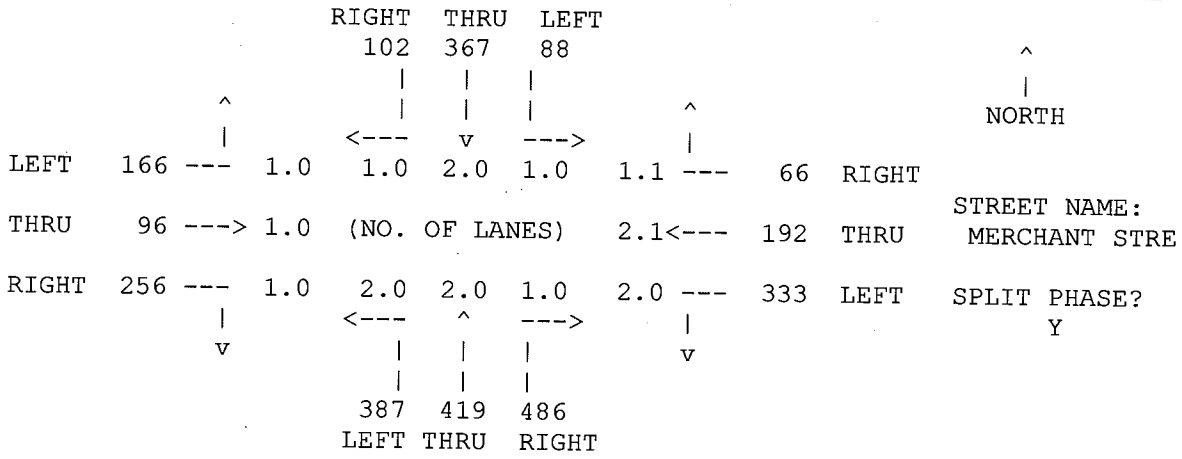
TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 14 (26) ALAMO DRIVE and MERCHANT STRE VACAVILLE
COUNT DATE/TIME: 6/17/08 PM PK HR 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	486	314 *	1500	0.2093	0.2093
	THRU (T)	419	419	3300	0.1270	
	LEFT (L)	387	387	2700	0.1433	
SB	RIGHT (R)	102	0 *	1500	0.0000	
	THRU (T)	367	367	3300	0.1112	
	LEFT (L)	88	88	1500	0.0587	0.0587
EB	RIGHT (R)	256	69 *	1500	0.0460	
	THRU (T)	96	96	1650	0.0582	
	LEFT (L)	166	166	1500	0.1107	0.1107
WB	RIGHT (R)	66	66	1500	0.0440	
	THRU (T)	192	192	3150	0.0610	
	LEFT (L)	333	333	2700	0.1233	0.1233
	T + R		258	3150	0.0819	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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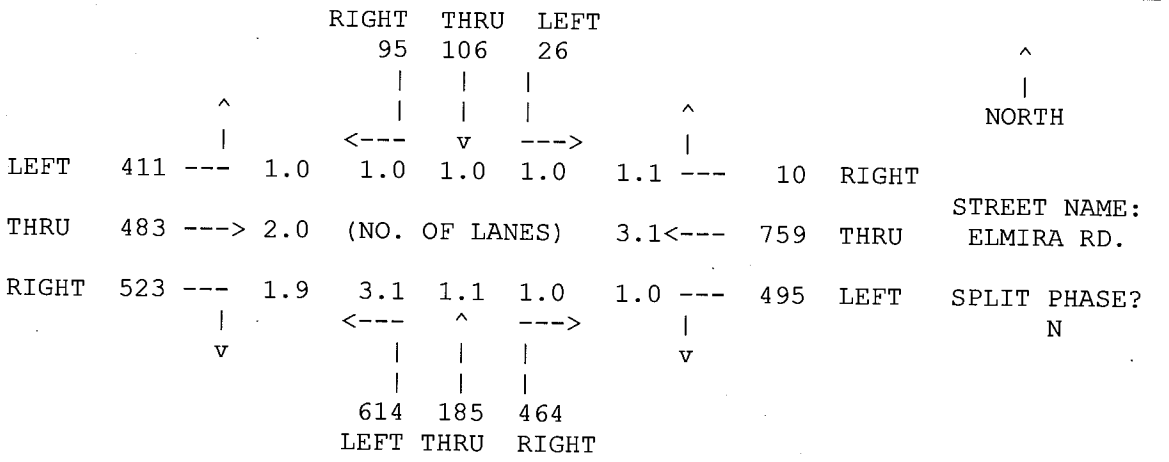
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 15 (31) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: 1/16/08 PM PEAK 4-6 PEAK HOUR: 4:25-5:25 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	464	137 *	1500	0.0913	
	THRU (T)	185	185	1500	0.1233	
	LEFT (L)	614	614	3900	0.1574	
	T + L		799	3900	0.2049	0.2049
SB	RIGHT (R)	95	0 *	1500	0.0000	
	THRU (T)	106	106	1650	0.0642	0.0642
	LEFT (L)	26	26	1500	0.0173	
EB	RIGHT (R)	523	523	1650	0.3170	
	THRU (T)	483	483	3300	0.1464	0.1464
	LEFT (L)	411	411	1500	0.2740	
WB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	759	759	4800	0.1581	
	LEFT (L)	495	495	1500	0.3300	0.3300
	T + R		769	4800	0.1602	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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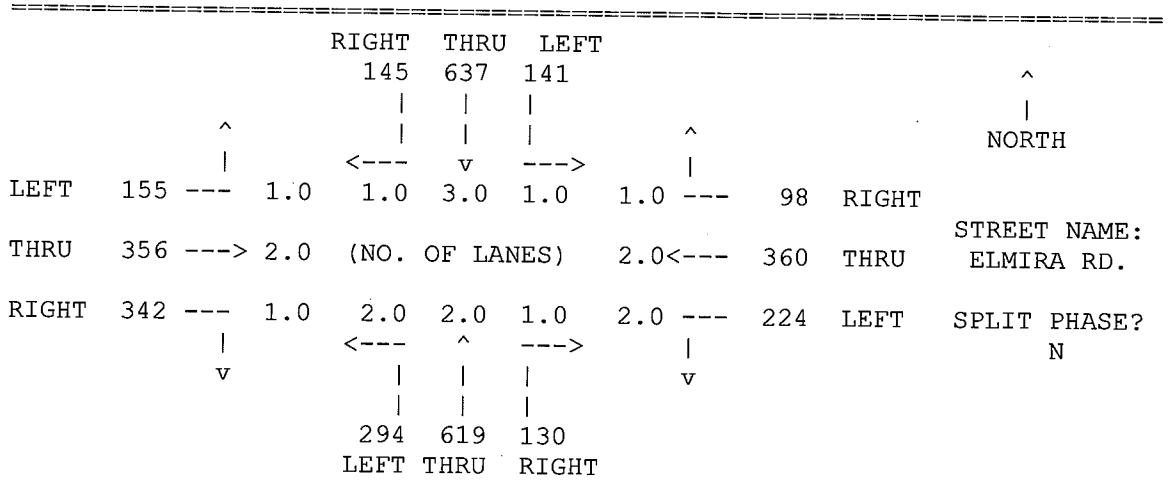
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 16 (35) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: 10/10/07 PM PK HR 4-6 PEAK HOUR: 4:50-5:50 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	130	0 *	1500	0.0000	
	THRU (T)	619	619	3300	0.1876	0.1876
	LEFT (L)	294	294	2700	0.1089	
SB	RIGHT (R)	145	0 *	1500	0.0000	
	THRU (T)	637	637	4950	0.1287	
	LEFT (L)	141	141	1500	0.0940	0.0940
EB	RIGHT (R)	342	180 *	1500	0.1200	
	THRU (T)	356	356	3300	0.1079	
	LEFT (L)	155	155	1500	0.1033	0.1033
WB	RIGHT (R)	98	0 *	1500	0.0000	
	THRU (T)	360	360	3300	0.1091	0.1091
	LEFT (L)	224	224	2700	0.0830	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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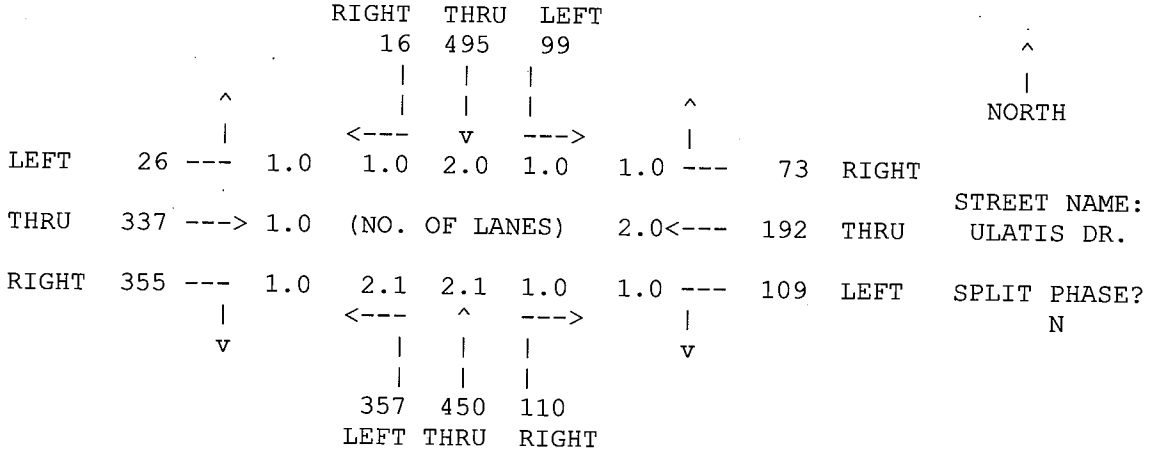
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 17 (54) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: 10/23/07 PM PK HR 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	110	0 *	1500	0.0000	
	THRU (T)	450	450	3150	0.1429	
	LEFT (L)	357	357	2700	0.1322	
	T + L		807	4350	0.1855	0.1855
SB	RIGHT (R)	16	0 *	1500	0.0000	
	THRU (T)	495	495	3300	0.1500	0.1500
	LEFT (L)	99	99	1500	0.0660	
EB	RIGHT (R)	355	176 *	1500	0.1173	
	THRU (T)	337	337	1650	0.2042	0.2042
	LEFT (L)	26	26	1500	0.0173	
WB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	192	192	3300	0.0582	
	LEFT (L)	109	109	1500	0.0727	0.0727

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

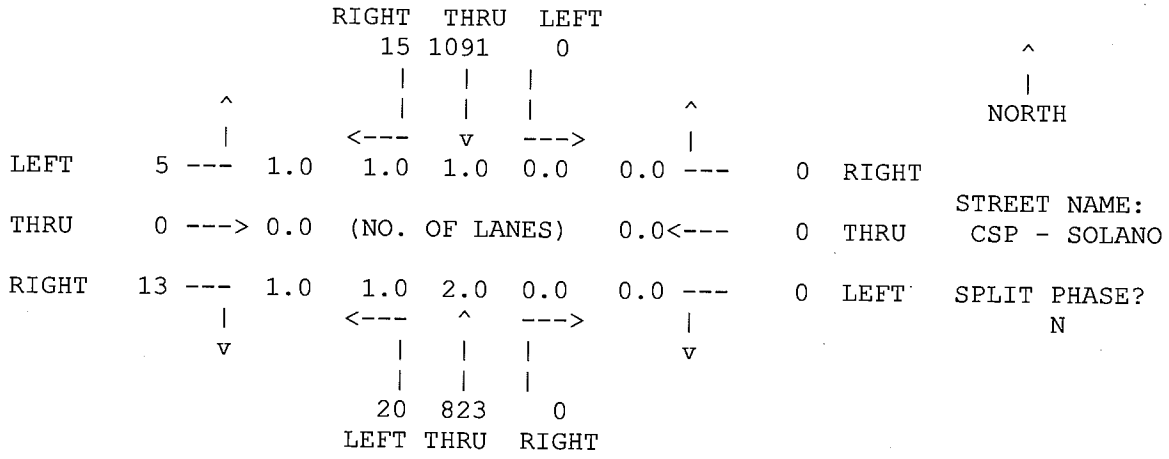
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 18 (68) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: 2/27/09 PM PK HR 4-6 PEAK HOUR: 4:00-5:00 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	823	823	3300	0.2494	
LEFT (L)	20	20	1500	0.0133	0.0133
SB RIGHT (R)	15	0 *	1500	0.0000	
THRU (T)	1091	1091	1650	0.6612	0.6612
EB RIGHT (R)	13	0 *	1500	0.0000	
LEFT (L)	5	5	1500	0.0033	0.0033

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

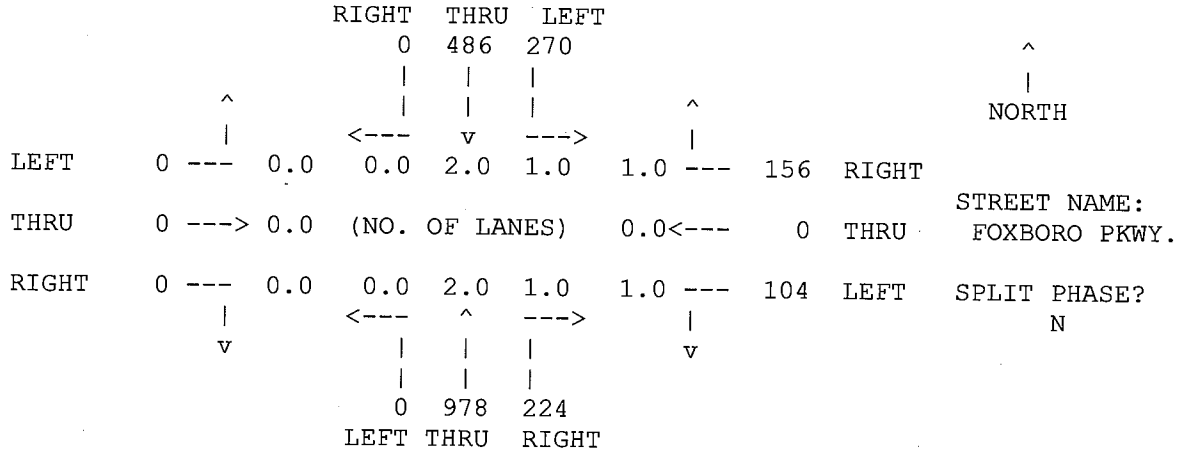
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 19 (69) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: 10/23/07 PM PK HR 4-6 PEAK HOUR: 4:10-5:10 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	224	92 *	1500	0.0613	
	THRU (T)	978	978	3300	0.2964	0.2964
SB	THRU (T)	486	486	3300	0.1473	
	LEFT (L)	270	270	1500	0.1800	0.1800
WB	RIGHT (R)	156	0 *	1500	0.0000	
	LEFT (L)	104	104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

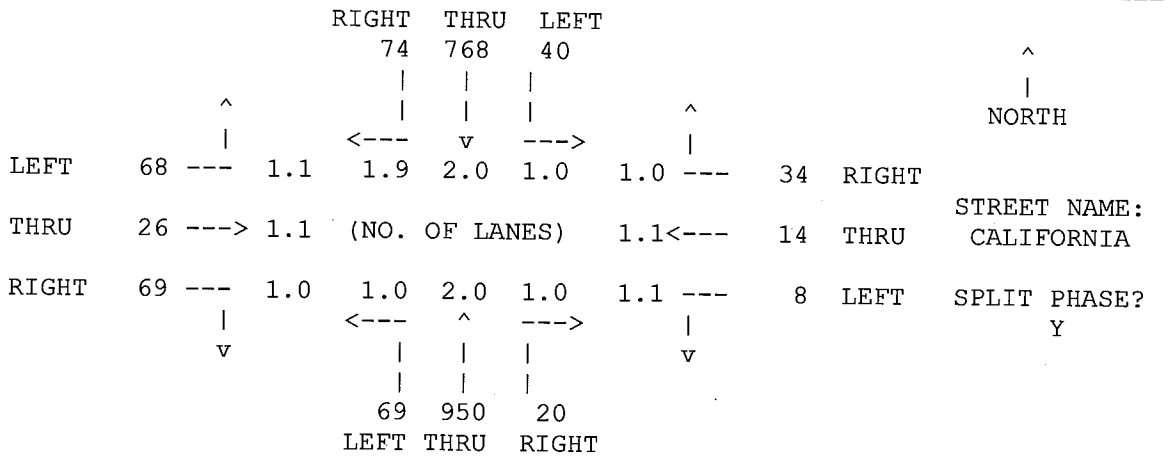
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 20 (71) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: 10/16/07 PM PK HR 4-6 PEAK HOUR: 4:50-5:50 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	950	950	3300	0.2879	0.2879
	LEFT (L)	69	69	1500	0.0460	
SB	RIGHT (R)	74	74	1650	0.0448	
	THRU (T)	768	768	3300	0.2327	
	LEFT (L)	40	40	1500	0.0267	0.0267
EB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	26	26	1500	0.0173	
	LEFT (L)	68	68	1500	0.0453	
	T + L		94	1500	0.0627	0.0627
WB	RIGHT (R)	34	0 *	1500	0.0000	
	THRU (T)	14	14	1500	0.0093	
	LEFT (L)	8	8	1500	0.0053	
	T + L		22	1500	0.0147	0.0147

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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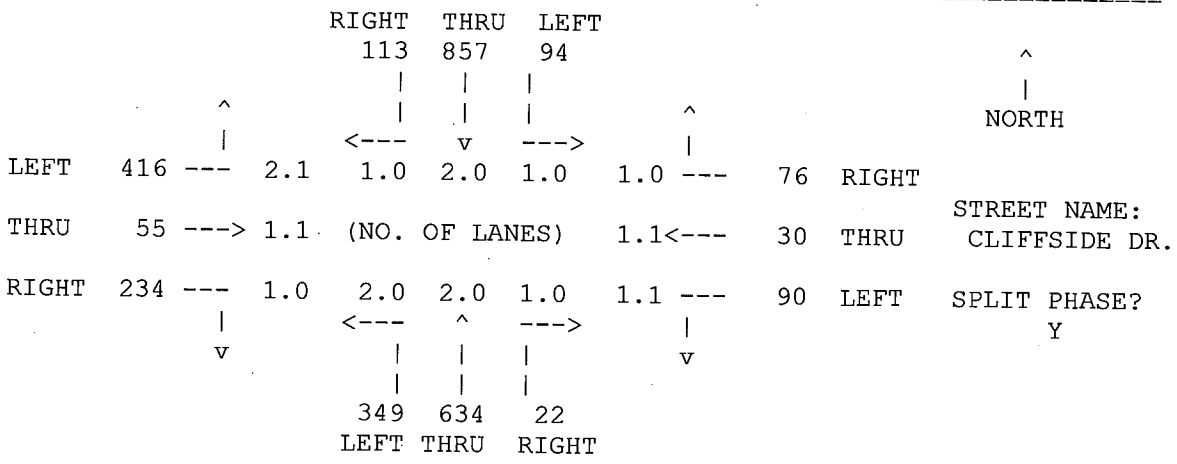
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 21 (76) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: 4/10/08 PM PK HR 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	634	634	3300	0.1921	
	LEFT (L)	349	349	2700	0.1293	0.1293
SB	RIGHT (R)	113	0 *	1500	0.0000	
	THRU (T)	857	857	3300	0.2597	0.2597
	LEFT (L)	94	94	1500	0.0627	
EB	RIGHT (R)	234	57 *	1500	0.0380	
	THRU (T)	55	55	1500	0.0367	
	LEFT (L)	416	416	2700	0.1541	
	T + L		471	2700	0.1744	0.1744
WB	RIGHT (R)	76	0 *	1500	0.0000	
	THRU (T)	30	30	1500	0.0200	
	LEFT (L)	90	90	1500	0.0600	
	T + L		120	1500	0.0800	0.0800

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

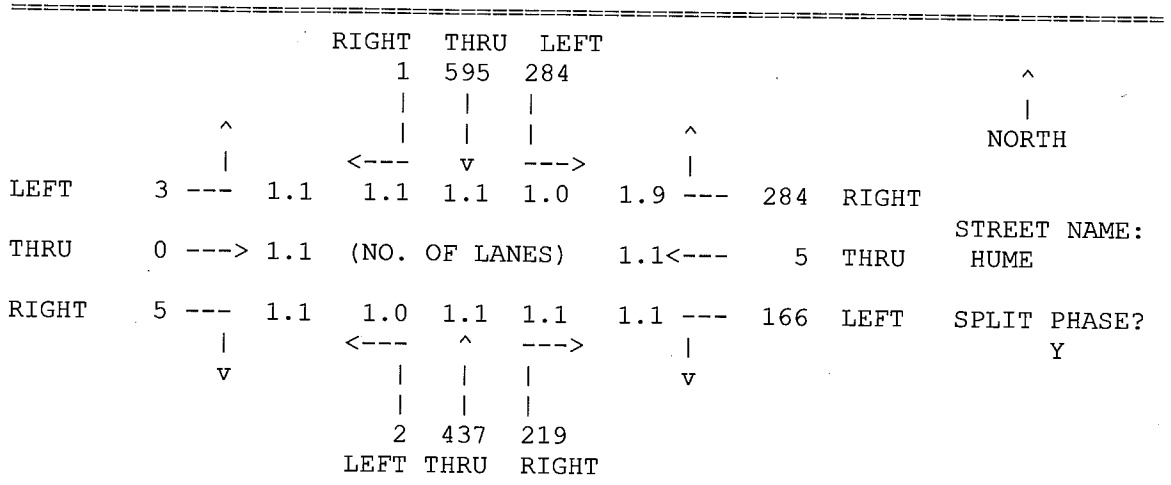
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 22 (79) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: 1/15/08 PM PK HR 4-6 PEAK HOUR: 5:00-6:00 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	219	1500	0.1460	
	THRU (T)	437	437	1500	0.2913	
	LEFT (L)	2	2	1500	0.0013	
	T + R		656	1500	0.4373	0.4373
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	595	595	1500	0.3967	
	LEFT (L)	284	284	1500	0.1893	
	T + R		596	1500	0.3973	0.3973
EB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	3	3	1500	0.0020	
	T + R		5	1500	0.0033	
	T + L		3	1500	0.0020	
	T + R + L		8	1500	0.0053	0.0053
WB	RIGHT (R)	284	284	1650	0.1721	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	166	166	1500	0.1107	
	T + L		171	1500	0.1140	0.1140

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.95
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
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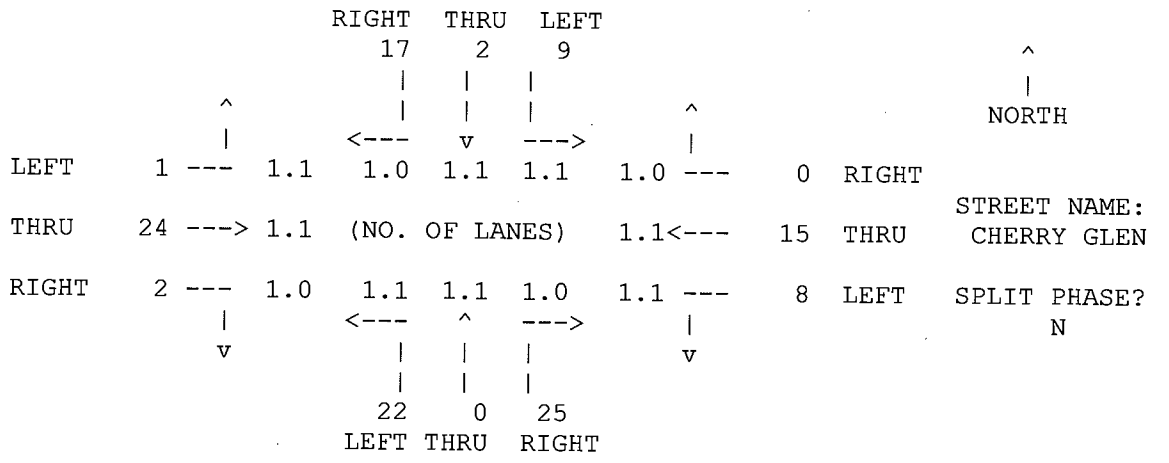
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 23 (83) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: 2/27/08 PM PK HR 4-6 PEAK HOUR: 4:15-5:15 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	22	22	1500	0.0147	0.0147
	T + L		22	1500	0.0147	
SB	RIGHT (R)	17	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	
	T + L		11	1500	0.0073	0.0073
EB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	1	1	1500	0.0007	
	T + L		25	1500	0.0167	0.0167
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	15	15	1500	0.0100	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + L		23	1500	0.0153	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.04
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.14
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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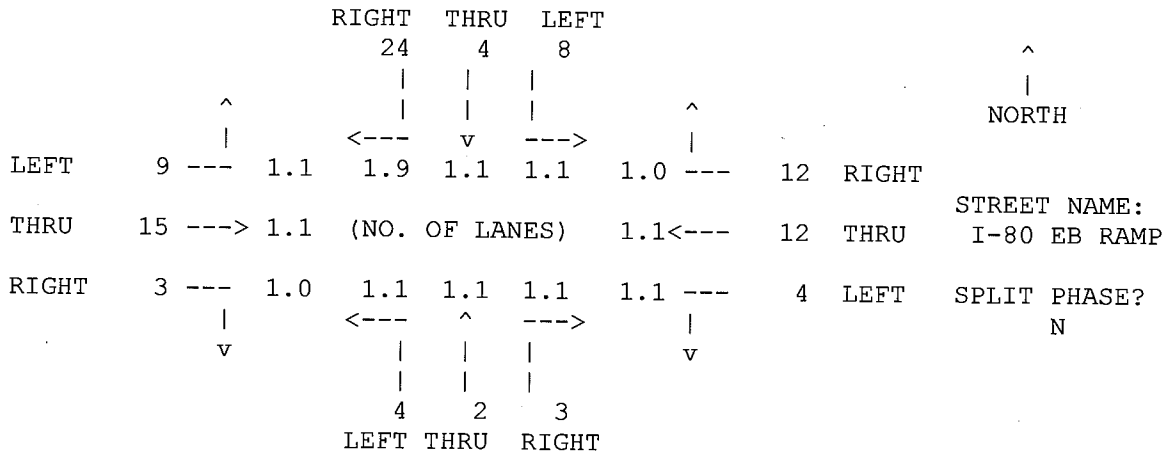
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 24 (84) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: 1/30/08 PM PEAK 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: I-80 EB RAMP
SPLIT PHASE? N

STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	3	3	1500	0.0020	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	4	4	1500	0.0027	
	T + R		5	1500	0.0033	
	T + L		6	1500	0.0040	
	T + R + L		9	1500	0.0060	0.0060
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + L		12	1500	0.0080	
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	15	15	1500	0.0100	
	LEFT (L)	9	9	1500	0.0060	
	T + L		24	1500	0.0160	0.0160
WB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	12	12	1500	0.0080	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + L		16	1500	0.0107	

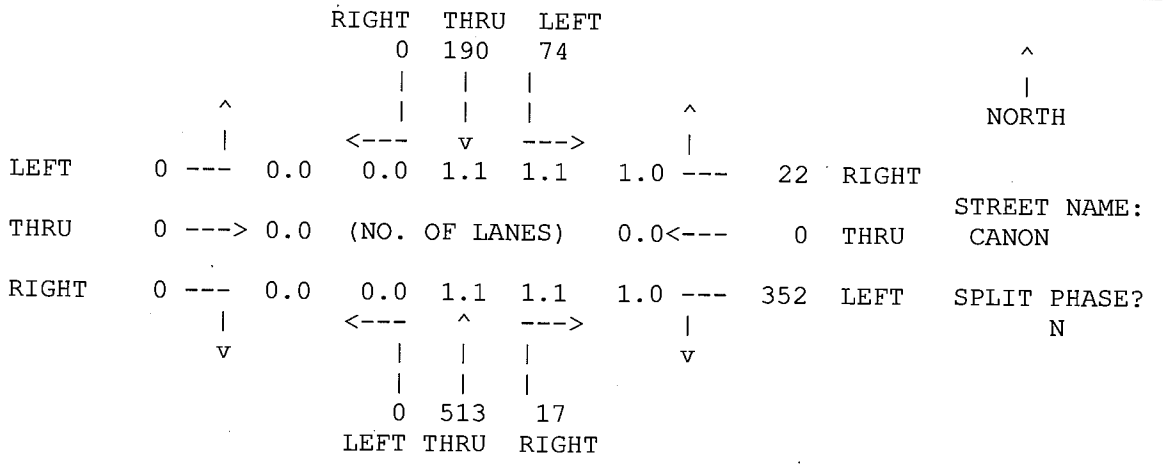
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.03
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.13
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 124 VANDEN and CANON VACAVILLE
COUNT DATE/TIME: 11/19/08 PM PK HR 4-6 PEAK HOUR: 4:30-5:30 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	513	513	1500	0.3420	
	T + R		530	1500	0.3533	0.3533
SB	THRU (T)	190	190	1500	0.1267	
	LEFT (L)	74	74	1500	0.0493	0.0493
	T + L		264	1500	0.1760	
WB	RIGHT (R)	22	0 *	1500	0.0000	
	LEFT (L)	352	352	1500	0.2347	0.2347

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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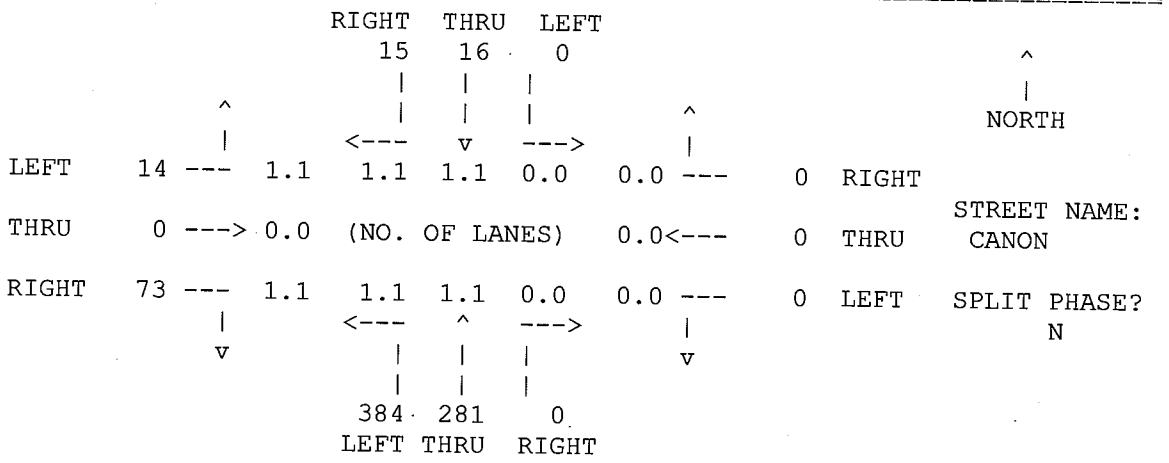
TJKM INTERSECTION CAPACITY ANALYSIS 12/1/9

INTERSECTION 125 NORTHGATE and CANON VACAVILLE
COUNT DATE/TIME: 11/19/08 PM PK HR 4-6 PEAK HOUR: 4:15-5:15 PM
CONDITION : EXISTING CONDITION (COUNTS) PM PK HR FILE VMEX.VCI



STREET NAME: NORTHGATE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T)	281	281	1500	0.1873	
	LEFT (L)	384	384	1500	0.2560	
	T + L		665	1500	0.4433	0.4433
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	16	16	1500	0.0107	
	T + R		31	1500	0.0207	
EB	RIGHT (R)	73	73	1500	0.0487	
	LEFT (L)	14	14	1500	0.0093	
	T + R + L		87	1500	0.0580	0.0580

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.50
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.60
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

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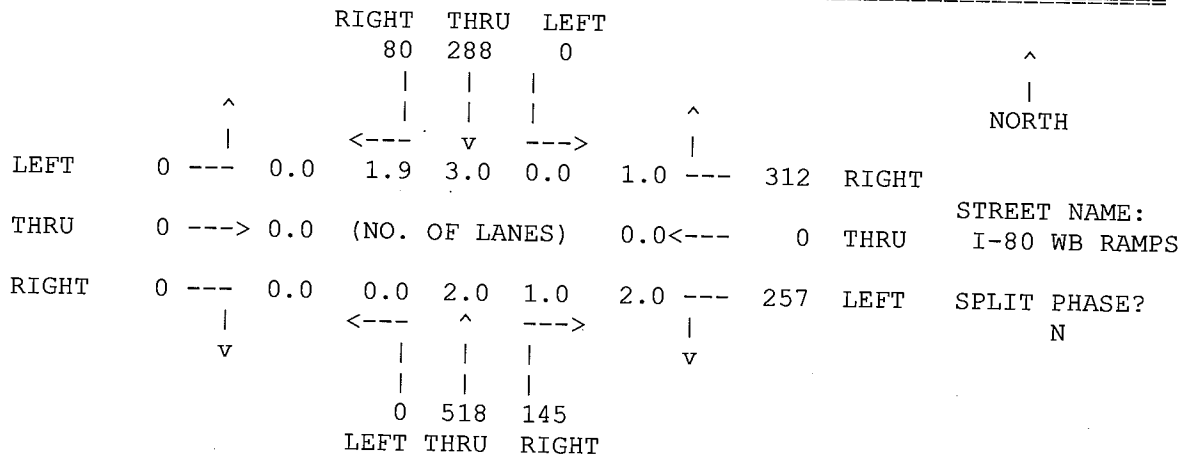
TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci

INTERSECTION STUDY	CITY#	N-S STREET	E-W STREET	V/C	LOS
1	6	LEISURE TOWN	I-80 WB RAMPS	0.41	A
2	7	LEISURE TOWN	I-80 EB RAMPS	0.35	A
3	8	LEISURE TOWN	ORANGE DRIVE	0.44	A
4	9	LEISURE TOWN	SEQUOIA DR.	0.58	A
5	11	LEISURE TOWN	ELMIRA ROAD	0.62	B
6	13	LEISURE TOWN	ALAMO/FRY	0.53	A
7	14	VANDEN	LEISURE TOWN	0.52	A
8	15	VANDEN	ALAMO	0.51	A
9	16	NUT TREE RD.	ALAMO DR.	0.75	C
10	19	PEABODY RD.	ALAMO DR.	0.64	B
11	22	DAVIS ST.	ALAMO DR.	0.88	D
12	23	ALAMO DR.	MARSHALL RD.	0.65	B
13	25	ALAMO DR.	I-80 EB RAMPS	0.69	B
14	26	ALAMO DRIVE	MERCHANT STREET	0.81	D
15	31	PEABODY RD.	ELMIRA RD.	0.59	A
16	35	NUT TREE RD.	ELMIRA RD.	0.51	A
17	54	NUT TREE RD.	ULATIS DRIVE	0.51	A
18	68	PEABODY RD.	CSP - SOLANO	0.57	A
19	69	PEABODY RD.	FOXBORO PKWY.	0.53	A
20	71	PEABODY	CALIFORNIA	0.42	A
21	76	PEABODY RD.	CLIFFSIDE DR.	0.59	A
22	79	DAVIS	HUME	0.85	D
23	83	I-80 WB	CHERRY GLEN	0.12	A
24	84	CHERRY GLENN	I-80 EB RAMP	0.12	A

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 1 (6) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	145	0 *	1500	0.0000	
	THRU (T)	518	518	3300	0.1570	0.1570
SB	RIGHT (R)	80	80	1650	0.0485	
	THRU (T)	288	288	4950	0.0582	
WB	RIGHT (R)	312	232 *	1500	0.1547	0.1547
	LEFT (L)	257	257	2700	0.0952	

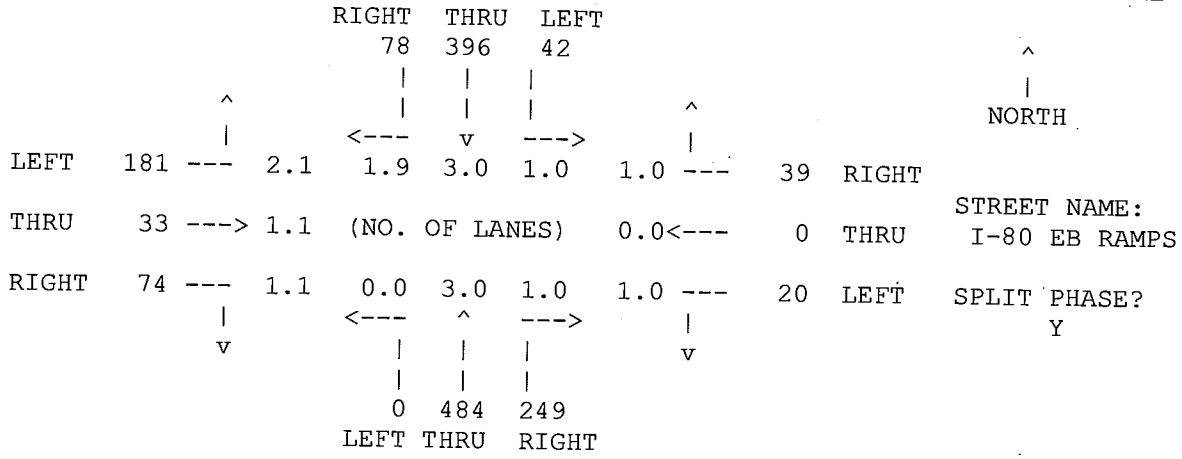
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.31
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.41
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 2 (7) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	249	159 *	1500	0.1060	0.1060
	THRU (T)	484	484	4950	0.0978	
SB	RIGHT (R)	78	78	1650	0.0473	
	THRU (T)	396	396	4950	0.0800	
	LEFT (L)	42	42	1500	0.0280	0.0280
EB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	33	33	1500	0.0220	
	LEFT (L)	181	181	2700	0.0670	
	T + R		107	1500	0.0713	
	T + L		214	2700	0.0793	
	T + R + L		288	2700	0.1067	0.1067
WB	RIGHT (R)	39	0 *	1500	0.0000	
	LEFT (L)	20	20	1500	0.0133	0.0133

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.25
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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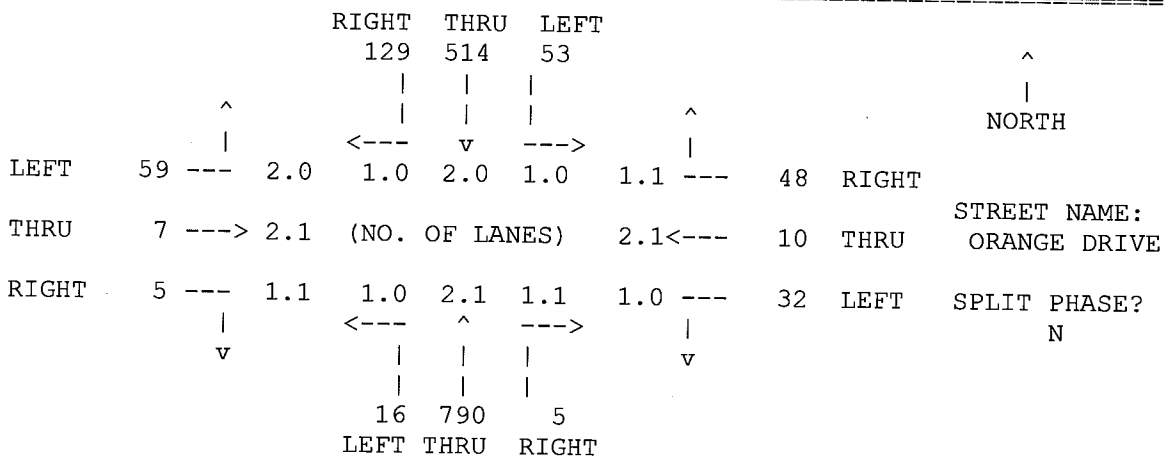
TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 3 (8) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	5	1500	0.0033	
THRU (T)	790	790	3150	0.2508	
LEFT (L)	16	16	1500	0.0107	
T + R		795	3150	0.2524	0.2524
SB RIGHT (R)	129	33 *	1500	0.0220	
THRU (T)	514	514	3300	0.1558	
LEFT (L)	53	53	1500	0.0353	0.0353
EB RIGHT (R)	5	5	1500	0.0033	
THRU (T)	7	7	3150	0.0022	
LEFT (L)	59	59	2700	0.0219	0.0219
T + R		12	3150	0.0038	
WB RIGHT (R)	48	48	1500	0.0320	0.0320
THRU (T)	10	10	3150	0.0032	
LEFT (L)	32	32	1500	0.0213	
T + R		58	3150	0.0184	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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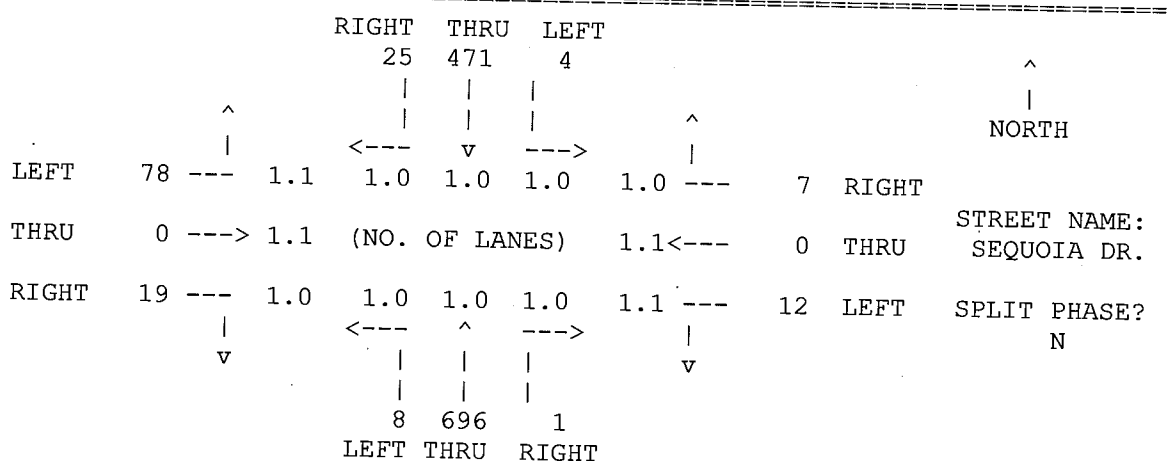
TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 4 (9) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	696	696	1650	0.4218	0.4218
	LEFT (L)	8	8	1500	0.0053	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	471	471	1650	0.2855	
	LEFT (L)	4	4	1500	0.0027	0.0027
EB	RIGHT (R)	19	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	78	78	1500	0.0520	0.0520
	T + L		78	1500	0.0520	
WB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	12	12	1500	0.0080	
	T + L		12	1500	0.0080	0.0080

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.48
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.58
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

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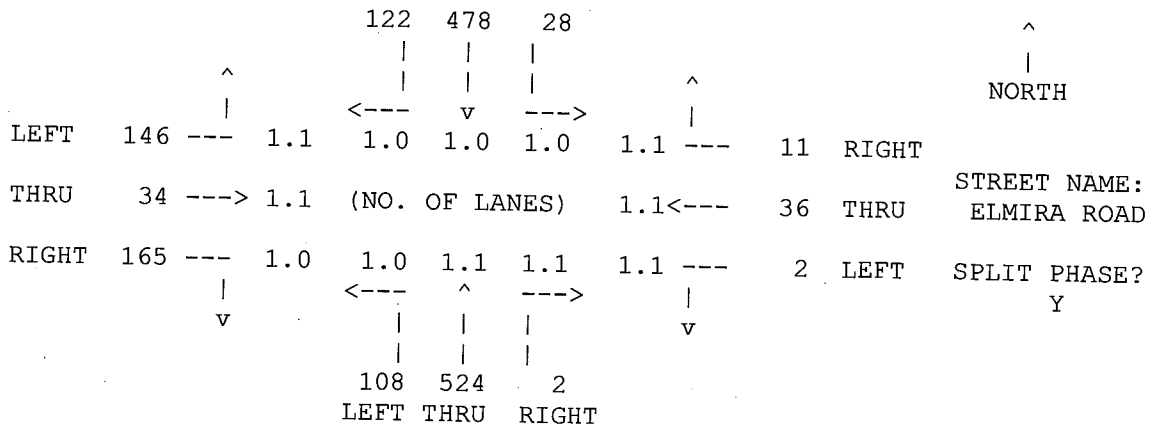
TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 5 (11) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	524	524	1500	0.3493	
LEFT (L)	108	108	1500	0.0720	
T + R		526	1500	0.3507	0.3507
SB RIGHT (R)	122	0 *	1500	0.0000	
THRU (T)	478	478	1650	0.2897	
LEFT (L)	28	28	1500	0.0187	0.0187
EB RIGHT (R)	165	31 *	1500	0.0207	
THRU (T)	34	34	1500	0.0227	
LEFT (L)	146	146	1500	0.0973	
T + L		180	1500	0.1200	0.1200
WB RIGHT (R)	11	11	1500	0.0073	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	2	2	1500	0.0013	
T + R		47	1500	0.0313	
T + L		38	1500	0.0253	
T + R + L		49	1500	0.0327	0.0327

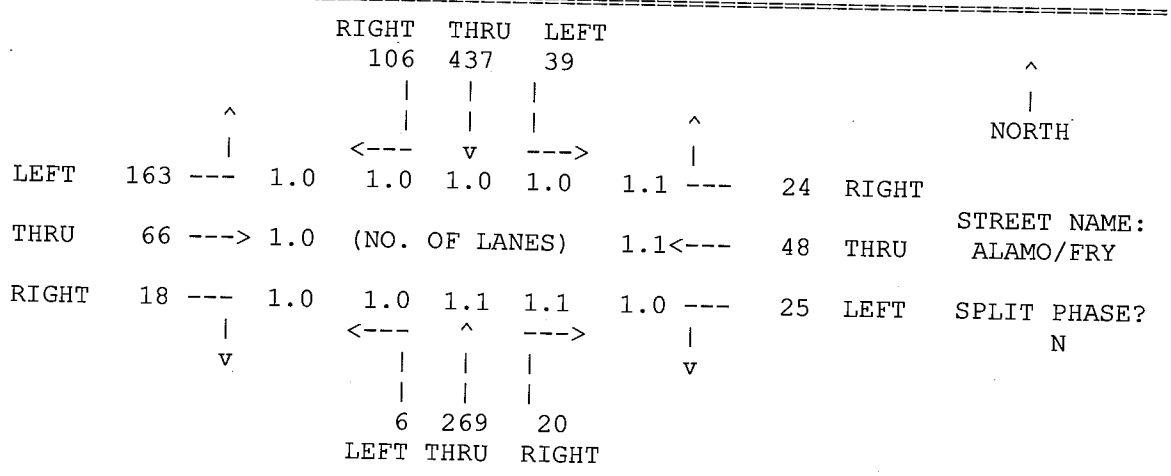
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 13 LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	269	269	1500	0.1793	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + R		289	1500	0.1927	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	437	437	1650	0.2648	0.2648
	LEFT (L)	39	39	1500	0.0260	
EB	RIGHT (R)	18	0 *	1500	0.0000	
	THRU (T)	66	66	1650	0.0400	
	LEFT (L)	163	163	1500	0.1087	0.1087
WB	RIGHT (R)	24	24	1500	0.0160	
	THRU (T)	48	48	1500	0.0320	
	LEFT (L)	25	25	1500	0.0167	
	T + R		72	1500	0.0480	0.0480

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.43
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

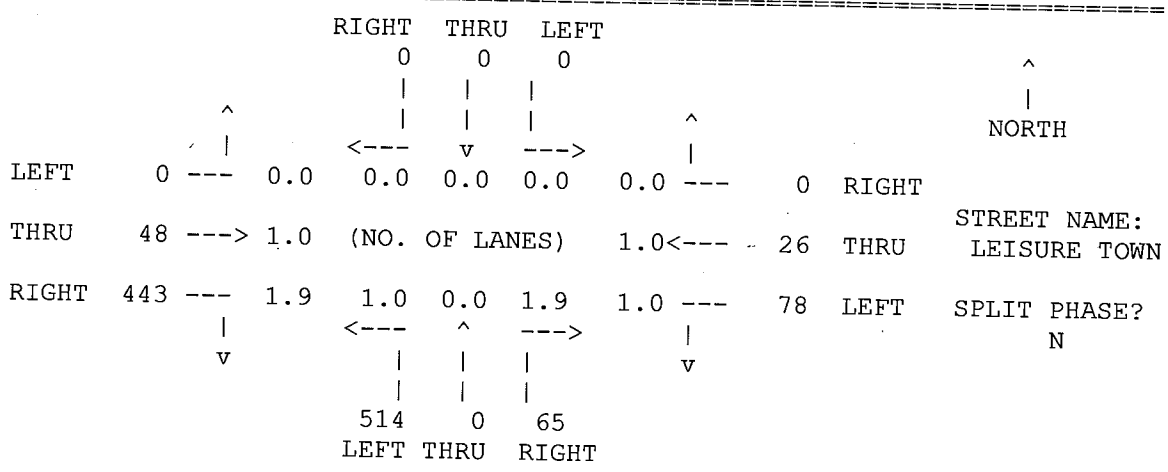
TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 6 (14) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) WITH PROJECT AM PK HR FILE VMEXWP.V



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	65	65	1650	0.0394	
	LEFT (L)	514	514	1500	0.3427	0.3427
EB	RIGHT (R)	443	443	1650	0.2685	
	THRU (T)	48	48	1650	0.0291	0.0291
WB	THRU (T)	26	26	1650	0.0158	
	LEFT (L)	78	78	1500	0.0520	0.0520

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.42
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

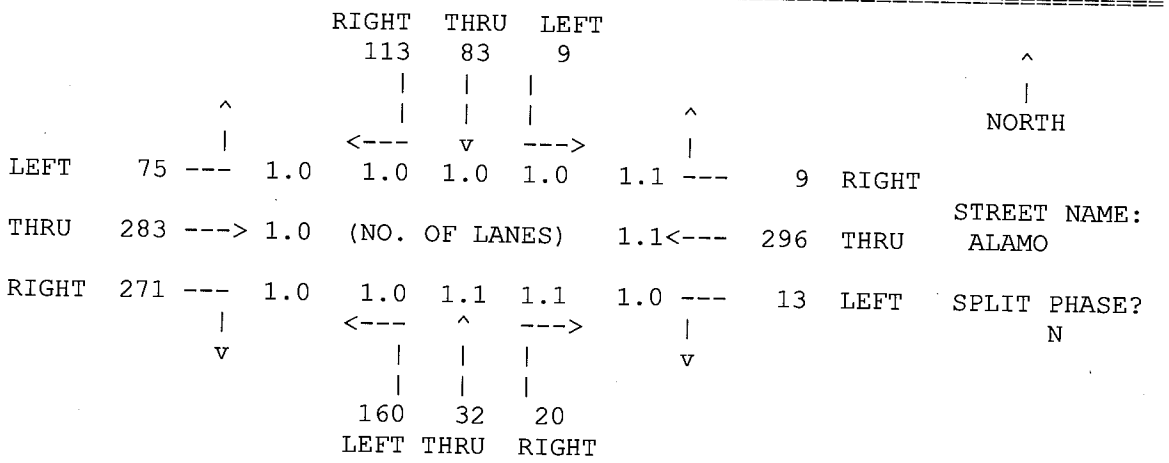
TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 7 (15) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	32	32	1500	0.0213	
	LEFT (L)	160	160	1500	0.1067	0.1067
	T + R		52	1500	0.0347	
SB	RIGHT (R)	113	0 *	1500	0.0000	
	THRU (T)	83	83	1650	0.0503	0.0503
	LEFT (L)	9	9	1500	0.0060	
EB	RIGHT (R)	271	111 *	1500	0.0740	
	THRU (T)	283	283	1650	0.1715	
	LEFT (L)	75	75	1500	0.0500	0.0500
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	296	296	1500	0.1973	
	LEFT (L)	13	13	1500	0.0087	
	T + R		305	1500	0.2033	0.2033

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

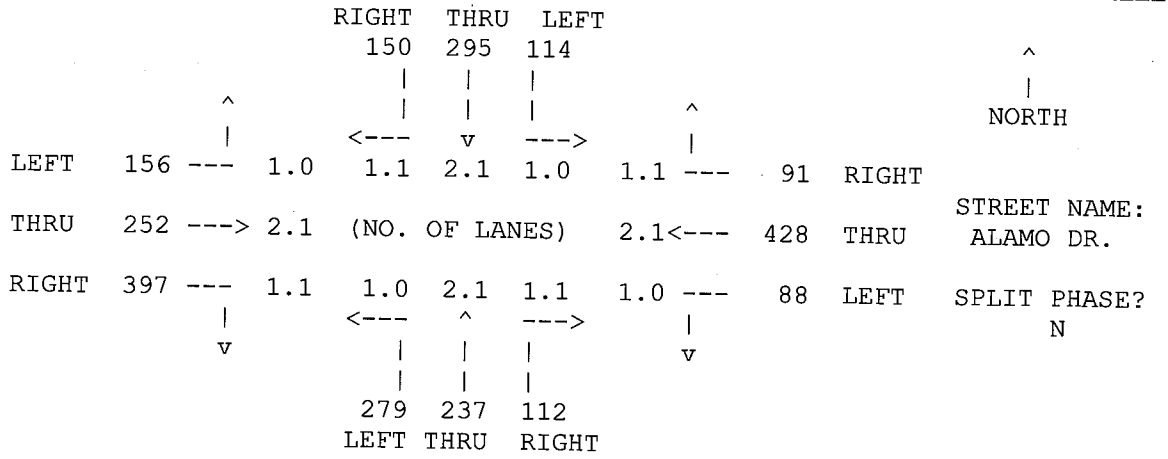
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 8 (16) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7- 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	112	112	1500	0.0747	
	THRU (T)	237	237	3150	0.0752	
	LEFT (L)	279	279	1500	0.1860	0.1860
	T + R		349	3150	0.1108	
SB	RIGHT (R)	150	150	1500	0.1000	
	THRU (T)	295	295	3150	0.0937	
	LEFT (L)	114	114	1500	0.0760	
	T + R		445	3150	0.1413	0.1413
EB	RIGHT (R)	397	397	1500	0.2647	0.2647
	THRU (T)	252	252	3150	0.0800	
	LEFT (L)	156	156	1500	0.1040	
	T + R		649	3150	0.2060	
WB	RIGHT (R)	91	91	1500	0.0607	
	THRU (T)	428	428	3150	0.1359	
	LEFT (L)	88	88	1500	0.0587	0.0587
	T + R		519	3150	0.1648	

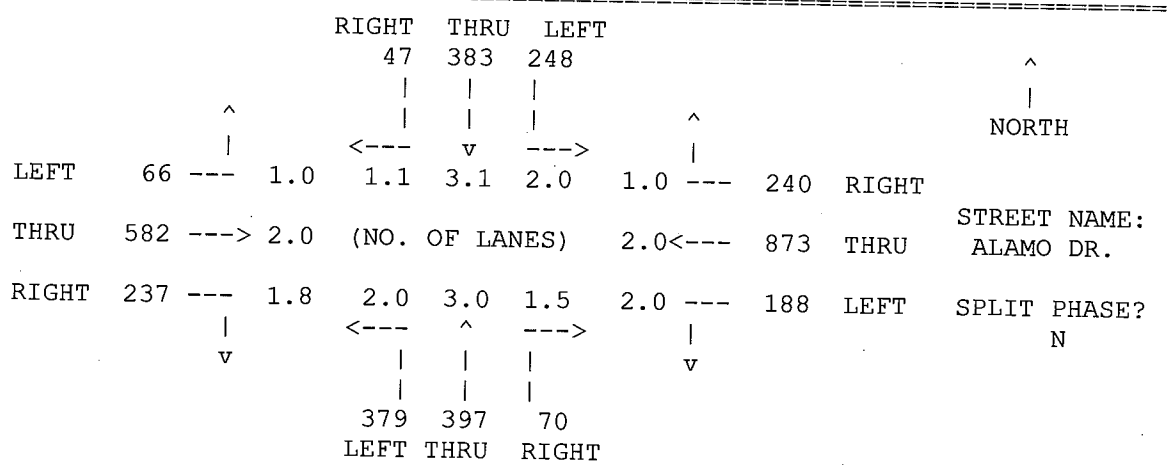
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 10 (19) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	70	0 *	1500	0.0000	
	THRU (T)	397	397	4950	0.0802	
	LEFT (L)	379	379	2700	0.1404	0.1404
SB	RIGHT (R)	47	47	1500	0.0313	
	THRU (T)	383	383	4800	0.0798	
	LEFT (L)	248	248	2700	0.0919	
	T + R		430	4800	0.0896	0.0896
EB	RIGHT (R)	237	0 *	1500	0.0000	
	THRU (T)	582	582	3300	0.1764	
	LEFT (L)	66	66	1500	0.0440	0.0440
WB	RIGHT (R)	240	91 *	1500	0.0607	
	THRU (T)	873	873	3300	0.2645	0.2645
	LEFT (L)	188	188	2700	0.0696	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 11 (22) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci

```
                        RIGHT  THRU  LEFT
                          135     0   236
                           |     |     |                          ^
                           |     |     |                          |
                  ^        |     |     |          ^            NORTH
                  |        |     |     |          |
                  |       <---   v     --->       |
LEFT    251 ---  1.0      1.0   1.1   1.1    1.1 ---   418  RIGHT
                                                                 STREET NAME:
THRU    769 ---> 2.1    (NO. OF LANES)          2.2<---  1078  THRU     ALAMO DR.

RIGHT     0 ---  1.1      1.1   1.1   1.1    1.1 ---     0  LEFT     SPLIT PHASE?
                  |       <---   ^     --->       |                        N
                  v          |     |     |       v
                             |     |     |
                             |     |     |
                             0     0     0
                          LEFT  THRU  RIGHT
```

STREET NAME: DAVIS ST. SPLIT PHASE? Y

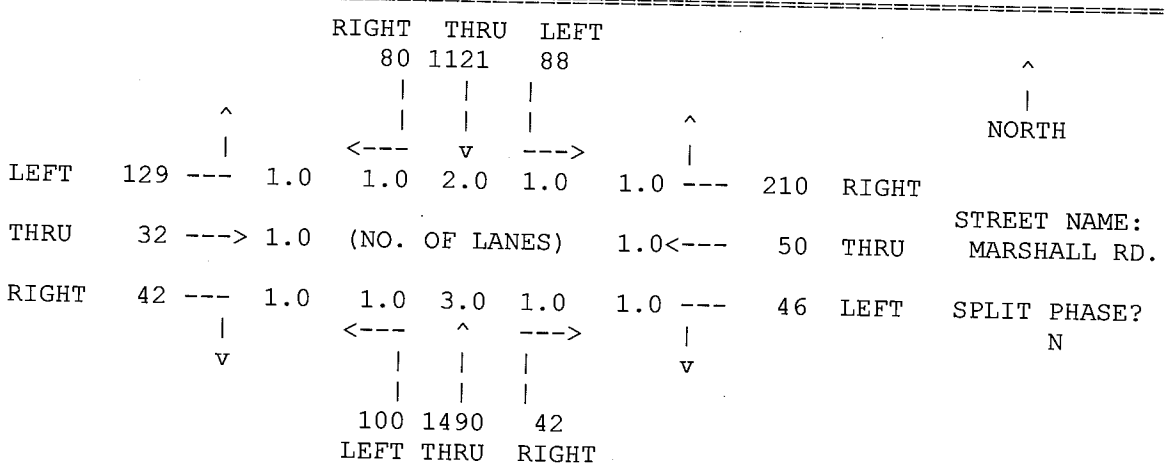
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	135	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	236	236	1500	0.1573	0.1573
	T + L		236	1500	0.1573	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	769	769	3150	0.2441	
	LEFT (L)	251	251	1500	0.1673	0.1673
	T + R		769	3150	0.2441	
WB	RIGHT (R)	418	418	1500	0.2787	
	THRU (T)	1078	1078	3000	0.3593	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1496	3000	0.4987	0.4987
	T + L		1078	3000	0.3593	
	T + R + L		1496	3000	0.4987	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.82
ADJUSTMENT FOR LOST YELLOW TIME:	0.06
TOTAL VOLUME-TO-CAPACITY RATIO:	0.88
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 12 (23) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	1490	1490	4950	0.3010	
	LEFT (L)	100	100	1500	0.0667	0.0667
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	1121	1121	3300	0.3397	0.3397
	LEFT (L)	88	88	1500	0.0587	
EB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	32	32	1650	0.0194	
	LEFT (L)	129	129	1500	0.0860	0.0860
WB	RIGHT (R)	210	86 *	1500	0.0573	0.0573
	THRU (T)	50	50	1650	0.0303	
	LEFT (L)	46	46	1500	0.0307	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

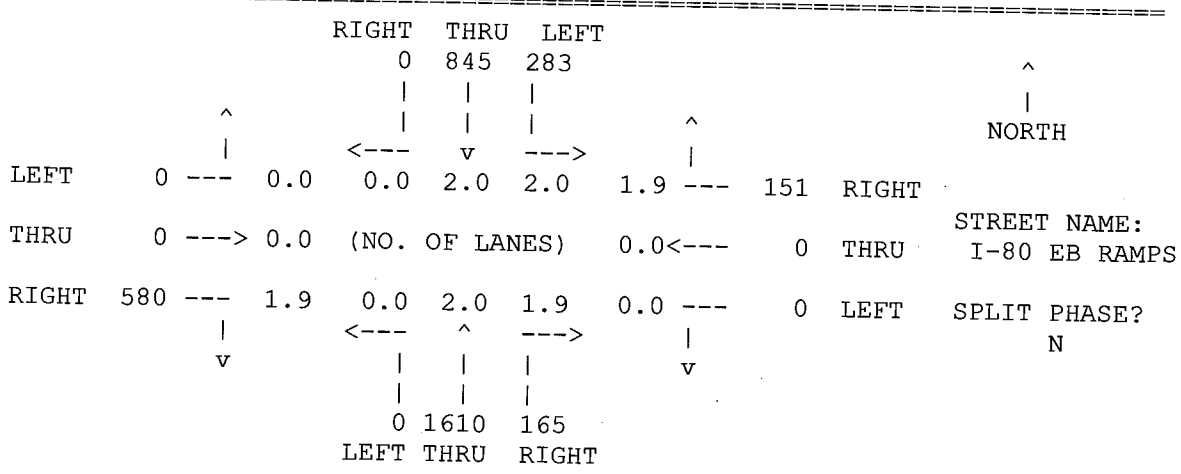
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 13 (25) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	165	165	1650	0.1000	
THRU (T)	1610	1610	3300	0.4879	0.4879
SB THRU (T)	845	845	3300	0.2561	
LEFT (L)	283	283	2700	0.1048	0.1048
EB RIGHT (R)	580	580	1650	0.3515	
WB RIGHT (R)	151	151	1650	0.0915	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

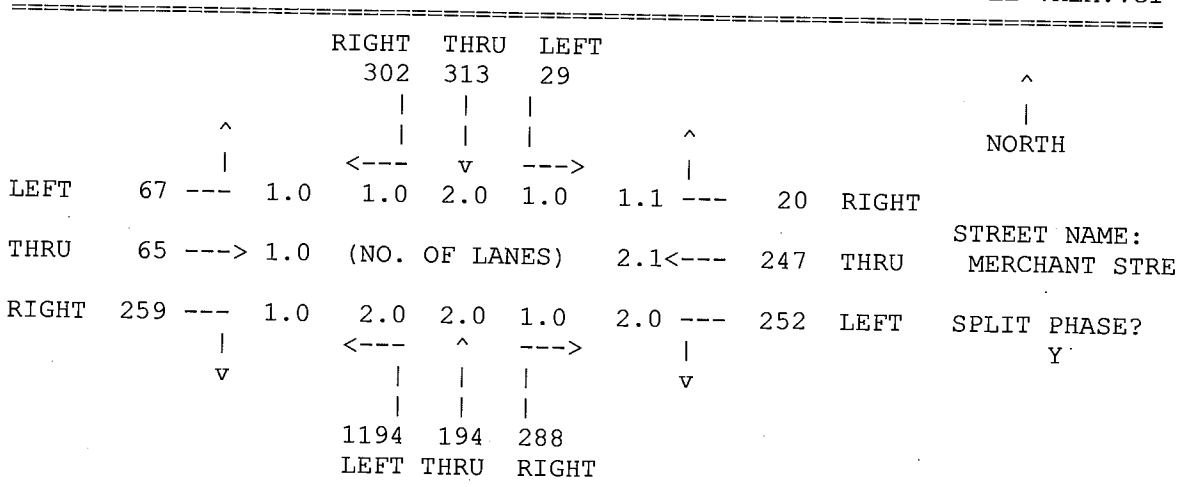
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 14 (26) ALAMO DRIVE and MERCHANT STRE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM PEAK HOUR FILE VMEX.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	288	138 *	1500	0.0920	
	THRU (T)	194	194	3300	0.0588	
	LEFT (L)	1194	1194	2700	0.4422	0.4422
SB	RIGHT (R)	302	189 *	1500	0.1260	0.1260
	THRU (T)	313	313	3300	0.0948	
	LEFT (L)	29	29	1500	0.0193	
EB	RIGHT (R)	259	0 *	1500	0.0000	
	THRU (T)	65	65	1650	0.0394	
	LEFT (L)	67	67	1500	0.0447	0.0447
WB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	247	247	3150	0.0784	
	LEFT (L)	252	252	2700	0.0933	0.0933
	T + R		267	3150	0.0848	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

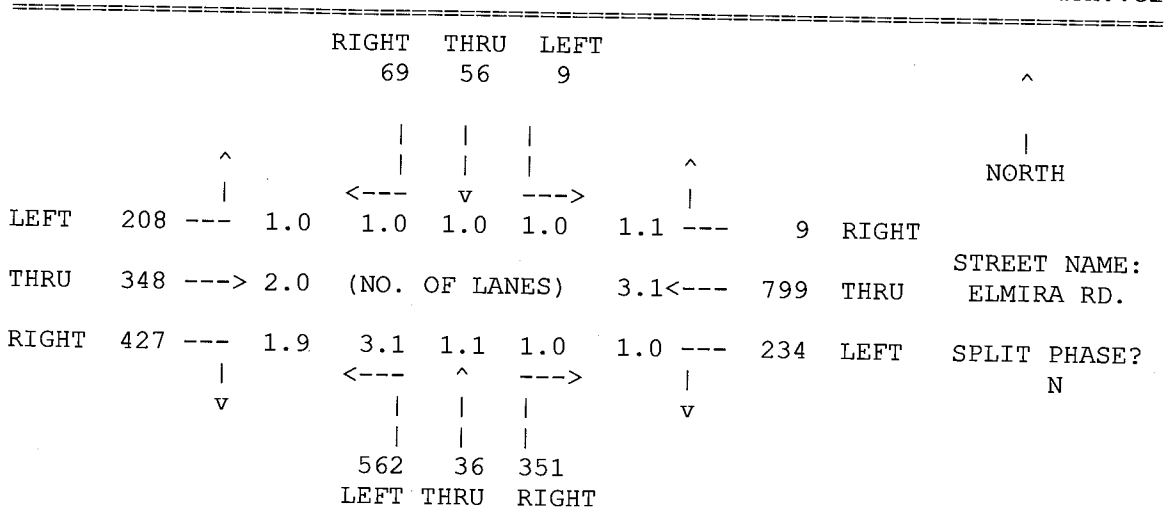
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 15 (31) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	351	154 *	1500	0.1027	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	562	562	3900	0.1441	
	T + L		598	3900	0.1533	0.1533
SB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	56	56	1650	0.0339	0.0339
	LEFT (L)	9	9	1500	0.0060	
EB	RIGHT (R)	427	427	1650	0.2588	
	THRU (T)	348	348	3300	0.1055	
	LEFT (L)	208	208	1500	0.1387	0.1387
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	799	799	4800	0.1665	
	LEFT (L)	234	234	1500	0.1560	
	T + R		808	4800	0.1683	0.1683

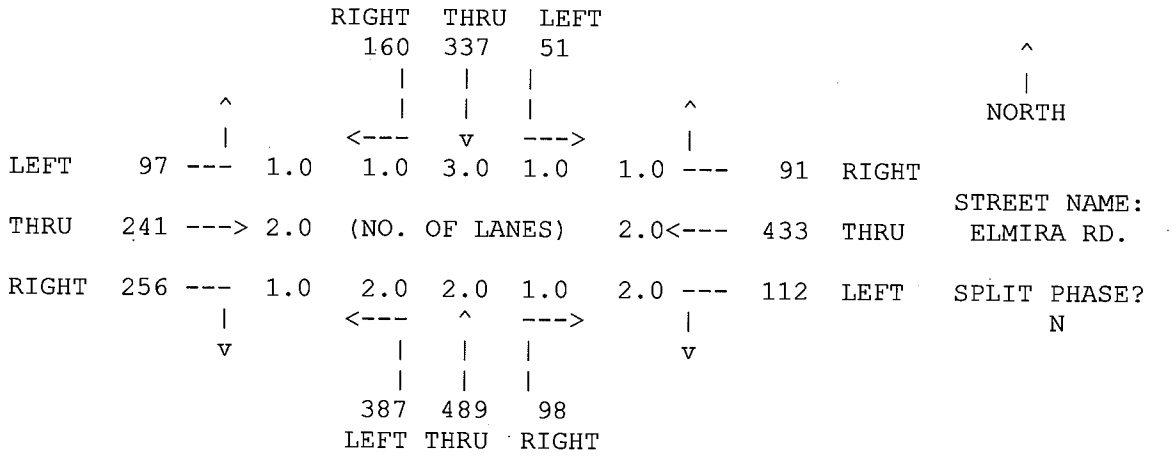
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 16 (35) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	98	0 *	1500	0.0000	
THRU (T)	489	489	3300	0.1482	
LEFT (L)	387	387	2700	0.1433	0.1433
SB RIGHT (R)	160	32 *	1500	0.0213	
THRU (T)	337	337	4950	0.0681	0.0681
LEFT (L)	51	51	1500	0.0340	
EB RIGHT (R)	256	69 *	1500	0.0460	
THRU (T)	241	241	3300	0.0730	
LEFT (L)	97	97	1500	0.0647	0.0647
WB RIGHT (R)	91	0 *	1500	0.0000	
THRU (T)	433	433	3300	0.1312	0.1312
LEFT (L)	112	112	2700	0.0415	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

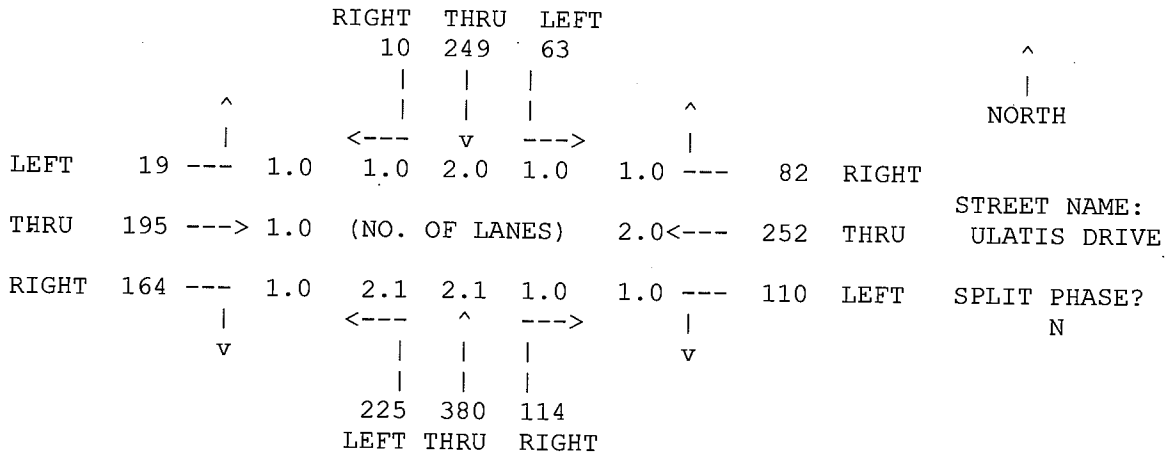
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 17 (54) NUT TREE RD. and ULATIS DRIVE VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	114	0 *	1500	0.0000	
	THRU (T)	380	380	3150	0.1206	
	LEFT (L)	225	225	2700	0.0833	
	T + L		605	4350	0.1391	0.1391
SB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	249	249	3300	0.0755	0.0755
	LEFT (L)	63	63	1500	0.0420	
EB	RIGHT (R)	164	22 *	1500	0.0147	
	THRU (T)	195	195	1650	0.1182	0.1182
	LEFT (L)	19	19	1500	0.0127	
WB	RIGHT (R)	82	0 *	1500	0.0000	
	THRU (T)	252	252	3300	0.0764	
	LEFT (L)	110	110	1500	0.0733	0.0733

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

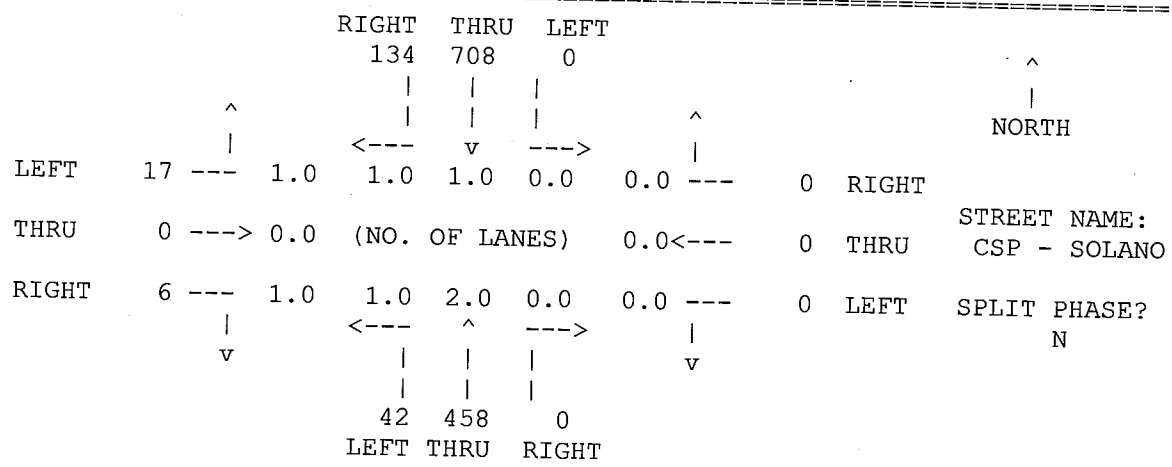
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 18 (68) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

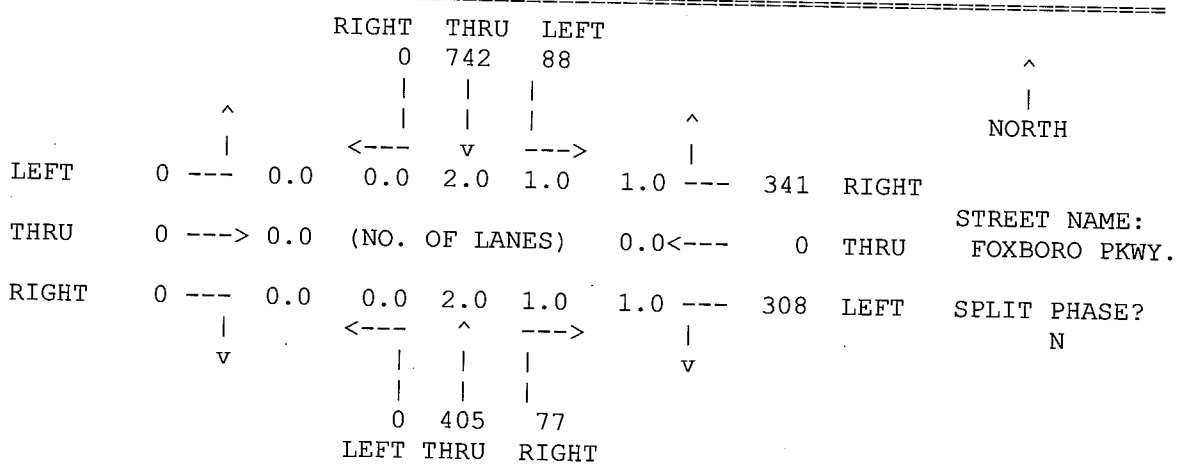
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	458	458	3300	0.1388	
LEFT (L)	42	42	1500	0.0280	0.0280
SB RIGHT (R)	134	46 *	1500	0.0307	
THRU (T)	708	708	1650	0.4291	0.4291
EB RIGHT (R)	6	0 *	1500	0.0000	
LEFT (L)	17	17	1500	0.0113	0.0113
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.47
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.57
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 19 (69) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	77	0 *	1500	0.0000	
THRU (T)	405	405	3300	0.1227	
SB THRU (T)	742	742	3300	0.2248	0.2248
LEFT (L)	88	88	1500	0.0587	
WB RIGHT (R)	341	217 *	1500	0.1447	
LEFT (L)	308	308	1500	0.2053	0.2053

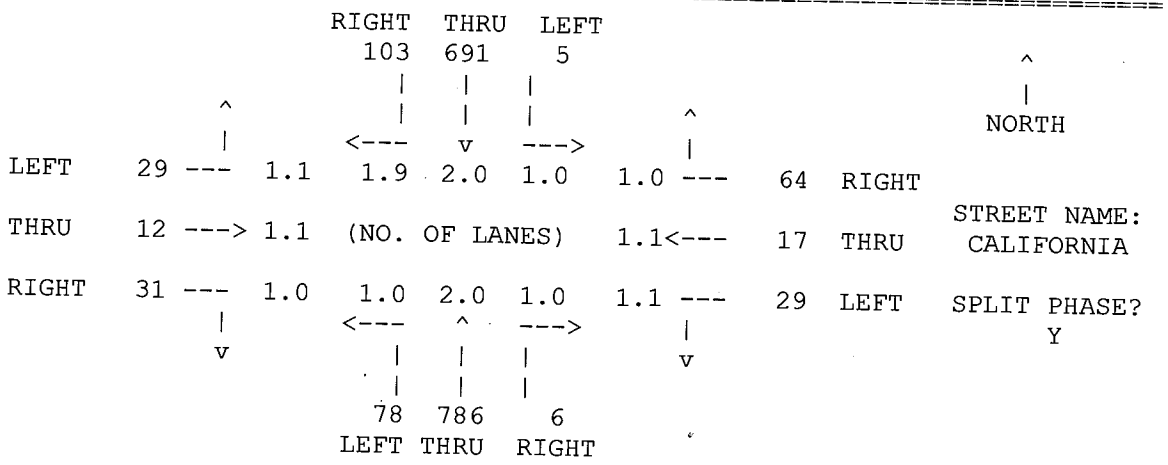
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.43
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.53
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 20 (71) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	786	786	3300	0.2382	
	LEFT (L)	78	78	1500	0.0520	0.0520
SB	RIGHT (R)	103	103	1650	0.0624	
	THRU (T)	691	691	3300	0.2094	0.2094
	LEFT (L)	5	5	1500	0.0033	
EB	RIGHT (R)	31	0 *	1500	0.0000	
	THRU (T)	12	12	1500	0.0080	
	LEFT (L)	29	29	1500	0.0193	
	T + L		41	1500	0.0273	0.0273
WB	RIGHT (R)	64	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	
	LEFT (L)	29	29	1500	0.0193	
	T + L		46	1500	0.0307	0.0307

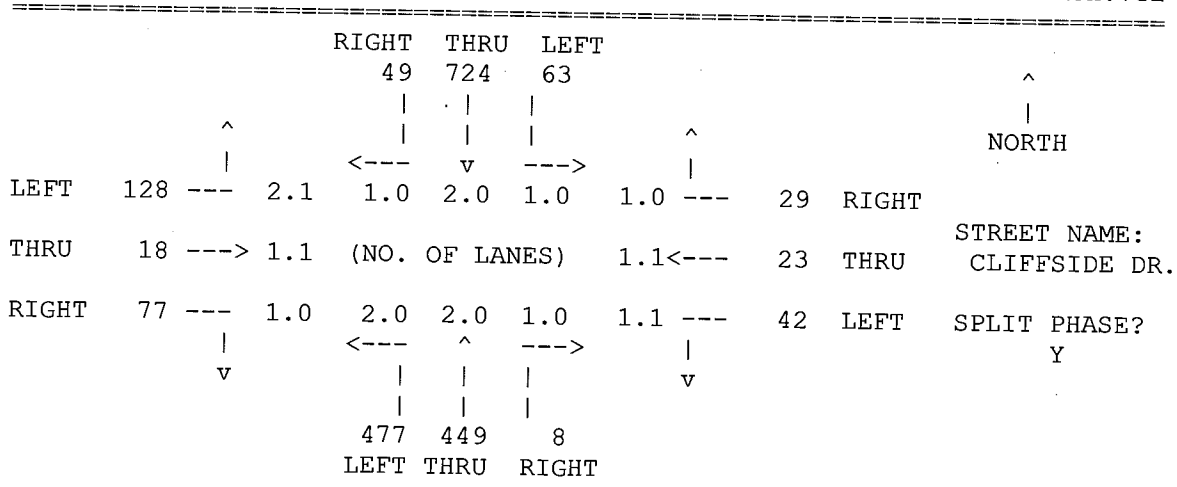
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 21 (76) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	449	449	3300	0.1361	
	LEFT (L)	477	477	2700	0.1767	0.1767
SB	RIGHT (R)	49	0 *	1500	0.0000	
	THRU (T)	724	724	3300	0.2194	0.2194
	LEFT (L)	63	63	1500	0.0420	
EB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	18	18	1500	0.0120	
	LEFT (L)	128	128	2700	0.0474	
	T + L		146	2700	0.0541	0.0541
WB	RIGHT (R)	29	0 *	1500	0.0000	
	THRU (T)	23	23	1500	0.0153	
	LEFT (L)	42	42	1500	0.0280	
	T + L		65	1500	0.0433	0.0433

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

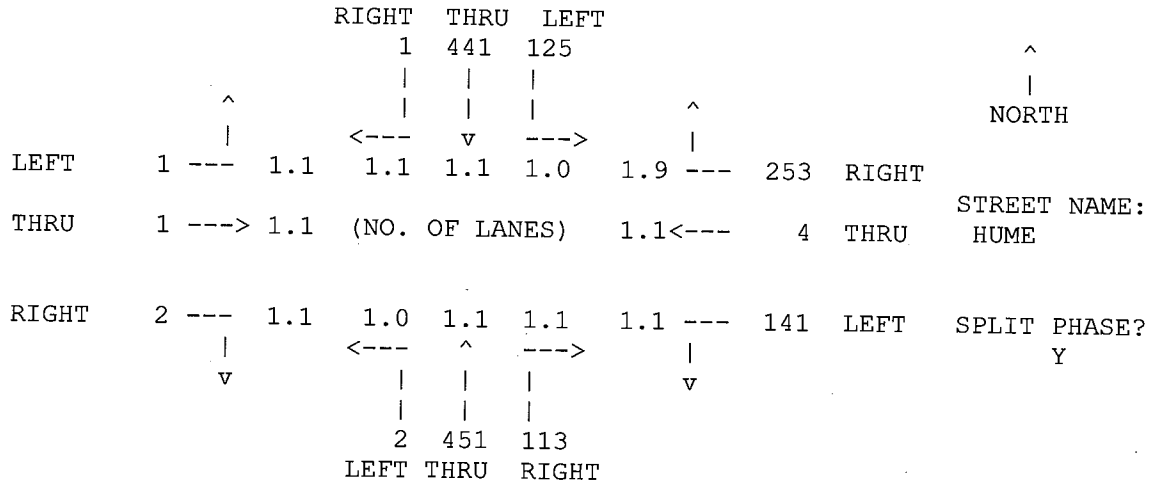
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 22 (79) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	113	113	1500	0.0753	
THRU (T)	451	451	1500	0.3007	
LEFT (L)	2	2	1500	0.0013	
T + R		564	1500	0.3760	0.3760
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	441	441	1500	0.2940	
LEFT (L)	125	125	1500	0.0833	
T + R		442	1500	0.2947	0.2947
EB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	1	1	1500	0.0007	
T + R		3	1500	0.0020	
T + L		2	1500	0.0013	
T + R + L		4	1500	0.0027	0.0027
WB RIGHT (R)	253	253	1650	0.1533	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	141	141	1500	0.0940	
T + L		145	1500	0.0967	0.0967

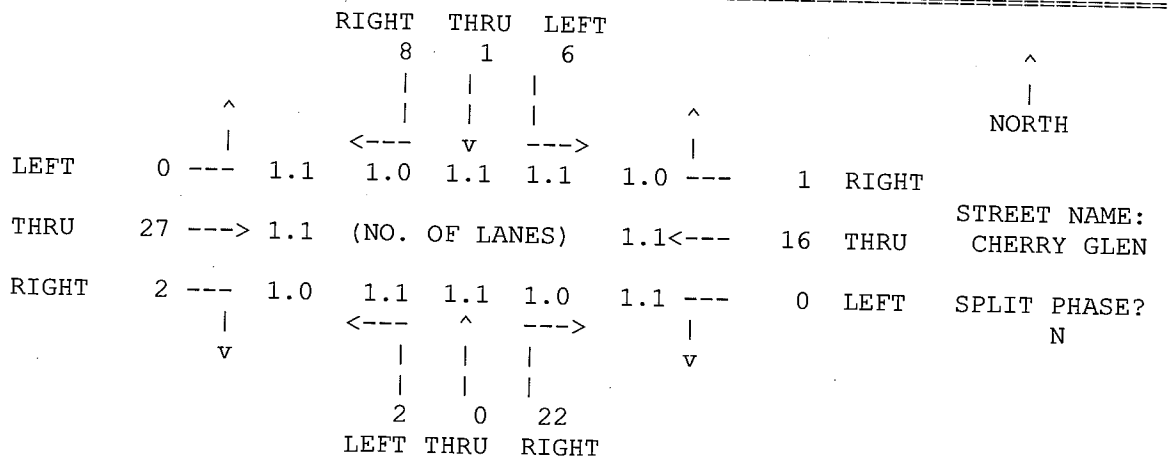
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 23 (83) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: I-80 WB SPLIT PHASE? N

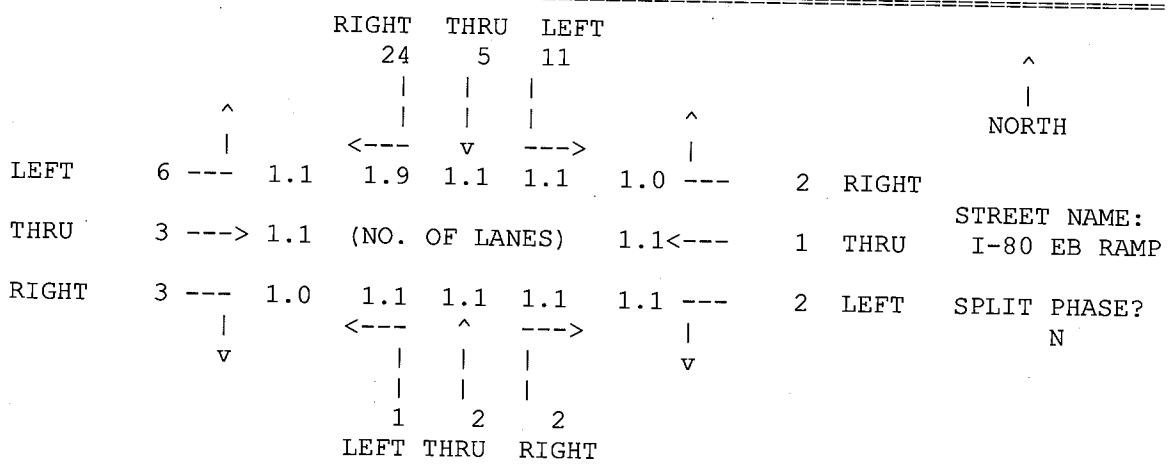
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	22	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013
T + L		2	1500	0.0013	
SB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	6	6	1500	0.0040	
T + L		7	1500	0.0047	0.0047
EB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	27	27	1500	0.0180	0.0180
LEFT (L)	0	0	1500	0.0000	
T + L		27	1500	0.0180	
WB RIGHT (R)	1	0 *	1500	0.0000	
THRU (T)	16	16	1500	0.0107	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		16	1500	0.0107	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.02
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.12
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 24 (84) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING (COUNT) + PROJECT AM FILE vmex.vci



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	1	1	1500	0.0007	0.0007
	T + R		4	1500	0.0027	
	T + L		3	1500	0.0020	
	T + R + L		5	1500	0.0033	
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	11	11	1500	0.0073	
	T + L		16	1500	0.0107	0.0107
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	2	2	1500	0.0013	0.0013
	T + L		3	1500	0.0020	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

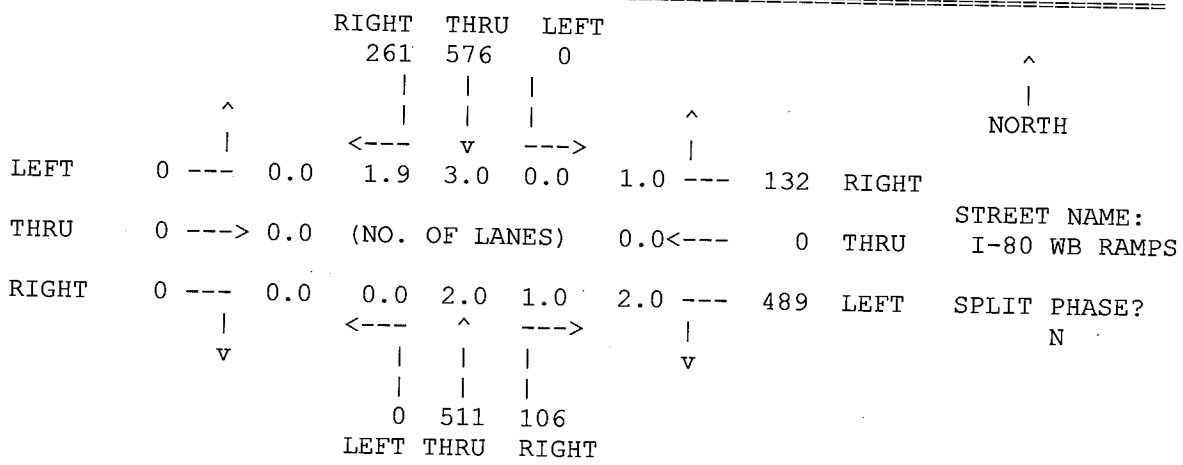
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI

INTERSECTION STUDY	CITY#	N-S STREET	E-W STREET	V/C	LOS
1	6	LEISURE TOWN	I-80 WB RAMPS	0.44	A
2	7	LEISURE TOWN	I-80 EB RAMPS	0.39	A
3	8	LEISURE TOWN	ORANGE DRIVE	0.45	A
4	9	LEISURE TOWN	SEQUOIA DR.	0.64	B
5	11	LEISURE TOWN	ELMIRA ROAD	0.73	C
6	13	LEISURE TOWN	ALAMO/FRY	0.58	A
7	14	VANDEN	LEISURE TOWN	0.60	A
8	15	VANDEN	ALAMO	0.66	B
9	16	NUT TREE RD.	ALAMO DR.	0.80	C
10	19	PEABODY RD.	ALAMO DR.	0.68	B
11	22	DAVIS ST.	ALAMO DR.	0.67	B
12	23	ALAMO DR.	MARSHALL RD.	0.70	B
13	25	ALAMO DR.	I-80 EB RAMPS	0.51	A
14	26	ALAMO DRIVE	MERCHANT STRE	0.62	B
16	31	PEABODY RD.	ELMIRA RD.	0.84	D
16	35	NUT TREE RD.	ELMIRA RD.	0.62	B
17	54	NUT TREE RD.	ULATIS DR.	0.74	C
18	68	PEABODY RD.	CSP - SOLANO	0.78	C
19	69	PEABODY RD.	FOXBORO PKWY.	0.71	C
20	71	PEABODY	CALIFORNIA	0.51	A
21	76	PEABODY RD.	CLIFFSIDE DR.	0.75	C
22	79	DAVIS	HUME	0.95	E
23	83	I-80 WB	CHERRY GLEN	0.14	A
24	84	CHERRY GLENN	I-80 EB RAMP	0.13	A

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 1 (6) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

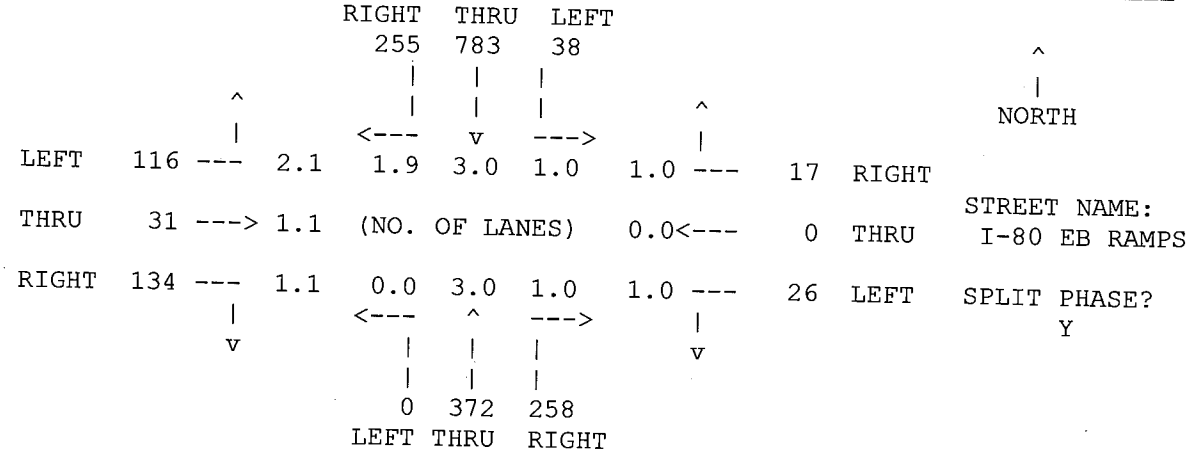
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	106	0 *	1500	0.0000	
THRU (T)	511	511	3300	0.1548	0.1548
SB RIGHT (R)	261	261	1650	0.1582	
THRU (T)	576	576	4950	0.1164	
WB RIGHT (R)	132	52 *	1500	0.0347	
LEFT (L)	489	489	2700	0.1811	0.1811
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.34
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.44
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 2 (7) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	258	165 *	1500	0.1100	
THRU (T)	372	372	4950	0.0752	
SB RIGHT (R)	255	255	1650	0.1545	
THRU (T)	783	783	4950	0.1582	0.1582
LEFT (L)	38	38	1500	0.0253	
EB RIGHT (R)	134	134	1500	0.0893	
THRU (T)	31	31	1500	0.0207	
LEFT (L)	116	116	2700	0.0430	
T + R		165	1500	0.1100	0.1100
T + L		147	2700	0.0544	
T + R + L		281	2700	0.1041	
WB RIGHT (R)	17	0 *	1500	0.0000	
LEFT (L)	26	26	1500	0.0173	0.0173

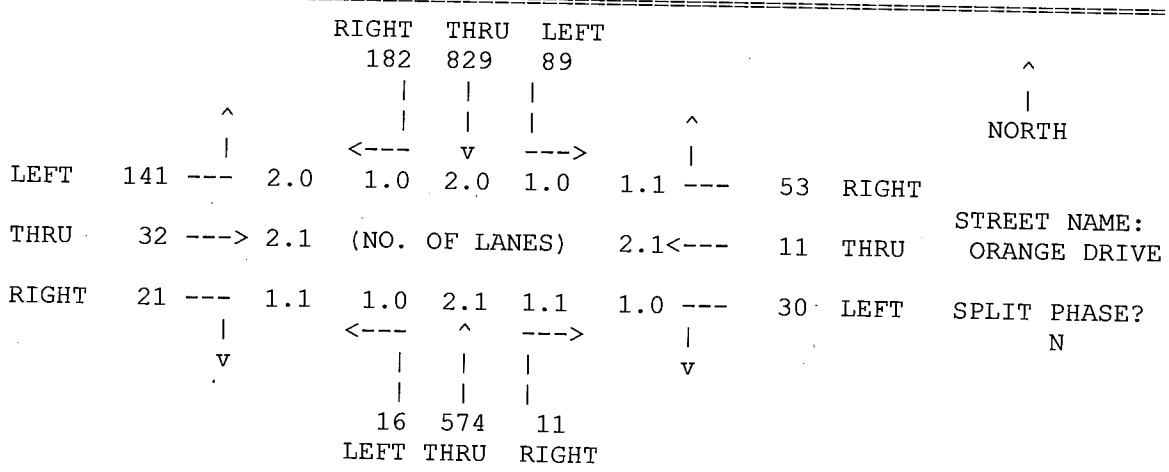
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.29
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.39
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 3 (8) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	574	574	3150	0.1822	
	LEFT (L)	16	16	1500	0.0107	0.0107
	T + R		585	3150	0.1857	
SB	RIGHT (R)	182	63 *	1500	0.0420	
	THRU (T)	829	829	3300	0.2512	0.2512
	LEFT (L)	89	89	1500	0.0593	
EB	RIGHT (R)	21	21	1500	0.0140	
	THRU (T)	32	32	3150	0.0102	
	LEFT (L)	141	141	2700	0.0522	0.0522
	T + R		53	3150	0.0168	
WB	RIGHT (R)	53	53	1500	0.0353	0.0353
	THRU (T)	11	11	3150	0.0035	
	LEFT (L)	30	30	1500	0.0200	
	T + R		64	3150	0.0203	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

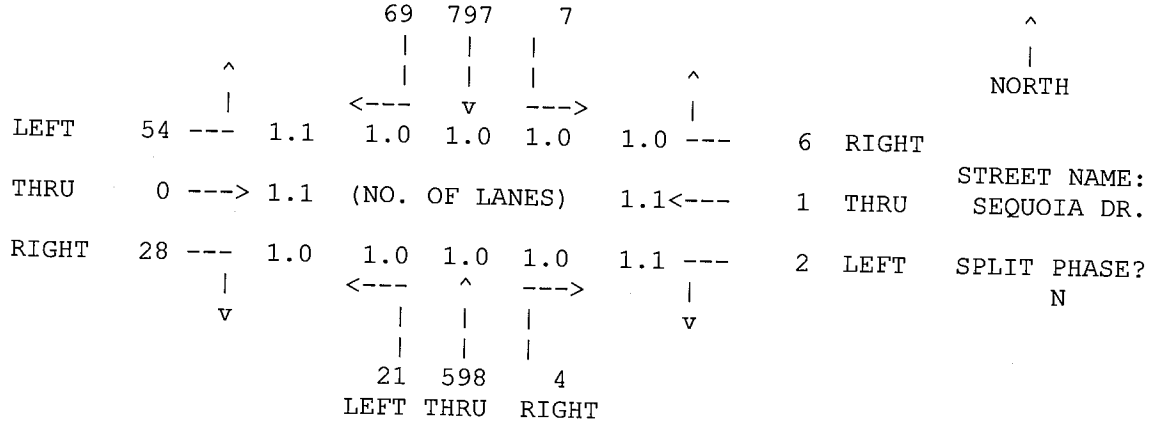
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 4 (9) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	598	598	1650	0.3624	
	LEFT (L)	21	21	1500	0.0140	0.0140
SB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	797	797	1650	0.4830	0.4830
	LEFT (L)	7	7	1500	0.0047	
EB	RIGHT (R)	28	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	54	54	1500	0.0360	0.0360
	T + L		54	1500	0.0360	
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	2	2	1500	0.0013	
	T + L		3	1500	0.0020	0.0020

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

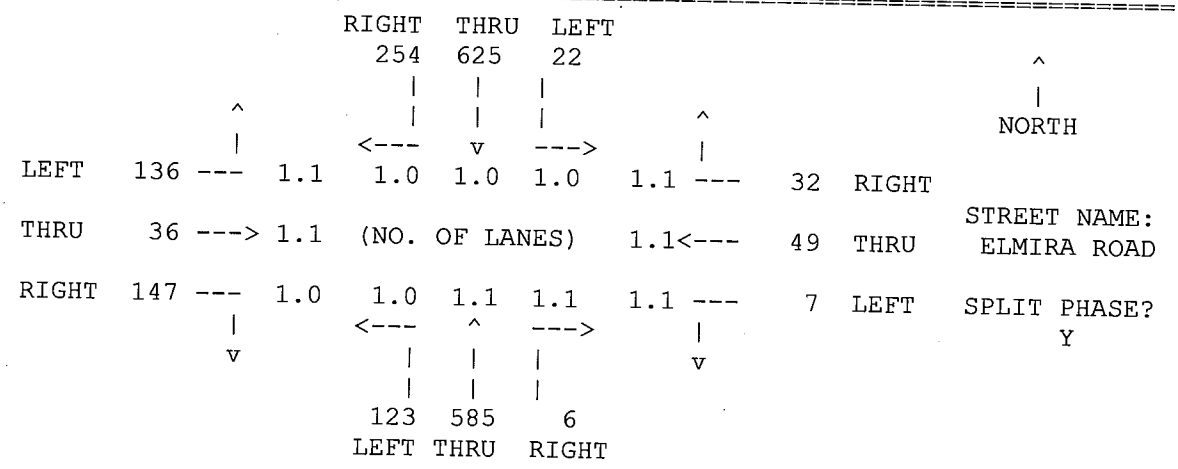
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 5 (11) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:35-5:35 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	6	6	1500	0.0040	
THRU (T)	585	585	1500	0.3900	
LEFT (L)	123	123	1500	0.0820	0.0820
T + R		591	1500	0.3940	
SB RIGHT (R)	254	106 *	1500	0.0707	
THRU (T)	625	625	1650	0.3788	0.3788
LEFT (L)	22	22	1500	0.0147	
EB RIGHT (R)	147	6 *	1500	0.0040	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	136	136	1500	0.0907	
T + L		172	1500	0.1147	0.1147
WB RIGHT (R)	32	32	1500	0.0213	
THRU (T)	49	49	1500	0.0327	
LEFT (L)	7	7	1500	0.0047	
T + R		81	1500	0.0540	
T + L		56	1500	0.0373	
T + R + L		88	1500	0.0587	0.0587

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

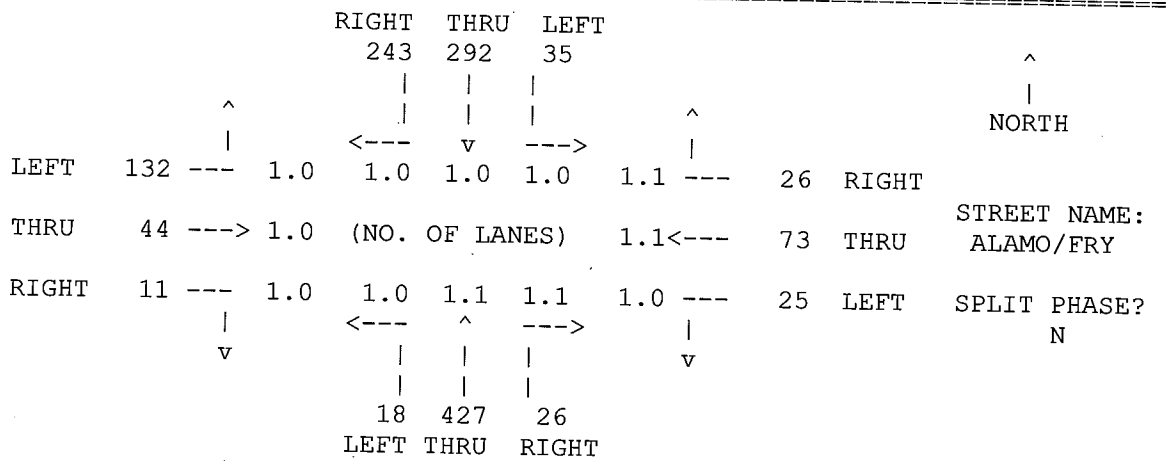
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 6 (13) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:55 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	26	26	1500	0.0173	
	THRU (T)	427	427	1500	0.2847	
	LEFT (L)	18	18	1500	0.0120	
	T + R		453	1500	0.3020	0.3020
SB	RIGHT (R)	243	97 *	1500	0.0647	
	THRU (T)	292	292	1650	0.1770	
	LEFT (L)	35	35	1500	0.0233	0.0233
EB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	44	44	1650	0.0267	
	LEFT (L)	132	132	1500	0.0880	0.0880
WB	RIGHT (R)	26	26	1500	0.0173	
	THRU (T)	73	73	1500	0.0487	
	LEFT (L)	25	25	1500	0.0167	
	T + R		99	1500	0.0660	0.0660

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

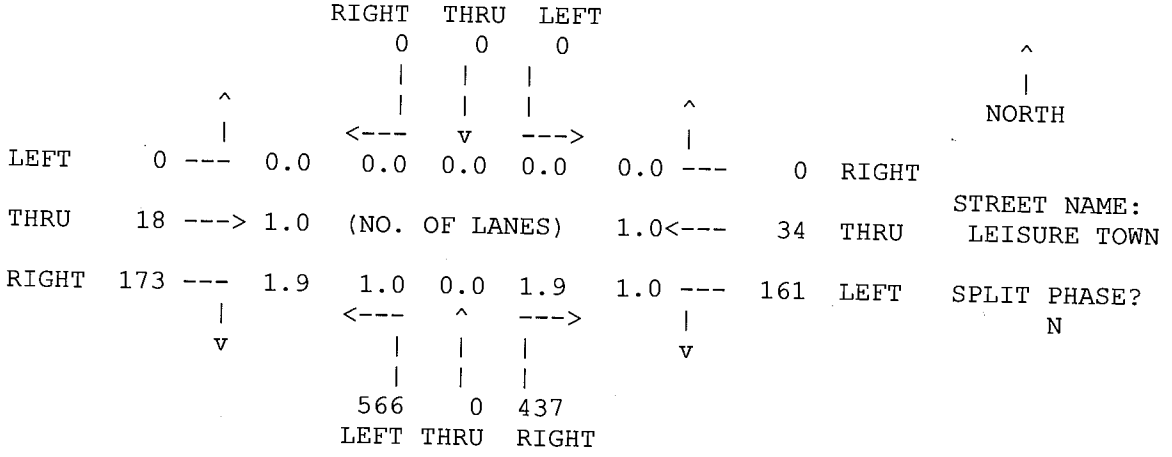
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 7 (14) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEXREV.



STREET NAME: VANDEN SPLIT PHASE? N

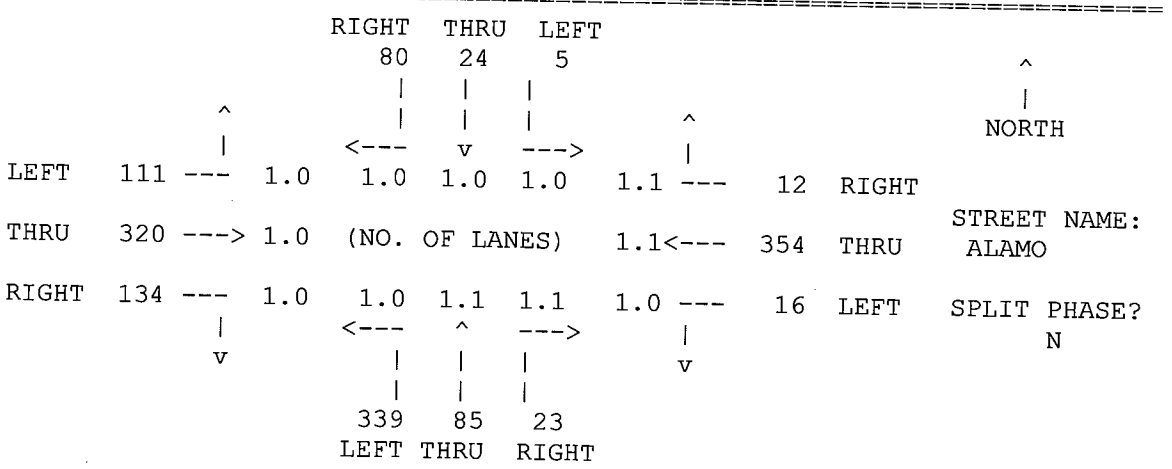
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	437	437	1650	0.2648	
LEFT (L)	566	566	1500	0.3773	0.3773
EB RIGHT (R)	173	173	1650	0.1048	
THRU (T)	18	18	1650	0.0109	0.0109
WB THRU (T)	34	34	1650	0.0206	
LEFT (L)	161	161	1500	0.1073	0.1073
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.50
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.60
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 8 (15) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	85	85	1500	0.0567	
	LEFT (L)	339	339	1500	0.2260	0.2260
	T + R		108	1500	0.0720	
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	24	24	1650	0.0145	0.0145
	LEFT (L)	5	5	1500	0.0033	
EB	RIGHT (R)	134	0 *	1500	0.0000	
	THRU (T)	320	320	1650	0.1939	
	LEFT (L)	111	111	1500	0.0740	0.0740
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	354	354	1500	0.2360	
	LEFT (L)	16	16	1500	0.0107	
	T + R		366	1500	0.2440	0.2440

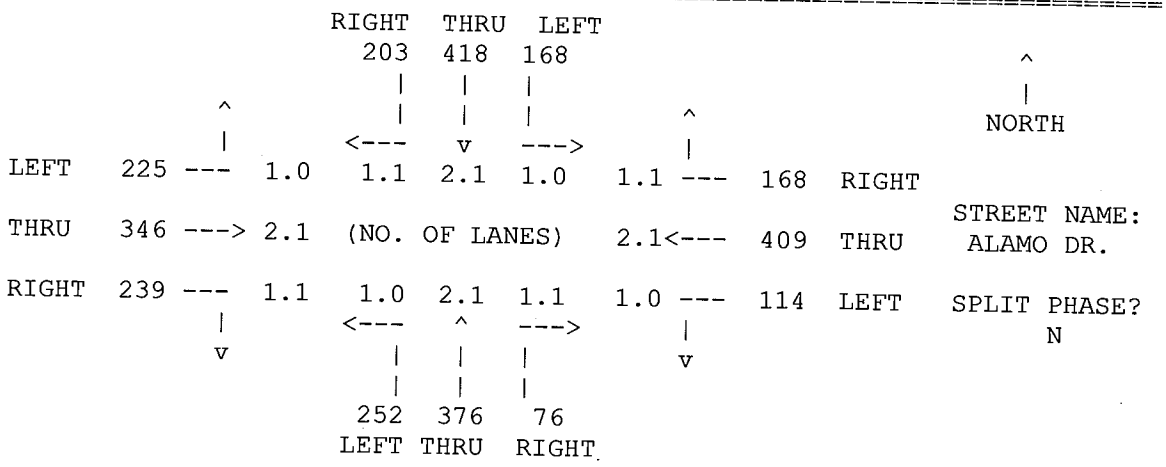
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.56
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.66
INTERSECTION LEVEL OF SERVICE:	B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 9 (16) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:55-5:55 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

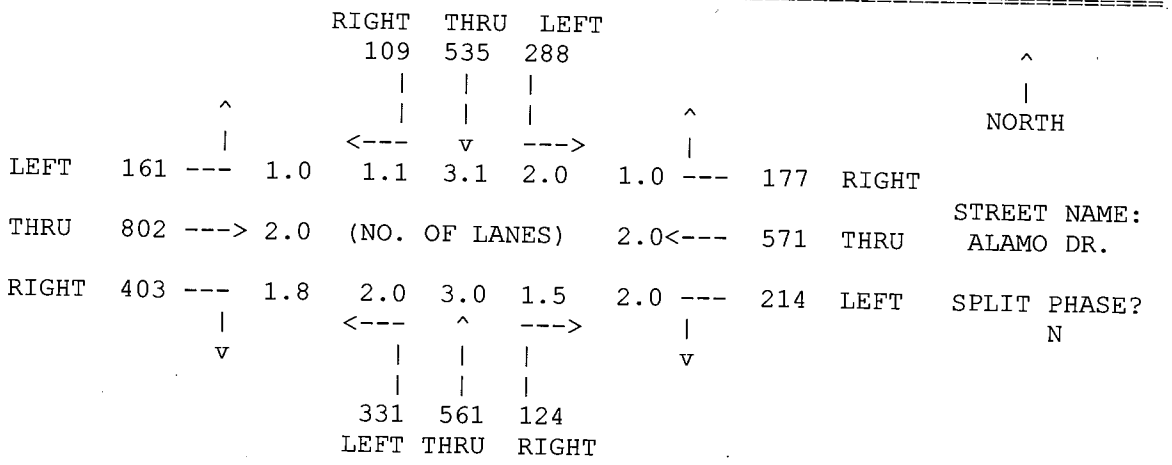
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	76	76	1500	0.0507	
	THRU (T)	376	376	3150	0.1194	
	LEFT (L)	252	252	1500	0.1680	0.1680
	T + R		452	3150	0.1435	
SB	RIGHT (R)	203	203	1500	0.1353	
	THRU (T)	418	418	3150	0.1327	
	LEFT (L)	168	168	1500	0.1120	
	T + R		621	3150	0.1971	0.1971
EB	RIGHT (R)	239	239	1500	0.1593	
	THRU (T)	346	346	3150	0.1098	
	LEFT (L)	225	225	1500	0.1500	0.1500
	T + R		585	3150	0.1857	
WB	RIGHT (R)	168	168	1500	0.1120	
	THRU (T)	409	409	3150	0.1298	
	LEFT (L)	114	114	1500	0.0760	
	T + R		577	3150	0.1832	0.1832

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.70
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.80
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 10 (19) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:55-5:55 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	124	0 *	1500	0.0000	
	THRU (T)	561	561	4950	0.1133	
	LEFT (L)	331	331	2700	0.1226	0.1226
SB	RIGHT (R)	109	109	1500	0.0727	
	THRU (T)	535	535	4800	0.1115	
	LEFT (L)	288	288	2700	0.1067	
	T + R		644	4800	0.1342	0.1342
EB	RIGHT (R)	403	0 *	1500	0.0000	
	THRU (T)	802	802	3300	0.2430	0.2430
	LEFT (L)	161	161	1500	0.1073	
WB	RIGHT (R)	177	17 *	1500	0.0113	
	THRU (T)	571	571	3300	0.1730	
	LEFT (L)	214	214	2700	0.0793	0.0793

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

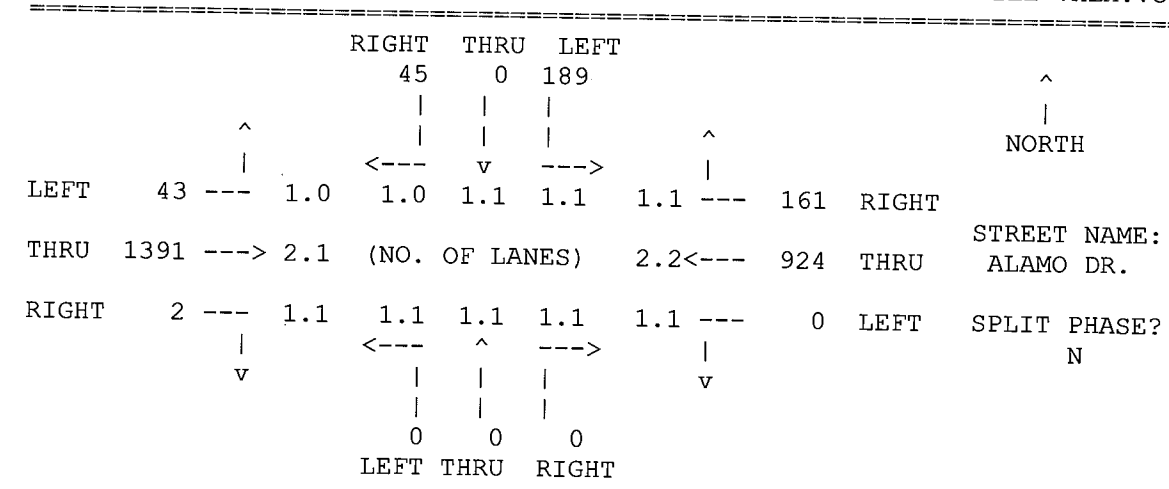
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 11 (22) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	189	189	1500	0.1260	0.1260
	T + L		189	1500	0.1260	
EB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1391	1391	3150	0.4416	
	LEFT (L)	43	43	1500	0.0287	
	T + R		1393	3150	0.4422	0.4422
WB	RIGHT (R)	161	161	1500	0.1073	
	THRU (T)	924	924	3000	0.3080	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1085	3000	0.3617	
	T + L		924	3000	0.3080	
	T + R + L		1085	3000	0.3617	

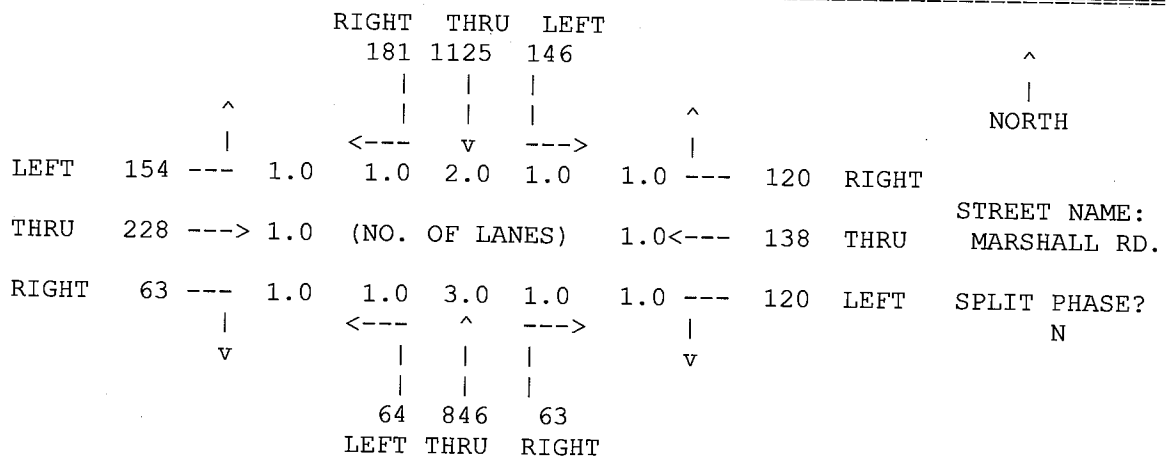
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 12 (23) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	63	0 *	1500	0.0000	
	THRU (T)	846	846	4950	0.1709	
	LEFT (L)	64	64	1500	0.0427	0.0427
SB	RIGHT (R)	181	24 *	1500	0.0160	
	THRU (T)	1125	1125	3300	0.3409	0.3409
	LEFT (L)	146	146	1500	0.0973	
EB	RIGHT (R)	63	0 *	1500	0.0000	
	THRU (T)	228	228	1650	0.1382	0.1382
	LEFT (L)	154	154	1500	0.1027	
WB	RIGHT (R)	120	0 *	1500	0.0000	
	THRU (T)	138	138	1650	0.0836	
	LEFT (L)	120	120	1500	0.0800	0.0800

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

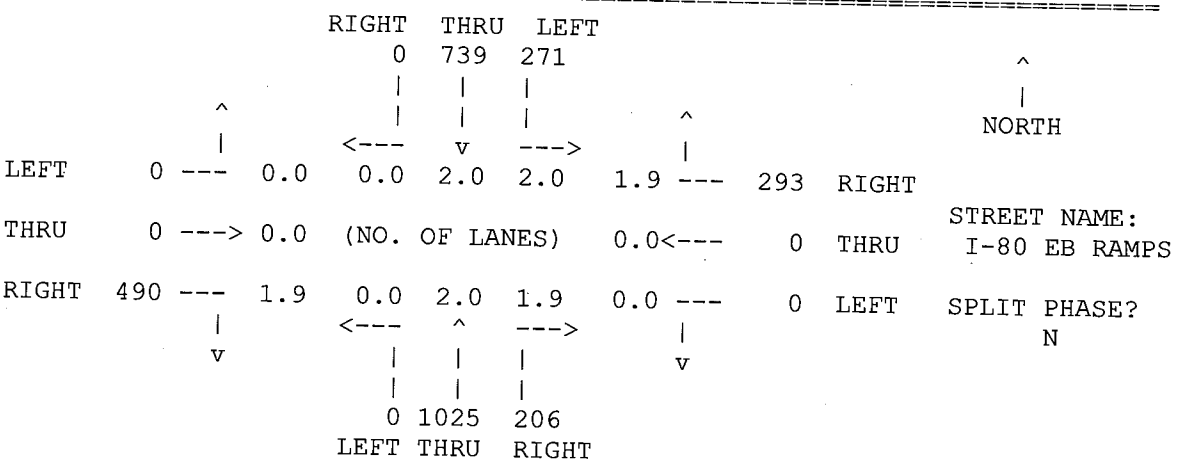
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 13 (25) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:05-5:05 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	206	206	1650	0.1248	
THRU (T)	1025	1025	3300	0.3106	0.3106
SB THRU (T)	739	739	3300	0.2239	
LEFT (L)	271	271	2700	0.1004	0.1004
EB RIGHT (R)	490	490	1650	0.2970	
WB RIGHT (R)	293	293	1650	0.1776	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

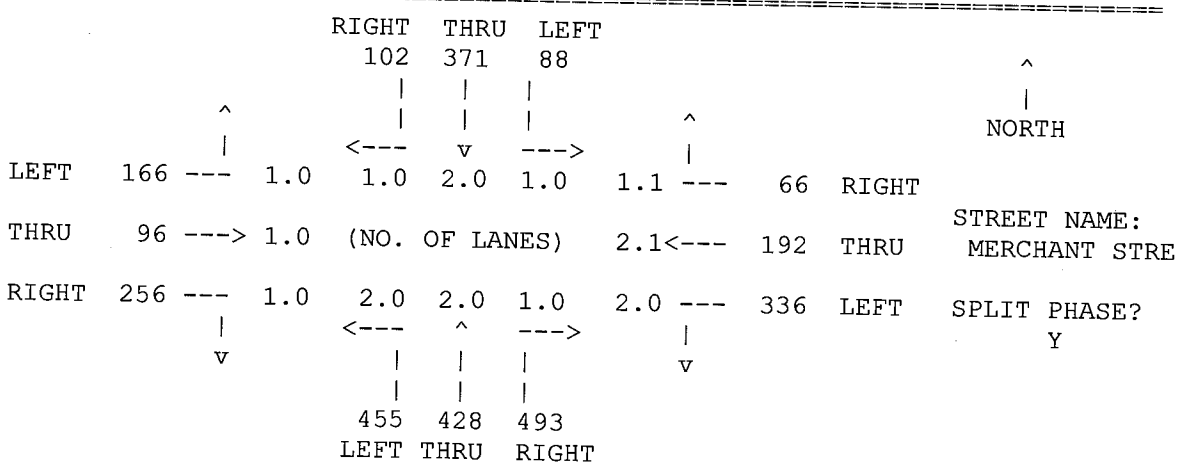
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 14 (26) ALAMO DRIVE and MERCHANT STRE VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	493	320 *	1500	0.2133	
	THRU (T)	428	428	3300	0.1297	
	LEFT (L)	455	455	2700	0.1685	0.1685
SB	RIGHT (R)	102	0 *	1500	0.0000	
	THRU (T)	371	371	3300	0.1124	0.1124
	LEFT (L)	88	88	1500	0.0587	
EB	RIGHT (R)	256	50 *	1500	0.0333	
	THRU (T)	96	96	1650	0.0582	
	LEFT (L)	166	166	1500	0.1107	0.1107
WB	RIGHT (R)	66	66	1500	0.0440	
	THRU (T)	192	192	3150	0.0610	
	LEFT (L)	336	336	2700	0.1244	0.1244
	T + R		258	3150	0.0819	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

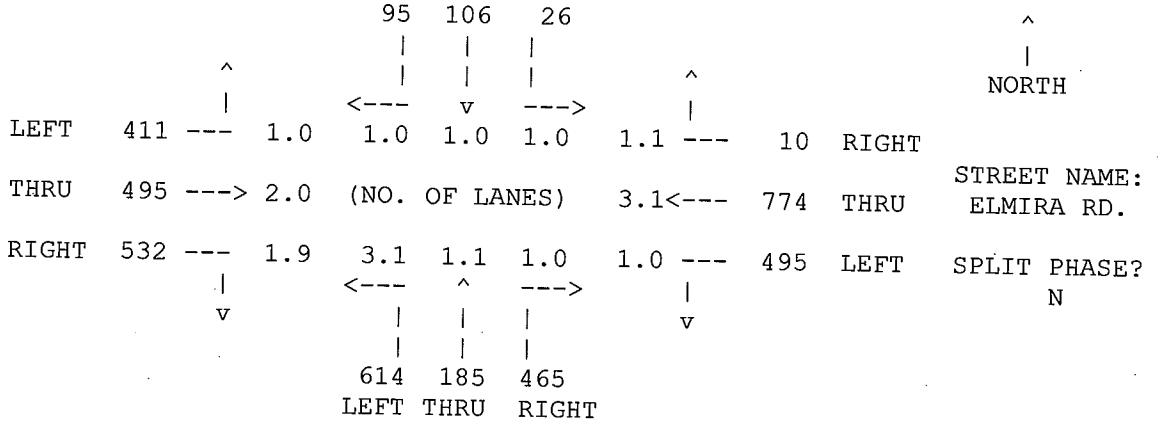
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62

INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 15 (31) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:25-5:25 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	465	138 *	1500	0.0920	
	THRU (T)	185	185	1500	0.1233	
	LEFT (L)	614	614	3900	0.1574	
	T + L		799	3900	0.2049	0.2049
SB	RIGHT (R)	95	0 *	1500	0.0000	
	THRU (T)	106	106	1650	0.0642	0.0642
	LEFT (L)	26	26	1500	0.0173	
EB	RIGHT (R)	532	532	1650	0.3224	
	THRU (T)	495	495	3300	0.1500	0.1500
	LEFT (L)	411	411	1500	0.2740	
WB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	774	774	4800	0.1613	
	LEFT (L)	495	495	1500	0.3300	0.3300
	T + R		784	4800	0.1633	

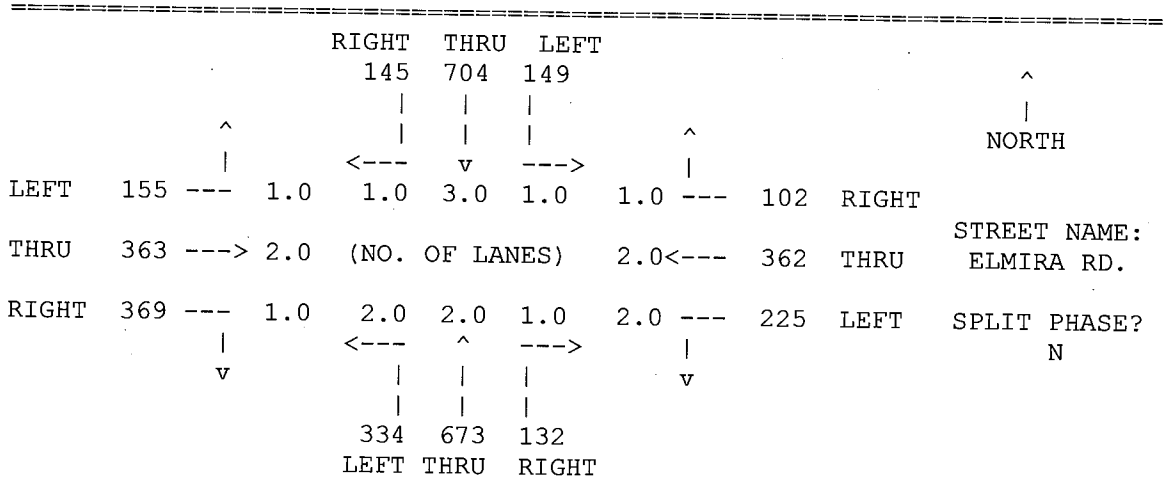
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.75
ADJUSTMENT FOR LOST YELLOW TIME:	0.09
TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 16 (35) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:50-5:50 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	132	0 *	1500	0.0000	
	THRU (T)	673	673	3300	0.2039	0.2039
	LEFT (L)	334	334	2700	0.1237	
SB	RIGHT (R)	145	0 *	1500	0.0000	
	THRU (T)	704	704	4950	0.1422	
	LEFT (L)	149	149	1500	0.0993	0.0993
EB	RIGHT (R)	369	196 *	1500	0.1307	0.1307
	THRU (T)	363	363	3300	0.1100	
	LEFT (L)	155	155	1500	0.1033	
WB	RIGHT (R)	102	0 *	1500	0.0000	
	THRU (T)	362	362	3300	0.1097	
	LEFT (L)	225	225	2700	0.0833	0.0833

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

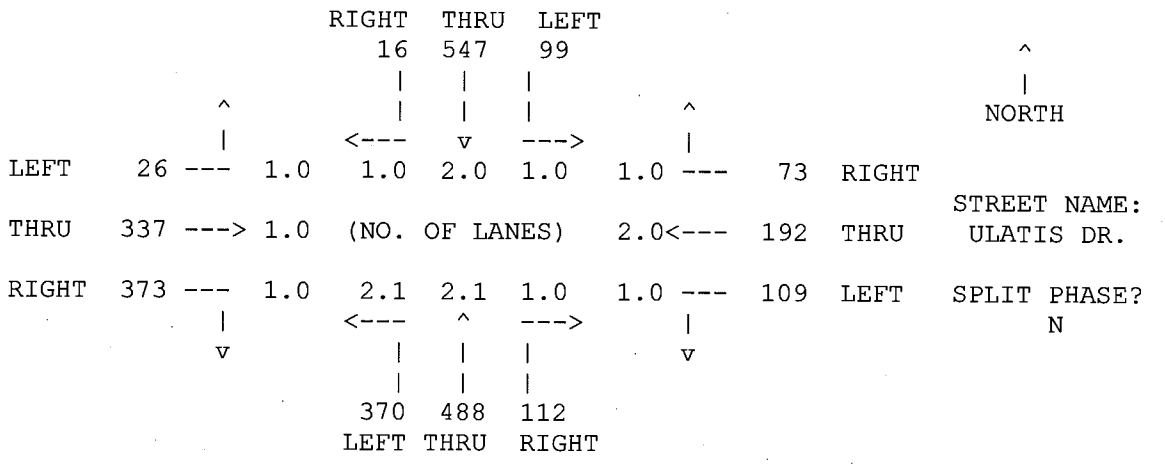
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 17 (54) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	112	0 *	1500	0.0000	
	THRU (T)	488	488	3150	0.1549	
	LEFT (L)	370	370	2700	0.1370	
	T + L		858	4350	0.1972	0.1972
SB	RIGHT (R)	16	0 *	1500	0.0000	
	THRU (T)	547	547	3300	0.1658	0.1658
	LEFT (L)	99	99	1500	0.0660	
EB	RIGHT (R)	373	190 *	1500	0.1267	
	THRU (T)	337	337	1650	0.2042	0.2042
	LEFT (L)	26	26	1500	0.0173	
WB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	192	192	3300	0.0582	
	LEFT (L)	109	109	1500	0.0727	0.0727

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

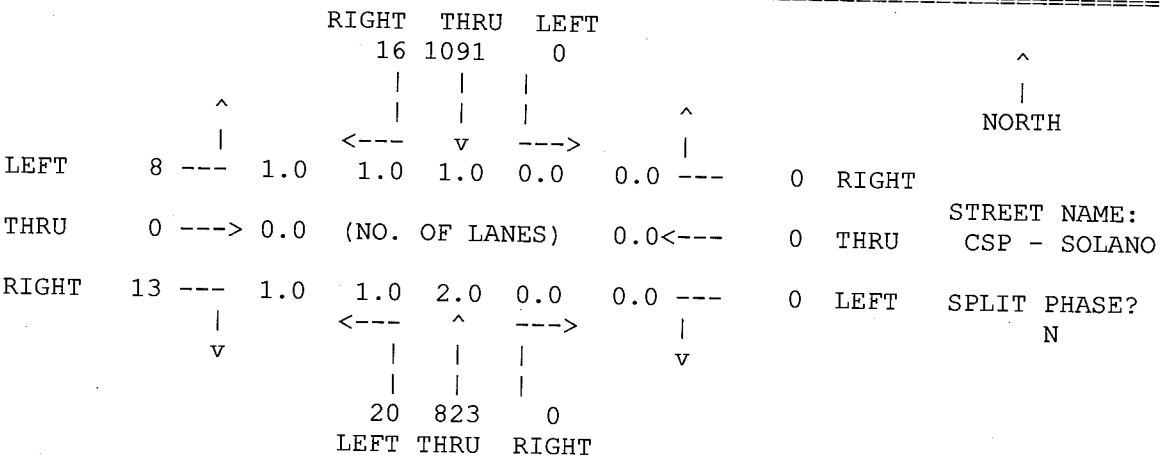
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 18 (68) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:00-5:00 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	823	823	3300	0.2494	
LEFT (L)	20	20	1500	0.0133	0.0133
SB RIGHT (R)	16	0 *	1500	0.0000	
THRU (T)	1091	1091	1650	0.6612	0.6612
EB RIGHT (R)	13	0 *	1500	0.0000	
LEFT (L)	8	8	1500	0.0053	0.0053

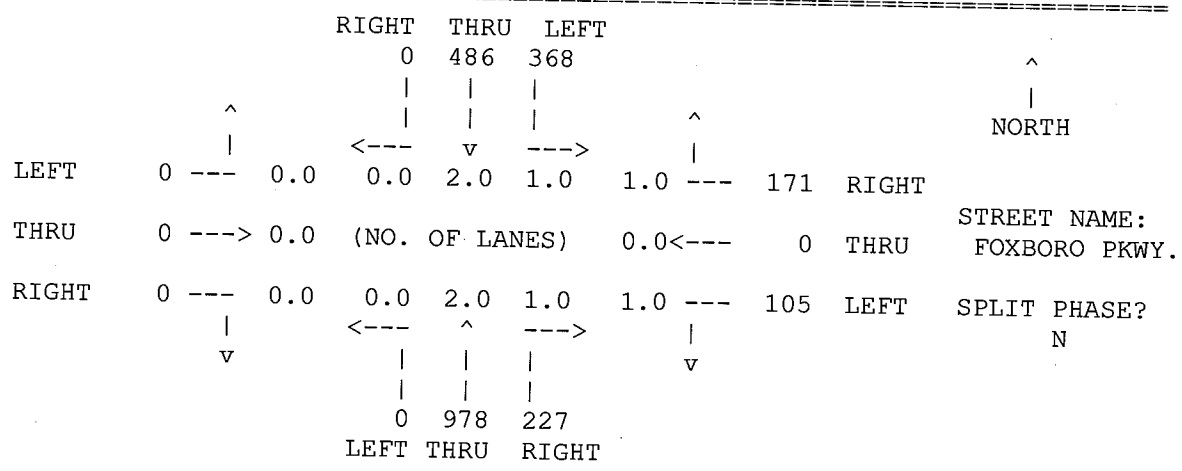
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.68
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.78
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 19 (69) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:10-5:10 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	227	95 *	1500	0.0633	
THRU (T)	978	978	3300	0.2964	0.2964
SB THRU (T)	486	486	3300	0.1473	
LEFT (L)	368	368	1500	0.2453	0.2453
WB RIGHT (R)	171	0 *	1500	0.0000	
LEFT (L)	105	105	1500	0.0700	0.0700

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

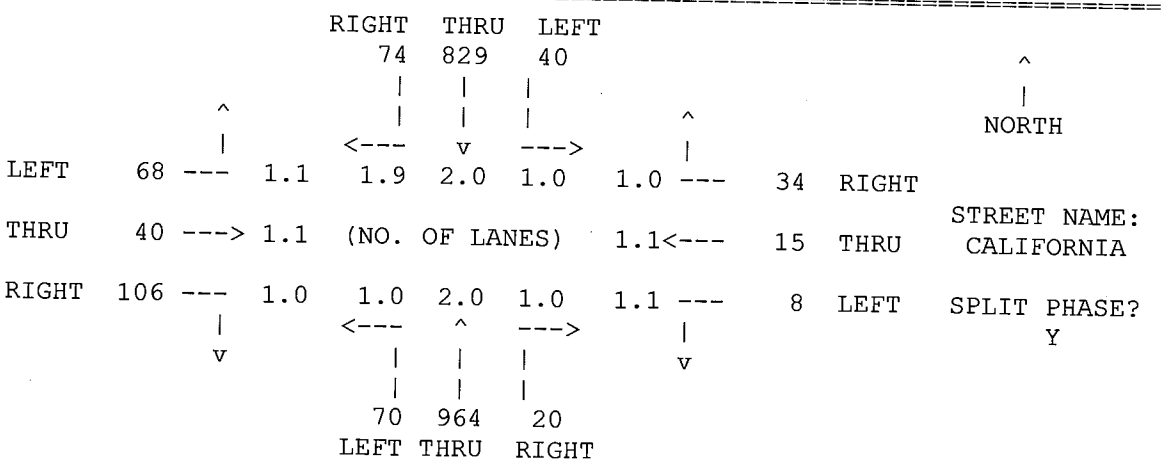
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 20 (71) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:50-5:50 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	964	964	3300	0.2921	0.2921
	LEFT (L)	70	70	1500	0.0467	
SB	RIGHT (R)	74	74	1650	0.0448	
	THRU (T)	829	829	3300	0.2512	
	LEFT (L)	40	40	1500	0.0267	0.0267
EB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	68	68	1500	0.0453	
	T + L		108	1500	0.0720	0.0720
WB	RIGHT (R)	34	0 *	1500	0.0000	
	THRU (T)	15	15	1500	0.0100	
	LEFT (L)	8	8	1500	0.0053	
	T + L		23	1500	0.0153	0.0153

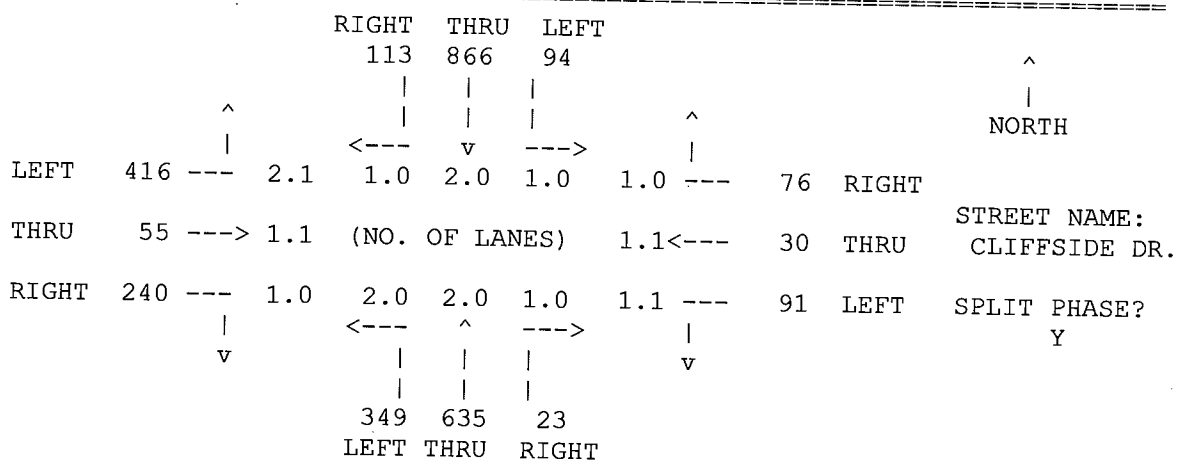
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 21 (76) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	635	635	3300	0.1924	
	LEFT (L)	349	349	2700	0.1293	0.1293
SB	RIGHT (R)	113	0 *	1500	0.0000	
	THRU (T)	866	866	3300	0.2624	0.2624
	LEFT (L)	94	94	1500	0.0627	
EB	RIGHT (R)	240	63 *	1500	0.0420	
	THRU (T)	55	55	1500	0.0367	
	LEFT (L)	416	416	2700	0.1541	
	T + L		471	2700	0.1744	0.1744
WB	RIGHT (R)	76	0 *	1500	0.0000	
	THRU (T)	30	30	1500	0.0200	
	LEFT (L)	91	91	1500	0.0607	
	T + L		121	1500	0.0807	0.0807

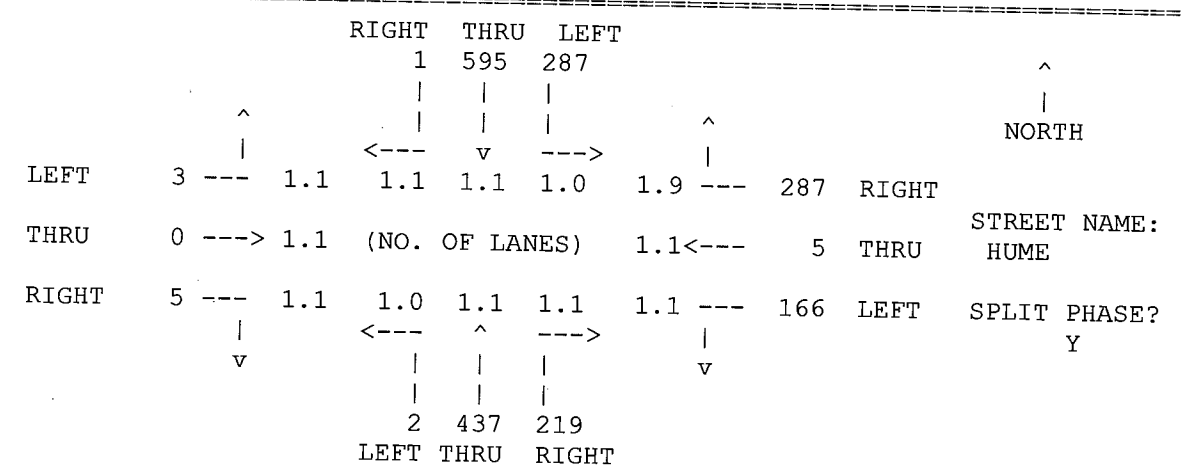
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.65
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.75
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 22 (79) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 5:00-6:00 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	219	1500	0.1460	
	THRU (T)	437	437	1500	0.2913	
	LEFT (L)	2	2	1500	0.0013	
	T + R		656	1500	0.4373	0.4373
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	595	595	1500	0.3967	
	LEFT (L)	287	287	1500	0.1913	
	T + R		596	1500	0.3973	0.3973
EB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	3	3	1500	0.0020	
	T + R		5	1500	0.0033	
	T + L		3	1500	0.0020	
	T + R + L		8	1500	0.0053	0.0053
WB	RIGHT (R)	287	287	1650	0.1739	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	166	166	1500	0.1107	
	T + L		171	1500	0.1140	0.1140

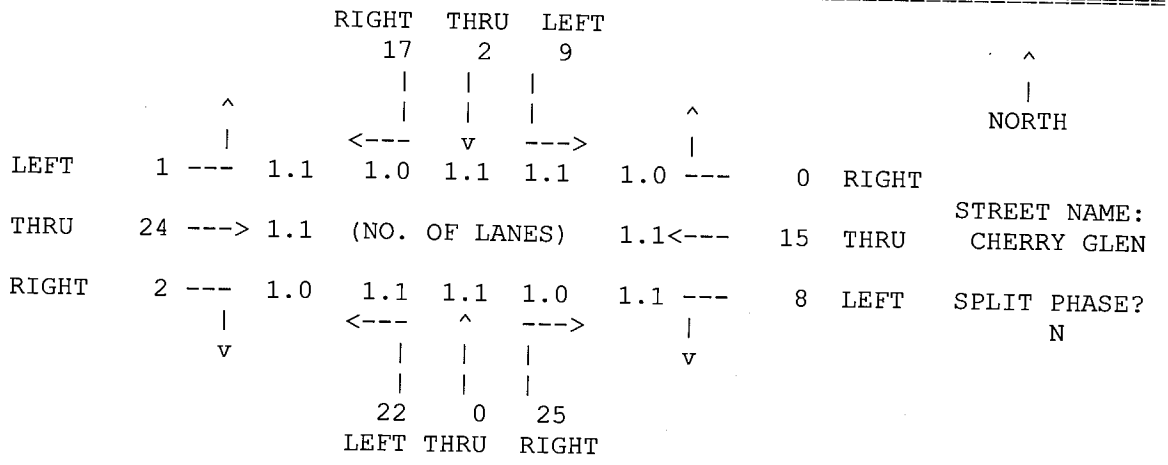
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.95
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 23 (83) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: 2/27/08 PM PK HR 4-6 PEAK HOUR: 4:15-5:15 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

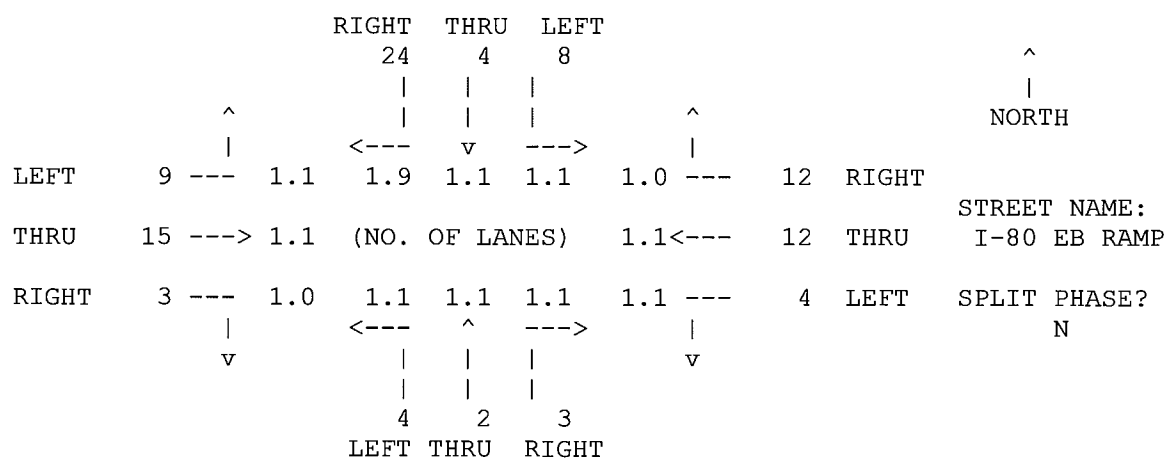
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	22	22	1500	0.0147	0.0147
	T + L		22	1500	0.0147	
SB	RIGHT (R)	17	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	
	T + L		11	1500	0.0073	0.0073
EB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	1	1	1500	0.0007	
	T + L		25	1500	0.0167	0.0167
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	15	15	1500	0.0100	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + L		23	1500	0.0153	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.04
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.14
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 24 (84) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: 1/30/08 PM PEAK 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EXISTING CONDITON WITH PROJECT PM PK HR FILE VMEX.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	3	3	1500	0.0020	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	4	4	1500	0.0027	
T + R		5	1500	0.0033	
T + L		6	1500	0.0040	
T + R + L		9	1500	0.0060	0.0060
SB RIGHT (R)	24	24	1650	0.0145	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	8	8	1500	0.0053	0.0053
T + L		12	1500	0.0080	
EB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	15	15	1500	0.0100	
LEFT (L)	9	9	1500	0.0060	
T + L		24	1500	0.0160	0.0160
WB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	12	12	1500	0.0080	
LEFT (L)	4	4	1500	0.0027	0.0027
T + L		16	1500	0.0107	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.03
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.13
INTERSECTION LEVEL OF SERVICE: A

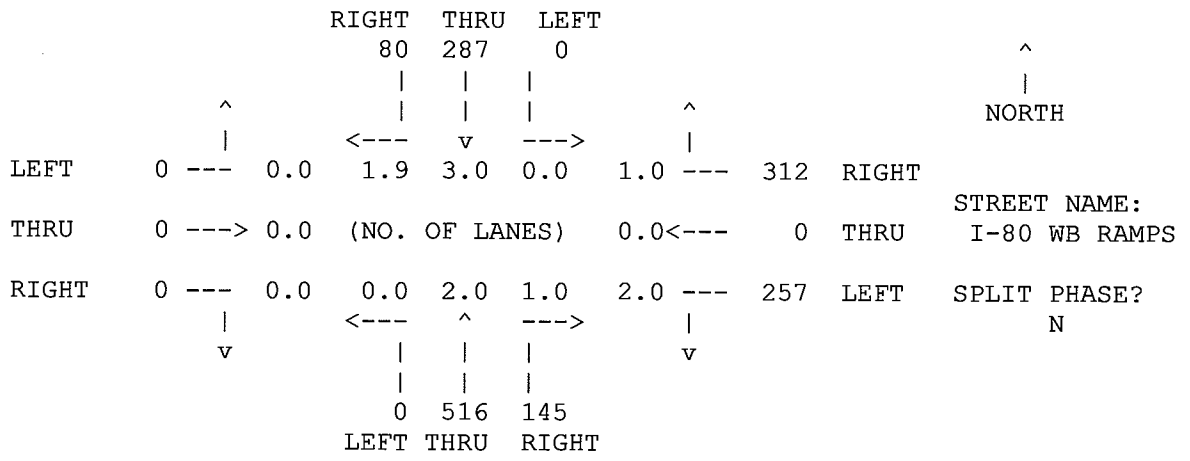
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI

INTERSECTION STUDY	CITY#	N-S STREET	E-W STREET	V/C	LOS
1	6	LEISURE TOWN	I-80 WB RAMPS	0.41	A
2	7	LEISURE TOWN	I-80 EB RAMPS	0.35	A
3	8	LEISURE TOWN	ORANGE DRIVE	0.44	A
4	9	LEISURE TOWN	SEQUOIA DR.	0.58	A
5	11	LEISURE TOWN	ELMIRA ROAD	0.62	B
6	13	LEISURE TOWN	ALAMO/FRY	0.52	A
7	14	VANDEN	LEISURE TOWN	0.51	A
8	15	VANDEN	ALAMO	0.51	A
9	16	NUT TREE RD.	ALAMO DR.	0.78	C
10	19	PEABODY RD.	ALAMO DR.	0.63	B
11	22	DAVIS ST.	ALAMO DR.	0.87	D
12	23	ALAMO DR.	MARSHALL RD.	0.65	B
13	25	ALAMO DR.	I-80 EB RAMPS	0.68	B
14	26	ALAMO DRIVE	MERCHANT STRE	0.80	C
15	31	PEABODY RD.	ELMIRA RD.	0.59	A
16	35	NUT TREE RD.	ELMIRA RD.	0.51	A
17	54	NUT TREE RD.	ULATIS DRIVE	0.51	A
18	68	PEABODY RD.	CSP - SOLANO	0.57	A
19	69	PEABODY RD.	FOXBORO PKWY.	0.53	A
20	71	PEABODY	CALIFORNIA	0.41	A
21	76	PEABODY RD.	CLIFFSIDE DR.	0.59	A
22	79	DAVIS	HUME	0.85	D
23	83	I-80 WB	CHERRY GLEN	0.12	A
24	84	CHERRY GLENN	I-80 EB RAMP	0.12	A

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 1 (6) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	145	0 *	1500	0.0000	
	THRU (T)	516	516	3300	0.1564	0.1564
SB	RIGHT (R)	80	80	1650	0.0485	
	THRU (T)	287	287	4950	0.0580	
WB	RIGHT (R)	312	232 *	1500	0.1547	0.1547
	LEFT (L)	257	257	2700	0.0952	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

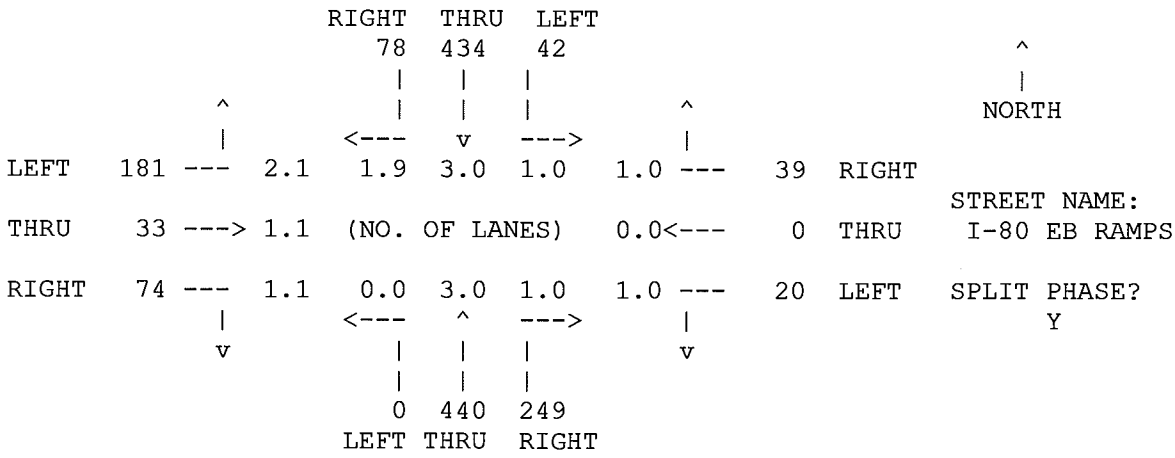
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 2 (7) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	249	159 *	1500	0.1060	0.1060
	THRU (T)	440	440	4950	0.0889	
SB	RIGHT (R)	78	78	1650	0.0473	
	THRU (T)	434	434	4950	0.0877	
	LEFT (L)	42	42	1500	0.0280	0.0280
EB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	33	33	1500	0.0220	
	LEFT (L)	181	181	2700	0.0670	
	T + R		107	1500	0.0713	
	T + L		214	2700	0.0793	
	T + R + L		288	2700	0.1067	0.1067
WB	RIGHT (R)	39	0 *	1500	0.0000	
	LEFT (L)	20	20	1500	0.0133	0.0133

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.25
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

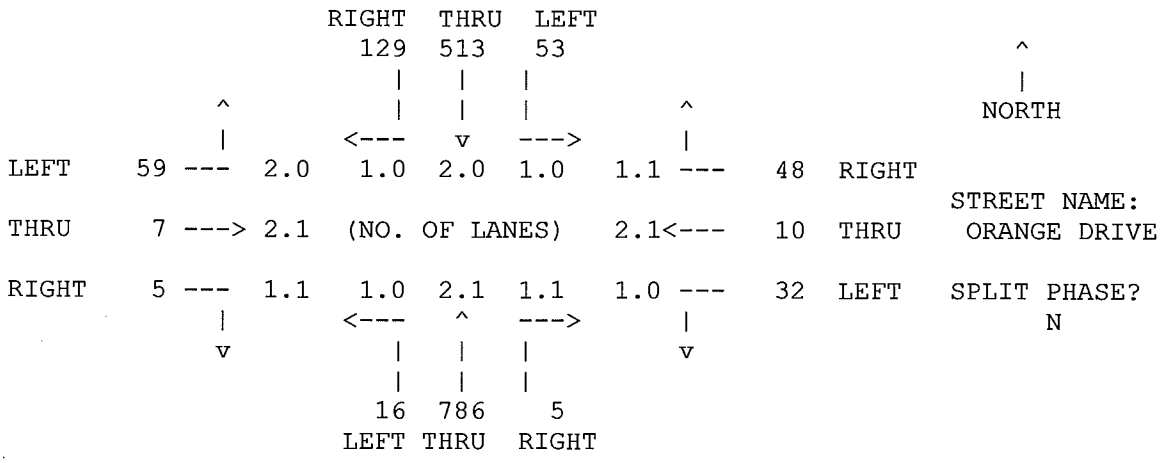
TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 3 (8) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	786	786	3150	0.2495	
	LEFT (L)	16	16	1500	0.0107	
	T + R		791	3150	0.2511	0.2511
SB	RIGHT (R)	129	33 *	1500	0.0220	
	THRU (T)	513	513	3300	0.1555	
	LEFT (L)	53	53	1500	0.0353	0.0353
EB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	7	7	3150	0.0022	
	LEFT (L)	59	59	2700	0.0219	0.0219
	T + R		12	3150	0.0038	
WB	RIGHT (R)	48	48	1500	0.0320	0.0320
	THRU (T)	10	10	3150	0.0032	
	LEFT (L)	32	32	1500	0.0213	
	T + R		58	3150	0.0184	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

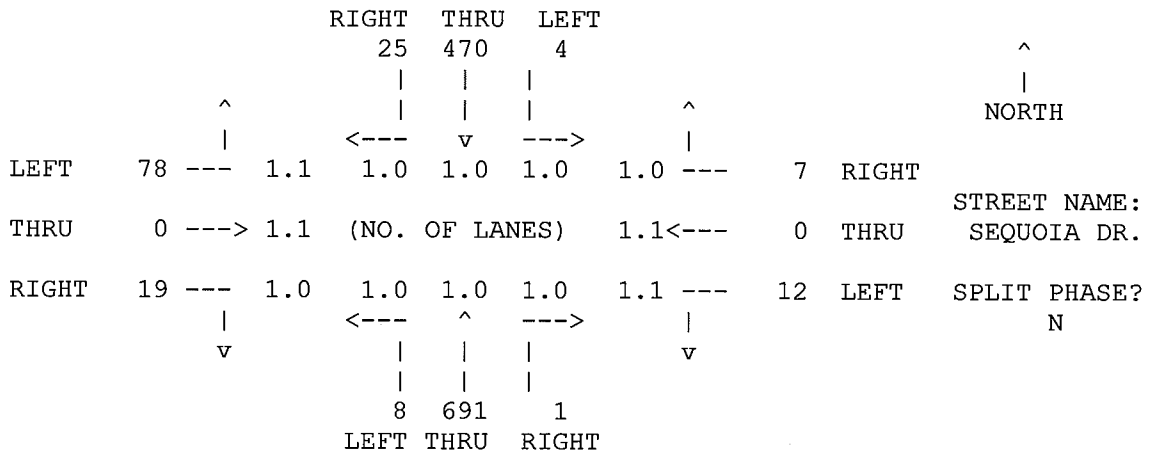
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 4 (9) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR: 7:10-8:10 AM
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	691	691	1650	0.4188	0.4188
	LEFT (L)	8	8	1500	0.0053	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	470	470	1650	0.2848	
	LEFT (L)	4	4	1500	0.0027	0.0027
EB	RIGHT (R)	19	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	78	78	1500	0.0520	0.0520
	T + L		78	1500	0.0520	
WB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	12	12	1500	0.0080	
	T + L		12	1500	0.0080	0.0080

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

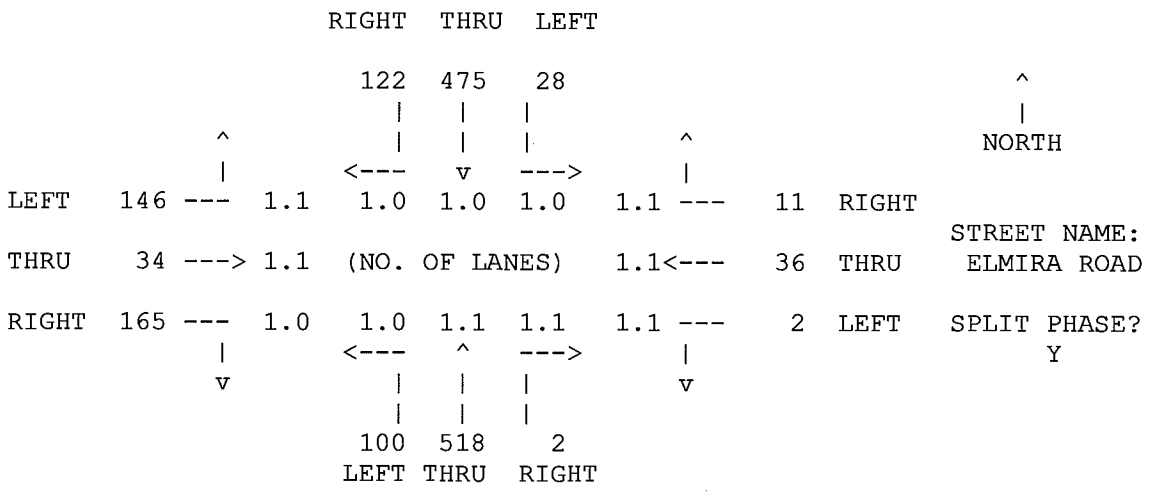
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 5 (11) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	518	518	1500	0.3453	
LEFT (L)	100	100	1500	0.0667	
T + R		520	1500	0.3467	0.3467
SB RIGHT (R)	122	0 *	1500	0.0000	
THRU (T)	475	475	1650	0.2879	
LEFT (L)	28	28	1500	0.0187	0.0187
EB RIGHT (R)	165	35 *	1500	0.0233	
THRU (T)	34	34	1500	0.0227	
LEFT (L)	146	146	1500	0.0973	
T + L		180	1500	0.1200	0.1200
WB RIGHT (R)	11	11	1500	0.0073	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	2	2	1500	0.0013	
T + R		47	1500	0.0313	
T + L		38	1500	0.0253	
T + R + L		49	1500	0.0327	0.0327

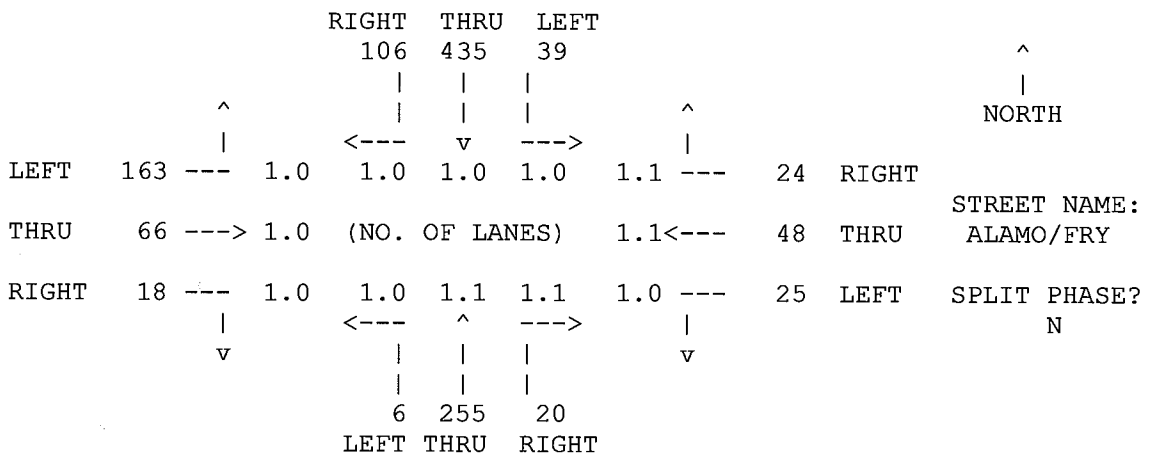
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 6 (13) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	20	20	1500	0.0133	
THRU (T)	255	255	1500	0.1700	
LEFT (L)	6	6	1500	0.0040	0.0040
T + R		275	1500	0.1833	
SB RIGHT (R)	106	0 *	1500	0.0000	
THRU (T)	435	435	1650	0.2636	0.2636
LEFT (L)	39	39	1500	0.0260	
EB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	66	66	1650	0.0400	
LEFT (L)	163	163	1500	0.1087	0.1087
WB RIGHT (R)	24	24	1500	0.0160	
THRU (T)	48	48	1500	0.0320	
LEFT (L)	25	25	1500	0.0167	
T + R		72	1500	0.0480	0.0480

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.42
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

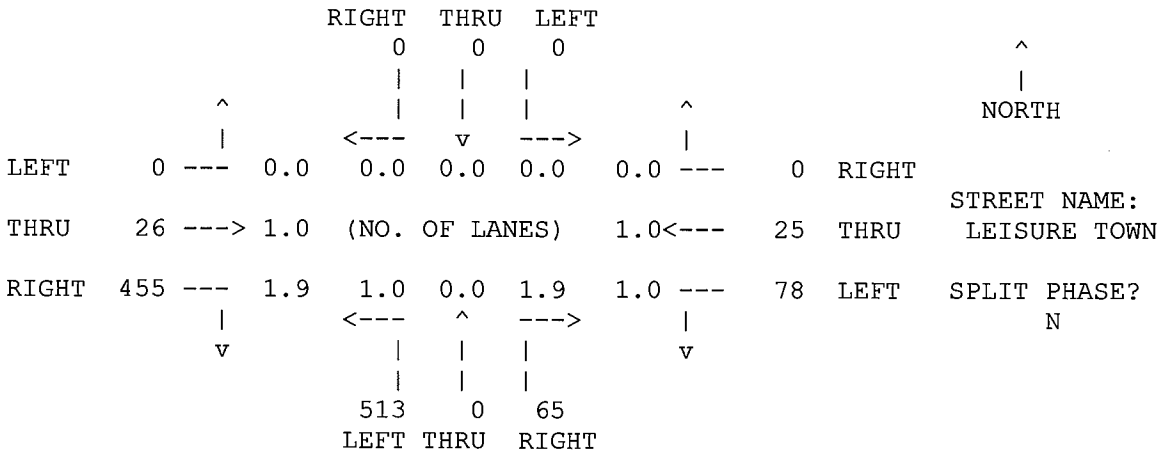
TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 7 (14) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 7:20-8:20 AM
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEXWP.V



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	65	65	1650	0.0394	
LEFT (L)	513	513	1500	0.3420	0.3420
EB RIGHT (R)	455	455	1650	0.2758	
THRU (T)	26	26	1650	0.0158	0.0158
WB THRU (T)	25	25	1650	0.0152	
LEFT (L)	78	78	1500	0.0520	0.0520

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

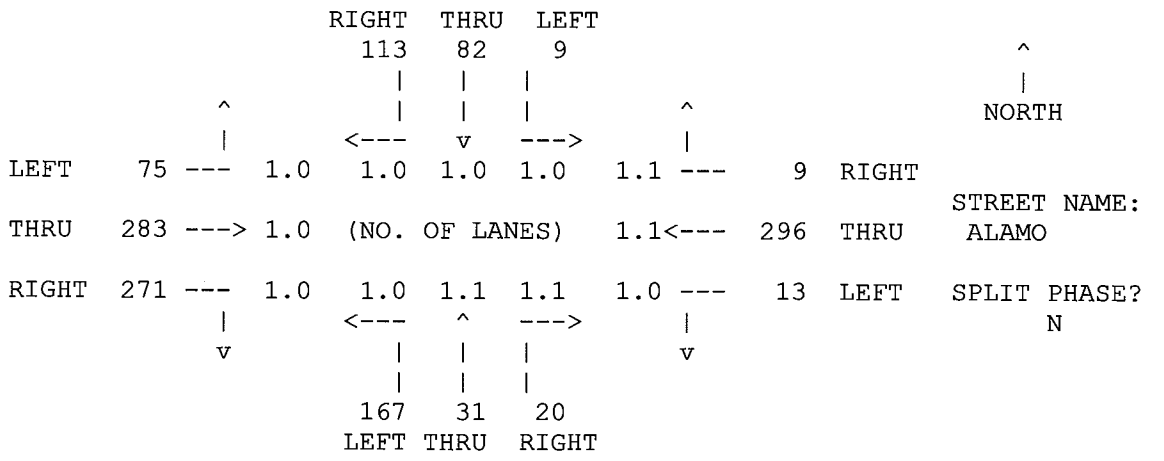
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 8 (15) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	167	167	1500	0.1113	0.1113
	T + R		51	1500	0.0340	
SB	RIGHT (R)	113	0 *	1500	0.0000	
	THRU (T)	82	82	1650	0.0497	0.0497
	LEFT (L)	9	9	1500	0.0060	
EB	RIGHT (R)	271	108 *	1500	0.0720	
	THRU (T)	283	283	1650	0.1715	
	LEFT (L)	75	75	1500	0.0500	0.0500
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	296	296	1500	0.1973	
	LEFT (L)	13	13	1500	0.0087	
	T + R		305	1500	0.2033	0.2033

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

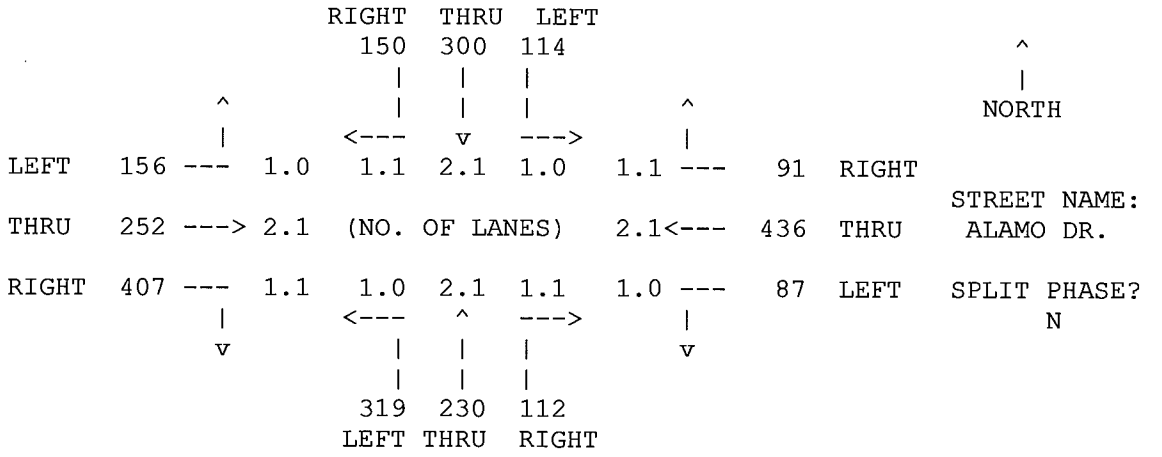
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 9 (16) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	112	112	1500	0.0747	
	THRU (T)	230	230	3150	0.0730	
	LEFT (L)	319	319	1500	0.2127	0.2127
	T + R		342	3150	0.1086	
SB	RIGHT (R)	150	150	1500	0.1000	
	THRU (T)	300	300	3150	0.0952	
	LEFT (L)	114	114	1500	0.0760	
	T + R		450	3150	0.1429	0.1429
EB	RIGHT (R)	407	407	1500	0.2713	0.2713
	THRU (T)	252	252	3150	0.0800	
	LEFT (L)	156	156	1500	0.1040	
	T + R		659	3150	0.2092	
WB	RIGHT (R)	91	91	1500	0.0607	
	THRU (T)	436	436	3150	0.1384	
	LEFT (L)	87	87	1500	0.0580	0.0580
	T + R		527	3150	0.1673	

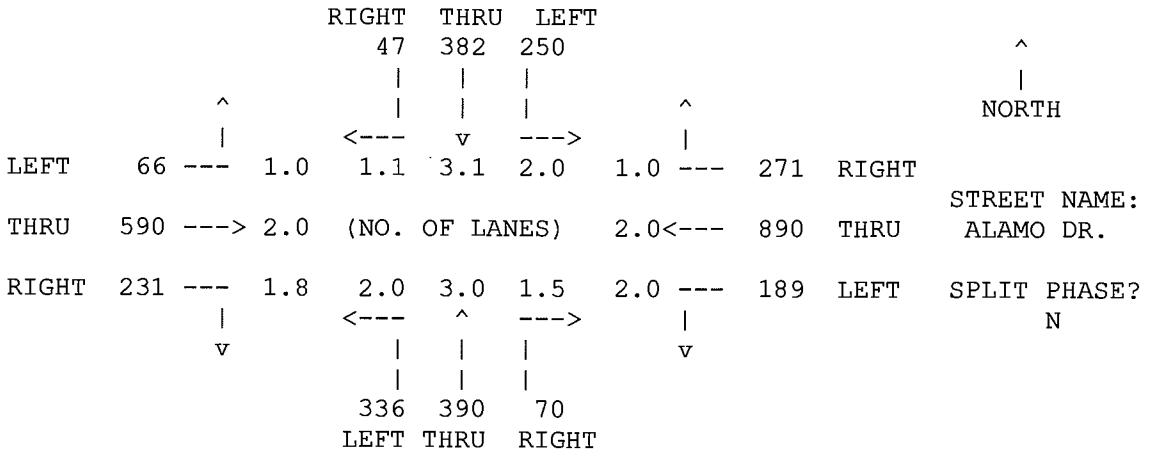
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 10 (19) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	70	0 *	1500	0.0000	
THRU (T)	390	390	4950	0.0788	
LEFT (L)	336	336	2700	0.1244	0.1244
SB RIGHT (R)	47	47	1500	0.0313	
THRU (T)	382	382	4800	0.0796	
LEFT (L)	250	250	2700	0.0926	
T + R		429	4800	0.0894	0.0894
EB RIGHT (R)	231	0 *	1500	0.0000	
THRU (T)	590	590	3300	0.1788	
LEFT (L)	66	66	1500	0.0440	0.0440
WB RIGHT (R)	271	122 *	1500	0.0813	
THRU (T)	890	890	3300	0.2697	0.2697
LEFT (L)	189	189	2700	0.0700	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 11 (22) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI

```
                      RIGHT  THRU  LEFT                              ^
                        135     0   236                               |
                         |      |     |                               |
                ^        |      |     |          ^                  NORTH
                |        |      |     |          |
                |       <---    v     --->       |
LEFT    251 ---  1.0     1.0   1.1   1.1    1.1 ---  417  RIGHT
                                                              STREET NAME:
THRU    768 ---> 2.1   (NO. OF LANES)     2.2<--- 1050  THRU   ALAMO DR.

RIGHT     0 ---  1.1     1.1   1.1   1.1    1.1 ---    0  LEFT  SPLIT PHASE?
                |       <---    ^     --->       |                    N
                v          |     |     |        v
                           |     |     |
                           0     0     0
                         LEFT  THRU  RIGHT
```

STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	135	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	236	236	1500	0.1573	0.1573
	T + L		236	1500	0.1573	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	768	768	3150	0.2438	
	LEFT (L)	251	251	1500	0.1673	0.1673
	T + R		768	3150	0.2438	
WB	RIGHT (R)	417	417	1500	0.2780	
	THRU (T)	1050	1050	3000	0.3500	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1467	3000	0.4890	0.4890
	T + L		1050	3000	0.3500	
	T + R + L		1467	3000	0.4890	

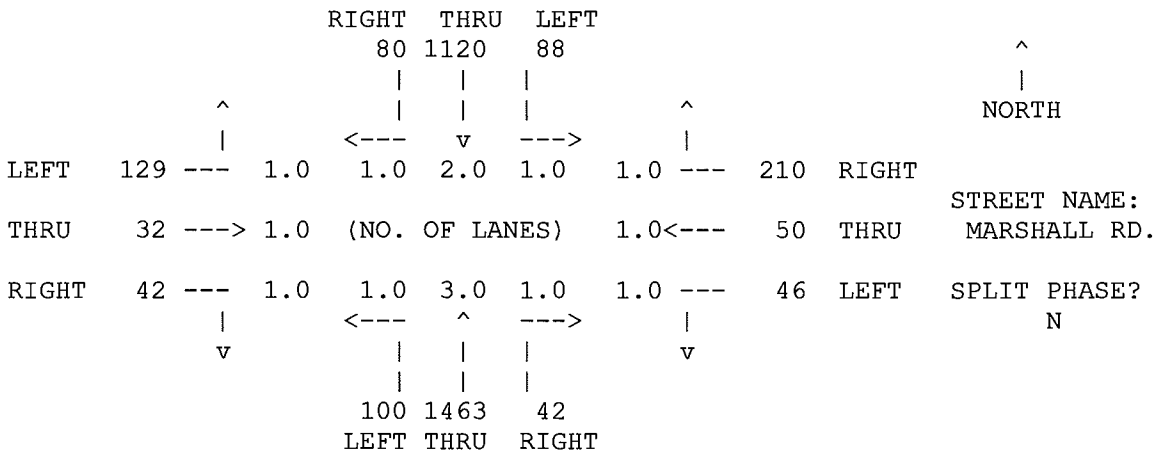
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 12 (23) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 7:00-8:00 AM
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	1463	1463	4950	0.2956	
	LEFT (L)	100	100	1500	0.0667	0.0667
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	1120	1120	3300	0.3394	0.3394
	LEFT (L)	88	88	1500	0.0587	
EB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	32	32	1650	0.0194	
	LEFT (L)	129	129	1500	0.0860	0.0860
WB	RIGHT (R)	210	86 *	1500	0.0573	0.0573
	THRU (T)	50	50	1650	0.0303	
	LEFT (L)	46	46	1500	0.0307	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

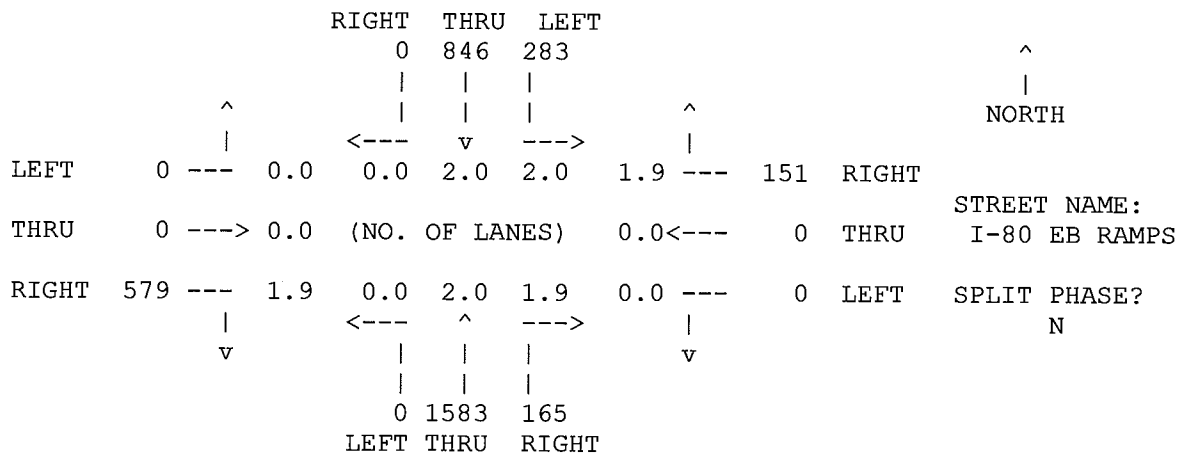
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 13 (25) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	165	165	1650	0.1000	
THRU (T)	1583	1583	3300	0.4797	0.4797
SB THRU (T)	846	846	3300	0.2564	
LEFT (L)	283	283	2700	0.1048	0.1048
EB RIGHT (R)	579	579	1650	0.3509	
WB RIGHT (R)	151	151	1650	0.0915	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

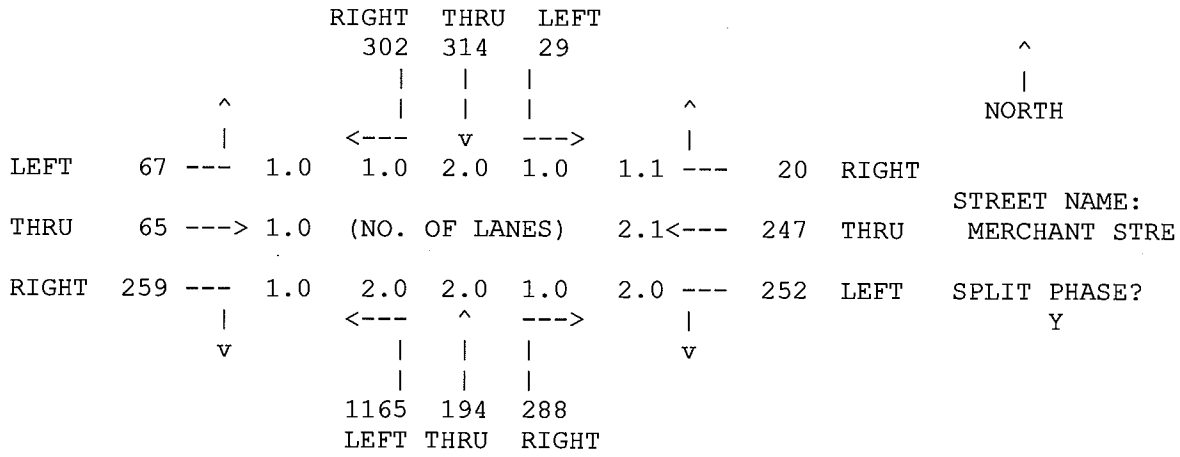
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 14 (26) ALAMO DRIVE and MERCHANT STRE VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	288	138 *	1500	0.0920	
THRU (T)	194	194	3300	0.0588	
LEFT (L)	1165	1165	2700	0.4315	0.4315
SB RIGHT (R)	302	189 *	1500	0.1260	0.1260
THRU (T)	314	314	3300	0.0952	
LEFT (L)	29	29	1500	0.0193	
EB RIGHT (R)	259	0 *	1500	0.0000	
THRU (T)	65	65	1650	0.0394	
LEFT (L)	67	67	1500	0.0447	0.0447
WB RIGHT (R)	20	20	1500	0.0133	
THRU (T)	247	247	3150	0.0784	
LEFT (L)	252	252	2700	0.0933	0.0933
T + R		267	3150	0.0848	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

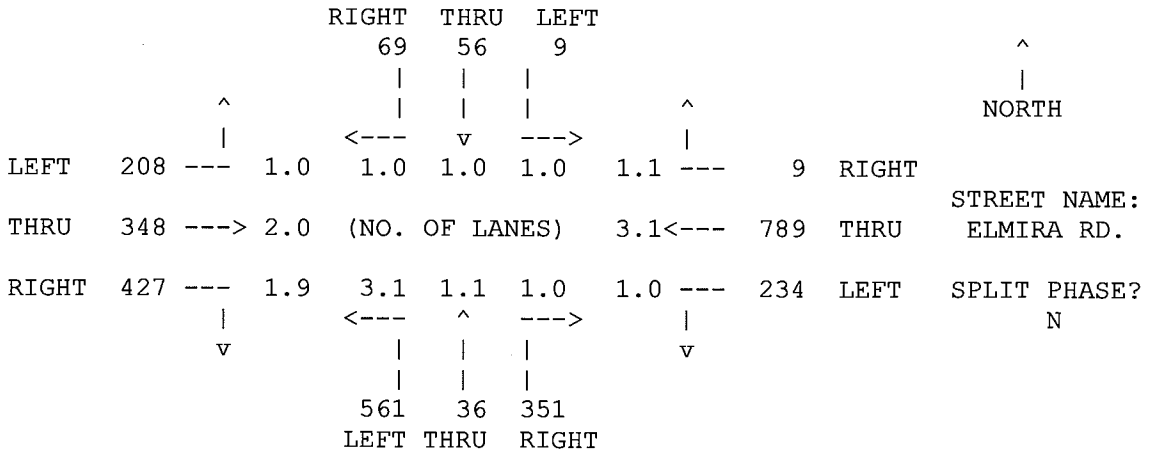
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 15 (31) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	351	154 *	1500	0.1027	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	561	561	3900	0.1438	
	T + L		597	3900	0.1531	0.1531
SB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	56	56	1650	0.0339	0.0339
	LEFT (L)	9	9	1500	0.0060	
EB	RIGHT (R)	427	427	1650	0.2588	
	THRU (T)	348	348	3300	0.1055	
	LEFT (L)	208	208	1500	0.1387	0.1387
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	789	789	4800	0.1644	
	LEFT (L)	234	234	1500	0.1560	
	T + R		798	4800	0.1663	0.1663

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

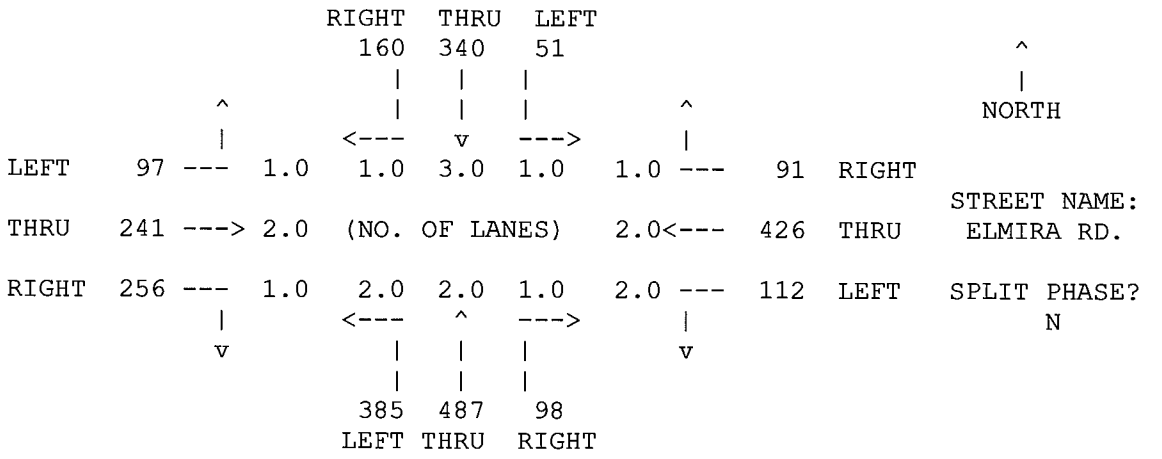
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 16 (35) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 -9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	98	0 *	1500	0.0000	
THRU (T)	487	487	3300	0.1476	
LEFT (L)	385	385	2700	0.1426	0.1426
SB RIGHT (R)	160	32 *	1500	0.0213	
THRU (T)	340	340	4950	0.0687	0.0687
LEFT (L)	51	51	1500	0.0340	
EB RIGHT (R)	256	69 *	1500	0.0460	
THRU (T)	241	241	3300	0.0730	
LEFT (L)	97	97	1500	0.0647	0.0647
WB RIGHT (R)	91	0 *	1500	0.0000	
THRU (T)	426	426	3300	0.1291	0.1291
LEFT (L)	112	112	2700	0.0415	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

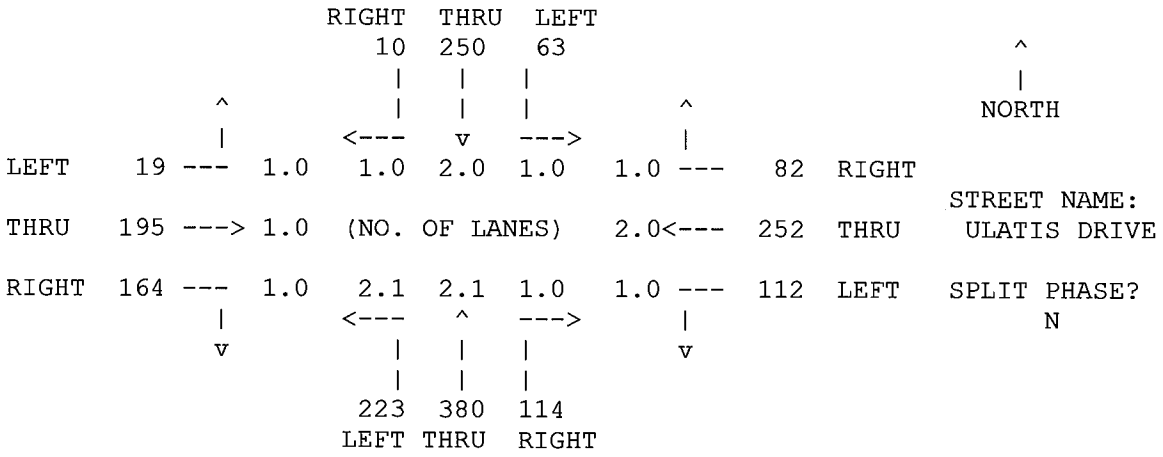
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 17 (54) NUT TREE RD. and ULATIS DRIVE VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	114	0 *	1500	0.0000	
THRU (T)	380	380	3150	0.1206	
LEFT (L)	223	223	2700	0.0826	
T + L		603	4350	0.1386	0.1386
SB RIGHT (R)	10	0 *	1500	0.0000	
THRU (T)	250	250	3300	0.0758	0.0758
LEFT (L)	63	63	1500	0.0420	
EB RIGHT (R)	164	22 *	1500	0.0147	
THRU (T)	195	195	1650	0.1182	0.1182
LEFT (L)	19	19	1500	0.0127	
WB RIGHT (R)	82	0 *	1500	0.0000	
THRU (T)	252	252	3300	0.0764	
LEFT (L)	112	112	1500	0.0747	0.0747

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

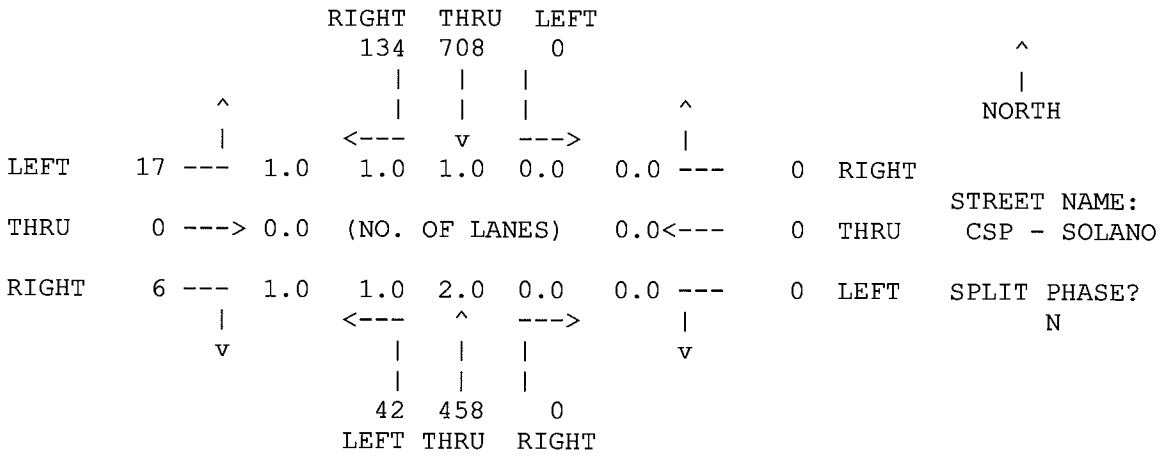
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 18 (68) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	458	458	3300	0.1388	
LEFT (L)	42	42	1500	0.0280	0.0280
SB RIGHT (R)	134	46 *	1500	0.0307	
THRU (T)	708	708	1650	0.4291	0.4291
EB RIGHT (R)	6	0 *	1500	0.0000	
LEFT (L)	17	17	1500	0.0113	0.0113

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

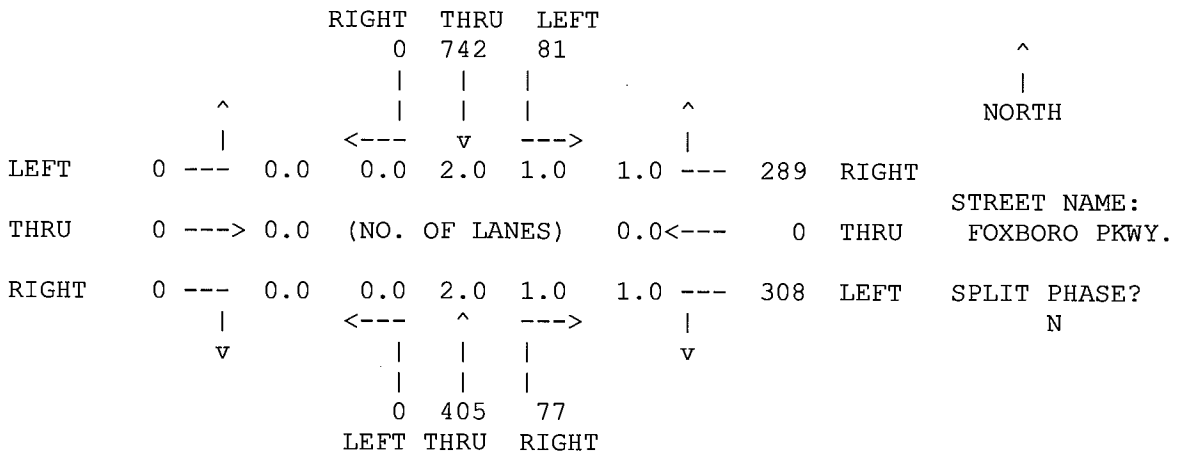
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 19 (69) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	77	0 *	1500	0.0000	
THRU (T)	405	405	3300	0.1227	
SB THRU (T)	742	742	3300	0.2248	0.2248
LEFT (L)	81	81	1500	0.0540	
WB RIGHT (R)	289	169 *	1500	0.1127	
LEFT (L)	308	308	1500	0.2053	0.2053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.43
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

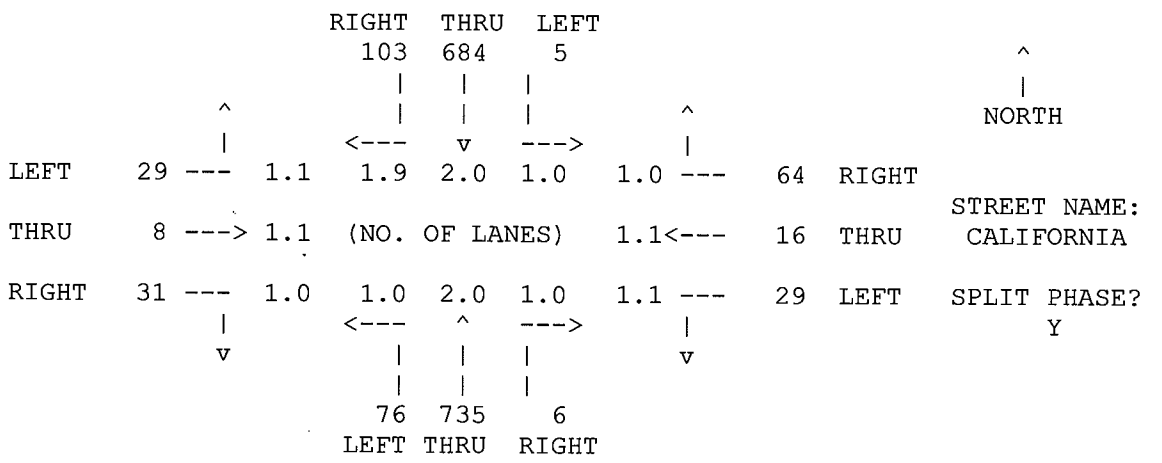
TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 20 (71) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	735	735	3300	0.2227	
LEFT (L)	76	76	1500	0.0507	0.0507
SB RIGHT (R)	103	103	1650	0.0624	
THRU (T)	684	684	3300	0.2073	0.2073
LEFT (L)	5	5	1500	0.0033	
EB RIGHT (R)	31	0 *	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	29	29	1500	0.0193	
T + L		37	1500	0.0247	0.0247
WB RIGHT (R)	64	0 *	1500	0.0000	
THRU (T)	16	16	1500	0.0107	
LEFT (L)	29	29	1500	0.0193	
T + L		45	1500	0.0300	0.0300

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

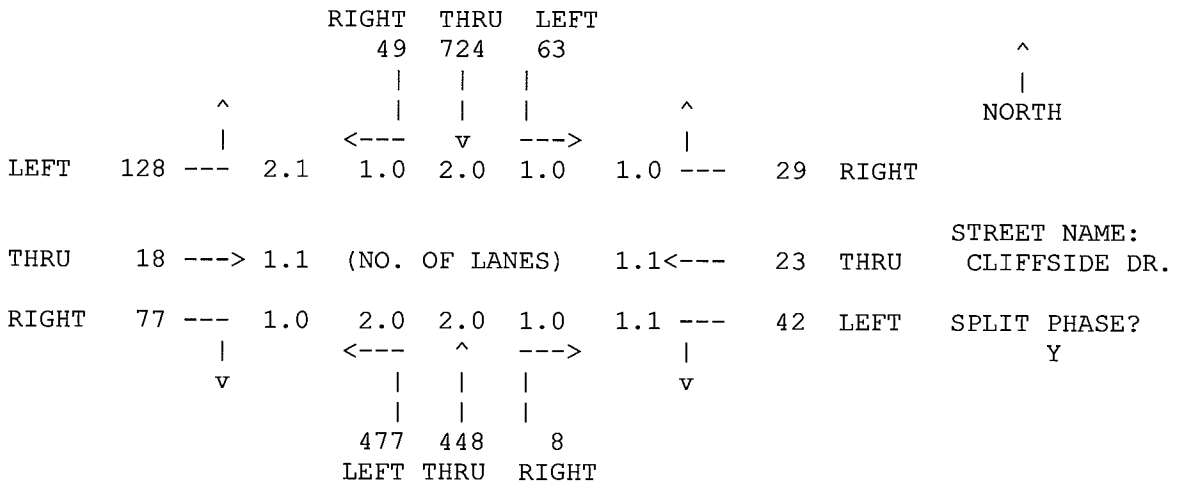
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 21 (76) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	448	448	3300	0.1358	
	LEFT (L)	477	477	2700	0.1767	0.1767
SB	RIGHT (R)	49	0 *	1500	0.0000	
	THRU (T)	724	724	3300	0.2194	0.2194
	LEFT (L)	63	63	1500	0.0420	
EB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	18	18	1500	0.0120	
	LEFT (L)	128	128	2700	0.0474	
	T + L		146	2700	0.0541	0.0541
WB	RIGHT (R)	29	0 *	1500	0.0000	
	THRU (T)	23	23	1500	0.0153	
	LEFT (L)	42	42	1500	0.0280	
	T + L		65	1500	0.0433	0.0433

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

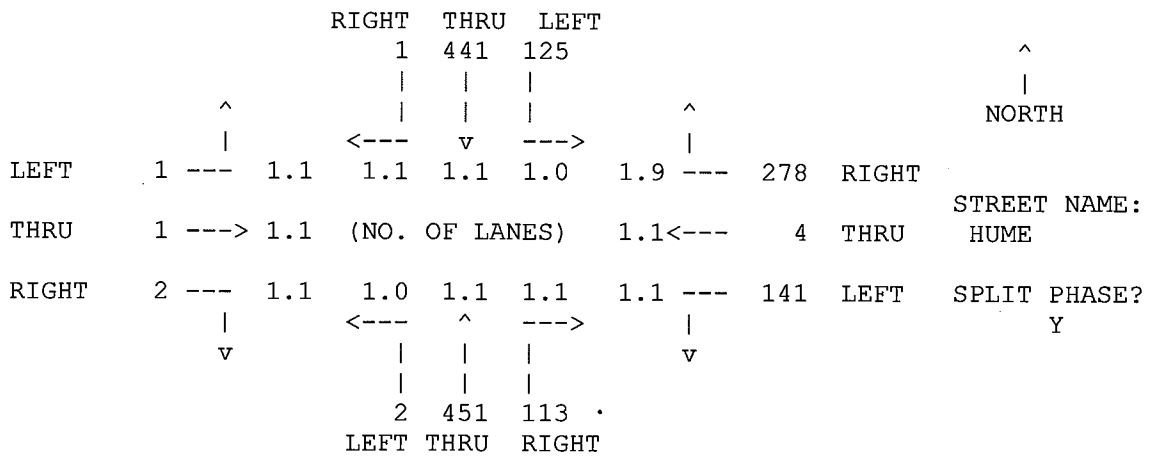
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 22 (79) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	113	113	1500	0.0753	
THRU (T)	451	451	1500	0.3007	
LEFT (L)	2	2	1500	0.0013	
T + R		564	1500	0.3760	0.3760
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	441	441	1500	0.2940	
LEFT (L)	125	125	1500	0.0833	
T + R		442	1500	0.2947	0.2947
EB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	1	1	1500	0.0007	
T + R		3	1500	0.0020	
T + L		2	1500	0.0013	
T + R + L		4	1500	0.0027	0.0027
WB RIGHT (R)	278	278	1650	0.1685	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	141	141	1500	0.0940	
T + L		145	1500	0.0967	0.0967

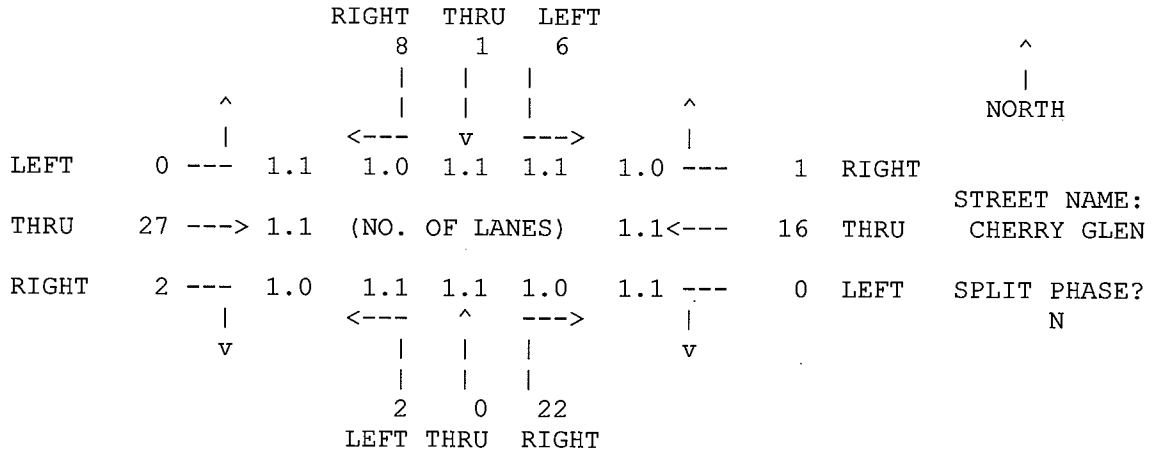
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 23 (83) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	22	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013
T + L		2	1500	0.0013	
SB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	6	6	1500	0.0040	
T + L		7	1500	0.0047	0.0047
EB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	27	27	1500	0.0180	0.0180
LEFT (L)	0	0	1500	0.0000	
T + L		27	1500	0.0180	
WB RIGHT (R)	1	0 *	1500	0.0000	
THRU (T)	16	16	1500	0.0107	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		16	1500	0.0107	

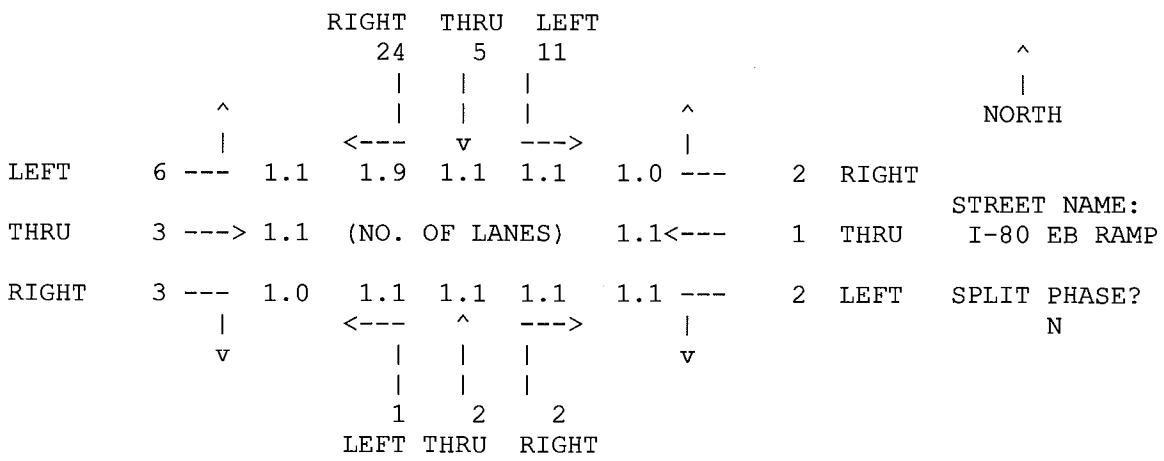
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/4/11

INTERSECTION 24 (84) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: EX+MODEL 7 - 9:00 AM PEAK HOUR:
CONDITION : EXISTING + PROJECT WO FB AM PEAK HOUR FILE VMEX.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	1	1	1500	0.0007	0.0007
T + R		4	1500	0.0027	
T + L		3	1500	0.0020	
T + R + L		5	1500	0.0033	
SB RIGHT (R)	24	24	1650	0.0145	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	11	11	1500	0.0073	
T + L		16	1500	0.0107	0.0107
EB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	3	3	1500	0.0020	
LEFT (L)	6	6	1500	0.0040	
T + L		9	1500	0.0060	0.0060
WB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	2	2	1500	0.0013	0.0013
T + L		3	1500	0.0020	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

INTERSECTION STUDY	CITY#	N-S STREET	E-W STREET	V/C	LOS
1	6	LEISURE TOWN	I-80 WB RAMPS	0.43	A
2	7	LEISURE TOWN	I-80 EB RAMPS	0.38	A
3	8	LEISURE TOWN	ORANGE DRIVE	0.45	A
4	9	LEISURE TOWN	SEQUOIA DR.	0.62	B
5	11	LEISURE TOWN	ELMIRA ROAD	0.73	C
6	13	LEISURE TOWN	ALAMO/FRY	0.58	A
7	14	VANDEN	LEISURE TOWN	0.59	A
8	15	VANDEN	ALAMO	0.66	B
9	16	NUT TREE RD.	ALAMO DR.	0.78	C
10	19	PEABODY RD.	ALAMO DR.	0.68	B
11	22	DAVIS ST.	ALAMO DR.	0.66	B
12	23	ALAMO DR.	MARSHALL RD.	0.69	B
13	25	ALAMO DR.	I-80 EB RAMPS	0.51	A
14	26	ALAMO DRIVE	MERCHANT STRE	0.61	B
15	31	PEABODY RD.	ELMIRA RD.	0.84	D
16	35	NUT TREE RD.	ELMIRA RD.	0.61	B
17	54	NUT TREE RD.	ULATIS DR.	0.74	C
18	68	PEABODY RD.	CSP - SOLANO	0.78	C
19	69	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	71	PEABODY	CALIFORNIA	0.50	A
21	76	PEABODY RD.	CLIFFSIDE DR.	0.75	C
22	79	DAVIS	HUME	0.95	E
23	83	I-80 WB	CHERRY GLEN	0.14	A
24	84	CHERRY GLENN	I-80 EB RAMP	0.13	A

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 1 (6) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

```
                    RIGHT  THRU  LEFT
                      256   576    0                          ^
                       |     |     |                          |
                  ^    |     |     |          ^              NORTH
                  |    |     |     |          |
                  |   <---   v     --->       |
LEFT      0 ---  0.0   1.9   3.0   0.0   1.0 ---  132  RIGHT
                                                        STREET NAME:
THRU      0 ---> 0.0  (NO. OF LANES)    0.0<---    0  THRU    I-80 WB RAMPS

RIGHT     0 ---  0.0   0.0   2.0   1.0   2.0 ---  483  LEFT   SPLIT PHASE?
                  |    <---    ^    --->       |                    N
                  v          |     |     |     v
                             |     |     |
                             |     |     |
                             0   511   106
                           LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	106	0 *	1500	0.0000	
THRU (T)	511	511	3300	0.1548	0.1548
SB RIGHT (R)	256	256	1650	0.1552	
THRU (T)	576	576	4950	0.1164	
WB RIGHT (R)	132	52 *	1500	0.0347	
LEFT (L)	483	483	2700	0.1789	0.1789

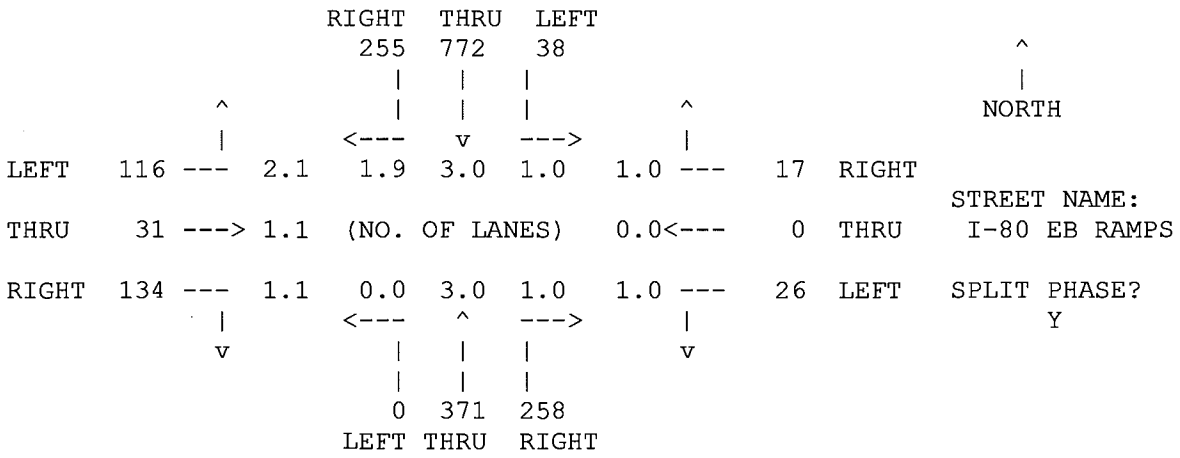
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.33
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.43
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 2 (7) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	258	165 *	1500	0.1100	
	THRU (T)	371	371	4950	0.0749	
SB	RIGHT (R)	255	255	1650	0.1545	
	THRU (T)	772	772	4950	0.1560	0.1560
	LEFT (L)	38	38	1500	0.0253	
EB	RIGHT (R)	134	134	1500	0.0893	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	116	116	2700	0.0430	
	T + R		165	1500	0.1100	0.1100
	T + L		147	2700	0.0544	
	T + R + L		281	2700	0.1041	
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	26	26	1500	0.0173	0.0173

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.28
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

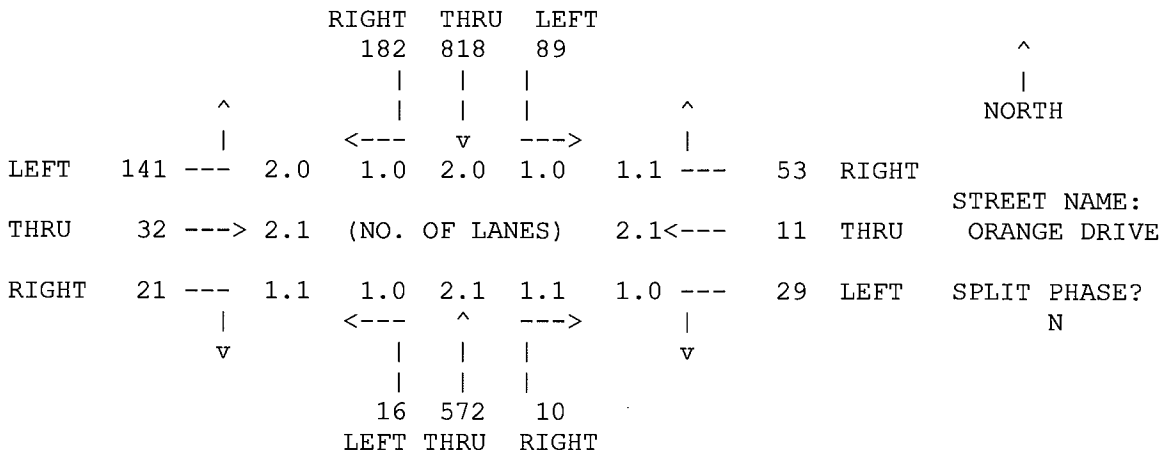
TOTAL VOLUME-TO-CAPACITY RATIO: 0.38
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 3 (8) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	572	572	3150	0.1816	
	LEFT (L)	16	16	1500	0.0107	0.0107
	T + R		582	3150	0.1848	
SB	RIGHT (R)	182	63 *	1500	0.0420	
	THRU (T)	818	818	3300	0.2479	0.2479
	LEFT (L)	89	89	1500	0.0593	
EB	RIGHT (R)	21	21	1500	0.0140	
	THRU (T)	32	32	3150	0.0102	
	LEFT (L)	141	141	2700	0.0522	0.0522
	T + R		53	3150	0.0168	
WB	RIGHT (R)	53	53	1500	0.0353	0.0353
	THRU (T)	11	11	3150	0.0035	
	LEFT (L)	29	29	1500	0.0193	
	T + R		64	3150	0.0203	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 4 (9) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

```
                    RIGHT  THRU  LEFT
                      69   780    7                          ^
                       |    |    |                           |
             ^         |    |    |         ^                NORTH
             |       <---    v   --->       |
LEFT    54 ---  1.1   1.0  1.0  1.0   1.0 ---    6  RIGHT
                                                   STREET NAME:
THRU     0 ---> 1.1  (NO. OF LANES)    1.1<---    1  THRU    SEQUOIA DR.

RIGHT   28 ---  1.0   1.0  1.0  1.0   1.1 ---    3  LEFT    SPLIT PHASE?
             |       <---    ^   --->       |                    N
             v          |    |    |         v
                        |    |    |
                       20  593    4
                      LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	4	0 *	1500	0.0000	
THRU (T)	593	593	1650	0.3594	
LEFT (L)	20	20	1500	0.0133	0.0133
SB RIGHT (R)	69	0 *	1500	0.0000	
THRU (T)	780	780	1650	0.4727	0.4727
LEFT (L)	7	7	1500	0.0047	
EB RIGHT (R)	28	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	54	54	1500	0.0360	0.0360
T + L		54	1500	0.0360	
WB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	3	3	1500	0.0020	
T + L		4	1500	0.0027	0.0027

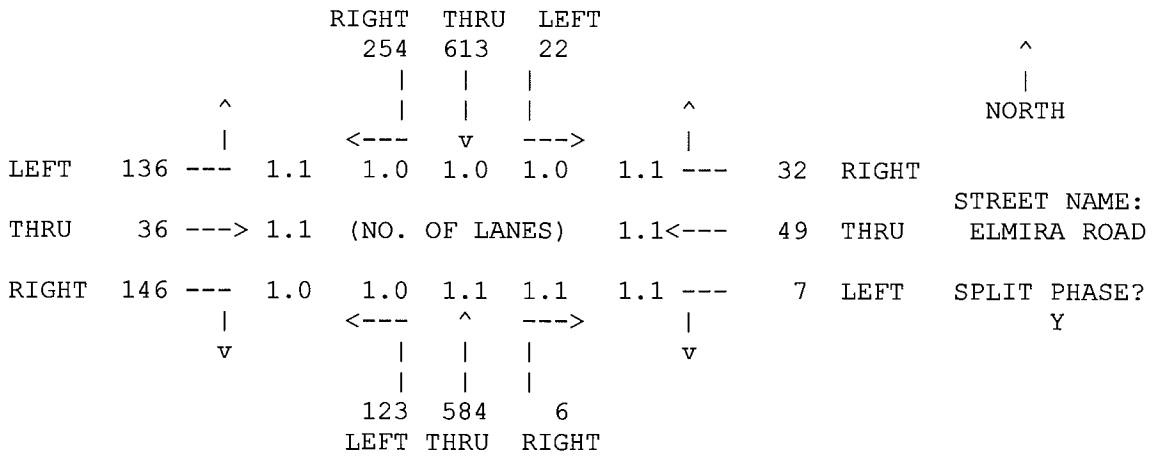
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 5 (11) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:35-5:35 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	584	584	1500	0.3893	
	LEFT (L)	123	123	1500	0.0820	0.0820
	T + R		590	1500	0.3933	
SB	RIGHT (R)	254	106 *	1500	0.0707	
	THRU (T)	613	613	1650	0.3715	0.3715
	LEFT (L)	22	22	1500	0.0147	
EB	RIGHT (R)	146	5 *	1500	0.0033	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	136	136	1500	0.0907	
	T + L		172	1500	0.1147	0.1147
WB	RIGHT (R)	32	32	1500	0.0213	
	THRU (T)	49	49	1500	0.0327	
	LEFT (L)	7	7	1500	0.0047	
	T + R		81	1500	0.0540	
	T + L		56	1500	0.0373	
	T + R + L		88	1500	0.0587	0.0587

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 6 (13) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:55 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

```
                    RIGHT  THRU  LEFT
                      243   278    35                          ^
                       |     |     |                           |
                ^      |     |     |      ^                  NORTH
                |     <---   v    --->     |
LEFT   132 ---  1.0   1.0   1.0   1.0   1.1 ---   26  RIGHT
                                                          STREET NAME:
THRU    44 ---> 1.0  (NO. OF LANES)          1.1<---   73  THRU    ALAMO/FRY

RIGHT  11 ---  1.0   1.0   1.1   1.1   1.0 ---   23  LEFT   SPLIT PHASE?
               |     <---   ^    --->     |                        N
               v           |     |       v
                           |     |
                          18   425   26
                         LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	26	26	1500	0.0173	
THRU (T)	425	425	1500	0.2833	
LEFT (L)	18	18	1500	0.0120	
T + R		451	1500	0.3007	0.3007
SB RIGHT (R)	243	97 *	1500	0.0647	
THRU (T)	278	278	1650	0.1685	
LEFT (L)	35	35	1500	0.0233	0.0233
EB RIGHT (R)	11	0 *	1500	0.0000	
THRU (T)	44	44	1650	0.0267	
LEFT (L)	132	132	1500	0.0880	0.0880
WB RIGHT (R)	26	26	1500	0.0173	
THRU (T)	73	73	1500	0.0487	
LEFT (L)	23	23	1500	0.0153	
T + R		99	1500	0.0660	0.0660

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 7 (14) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEXREV.

```
                    RIGHT  THRU  LEFT
                      0     0     0                          ^
                      |     |     |                          |
            ^         |     |     |          ^             NORTH
            |       <---    v    --->        |
LEFT     0 ---  0.0   0.0   0.0   0.0   0.0 ---    0  RIGHT
                                                   STREET NAME:
THRU    15 ---> 1.0  (NO. OF LANES)    1.0<---   25  THRU    LEISURE TOWN

RIGHT  167 ---  1.9   1.0   0.0   1.9   1.0 ---  158  LEFT   SPLIT PHASE?
            |       <---    ^    --->        |                    N
            v         |     |     |          v
                      |     |     |
                     556    0    434
                    LEFT  THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	434	434	1650	0.2630	
LEFT (L)	556	556	1500	0.3707	0.3707
EB RIGHT (R)	167	167	1650	0.1012	
THRU (T)	15	15	1650	0.0091	0.0091
WB THRU (T)	25	25	1650	0.0152	
LEFT (L)	158	158	1500	0.1053	0.1053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

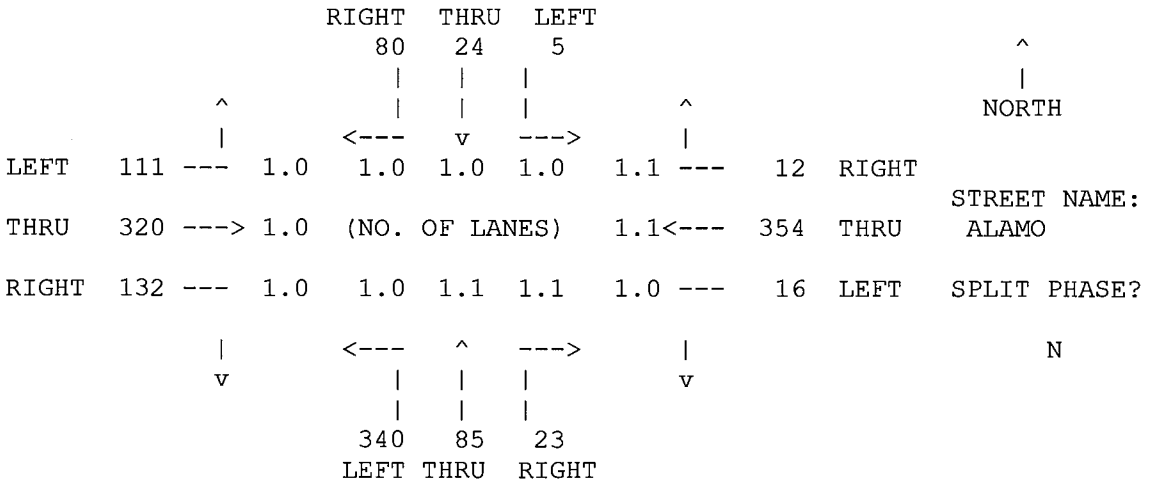
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 8 (15) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	85	85	1500	0.0567	
	LEFT (L)	340	340	1500	0.2267	0.2267
	T + R		108	1500	0.0720	
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	24	24	1650	0.0145	0.0145
	LEFT (L)	5	5	1500	0.0033	
EB	RIGHT (R)	132	0 *	1500	0.0000	
	THRU (T)	320	320	1650	0.1939	
	LEFT (L)	111	111	1500	0.0740	0.0740
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	354	354	1500	0.2360	
	LEFT (L)	16	16	1500	0.0107	
	T + R		366	1500	0.2440	0.2440

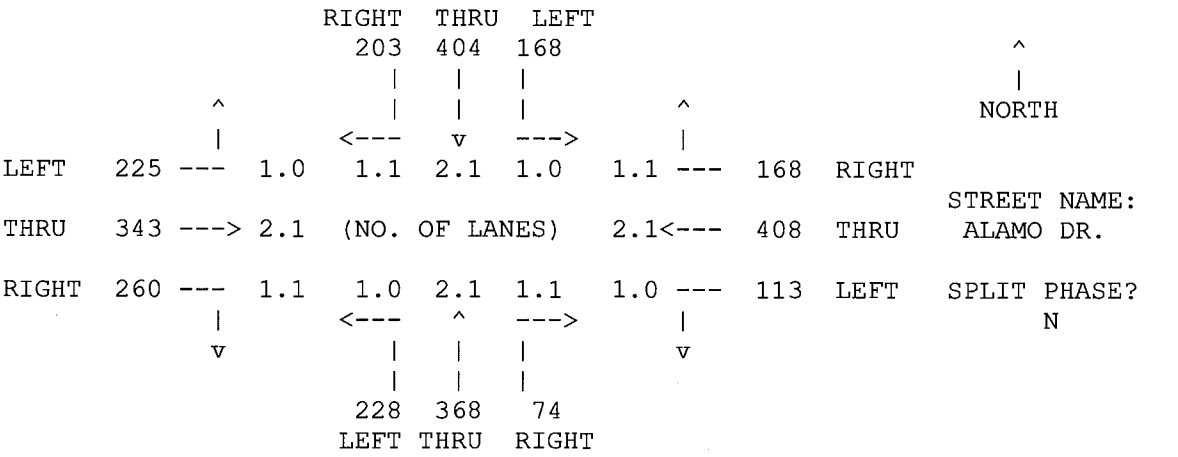
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 9 (16) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:55-5:55 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	368	368	3150	0.1168	
	LEFT (L)	228	228	1500	0.1520	0.1520
	T + R		442	3150	0.1403	
SB	RIGHT (R)	203	203	1500	0.1353	
	THRU (T)	404	404	3150	0.1283	
	LEFT (L)	168	168	1500	0.1120	
	T + R		607	3150	0.1927	0.1927
EB	RIGHT (R)	260	260	1500	0.1733	
	THRU (T)	343	343	3150	0.1089	
	LEFT (L)	225	225	1500	0.1500	0.1500
	T + R		603	3150	0.1914	
WB	RIGHT (R)	168	168	1500	0.1120	
	THRU (T)	408	408	3150	0.1295	
	LEFT (L)	113	113	1500	0.0753	
	T + R		576	3150	0.1829	0.1829

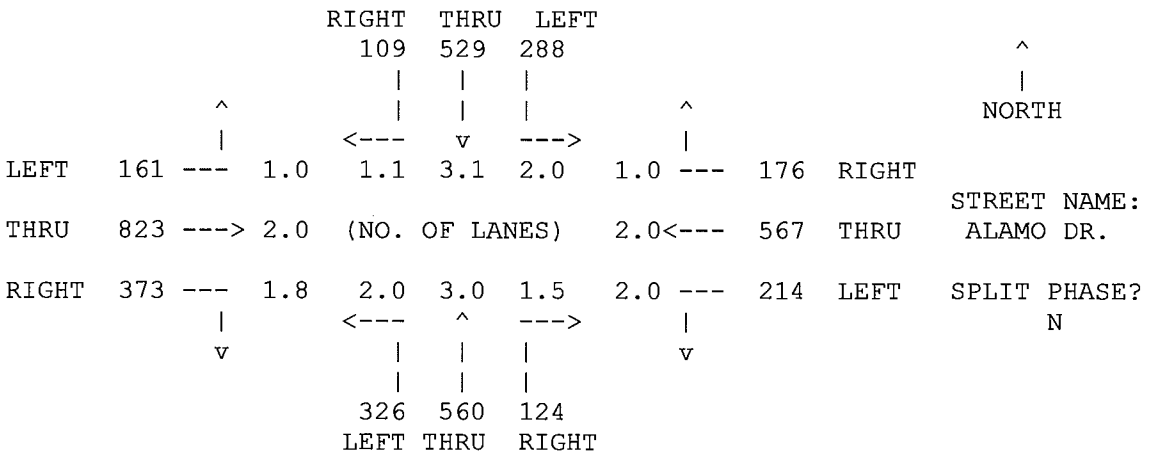
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 10 (19) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:55-5:55 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	0 *	1500	0.0000	
THRU (T)	560	560	4950	0.1131	
LEFT (L)	326	326	2700	0.1207	0.1207
SB RIGHT (R)	109	109	1500	0.0727	
THRU (T)	529	529	4800	0.1102	
LEFT (L)	288	288	2700	0.1067	
T + R		638	4800	0.1329	0.1329
EB RIGHT (R)	373	0 *	1500	0.0000	
THRU (T)	823	823	3300	0.2494	0.2494
LEFT (L)	161	161	1500	0.1073	
WB RIGHT (R)	176	16 *	1500	0.0107	
THRU (T)	567	567	3300	0.1718	
LEFT (L)	214	214	2700	0.0793	0.0793

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

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          TJKM INTERSECTION CAPACITY ANALYSIS              7/12/11
INTERSECTION 11  (22)   DAVIS ST.      and ALAMO DR.      VACAVILLE
COUNT DATE/TIME:                                  PEAK HOUR: 4:40-5:40 PM
CONDITION      : EX COND WITH PROJECT WO FB EX PM PK HR    FILE VMEX.VCI
================================================================================
                      RIGHT  THRU  LEFT
                        45     0   188                          ^
                         |     |    |                           |
                ^        |     |    |          ^                NORTH
                |        |     |    |          |
                |       <---   v    --->       |
LEFT     43 ---  1.0    1.0   1.1   1.1    1.1 ---   160  RIGHT
                                                          STREET NAME:
THRU   1374 ---> 2.1   (NO. OF LANES)     2.2<---   916  THRU    ALAMO DR.

RIGHT     2 ---  1.1    1.1   1.1   1.1    1.1 ---     0  LEFT   SPLIT PHASE?
                |       <---   ^    --->       |                      N
                v          |    |    |          v
                           |    |    |
                           |    |    |
                           0    0    0
                        LEFT THRU  RIGHT

     STREET NAME:   DAVIS ST.                SPLIT PHASE? Y
================================================================================
                ORIGINAL   ADJUSTED                    V/C      CRITICAL
   MOVEMENT     VOLUME     VOLUME*    CAPACITY        RATIO       V/C
--------------------------------------------------------------------------------
NB  RIGHT (R)        0          0        1500       0.0000      0.0000
    THRU (T)         0          0        1500       0.0000
    LEFT (L)         0          0        1500       0.0000
    T + R                       0        1500       0.0000
    T + L               0       0        1500       0.0000
    T + R + L           0       0        1500       0.0000
--------------------------------------------------------------------------------
SB  RIGHT (R)       45          0 *      1500       0.0000
    THRU (T)         0          0        1500       0.0000
    LEFT (L)       188        188        1500       0.1253      0.1253
    T + L                     188        1500       0.1253
--------------------------------------------------------------------------------
EB  RIGHT (R)        2          2        1500       0.0013
    THRU (T)      1374       1374        3150       0.4362
    LEFT (L)        43         43        1500       0.0287
    T + R                    1376        3150       0.4368      0.4368
--------------------------------------------------------------------------------
WB  RIGHT (R)      160        160        1500       0.1067
    THRU (T)       916        916        3000       0.3053
    LEFT (L)         0          0        1500       0.0000      0.0000
    T + R                    1076        3000       0.3587
    T + L                     916        3000       0.3053
    T + R + L                1076        3000       0.3587
================================================================================
     VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:          0.56
     ADJUSTMENT FOR LOST YELLOW TIME:                        0.10
--------------------------------------------------------------------------------
     TOTAL VOLUME-TO-CAPACITY RATIO:                         0.66
     INTERSECTION LEVEL OF SERVICE:                             B
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY
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TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 12 (23) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:45-5:45 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

```
                    RIGHT  THRU  LEFT
                      181  1125   146                          ^
                       |     |     |                           |
              ^        |     |     |          ^              NORTH
              |       <---   v    --->        |
LEFT   154 ---  1.0   1.0   2.0   1.0   1.0 ---  120  RIGHT
                                                      STREET NAME:
THRU   211 ---> 1.0  (NO. OF LANES)    1.0<---  130  THRU    MARSHALL RD.

RIGHT   47 ---  1.0   1.0   3.0   1.0   1.0 ---  120  LEFT   SPLIT PHASE?
              |       <---   ^    --->       |                    N
              v          |     |     |        v
                         |     |     |
                        64   846    63
                       LEFT THRU  RIGHT
```

STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	63	0	*	1500	0.0000	
THRU (T)	846	846		4950	0.1709	
LEFT (L)	64	64		1500	0.0427	0.0427
SB RIGHT (R)	181	24	*	1500	0.0160	
THRU (T)	1125	1125		3300	0.3409	0.3409
LEFT (L)	146	146		1500	0.0973	
EB RIGHT (R)	47	0	*	1500	0.0000	
THRU (T)	211	211		1650	0.1279	0.1279
LEFT (L)	154	154		1500	0.1027	
WB RIGHT (R)	120	0	*	1500	0.0000	
THRU (T)	130	130		1650	0.0788	
LEFT (L)	120	120		1500	0.0800	0.0800

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

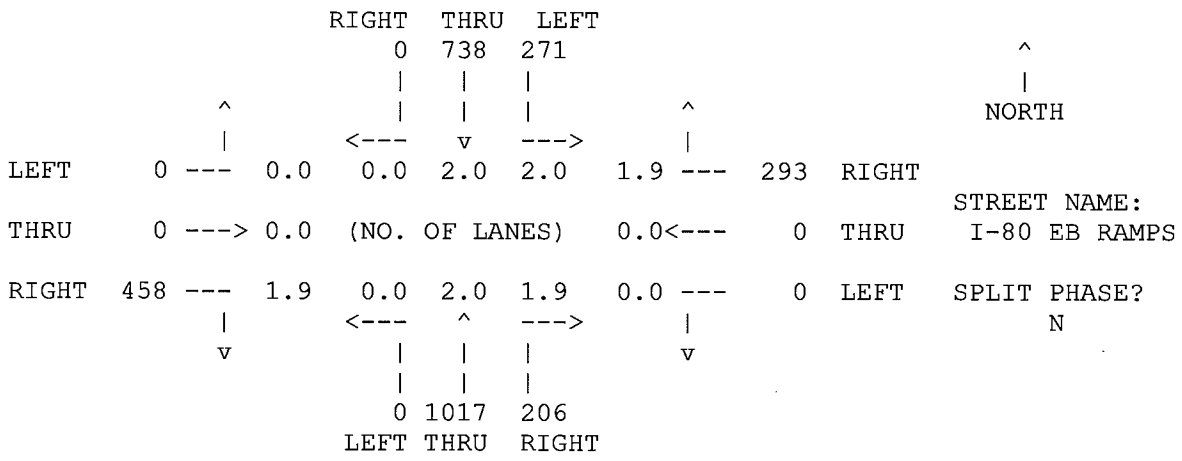
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 13 (25) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:05-5:05 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	206	206	1650	0.1248	
THRU (T)	1017	1017	3300	0.3082	0.3082
SB THRU (T)	738	738	3300	0.2236	
LEFT (L)	271	271	2700	0.1004	0.1004
EB RIGHT (R)	458	458	1650	0.2776	
WB RIGHT (R)	293	293	1650	0.1776	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

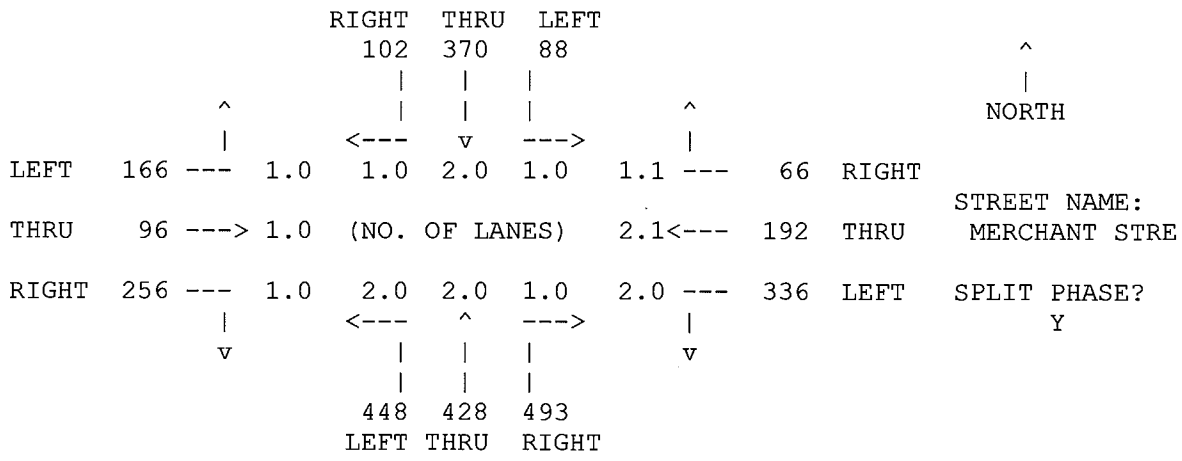
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 14 (26) ALAMO DRIVE and MERCHANT STRE VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	493	320 *	1500	0.2133	
THRU (T)	428	428	3300	0.1297	
LEFT (L)	448	448	2700	0.1659	0.1659
SB RIGHT (R)	102	0 *	1500	0.0000	
THRU (T)	370	370	3300	0.1121	0.1121
LEFT (L)	88	88	1500	0.0587	
EB RIGHT (R)	256	52 *	1500	0.0347	
THRU (T)	96	96	1650	0.0582	
LEFT (L)	166	166	1500	0.1107	0.1107
WB RIGHT (R)	66	66	1500	0.0440	
THRU (T)	192	192	3150	0.0610	
LEFT (L)	336	336	2700	0.1244	0.1244
T + R		258	3150	0.0819	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 15 (31) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:25-5:25 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

```
                    RIGHT  THRU  LEFT
                      95   106    26
                       |    |     |                          ^
                       |    |     |                          |
            ^          |    |     |          ^               NORTH
            |        <---    v     --->      |
LEFT   411 ---  1.0    1.0   1.0   1.0   1.1 ---   10  RIGHT
                                                    STREET NAME:
THRU   495 ---> 2.0   (NO. OF LANES)          3.1<---  773  THRU    ELMIRA RD.

RIGHT  529 ---  1.9    3.1   1.1   1.0   1.0 ---  495  LEFT   SPLIT PHASE?
            |        <---    ^     --->      |                      N
            v           |    |     |         v
                        |    |     |
                       614  185   465
                      LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	465	138 *	1500	0.0920	
	THRU (T)	185	185	1500	0.1233	
	LEFT (L)	614	614	3900	0.1574	
	T + L		799	3900	0.2049	0.2049
SB	RIGHT (R)	95	0 *	1500	0.0000	
	THRU (T)	106	106	1650	0.0642	0.0642
	LEFT (L)	26	26	1500	0.0173	
EB	RIGHT (R)	529	529	1650	0.3206	
	THRU (T)	495	495	3300	0.1500	0.1500
	LEFT (L)	411	411	1500	0.2740	
WB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	773	773	4800	0.1610	
	LEFT (L)	495	495	1500	0.3300	0.3300
	T + R		783	4800	0.1631	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

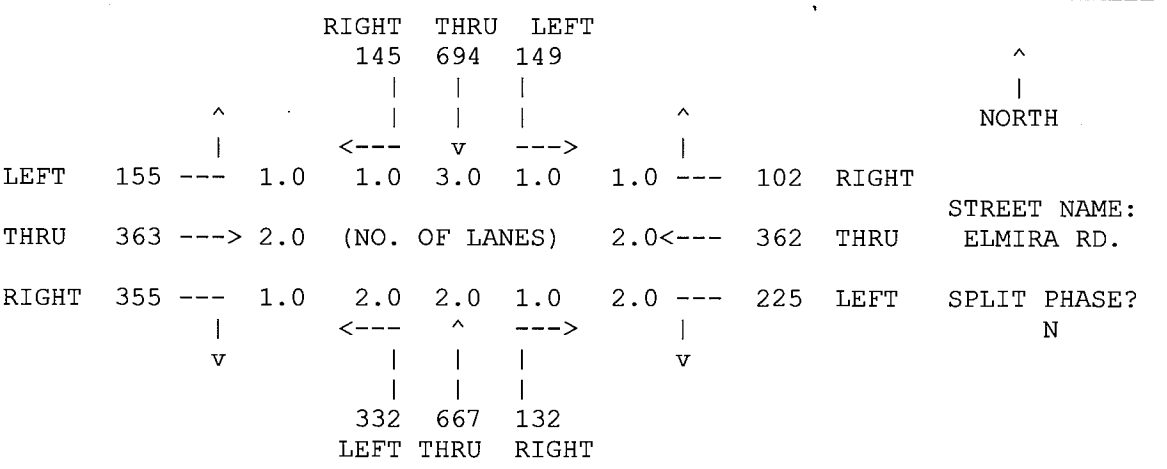
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 16 (35) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:50-5:50 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	132	0 *	1500	0.0000	
THRU (T)	667	667	3300	0.2021	0.2021
LEFT (L)	332	332	2700	0.1230	
SB RIGHT (R)	145	0 *	1500	0.0000	
THRU (T)	694	694	4950	0.1402	
LEFT (L)	149	149	1500	0.0993	0.0993
EB RIGHT (R)	355	183 *	1500	0.1220	
THRU (T)	363	363	3300	0.1100	
LEFT (L)	155	155	1500	0.1033	0.1033
WB RIGHT (R)	102	0 *	1500	0.0000	
THRU (T)	362	362	3300	0.1097	0.1097
LEFT (L)	225	225	2700	0.0833	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 17 (54) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

```
                    RIGHT  THRU  LEFT
                      16   539    99
                       |    |     |                          ^
                       |    |     |                          |
            ^          |    |     |          ^               NORTH
            |        <---    v     --->       |
LEFT    26 ---  1.0   1.0   2.0   1.0   1.0 ---   73  RIGHT
                                                   STREET NAME:
THRU   337 ---> 1.0  (NO. OF LANES)    2.0<---  192  THRU    ULATIS DR.

RIGHT  370 ---  1.0   2.1   2.1   1.0   1.0 ---  109  LEFT   SPLIT PHASE?
            |        <---    ^     --->       |                  N
            v           |    |     |          v
                        |    |     |
                       369  483   112
                      LEFT THRU  RIGHT
```

STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	112	0 *	1500	0.0000	
THRU (T)	483	483	3150	0.1533	
LEFT (L)	369	369	2700	0.1367	
T + L		852	4350	0.1959	0.1959
SB RIGHT (R)	16	0 *	1500	0.0000	
THRU (T)	539	539	3300	0.1633	0.1633
LEFT (L)	99	99	1500	0.0660	
EB RIGHT (R)	370	188 *	1500	0.1253	
THRU (T)	337	337	1650	0.2042	0.2042
LEFT (L)	26	26	1500	0.0173	
WB RIGHT (R)	73	0 *	1500	0.0000	
THRU (T)	192	192	3300	0.0582	
LEFT (L)	109	109	1500	0.0727	0.0727

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

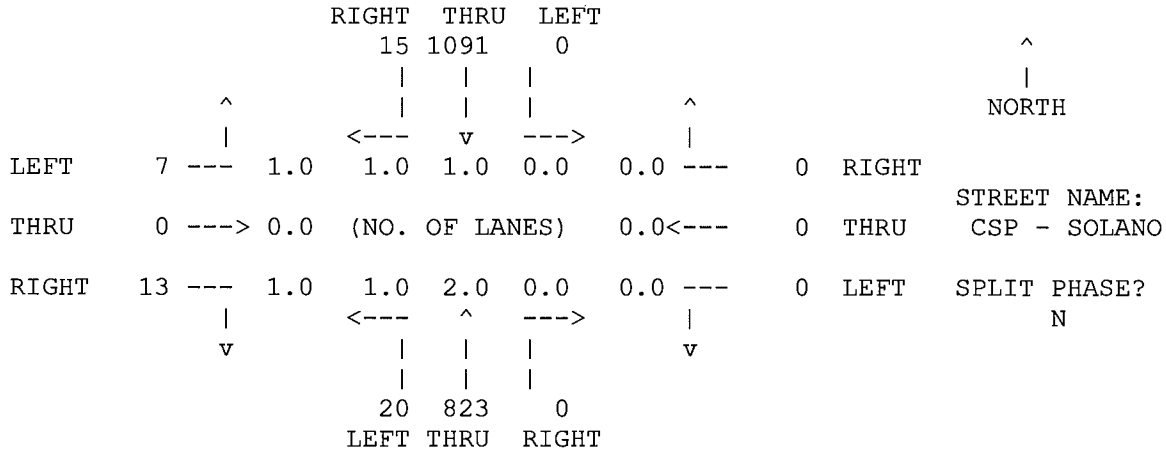
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 80 (68) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:00-5:00 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	823	823	3300	0.2494	
LEFT (L)	20	20	1500	0.0133	0.0133
SB RIGHT (R)	15	0 *	1500	0.0000	
THRU (T)	1091	1091	1650	0.6612	0.6612
EB RIGHT (R)	13	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

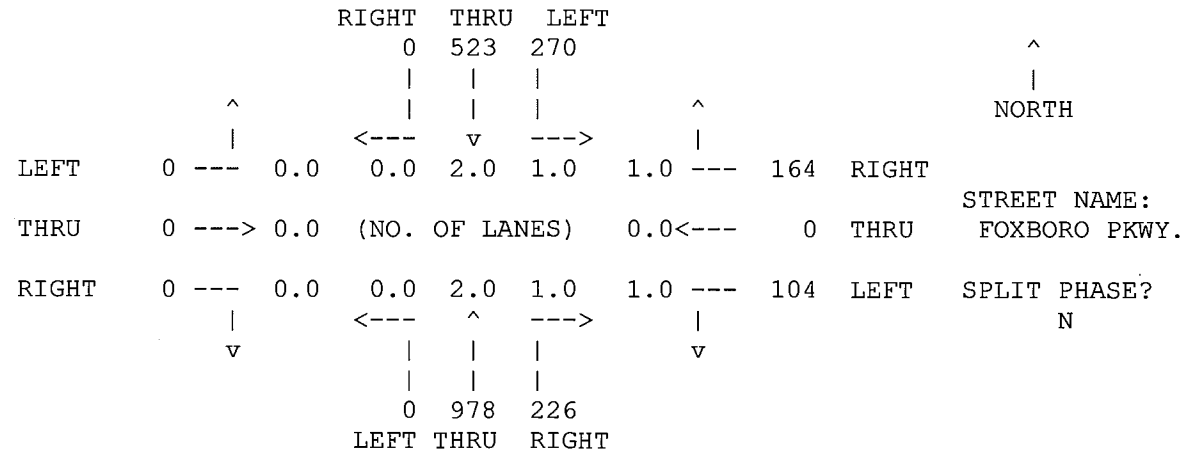
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 19 (69) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:10-5:10 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	226	94 *	1500	0.0627	
THRU (T)	978	978	3300	0.2964	0.2964
SB THRU (T)	523	523	3300	0.1585	
LEFT (L)	270	270	1500	0.1800	0.1800
WB RIGHT (R)	164	0 *	1500	0.0000	
LEFT (L)	104	104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

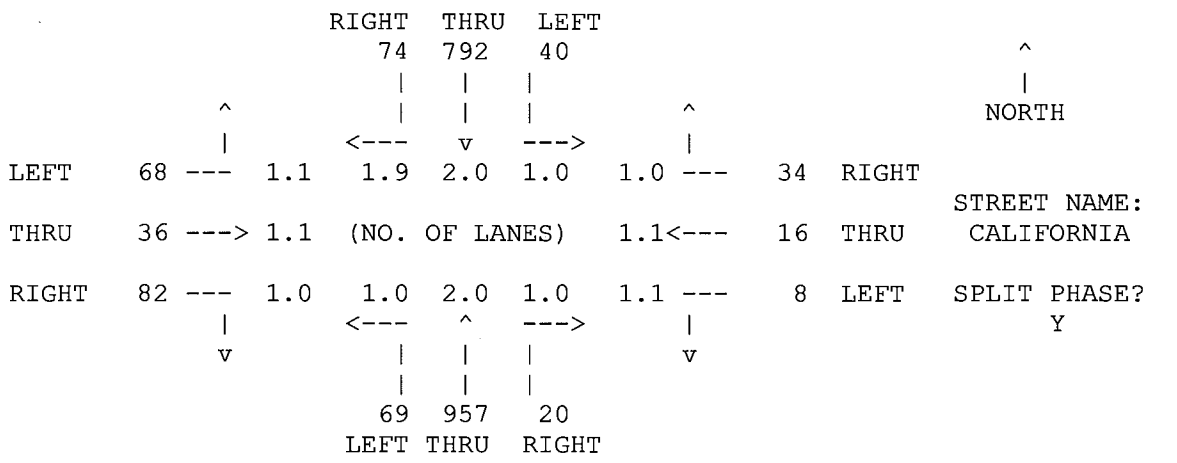
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 20 (71) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:50-5:50 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	20	0 *	1500	0.0000	
THRU (T)	957	957	3300	0.2900	0.2900
LEFT (L)	69	69	1500	0.0460	
SB RIGHT (R)	74	74	1650	0.0448	
THRU (T)	792	792	3300	0.2400	
LEFT (L)	40	40	1500	0.0267	0.0267
EB RIGHT (R)	82	0 *	1500	0.0000	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	68	68	1500	0.0453	
T + L		104	1500	0.0693	0.0693
WB RIGHT (R)	34	0 *	1500	0.0000	
THRU (T)	16	16	1500	0.0107	
LEFT (L)	8	8	1500	0.0053	
T + L		24	1500	0.0160	0.0160

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 21 (76) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 4:40-5:40 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI

				RIGHT	THRU	LEFT				
				113	864	94				^
				|	|	|				|
		^		|	|	|	^			NORTH
		|		<---	v	--->	|			
LEFT	416	---	2.1	1.0	2.0	1.0	1.0	---	76	RIGHT
										STREET NAME:
THRU	55	--->	1.1	(NO. OF LANES)			1.1	<---	30	THRU CLIFFSIDE DR.
RIGHT	244	---	1.0	2.0	2.0	1.0	1.1	---	91	LEFT SPLIT PHASE?
		|		<---	^	--->	|			Y
		v			|	|	v			
					|	|				
				349	635	23				
				LEFT	THRU	RIGHT				

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	23	0	*	1500	0.0000	
	THRU (T)	635	635		3300	0.1924	
	LEFT (L)	349	349		2700	0.1293	0.1293
SB	RIGHT (R)	113	0	*	1500	0.0000	
	THRU (T)	864	864		3300	0.2618	0.2618
	LEFT (L)	94	94		1500	0.0627	
EB	RIGHT (R)	244	67	*	1500	0.0447	
	THRU (T)	55	55		1500	0.0367	
	LEFT (L)	416	416		2700	0.1541	
	T + L		471		2700	0.1744	0.1744
WB	RIGHT (R)	76	0	*	1500	0.0000	
	THRU (T)	30	30		1500	0.0200	
	LEFT (L)	91	91		1500	0.0607	
	T + L		121		1500	0.0807	0.0807

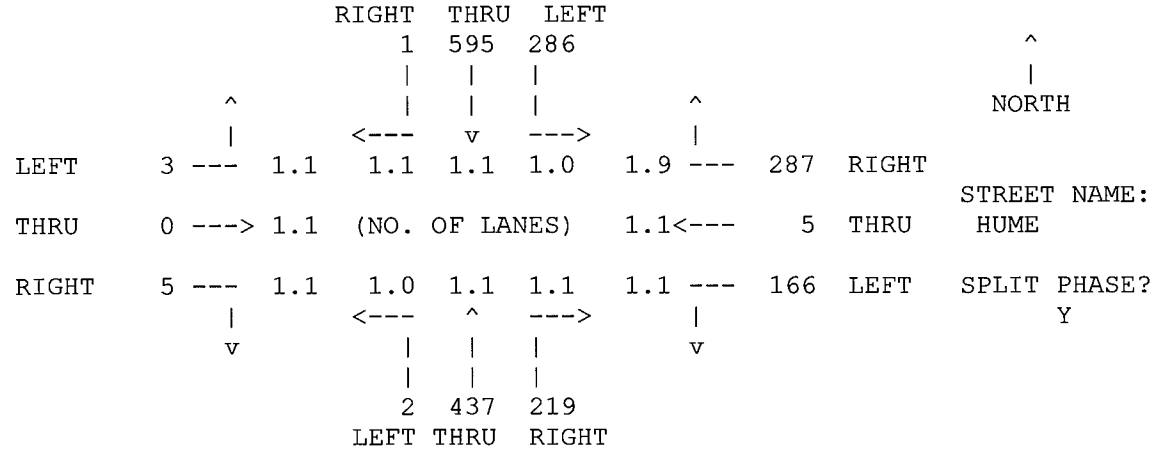
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 22 (79) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR: 5:00-6:00 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	219	219	1500	0.1460	
THRU (T)	437	437	1500	0.2913	
LEFT (L)	2	2	1500	0.0013	
T + R		656	1500	0.4373	0.4373
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	595	595	1500	0.3967	
LEFT (L)	286	286	1500	0.1907	
T + R		596	1500	0.3973	0.3973
EB RIGHT (R)	5	5	1500	0.0033	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	3	3	1500	0.0020	
T + R		5	1500	0.0033	
T + L		3	1500	0.0020	
T + R + L		8	1500	0.0053	0.0053
WB RIGHT (R)	287	287	1650	0.1739	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	166	166	1500	0.1107	
T + L		171	1500	0.1140	0.1140

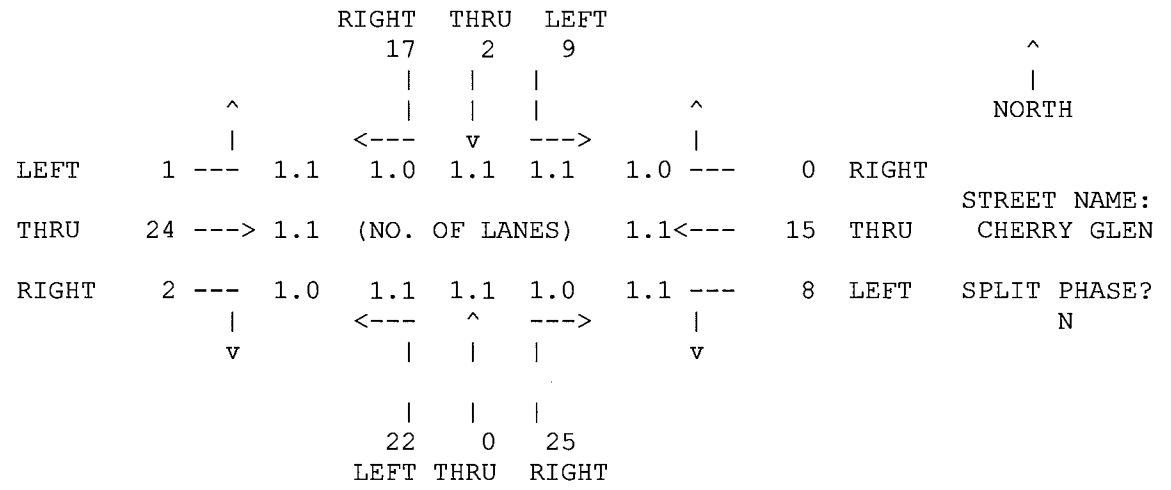
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.95
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 0.95
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 23 (83) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: 2/27/08 PM PK HR 4-6 PEAK HOUR: 4:15-5:15 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

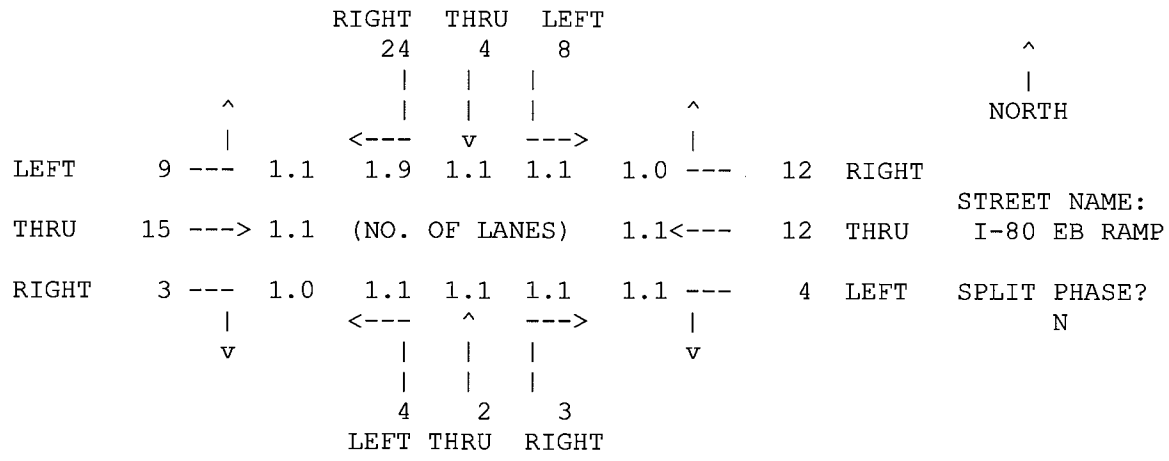
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	22	22	1500	0.0147	0.0147
T + L		22	1500	0.0147	
SB RIGHT (R)	17	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	9	9	1500	0.0060	
T + L		11	1500	0.0073	0.0073
EB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	24	24	1500	0.0160	
LEFT (L)	1	1	1500	0.0007	
T + L		25	1500	0.0167	0.0167
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	15	15	1500	0.0100	
LEFT (L)	8	8	1500	0.0053	0.0053
T + L		23	1500	0.0153	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.04
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.14
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 7/12/11

INTERSECTION 24 (84) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: 1/30/08 PM PEAK 4-6 PEAK HOUR: 4:40-5:40 PM
CONDITION : EX COND WITH PROJECT WO FB EX PM PK HR FILE VMEX.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	3	3	1500	0.0020	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	4	4	1500	0.0027	
	T + R		5	1500	0.0033	
	T + L		6	1500	0.0040	
	T + R + L		9	1500	0.0060	0.0060
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + L		12	1500	0.0080	
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	15	15	1500	0.0100	
	LEFT (L)	9	9	1500	0.0060	
	T + L		24	1500	0.0160	0.0160
WB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	12	12	1500	0.0080	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + L		16	1500	0.0107	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.03
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.13
INTERSECTION LEVEL OF SERVICE: A

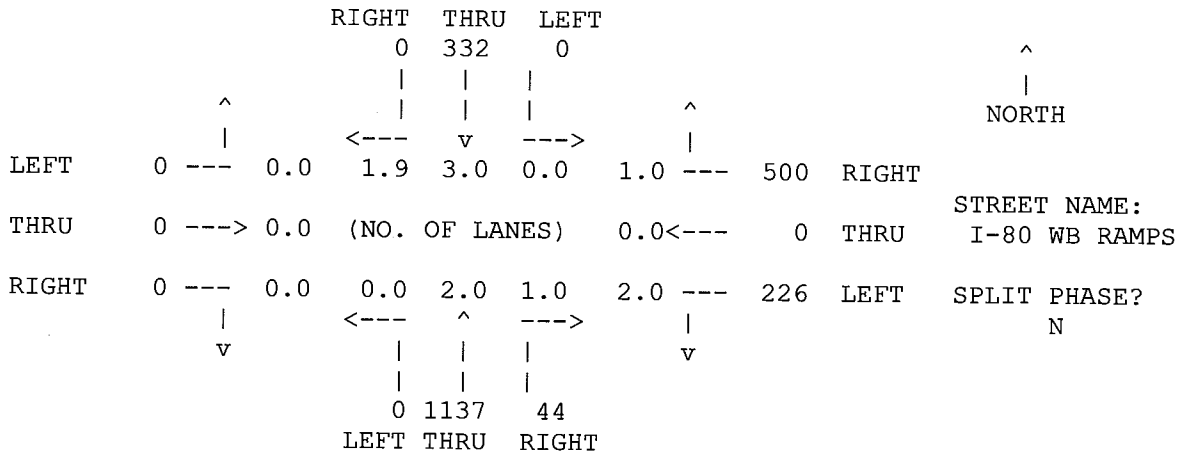
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.72	C
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.56	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.37	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.52	A
5	1306	LEISURE TOWN	ELMIRA ROAD	0.38	A
6	1310	LEISURE TOWN	ALAMO/FRY	0.35	A
7	1614	VANDEN	LEISURE TOWN	0.31	A
8	1117	VANDEN	ALAMO	0.34	A
9	1114	NUT TREE RD.	ALAMO DR.	0.55	A
10	1107	PEABODY RD.	ALAMO DR.	0.73	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
12	1095	ALAMO DR.	MARSHALL RD.	0.49	A
13	1007	ALAMO DR.	I-80 EB RAMPS	0.71	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.90	D
15	1234	PEABODY RD.	ELMIRA RD.	0.36	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.50	A
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
18	1491	PEABODY RD.	CSP - SOLANO	0.87	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.63	B
22	1200	DAVIS	HUME	0.48	A
23	1674	CHERRY GLENN	I-80 EB RAMP	0.13	A
24	1675	I-80 WB	CHERRY GLEN	0.12	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	44	0 *	1500	0.0000	
THRU (T)	1137	1137	3300	0.3445	0.3445
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	332	332	4950	0.0671	
WB RIGHT (R)	500	420 *	1500	0.2800	0.2800
LEFT (L)	226	226	2700	0.0837	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

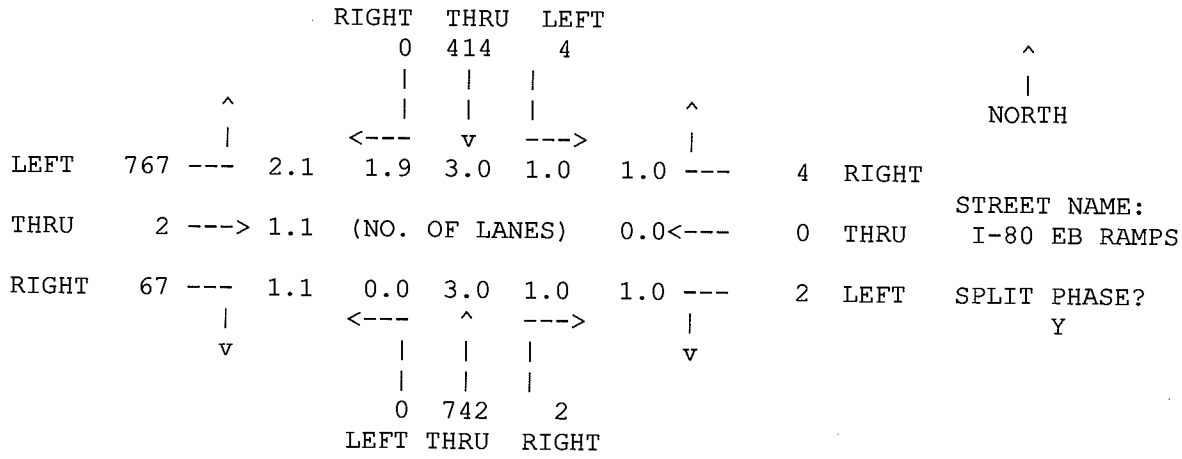
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	742	742	4950	0.1499	0.1499
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	414	414	4950	0.0836	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	67	67	1500	0.0447	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	767	767	2700	0.2841	
T + R		69	1500	0.0460	
T + L		769	2700	0.2848	
T + R + L		836	2700	0.3096	0.3096
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.46
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

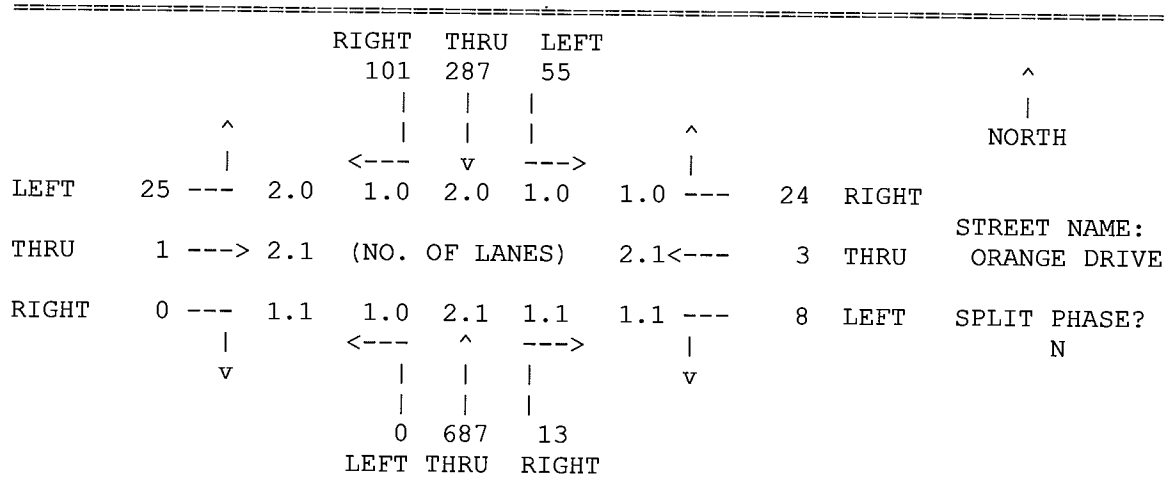
TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	13	13	1500	0.0087	
	THRU (T)	687	687	3150	0.2181	
	LEFT (L)	0	0	1500	0.0000	
	T + R		700	3150	0.2222	0.2222
SB	RIGHT (R)	101	14 *	1500	0.0093	
	THRU (T)	287	287	3300	0.0870	
	LEFT (L)	55	55	1500	0.0367	0.0367
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1	1	3150	0.0003	
	LEFT (L)	25	25	2700	0.0093	0.0093
	T + R		1	3150	0.0003	
WB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	3	3	3150	0.0010	
	LEFT (L)	8	8	1500	0.0053	
	T + L		11	3150	0.0035	0.0035

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.27
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

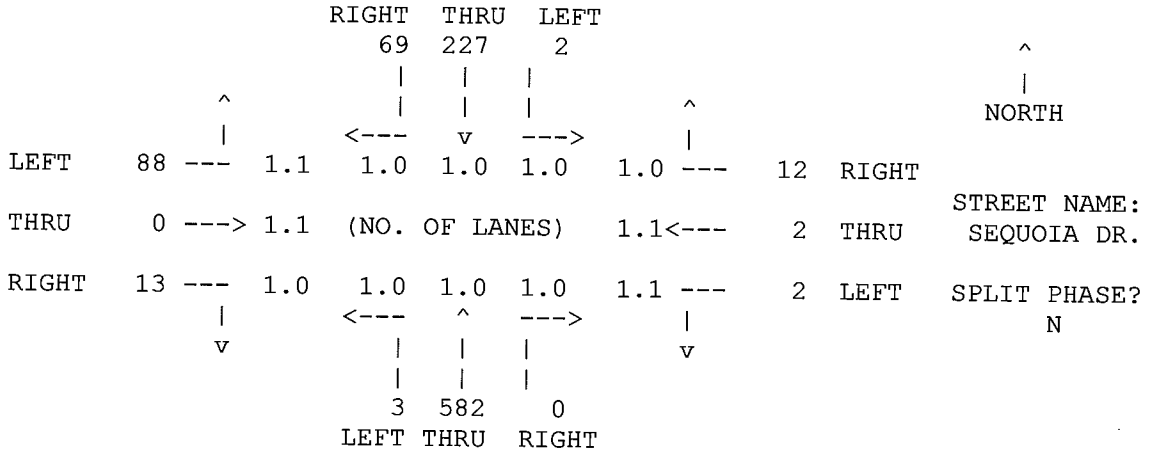
TOTAL VOLUME-TO-CAPACITY RATIO: 0.37
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	582	582	1650	0.3527	0.3527
	LEFT (L)	3	3	1500	0.0020	
SB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	227	227	1650	0.1376	
	LEFT (L)	2	2	1500	0.0013	0.0013
EB	RIGHT (R)	13	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	88	88	1500	0.0587	0.0587
	T + L		88	1500	0.0587	
WB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	2	2	1500	0.0013	
	T + L		4	1500	0.0027	0.0027

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.42
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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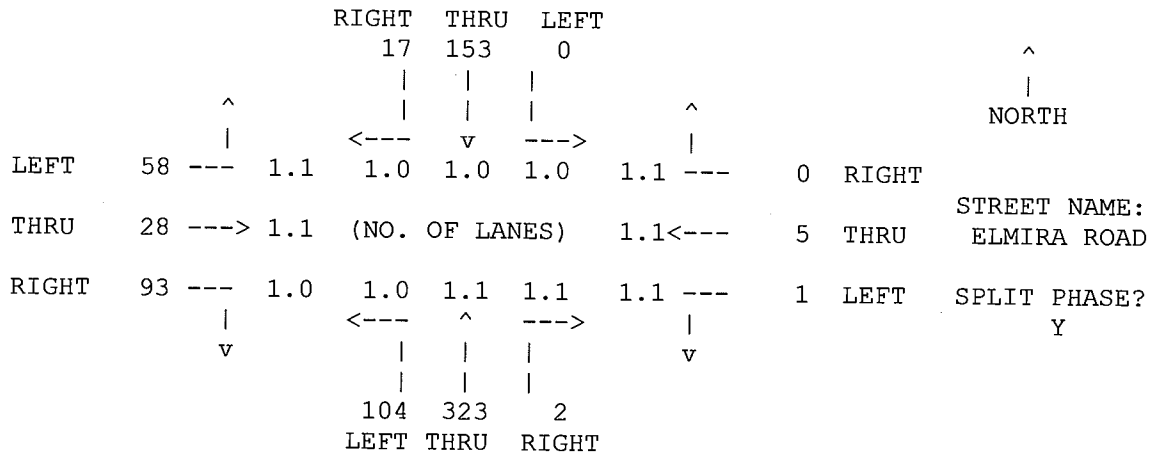
TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	323	323	1500	0.2153	
	LEFT (L)	104	104	1500	0.0693	
	T + R		325	1500	0.2167	0.2167
SB	RIGHT (R)	17	0 *	1500	0.0000	
	THRU (T)	153	153	1650	0.0927	
	LEFT (L)	0	0	1500	0.0000	0.0000
EB	RIGHT (R)	93	0 *	1500	0.0000	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	58	58	1500	0.0387	
	T + L		86	1500	0.0573	0.0573
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	1	1	1500	0.0007	
	T + R		5	1500	0.0033	
	T + L		6	1500	0.0040	0.0040
	T + R + L		6	1500	0.0040	

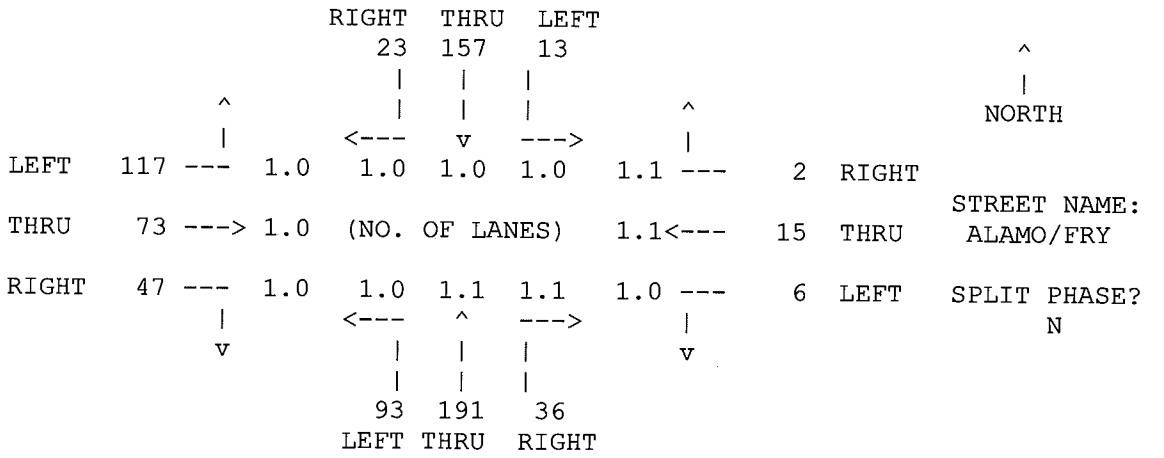
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.28
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.38
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	36	36	1500	0.0240	
	THRU (T)	191	191	1500	0.1273	
	LEFT (L)	93	93	1500	0.0620	
	T + R		227	1500	0.1513	0.1513
SB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	157	157	1650	0.0952	
	LEFT (L)	13	13	1500	0.0087	0.0087
EB	RIGHT (R)	47	0 *	1500	0.0000	
	THRU (T)	73	73	1650	0.0442	
	LEFT (L)	117	117	1500	0.0780	0.0780
WB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	15	15	1500	0.0100	
	LEFT (L)	6	6	1500	0.0040	
	T + R		17	1500	0.0113	0.0113

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.25
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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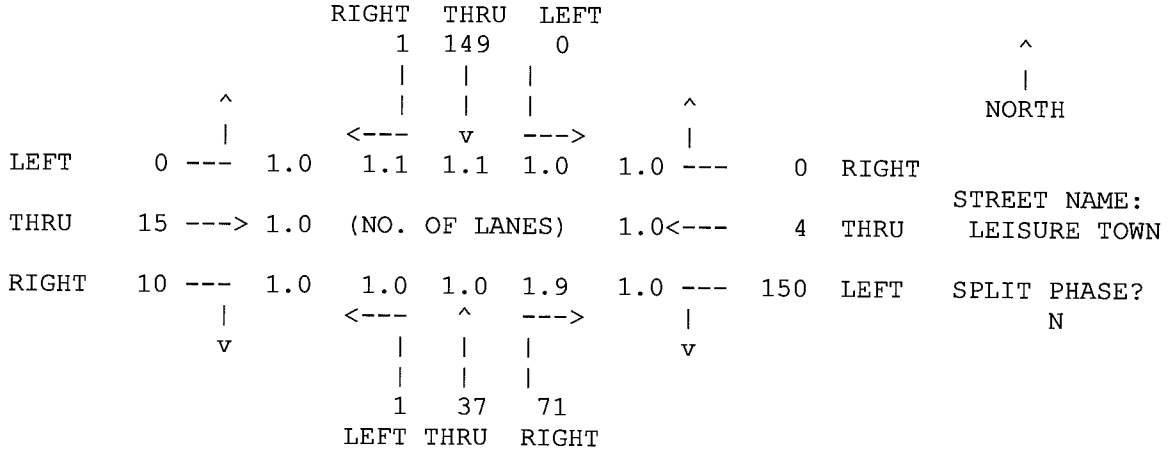
TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	71	1650	0.0430	
	THRU (T)	37	37	1650	0.0224	
	LEFT (L)	1	1	1500	0.0007	0.0007
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	149	149	1500	0.0993	
	LEFT (L)	0	0	1500	0.0000	
	T + R		150	1500	0.1000	0.1000
EB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	15	15	1650	0.0091	0.0091
	LEFT (L)	0	0	1500	0.0000	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	150	150	1500	0.1000	0.1000

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.21
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

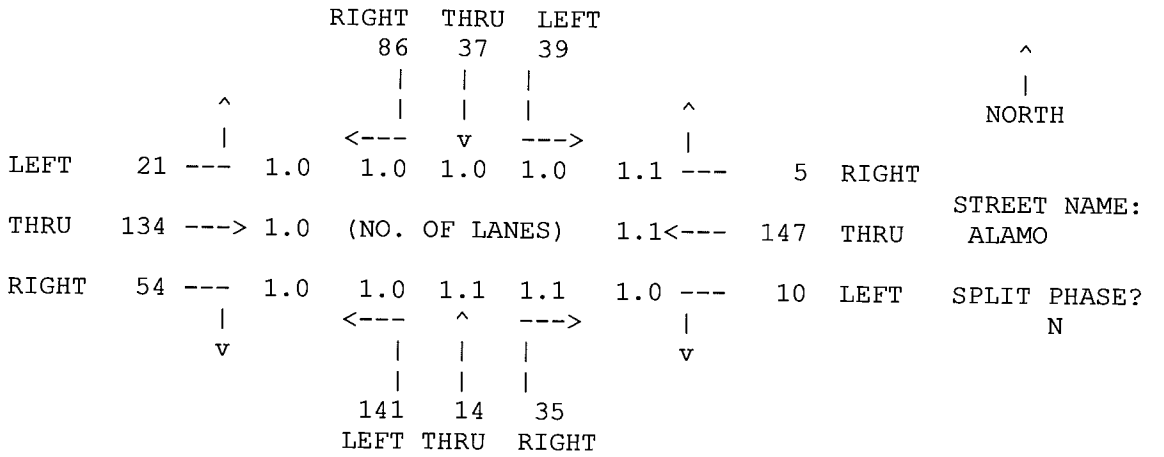
TOTAL VOLUME-TO-CAPACITY RATIO: 0.31
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	35	1500	0.0233	
	THRU (T)	14	14	1500	0.0093	
	LEFT (L)	141	141	1500	0.0940	0.0940
	T + R		49	1500	0.0327	
SB	RIGHT (R)	86	0 *	1500	0.0000	
	THRU (T)	37	37	1650	0.0224	
	LEFT (L)	39	39	1500	0.0260	0.0260
EB	RIGHT (R)	54	0 *	1500	0.0000	
	THRU (T)	134	134	1650	0.0812	
	LEFT (L)	21	21	1500	0.0140	0.0140
WB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	147	147	1500	0.0980	
	LEFT (L)	10	10	1500	0.0067	
	T + R		152	1500	0.1013	0.1013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.24
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

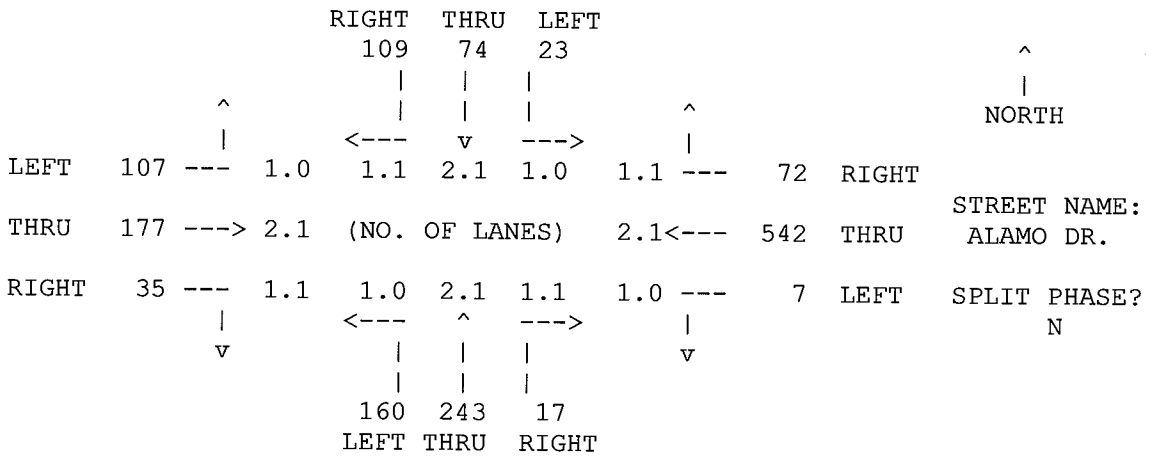
TOTAL VOLUME-TO-CAPACITY RATIO: 0.34
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	243	243	3150	0.0771	
	LEFT (L)	160	160	1500	0.1067	0.1067
	T + R		260	3150	0.0825	
SB	RIGHT (R)	109	109	1500	0.0727	0.0727
	THRU (T)	74	74	3150	0.0235	
	LEFT (L)	23	23	1500	0.0153	
	T + R		183	3150	0.0581	
EB	RIGHT (R)	35	35	1500	0.0233	
	THRU (T)	177	177	3150	0.0562	
	LEFT (L)	107	107	1500	0.0713	0.0713
	T + R		212	3150	0.0673	
WB	RIGHT (R)	72	72	1500	0.0480	
	THRU (T)	542	542	3150	0.1721	
	LEFT (L)	7	7	1500	0.0047	
	T + R		614	3150	0.1949	0.1949

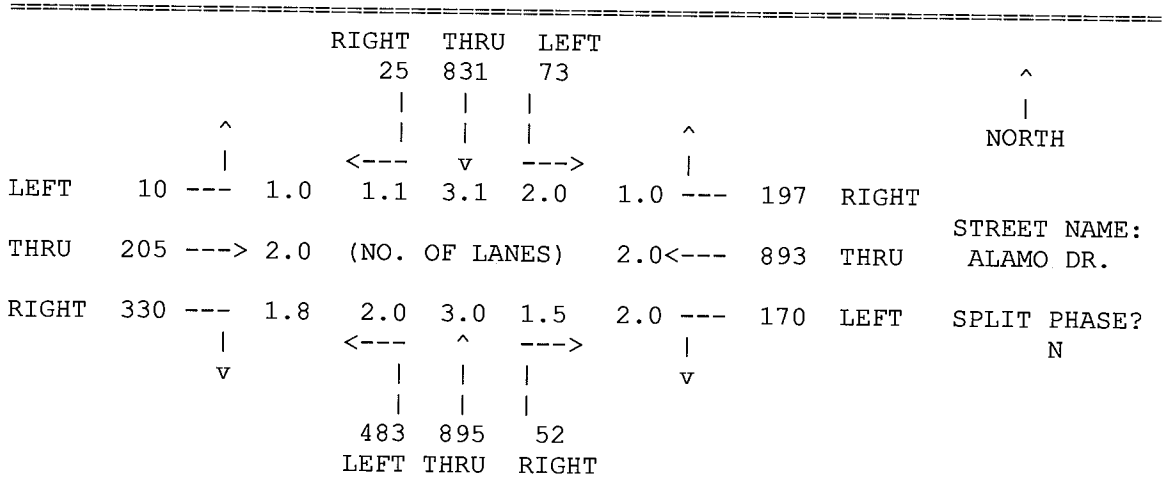
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	895	895	4950	0.1808	
	LEFT (L)	483	483	2700	0.1789	0.1789
SB	RIGHT (R)	25	25	1500	0.0167	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	73	73	2700	0.0270	
	T + R		856	4800	0.1783	0.1783
EB	RIGHT (R)	330	0 *	1500	0.0000	
	THRU (T)	205	205	3300	0.0621	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	197	97 *	1500	0.0647	
	THRU (T)	893	893	3300	0.2706	0.2706
	LEFT (L)	170	170	2700	0.0630	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

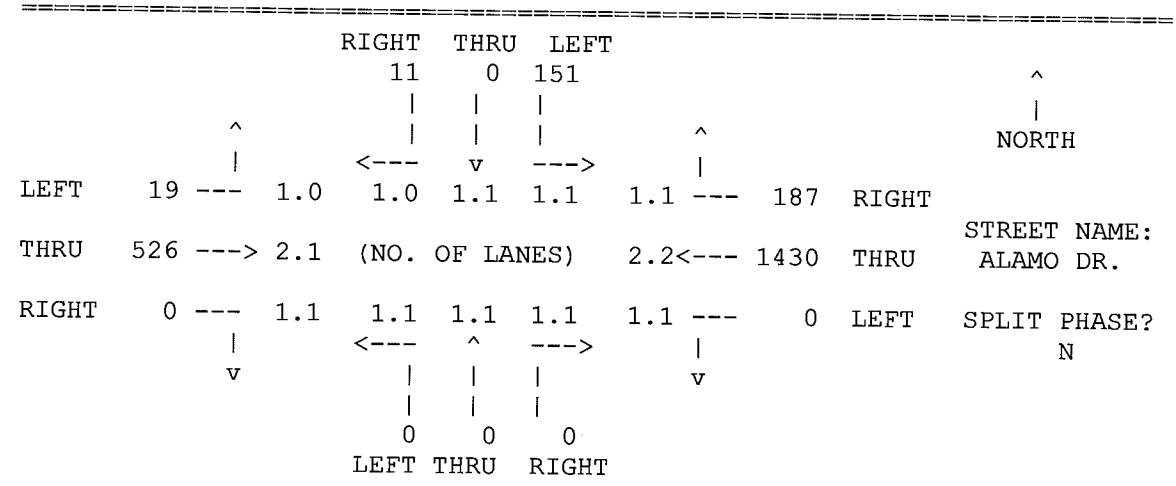
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	151	151	1500	0.1007	0.1007
	T + L		151	1500	0.1007	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	526	526	3150	0.1670	
	LEFT (L)	19	19	1500	0.0127	0.0127
	T + R		526	3150	0.1670	
WB	RIGHT (R)	187	187	1500	0.1247	
	THRU (T)	1430	1430	3000	0.4767	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1617	3000	0.5390	0.5390
	T + L		1430	3000	0.4767	
	T + R + L		1617	3000	0.5390	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
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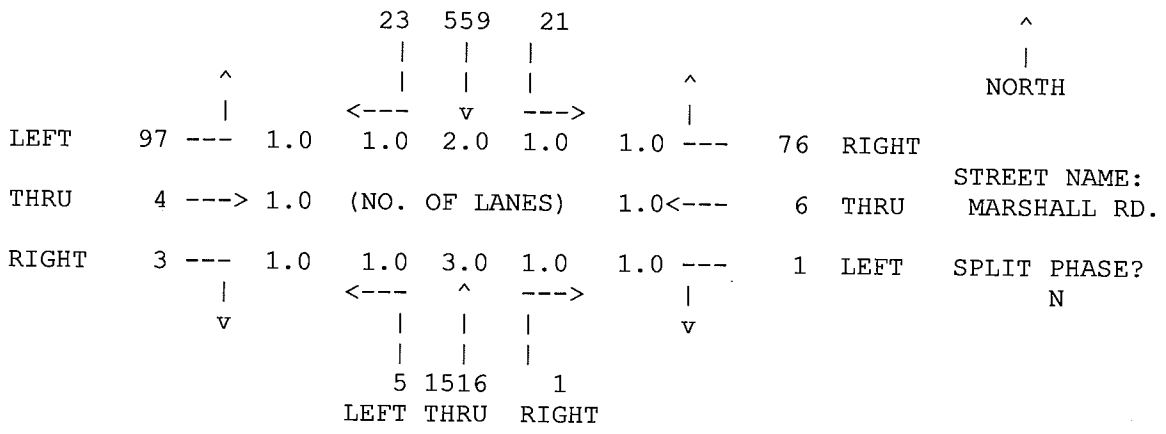
TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	1516	1516	4950	0.3063	0.3063
	LEFT (L)	5	5	1500	0.0033	
SB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	559	559	3300	0.1694	
	LEFT (L)	21	21	1500	0.0140	0.0140
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	97	97	1500	0.0647	0.0647
WB	RIGHT (R)	76	0 *	1500	0.0000	
	THRU (T)	6	6	1650	0.0036	0.0036
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

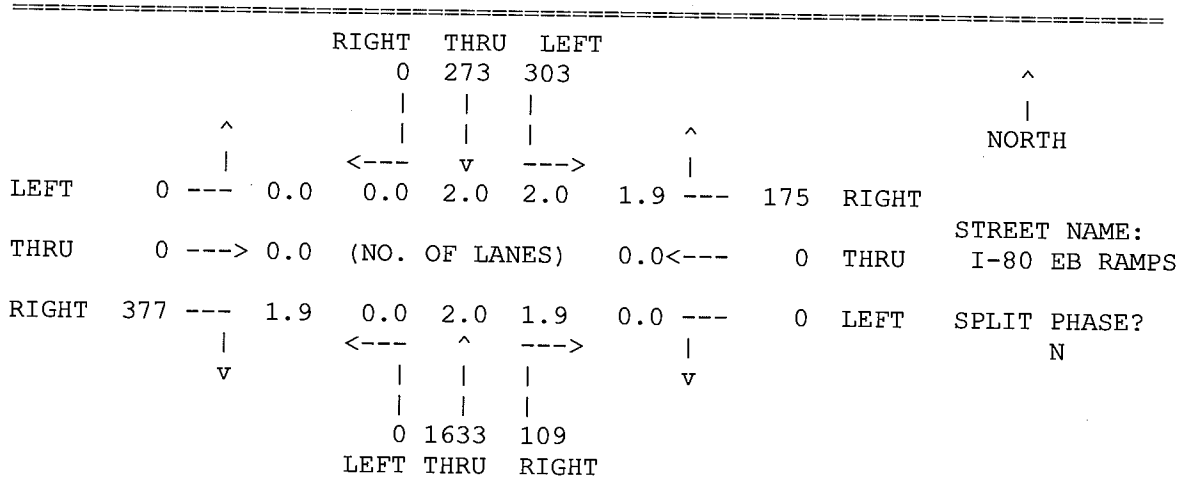
TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	109	109	1650	0.0661	
THRU (T)	1633	1633	3300	0.4948	0.4948
SB THRU (T)	273	273	3300	0.0827	
LEFT (L)	303	303	2700	0.1122	0.1122
EB RIGHT (R)	377	377	1650	0.2285	
WB RIGHT (R)	175	175	1650	0.1061	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

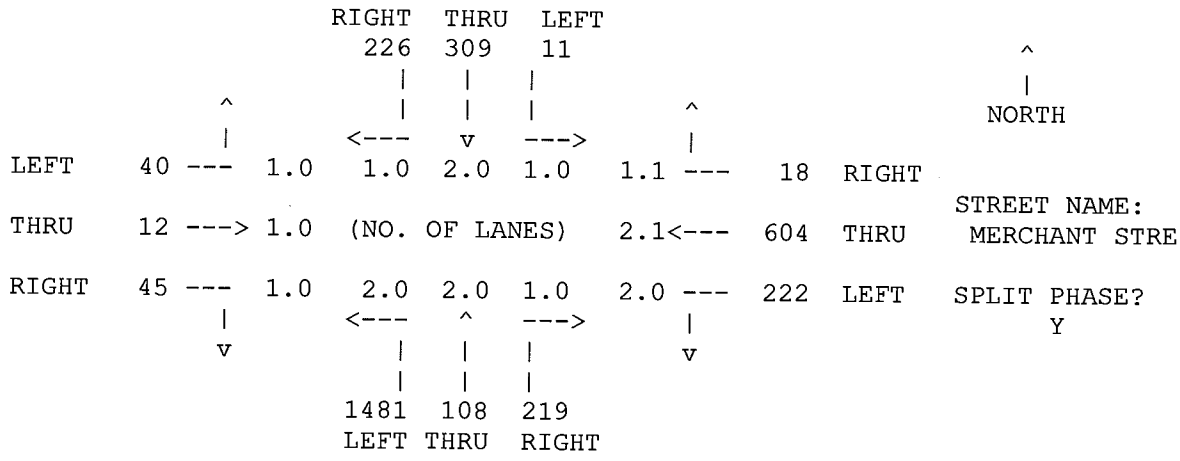
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	219	77 *	1500	0.0513	
THRU (T)	108	108	3300	0.0327	
LEFT (L)	1481	1481	2700	0.5485	0.5485
SB RIGHT (R)	226	126 *	1500	0.0840	
THRU (T)	309	309	3300	0.0936	0.0936
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	45	0 *	1500	0.0000	
THRU (T)	12	12	1650	0.0073	
LEFT (L)	40	40	1500	0.0267	0.0267
WB RIGHT (R)	18	18	1500	0.0120	
THRU (T)	604	604	3150	0.1917	
LEFT (L)	222	222	2700	0.0822	
T + R		622	3150	0.1975	0.1975

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.87
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

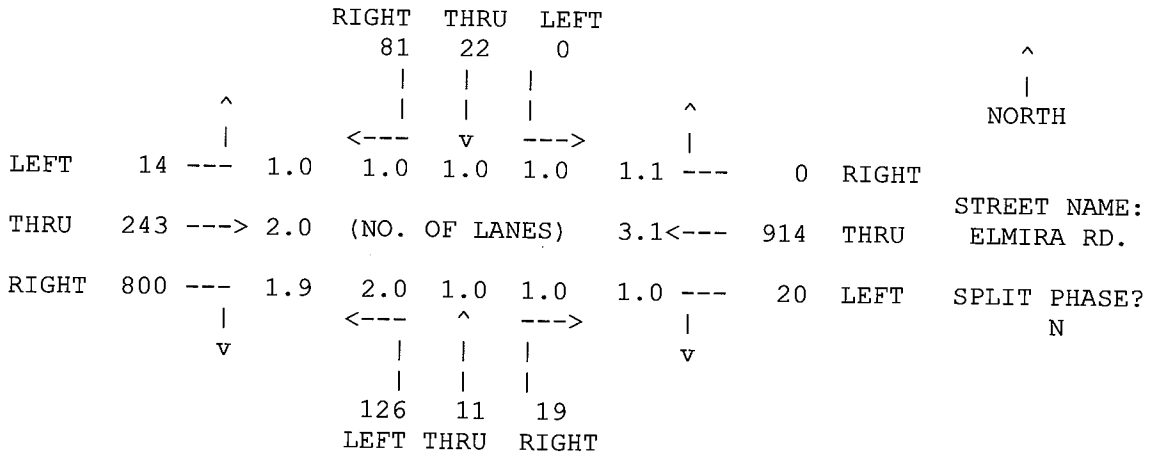
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	19	0 *	1500	0.0000	
	THRU (T)	11	11	1650	0.0067	
	LEFT (L)	126	126	2700	0.0467	0.0467
SB	RIGHT (R)	81	0 *	1500	0.0000	
	THRU (T)	22	22	1650	0.0133	0.0133
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	800	800	1650	0.4848	
	THRU (T)	243	243	3300	0.0736	
	LEFT (L)	14	14	1500	0.0093	0.0093
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	914	914	4800	0.1904	0.1904
	LEFT (L)	20	20	1500	0.0133	
	T + R		914	4800	0.1904	

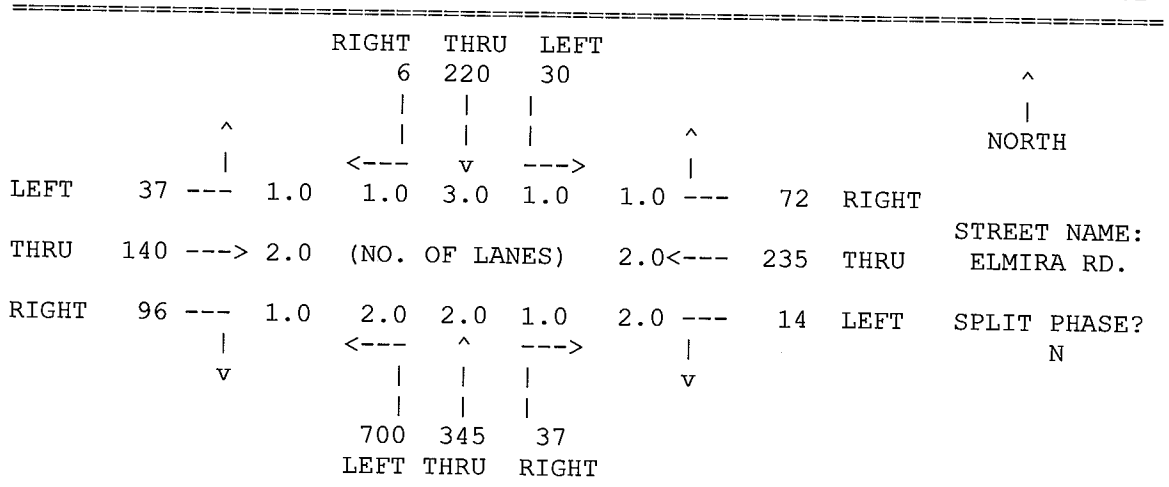
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.26
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.36
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	37	0 *	1500	0.0000	
	THRU (T)	345	345	3300	0.1045	
	LEFT (L)	700	700	2700	0.2593	0.2593
SB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	220	220	4950	0.0444	0.0444
	LEFT (L)	30	30	1500	0.0200	
EB	RIGHT (R)	96	0 *	1500	0.0000	
	THRU (T)	140	140	3300	0.0424	
	LEFT (L)	37	37	1500	0.0247	0.0247
WB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	235	235	3300	0.0712	0.0712
	LEFT (L)	14	14	2700	0.0052	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

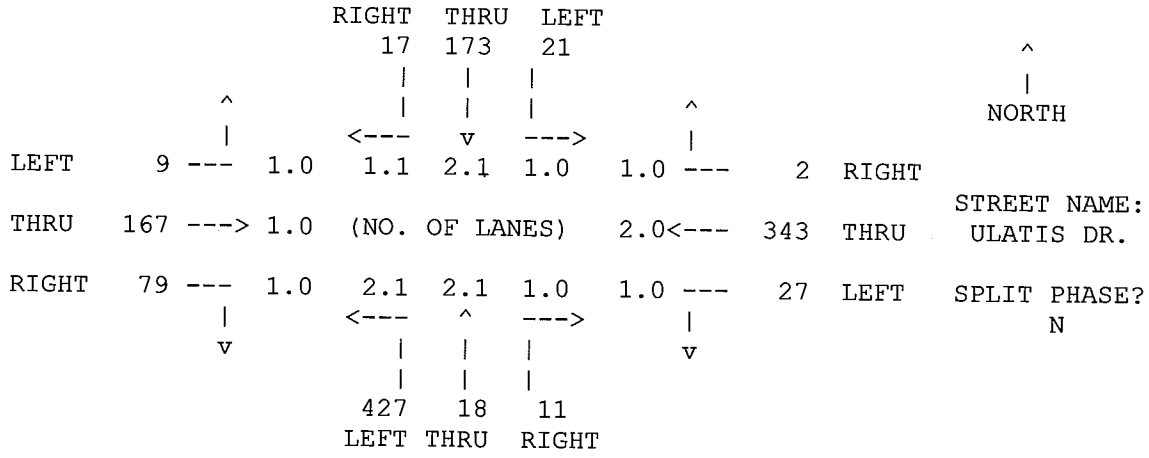
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: ULATIS DR.
SPLIT PHASE? N

STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	427	427	2700	0.1581	0.1581
	T + L		445	4350	0.1023	
SB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	173	173	3150	0.0549	
	LEFT (L)	21	21	1500	0.0140	
	T + R		190	3150	0.0603	0.0603
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	343	343	3300	0.1039	
	LEFT (L)	27	27	1500	0.0180	0.0180

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

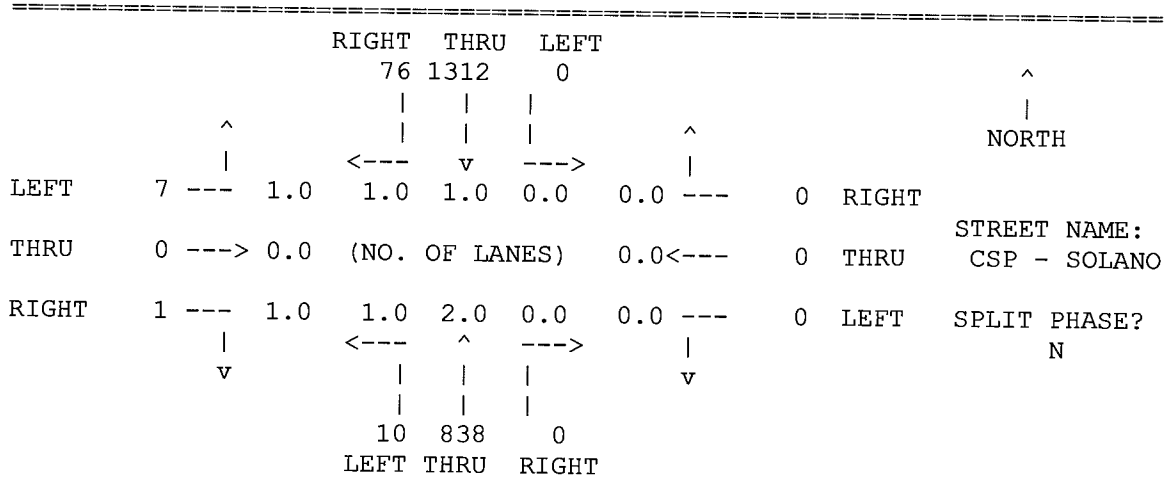
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	838	838	3300	0.2539	
LEFT (L)	10	10	1500	0.0067	0.0067
SB RIGHT (R)	76	0 *	1500	0.0000	
THRU (T)	1312	1312	1650	0.7952	0.7952
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

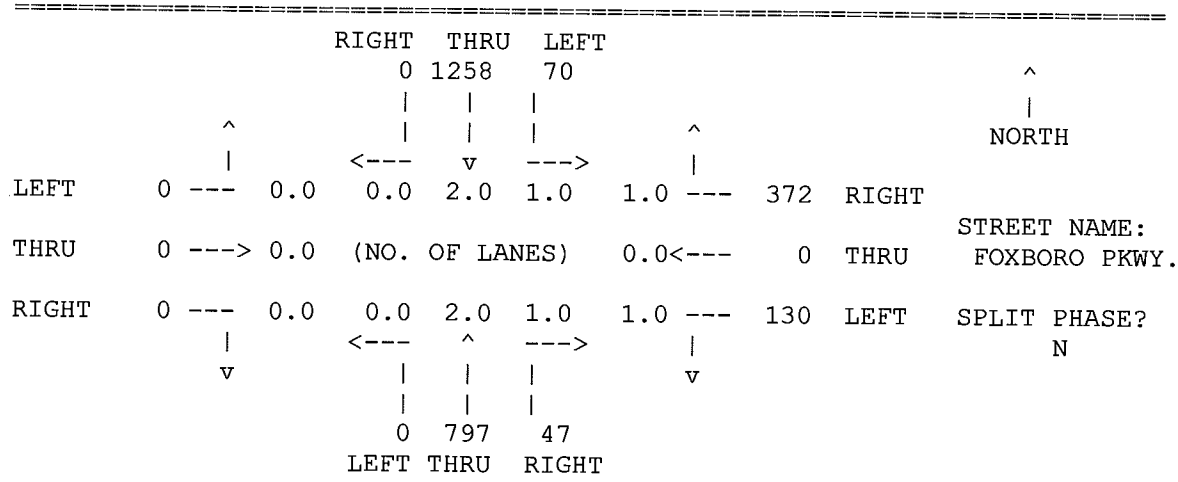
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.81
ADJUSTMENT FOR LOST YELLOW TIME:	0.06
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

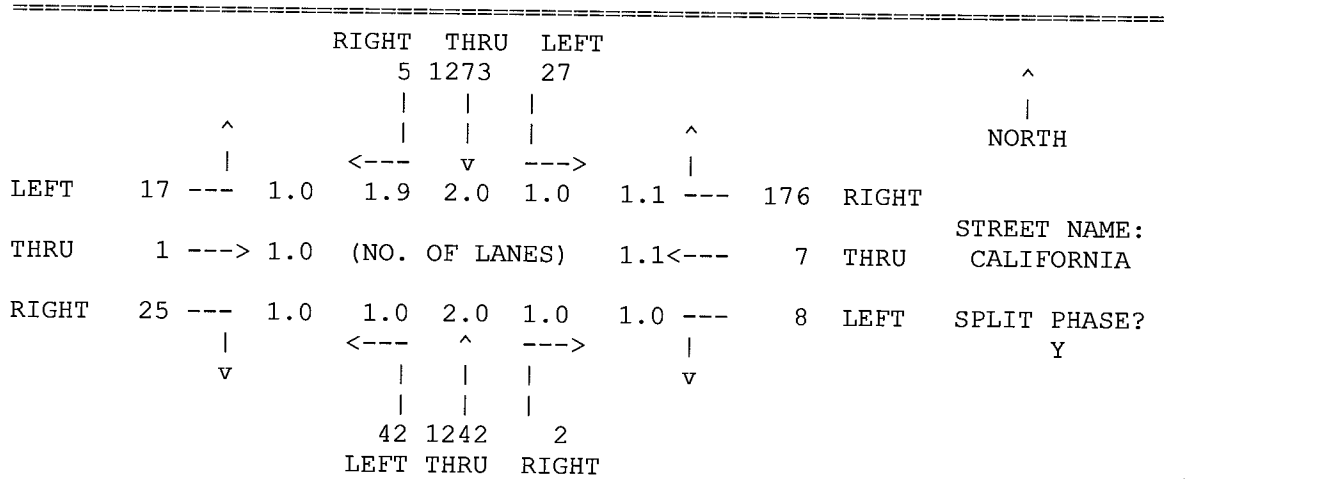
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	47	0 *	1500	0.0000	
THRU (T)	797	797	3300	0.2415	
SB THRU (T)	1258	1258	3300	0.3812	0.3812
LEFT (L)	70	70	1500	0.0467	
WB RIGHT (R)	372	257 *	1500	0.1713	0.1713
LEFT (L)	130	130	1500	0.0867	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.55
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.65
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1242	1242	3300	0.3764	
	LEFT (L)	42	42	1500	0.0280	0.0280
SB	RIGHT (R)	5	5	1650	0.0030	
	THRU (T)	1273	1273	3300	0.3858	0.3858
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	17	17	1500	0.0113	0.0113
WB	RIGHT (R)	176	176	1500	0.1173	
	THRU (T)	7	7	1500	0.0047	
	LEFT (L)	8	8	1500	0.0053	
	T + R		183	1500	0.1220	0.1220

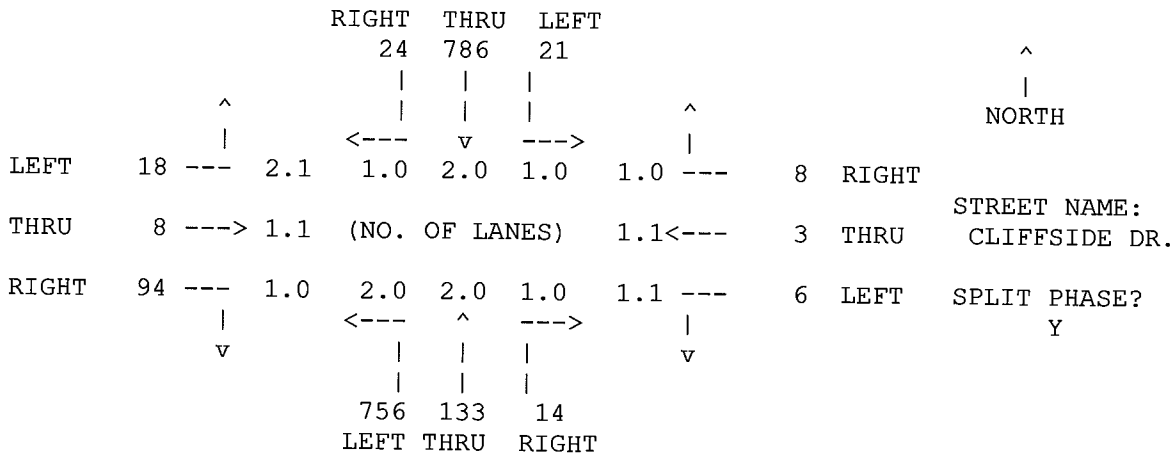
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.55
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.65
INTERSECTION LEVEL OF SERVICE:	B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	14	0 *	1500	0.0000	
	THRU (T)	133	133	3300	0.0403	
	LEFT (L)	756	756	2700	0.2800	0.2800
SB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	786	786	3300	0.2382	0.2382
	LEFT (L)	21	21	1500	0.0140	
EB	RIGHT (R)	94	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	18	18	2700	0.0067	
	T + L		26	2700	0.0096	0.0096
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

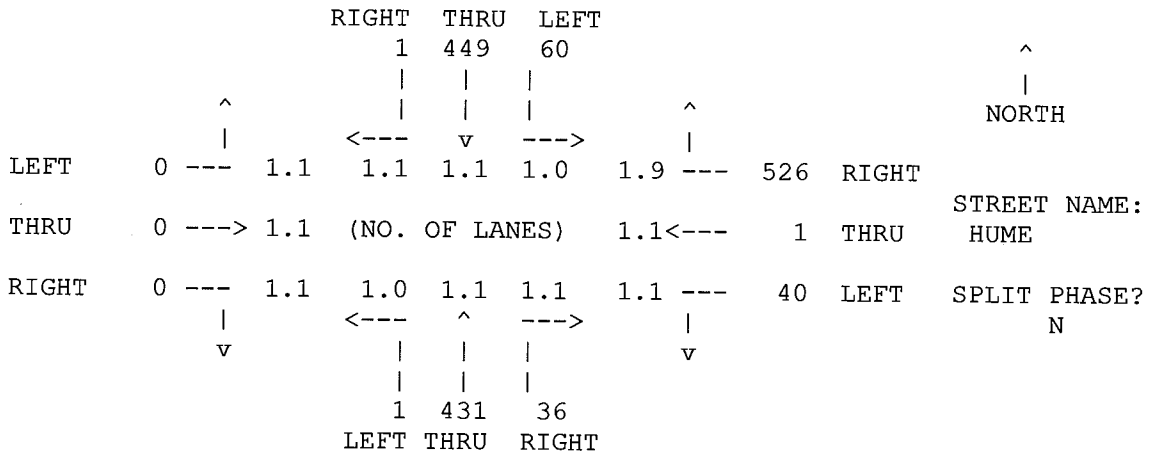
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	36	36	1500	0.0240	
THRU (T)	431	431	1500	0.2873	
LEFT (L)	1	1	1500	0.0007	
T + R		467	1500	0.3113	0.3113
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	449	449	1500	0.2993	
LEFT (L)	60	60	1500	0.0400	0.0400
T + R		450	1500	0.3000	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
WB RIGHT (R)	526	526	1650	0.3188	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	40	40	1500	0.0267	
T + L		41	1500	0.0273	0.0273

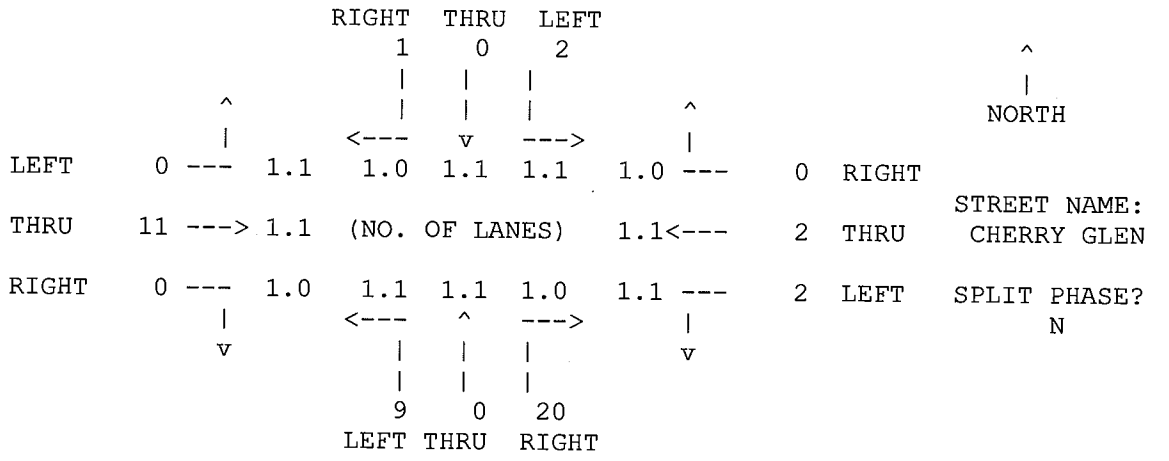
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		9	1500	0.0060	
SB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	
	T + L		2	1500	0.0013	0.0013
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	11	11	1500	0.0073	0.0073
	LEFT (L)	0	0	1500	0.0000	
	T + L		11	1500	0.0073	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	2	2	1500	0.0013	0.0013
	T + L		4	1500	0.0027	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

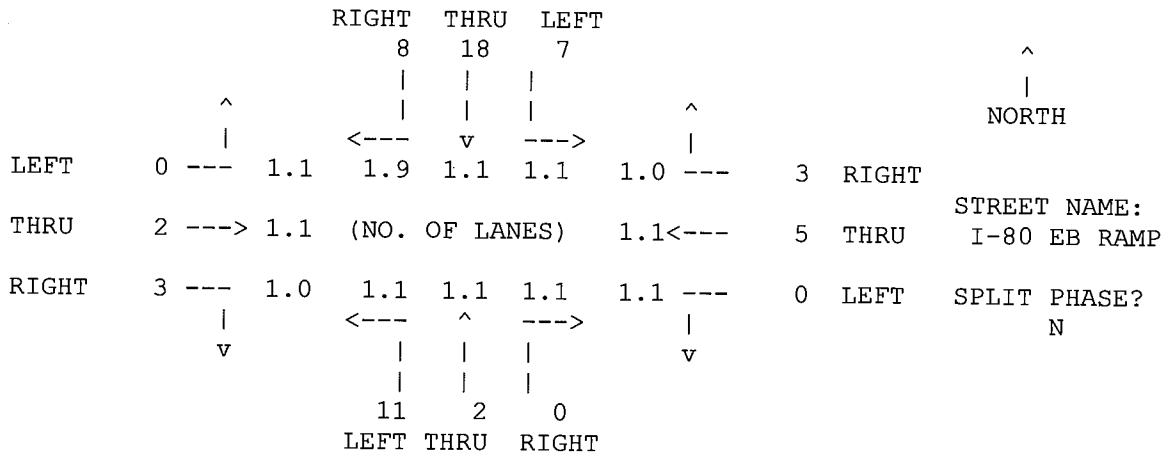
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS W/O PROJECT AM PEAK HR FILE 5YR.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + R		2	1500	0.0013	
	T + L		13	1500	0.0087	
	T + R + L		13	1500	0.0087	
SB	RIGHT (R)	8	8	1650	0.0048	
	THRU (T)	18	18	1500	0.0120	
	LEFT (L)	7	7	1500	0.0047	
	T + L		25	1500	0.0167	0.0167
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		2	1500	0.0013	
WB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	0.0033
	LEFT (L)	0	0	1500	0.0000	
	T + L		5	1500	0.0033	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.03
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.13
INTERSECTION LEVEL OF SERVICE: A

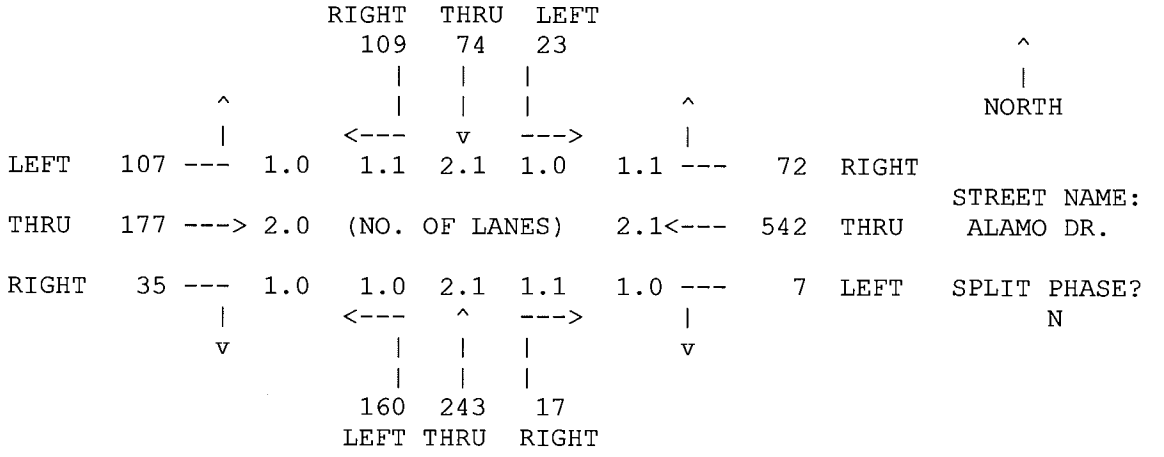
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.55	A
10	1107	PEABODY RD.	ALAMO DR.	0.73	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.80	C
17	1277	NUT TREE RD.	ULATIS DR.	0.42	A
18	1491	PEABODY RD.	CSP - SOLANO	0.51	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.56	A
22	1200	DAVIS	HUME	0.43	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	243	243	3150	0.0771	
	LEFT (L)	160	160	1500	0.1067	0.1067
	T + R		260	3150	0.0825	
SB	RIGHT (R)	109	109	1500	0.0727	0.0727
	THRU (T)	74	74	3150	0.0235	
	LEFT (L)	23	23	1500	0.0153	
	T + R		183	3150	0.0581	
EB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	177	177	3300	0.0536	
	LEFT (L)	107	107	1500	0.0713	0.0713
WB	RIGHT (R)	72	72	1500	0.0480	
	THRU (T)	542	542	3150	0.1721	
	LEFT (L)	7	7	1500	0.0047	
	T + R		614	3150	0.1949	0.1949

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

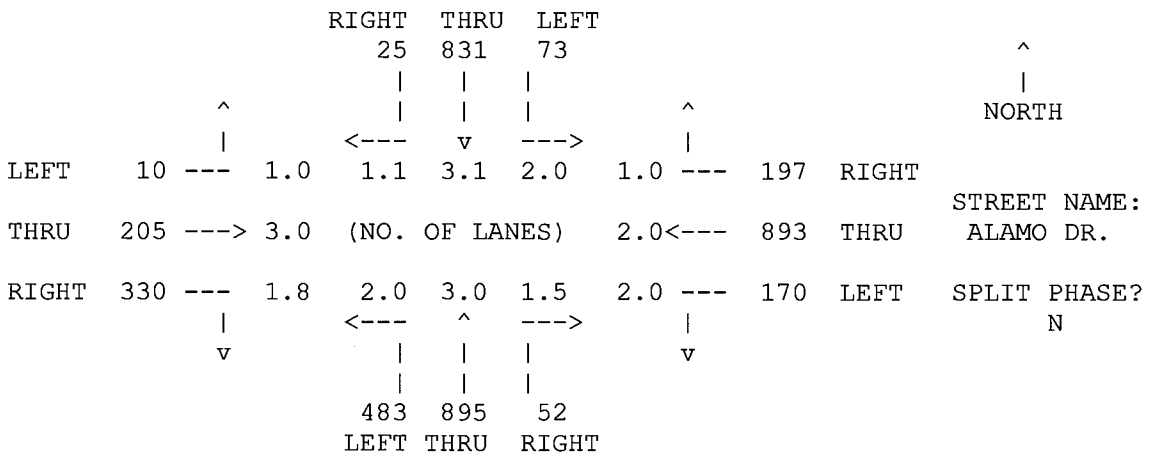
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	52	0 *	1500	0.0000	
THRU (T)	895	895	4950	0.1808	
LEFT (L)	483	483	2700	0.1789	0.1789
SB RIGHT (R)	25	25	1500	0.0167	
THRU (T)	831	831	4800	0.1731	
LEFT (L)	73	73	2700	0.0270	
T + R		856	4800	0.1783	0.1783
EB RIGHT (R)	330	0 *	1500	0.0000	
THRU (T)	205	205	4950	0.0414	
LEFT (L)	10	10	1500	0.0067	0.0067
WB RIGHT (R)	197	97 *	1500	0.0647	
THRU (T)	893	893	3300	0.2706	0.2706
LEFT (L)	170	170	2700	0.0630	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

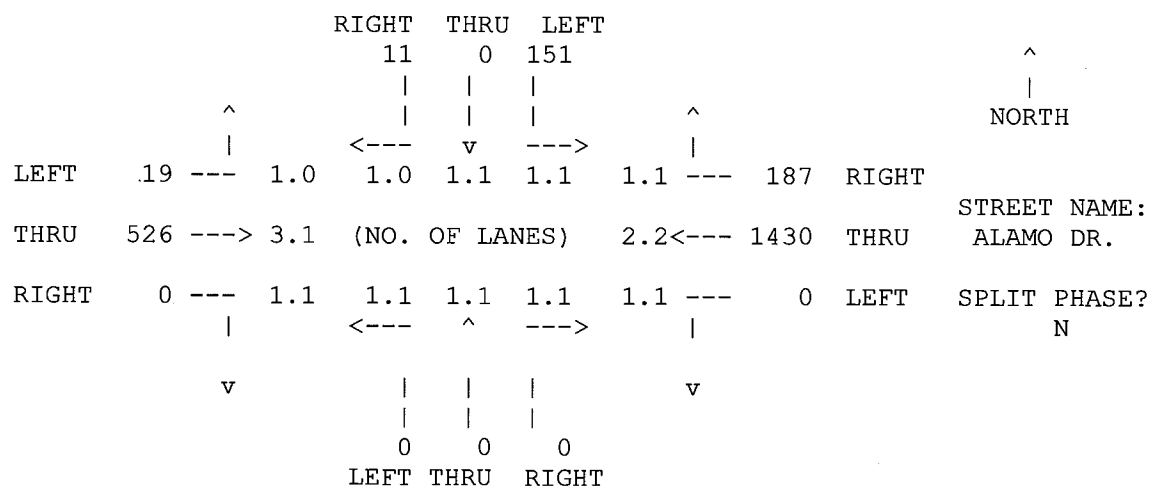
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

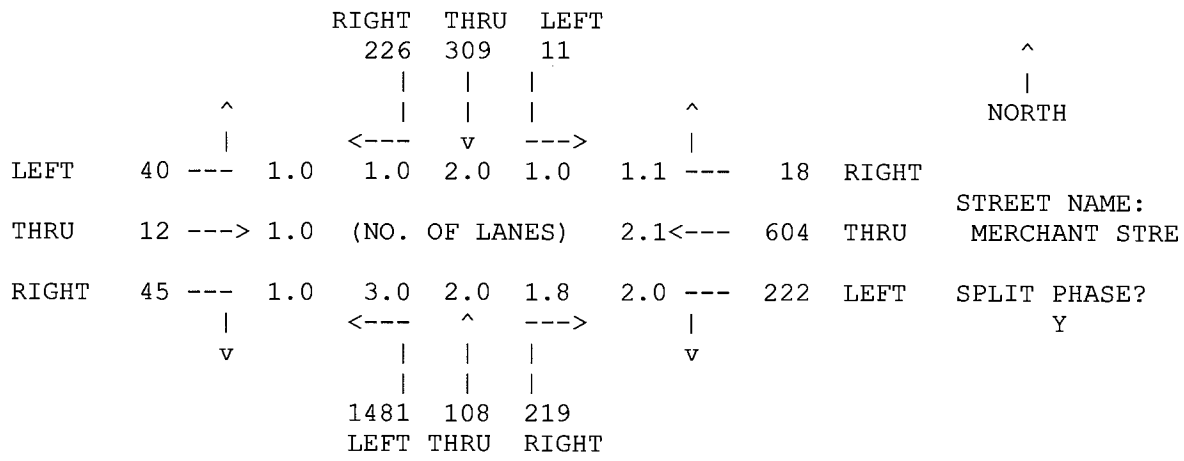
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	11	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	151	151	1500	0.1007	0.1007
T + L		151	1500	0.1007	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	526	526	4800	0.1096	
LEFT (L)	19	19	1500	0.0127	0.0127
T + R		526	4800	0.1096	
WB RIGHT (R)	187	187	1500	0.1247	
THRU (T)	1430	1430	3000	0.4767	
LEFT (L)	0	0	1500	0.0000	
T + R		1617	3000	0.5390	0.5390
T + L		1430	3000	0.4767	
T + R + L		1617	3000	0.5390	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	0	*	1500	0.0000	
	THRU (T)	108	108		3300	0.0327	
	LEFT (L)	1481	1481		3900	0.3797	0.3797
SB	RIGHT (R)	226	126	*	1500	0.0840	
	THRU (T)	309	309		3300	0.0936	0.0936
	LEFT (L)	11	11		1500	0.0073	
EB	RIGHT (R)	45	0	*	1500	0.0000	
	THRU (T)	12	12		1650	0.0073	
	LEFT (L)	40	40		1500	0.0267	0.0267
WB	RIGHT (R)	18	18		1500	0.0120	
	THRU (T)	604	604		3150	0.1917	
	LEFT (L)	222	222		2700	0.0822	
	T + R		622		3150	0.1975	0.1975

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

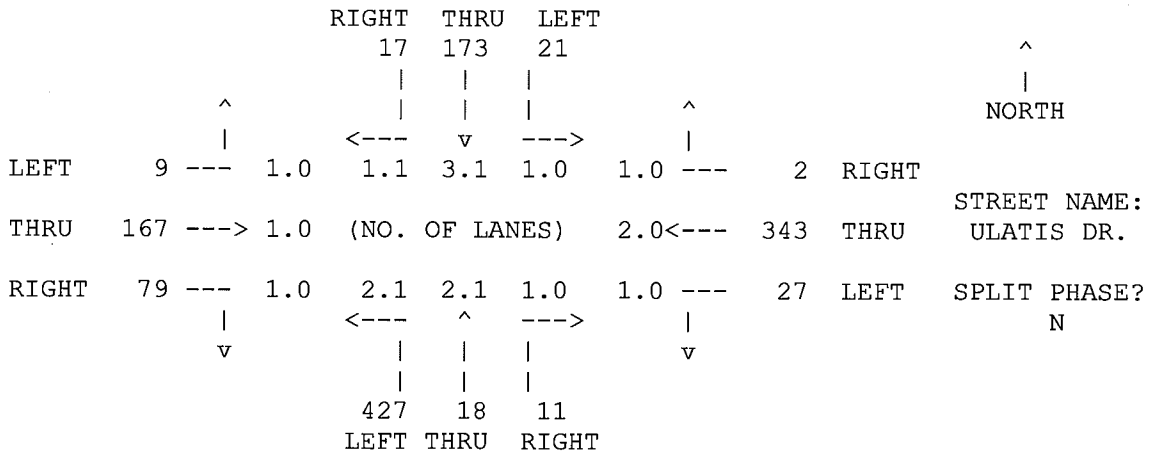
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	427	427	2700	0.1581	0.1581
	T + L		445	4350	0.1023	
SB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	173	173	4800	0.0360	
	LEFT (L)	21	21	1500	0.0140	
	T + R		190	4800	0.0396	0.0396
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	343	343	3300	0.1039	
	LEFT (L)	27	27	1500	0.0180	0.0180

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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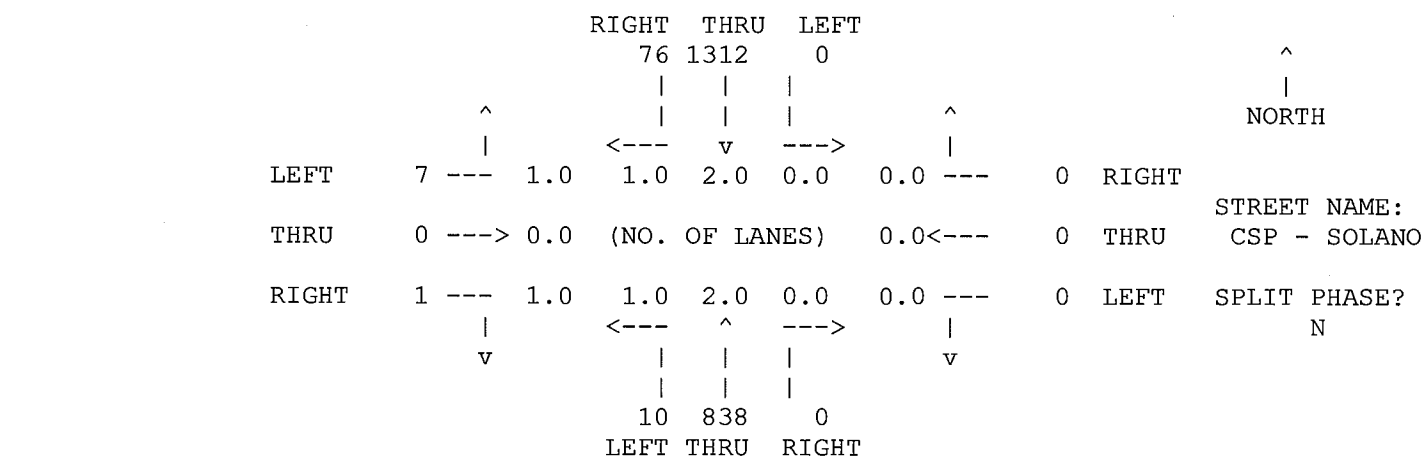
TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	838	838	3300	0.2539	
LEFT (L)	10	10	1500	0.0067	0.0067
SB RIGHT (R)	76	0 *	1500	0.0000	
THRU (T)	1312	1312	3300	0.3976	0.3976
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

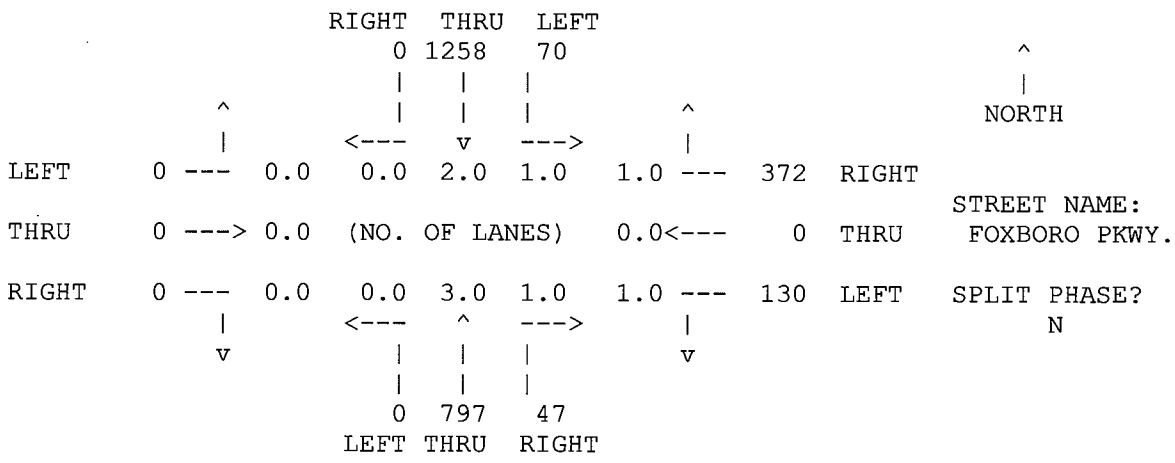
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	47	0 *	1500	0.0000	
THRU (T)	797	797	4950	0.1610	
SB THRU (T)	1258	1258	3300	0.3812	0.3812
LEFT (L)	70	70	1500	0.0467	
WB RIGHT (R)	372	257 *	1500	0.1713	0.1713
LEFT (L)	130	130	1500	0.0867	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

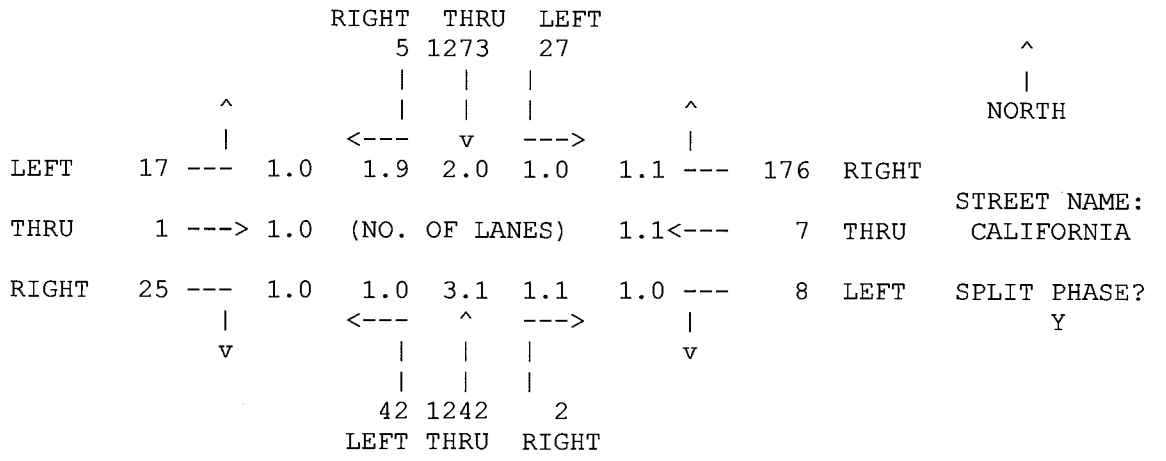
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1242	1242	4800	0.2588	
LEFT (L)	42	42	1500	0.0280	0.0280
T + R		1244	4800	0.2592	
SB RIGHT (R)	5	5	1650	0.0030	
THRU (T)	1273	1273	3300	0.3858	0.3858
LEFT (L)	27	27	1500	0.0180	
EB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	17	17	1500	0.0113	0.0113
WB RIGHT (R)	176	176	1500	0.1173	
THRU (T)	7	7	1500	0.0047	
LEFT (L)	8	8	1500	0.0053	
T + R		183	1500	0.1220	0.1220

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

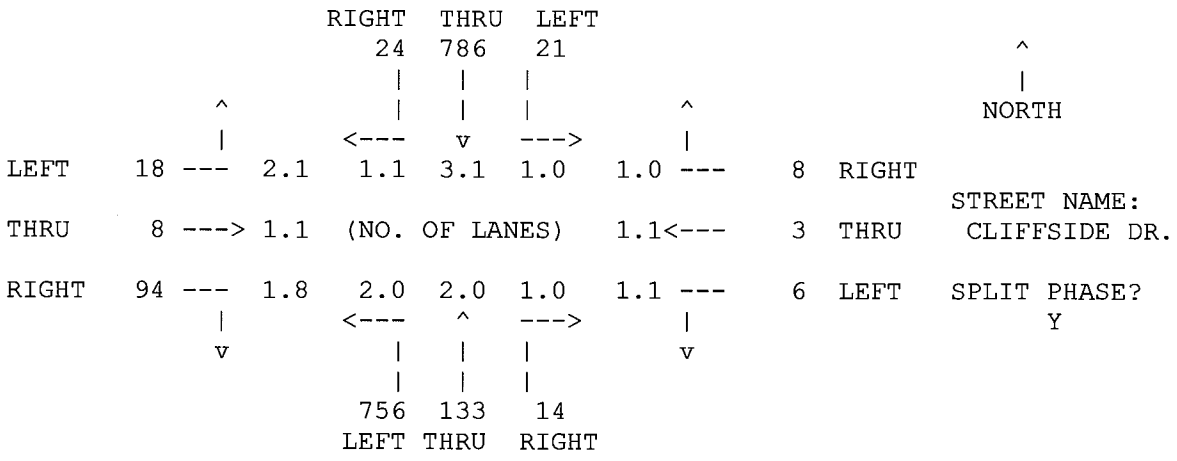
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	14	0 *	1500	0.0000	
	THRU (T)	133	133	3300	0.0403	
	LEFT (L)	756	756	2700	0.2800	0.2800
SB	RIGHT (R)	24	24	1500	0.0160	
	THRU (T)	786	786	4800	0.1637	
	LEFT (L)	21	21	1500	0.0140	
	T + R		810	4800	0.1688	0.1688
EB	RIGHT (R)	94	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	18	18	2700	0.0067	
	T + L		26	2700	0.0096	0.0096
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.46
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

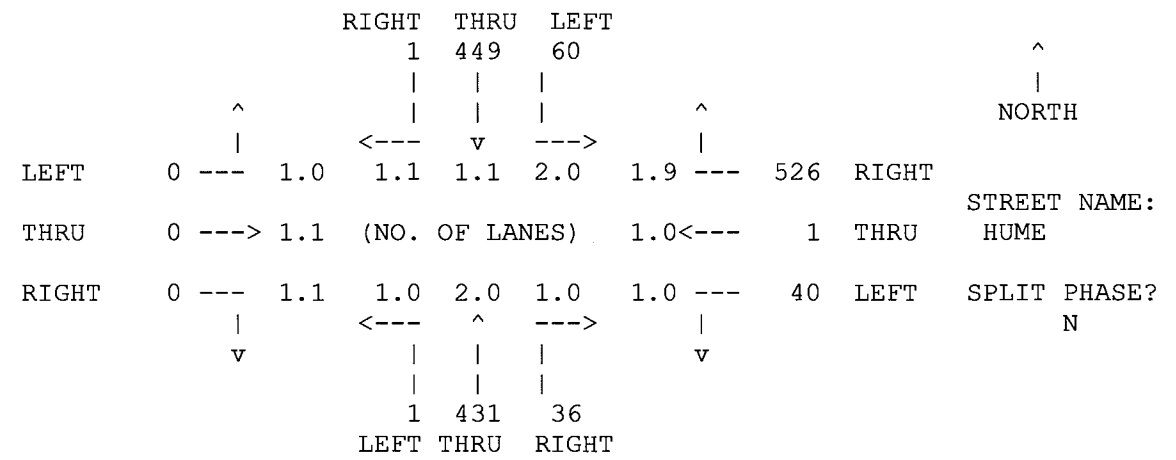
TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT WITH MIT AM PK HR FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	36	0 *	1500	0.0000	
THRU (T)	431	431	3300	0.1306	
LEFT (L)	1	1	1500	0.0007	0.0007
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	449	449	1500	0.2993	
LEFT (L)	60	60	2700	0.0222	
T + R		450	1500	0.3000	0.3000
EB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
WB RIGHT (R)	526	526	1650	0.3188	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	40	40	1500	0.0267	0.0267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.33
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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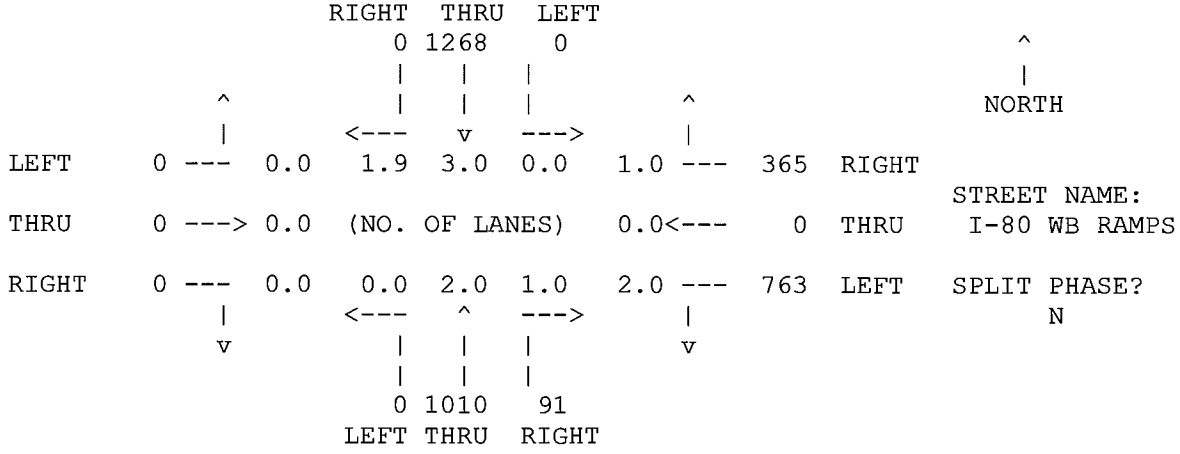
TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.69	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.68	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.53	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.66	B
5	1306	LEISURE TOWN	ELMIRA ROAD	0.58	A
6	1310	LEISURE TOWN	ALAMO/FRY	0.48	A
7	1614	VANDEN	LEISURE TOWN	0.62	B
8	1117	VANDEN	ALAMO	0.42	A
9	1114	NUT TREE RD.	ALAMO DR.	0.71	C
10	1107	PEABODY RD.	ALAMO DR.	0.85	D
11	1100	DAVIS ST.	ALAMO DR.	0.86	D
12	1095	ALAMO DR.	MARSHALL RD.	0.75	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.55	A
14	1093	ALAMO DRIVE	MERCHANT STRE	0.81	D
15	1234	PEABODY RD.	ELMIRA RD.	0.45	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.58	A
17	1277	NUT TREE RD.	ULATIS DR.	0.86	D
18	1491	PEABODY RD.	CSP - SOLANO	0.80	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.84	D
20	1245	PEABODY	CALIFORNIA	0.81	D
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.89	D
22	1200	DAVIS	HUME	0.91	E
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.59	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	91	0 *	1500	0.0000	
THRU (T)	1010	1010	3300	0.3061	0.3061
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1268	1268	4950	0.2562	
WB RIGHT (R)	365	285 *	1500	0.1900	
LEFT (L)	763	763	2700	0.2826	0.2826

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

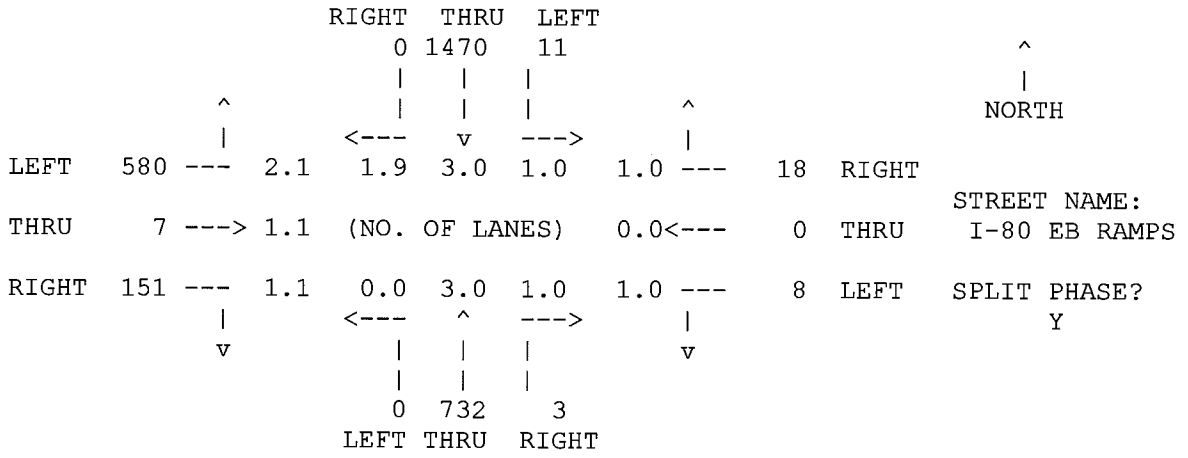
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	732	732	4950	0.1479	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1470	1470	4950	0.2970	0.2970
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	151	151	1500	0.1007	
THRU (T)	7	7	1500	0.0047	
LEFT (L)	580	580	2700	0.2148	
T + R		158	1500	0.1053	
T + L		587	2700	0.2174	
T + R + L		738	2700	0.2733	0.2733
WB RIGHT (R)	18	0 *	1500	0.0000	
LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

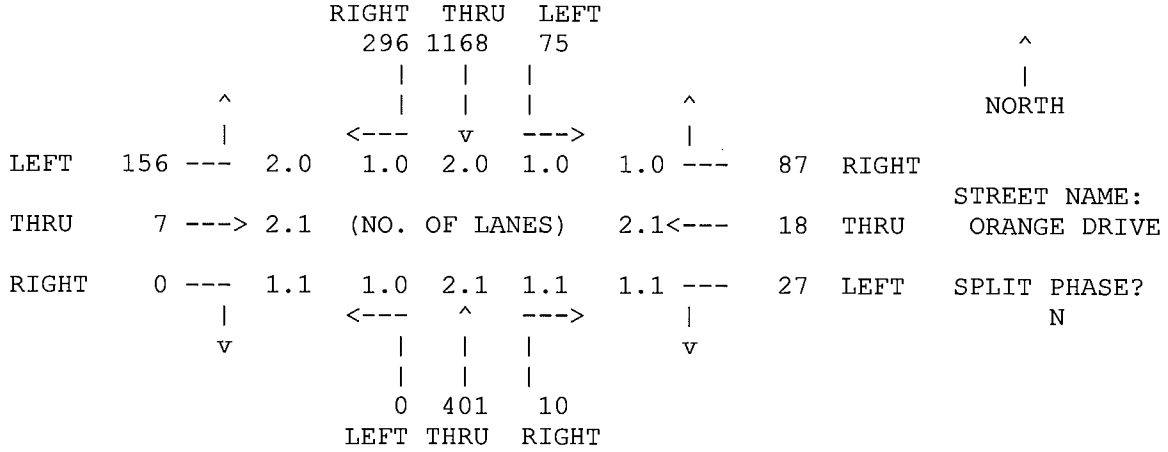
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	401	401	3150	0.1273	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		411	3150	0.1305	
SB	RIGHT (R)	296	173 *	1500	0.1153	
	THRU (T)	1168	1168	3300	0.3539	0.3539
	LEFT (L)	75	75	1500	0.0500	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	7	7	3150	0.0022	
	LEFT (L)	156	156	2700	0.0578	0.0578
	T + R		7	3150	0.0022	
WB	RIGHT (R)	87	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	27	27	1500	0.0180	
	T + L		45	3150	0.0143	0.0143

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.43
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

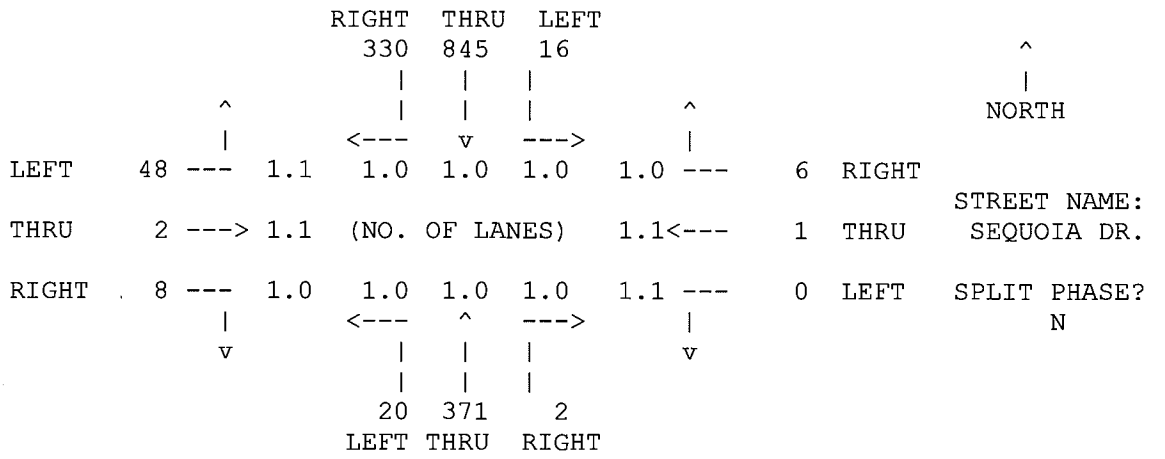
TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	371	371	1650	0.2248	
LEFT (L)	20	20	1500	0.0133	0.0133
SB RIGHT (R)	330	226 *	1500	0.1507	
THRU (T)	845	845	1650	0.5121	0.5121
LEFT (L)	16	16	1500	0.0107	
EB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	48	48	1500	0.0320	
T + L		50	1500	0.0333	0.0333
WB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

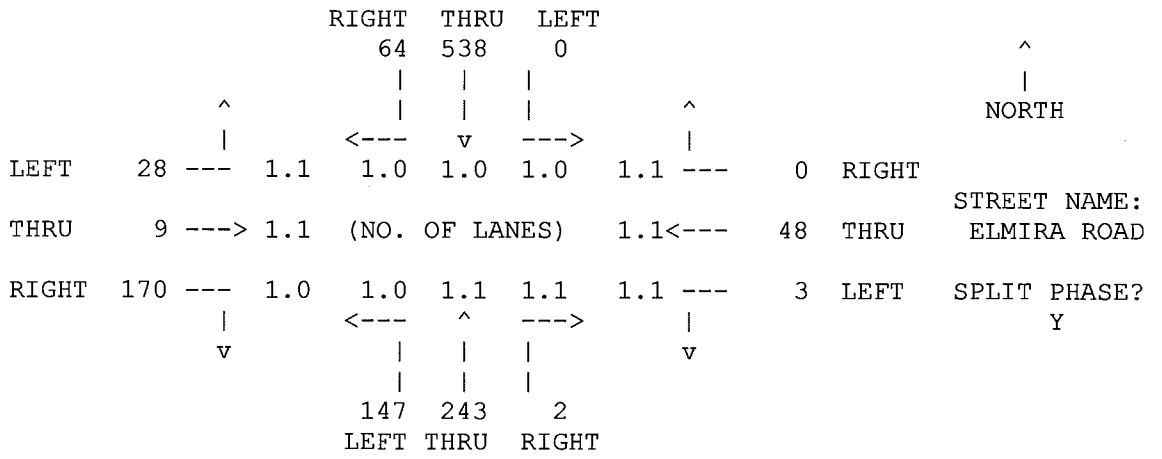
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

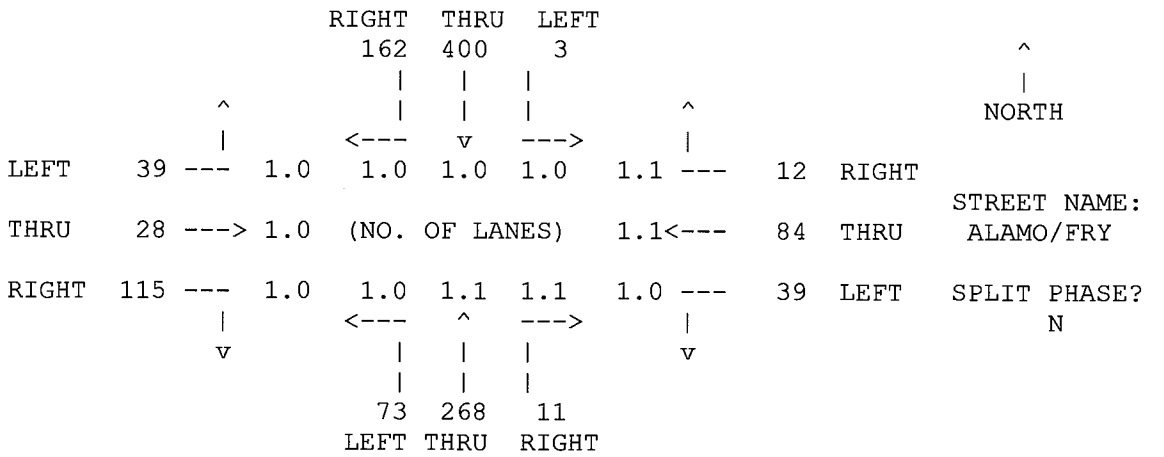
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	243	243	1500	0.1620	
LEFT (L)	147	147	1500	0.0980	0.0980
T + R		245	1500	0.1633	
SB RIGHT (R)	64	0 *	1500	0.0000	
THRU (T)	538	538	1650	0.3261	0.3261
LEFT (L)	0	0	1500	0.0000	
EB RIGHT (R)	170	17 *	1500	0.0113	
THRU (T)	9	9	1500	0.0060	
LEFT (L)	28	28	1500	0.0187	
T + L		37	1500	0.0247	0.0247
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	48	48	1500	0.0320	
LEFT (L)	3	3	1500	0.0020	
T + R		48	1500	0.0320	
T + L		51	1500	0.0340	0.0340
T + R + L		51	1500	0.0340	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.48
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.58
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	268	268	1500	0.1787	
	LEFT (L)	73	73	1500	0.0487	0.0487
	T + R		279	1500	0.1860	
SB	RIGHT (R)	162	63 *	1500	0.0420	
	THRU (T)	400	400	1650	0.2424	0.2424
	LEFT (L)	3	3	1500	0.0020	
EB	RIGHT (R)	115	0 *	1500	0.0000	
	THRU (T)	28	28	1650	0.0170	
	LEFT (L)	39	39	1500	0.0260	0.0260
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	84	84	1500	0.0560	
	LEFT (L)	39	39	1500	0.0260	
	T + R		96	1500	0.0640	0.0640

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

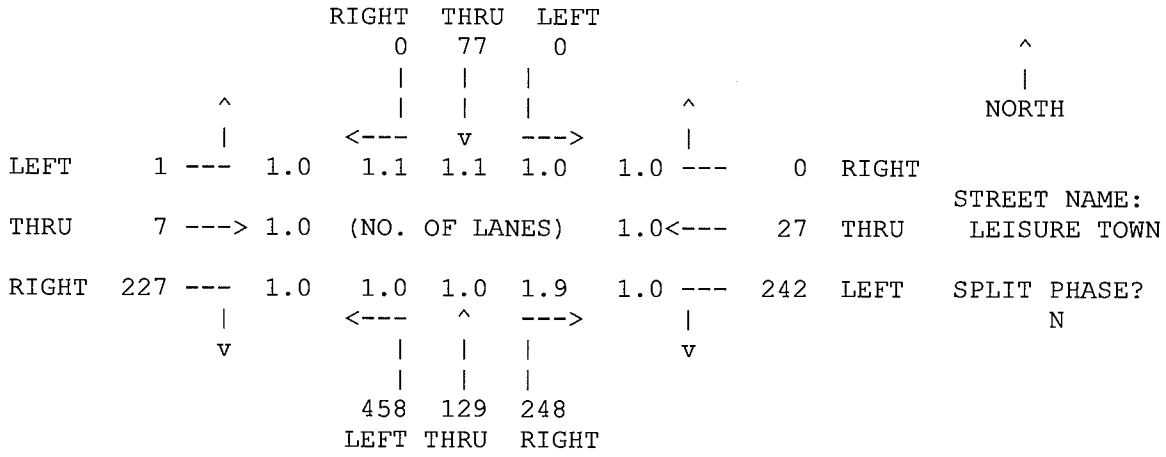
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	248	248	1650	0.1503	
THRU (T)	129	129	1650	0.0782	
LEFT (L)	458	458	1500	0.3053	0.3053
SB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	77	77	1500	0.0513	0.0513
LEFT (L)	0	0	1500	0.0000	
T + R		77	1500	0.0513	
EB RIGHT (R)	227	0 *	1500	0.0000	
THRU (T)	7	7	1650	0.0042	0.0042
LEFT (L)	1	1	1500	0.0007	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	27	27	1650	0.0164	
LEFT (L)	242	242	1500	0.1613	0.1613

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

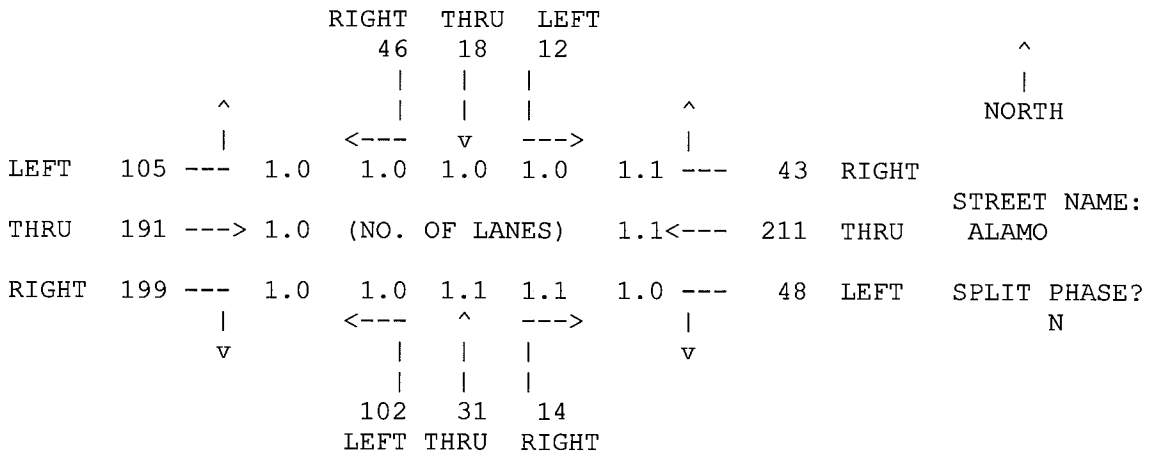
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 85 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	102	102	1500	0.0680	0.0680
	T + R		45	1500	0.0300	
SB	RIGHT (R)	46	0 *	1500	0.0000	
	THRU (T)	18	18	1650	0.0109	0.0109
	LEFT (L)	12	12	1500	0.0080	
EB	RIGHT (R)	199	68 *	1500	0.0453	
	THRU (T)	191	191	1650	0.1158	
	LEFT (L)	105	105	1500	0.0700	0.0700
WB	RIGHT (R)	43	43	1500	0.0287	
	THRU (T)	211	211	1500	0.1407	
	LEFT (L)	48	48	1500	0.0320	
	T + R		254	1500	0.1693	0.1693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

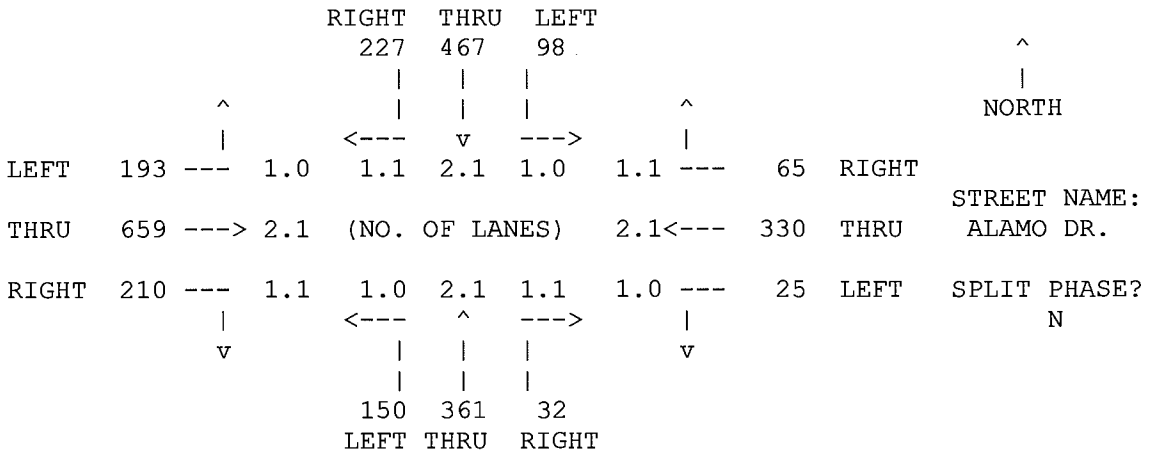
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	32	32	1500	0.0213	
THRU (T)	361	361	3150	0.1146	
LEFT (L)	150	150	1500	0.1000	0.1000
T + R		393	3150	0.1248	
SB RIGHT (R)	227	227	1500	0.1513	
THRU (T)	467	467	3150	0.1483	
LEFT (L)	98	98	1500	0.0653	
T + R		694	3150	0.2203	0.2203
EB RIGHT (R)	210	210	1500	0.1400	
THRU (T)	659	659	3150	0.2092	
LEFT (L)	193	193	1500	0.1287	
T + R		869	3150	0.2759	0.2759
WB RIGHT (R)	65	65	1500	0.0433	
THRU (T)	330	330	3150	0.1048	
LEFT (L)	25	25	1500	0.0167	0.0167
T + R		395	3150	0.1254	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI

```
                    RIGHT  THRU  LEFT                                  ^
                      30   990   165                                   |
                       |    |     |                                    |
            ^          |    |     |          ^                      NORTH
            |        <---   v    --->        |
LEFT    29 ---  1.0   1.1  3.1   2.0   1.0 ---  199  RIGHT
                                                          STREET NAME:
THRU  1130 ---> 2.0  (NO. OF LANES)    2.0<---  516  THRU   ALAMO DR.

RIGHT  463 ---  1.8   2.0  3.0   1.5   2.0 ---   86  LEFT   SPLIT PHASE?
            |        <---   ^    --->       |                    N
            v           |    |     |         v
                        |    |     |
                      485   993   157
                     LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	157	29 *	1500	0.0193	
THRU (T)	993	993	4950	0.2006	
LEFT (L)	485	485	2700	0.1796	0.1796
SB RIGHT (R)	30	30	1500	0.0200	
THRU (T)	990	990	4800	0.2063	
LEFT (L)	165	165	2700	0.0611	
T + R		1020	4800	0.2125	0.2125
EB RIGHT (R)	463	0 *	1500	0.0000	
THRU (T)	1130	1130	3300	0.3424	0.3424
LEFT (L)	29	29	1500	0.0193	
WB RIGHT (R)	199	73 *	1500	0.0487	
THRU (T)	516	516	3300	0.1564	
LEFT (L)	86	86	2700	0.0319	0.0319

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI

```
                      RIGHT  THRU  LEFT
                        25     0   296                          ^
                         |     |     |                           |
                ^        |     |     |         ^                NORTH
                |      <---    v    --->       |
LEFT      8 ---  1.0    1.0   1.1   1.1    1.1 ---  260  RIGHT
                                                        STREET NAME:
THRU   1863 ---> 2.1   (NO. OF LANES)    2.2<---  985  THRU    ALAMO DR.

RIGHT     0 ---  1.1    1.1   1.1   1.1    1.1 ---    0  LEFT   SPLIT PHASE?
                |      <---    ^    --->       |                    N
                v         |     |     |        v
                          |     |     |
                          0     0     0
                       LEFT  THRU  RIGHT
```

STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	296	296	1500	0.1973	0.1973
	T + L		296	1500	0.1973	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1863	1863	3150	0.5914	0.5914
	LEFT (L)	8	8	1500	0.0053	
	T + R		1863	3150	0.5914	
WB	RIGHT (R)	260	260	1500	0.1733	
	THRU (T)	985	985	3000	0.3283	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1245	3000	0.4150	
	T + L		985	3000	0.3283	
	T + R + L		1245	3000	0.4150	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI

```
                    RIGHT  THRU  LEFT                              ^
                      119  1965   105                              |
                       |     |     |                               |
                  ^    |     |     |         ^                   NORTH
                  |    |     |     |         |
                  |   <---   v     --->       |
LEFT     58 ---  1.0   1.0   2.0   1.0   1.0 ---  109  RIGHT
                                                          STREET NAME:
THRU      7 ---> 1.0  (NO. OF LANES)    1.0<---   15  THRU    MARSHALL RD.

RIGHT     6 ---  1.0   1.0   3.0   1.0   1.0 ---    1  LEFT   SPLIT PHASE?
                  |     <---   ^     --->       |                    N
                  v          |     |     |     v
                             |     |     |
                             |     |     |
                             4  1052     1
                          LEFT  THRU  RIGHT
```

STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	1052	1052	4950	0.2125	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	119	10 *	1500	0.0067	
	THRU (T)	1965	1965	3300	0.5955	0.5955
	LEFT (L)	105	105	1500	0.0700	
EB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	7	7	1650	0.0042	
	LEFT (L)	58	58	1500	0.0387	0.0387
WB	RIGHT (R)	109	0 *	1500	0.0000	
	THRU (T)	15	15	1650	0.0091	0.0091
	LEFT (L)	1	1	1500	0.0007	

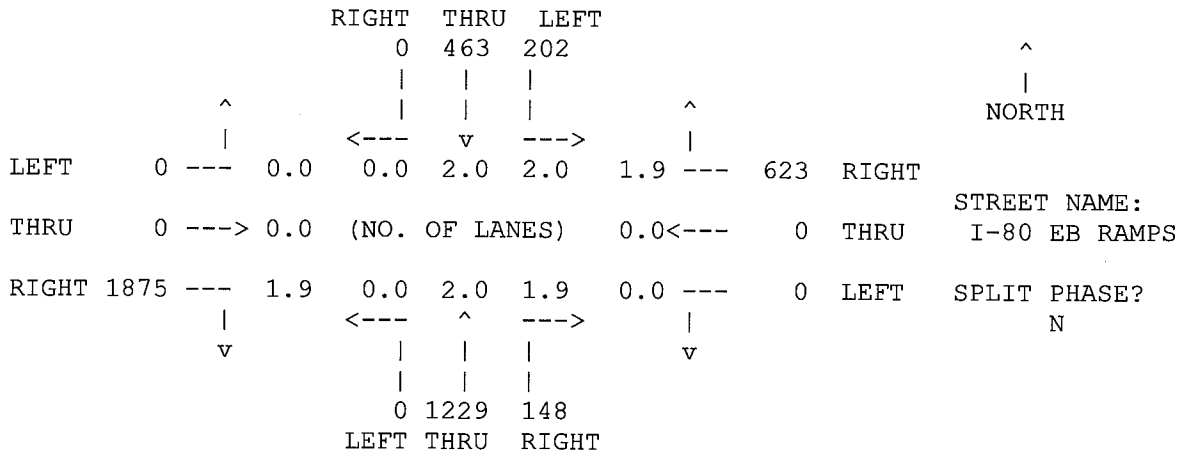
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.65
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.75
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	148	148	1650	0.0897	
	THRU (T)	1229	1229	3300	0.3724	0.3724
SB	THRU (T)	463	463	3300	0.1403	
	LEFT (L)	202	202	2700	0.0748	0.0748
EB	RIGHT (R)	1875	1875	1650	1.1364 **	
WB	RIGHT (R)	623	623	1650	0.3776	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

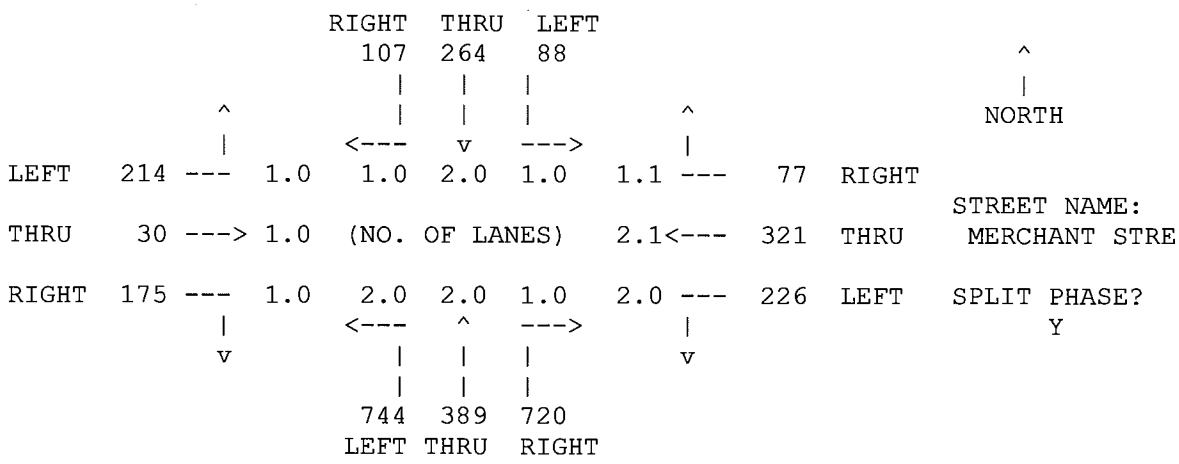
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	720	577 *	1500	0.3847	0.3847
	THRU (T)	389	389	3300	0.1179	
	LEFT (L)	744	744	2700	0.2756	
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	264	264	3300	0.0800	
	LEFT (L)	88	88	1500	0.0587	0.0587
EB	RIGHT (R)	175	0 *	1500	0.0000	
	THRU (T)	30	30	1650	0.0182	
	LEFT (L)	214	214	1500	0.1427	0.1427
WB	RIGHT (R)	77	77	1500	0.0513	
	THRU (T)	321	321	3150	0.1019	
	LEFT (L)	226	226	2700	0.0837	
	T + R		398	3150	0.1263	0.1263

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

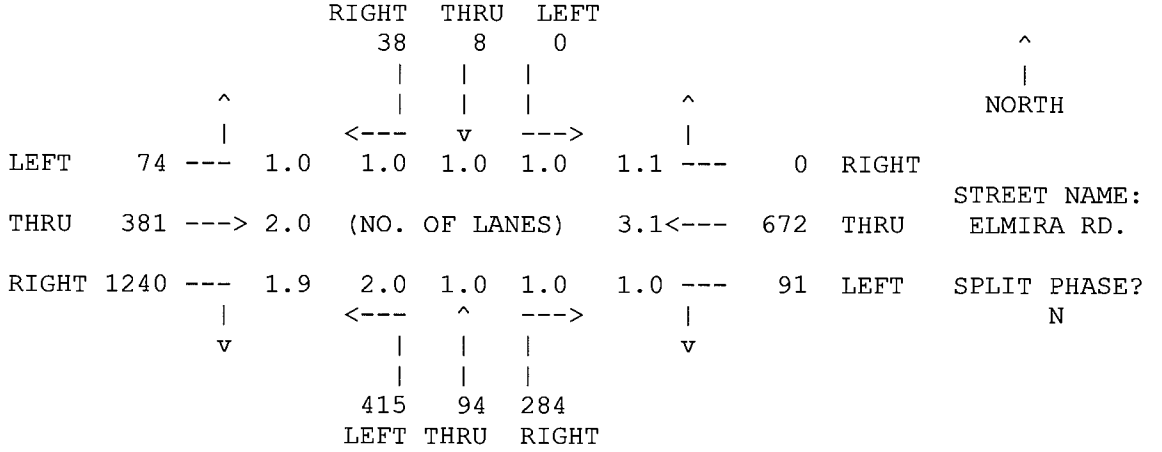
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	284	159 *	1500	0.1060	
	THRU (T)	94	94	1650	0.0570	
	LEFT (L)	415	415	2700	0.1537	0.1537
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	0.0048
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1240	1240	1650	0.7515	
	THRU (T)	381	381	3300	0.1155	
	LEFT (L)	74	74	1500	0.0493	0.0493
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	672	672	4800	0.1400	0.1400
	LEFT (L)	91	91	1500	0.0607	
	T + R		672	4800	0.1400	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

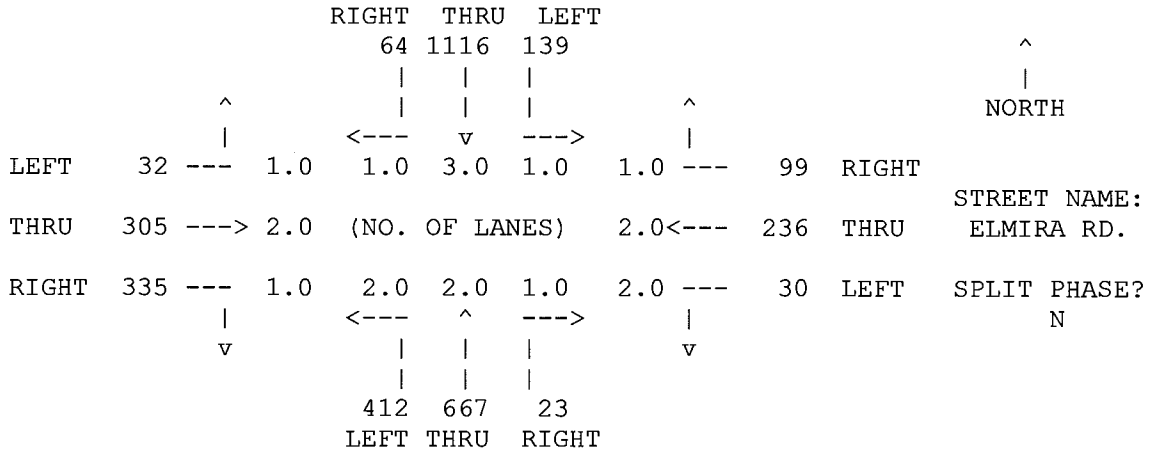
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	23	0 *	1500	0.0000	
THRU (T)	667	667	3300	0.2021	
LEFT (L)	412	412	2700	0.1526	0.1526
SB RIGHT (R)	64	0 *	1500	0.0000	
THRU (T)	1116	1116	4950	0.2255	0.2255
LEFT (L)	139	139	1500	0.0927	
EB RIGHT (R)	335	141 *	1500	0.0940	0.0940
THRU (T)	305	305	3300	0.0924	
LEFT (L)	32	32	1500	0.0213	
WB RIGHT (R)	99	0 *	1500	0.0000	
THRU (T)	236	236	3300	0.0715	
LEFT (L)	30	30	2700	0.0111	0.0111

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

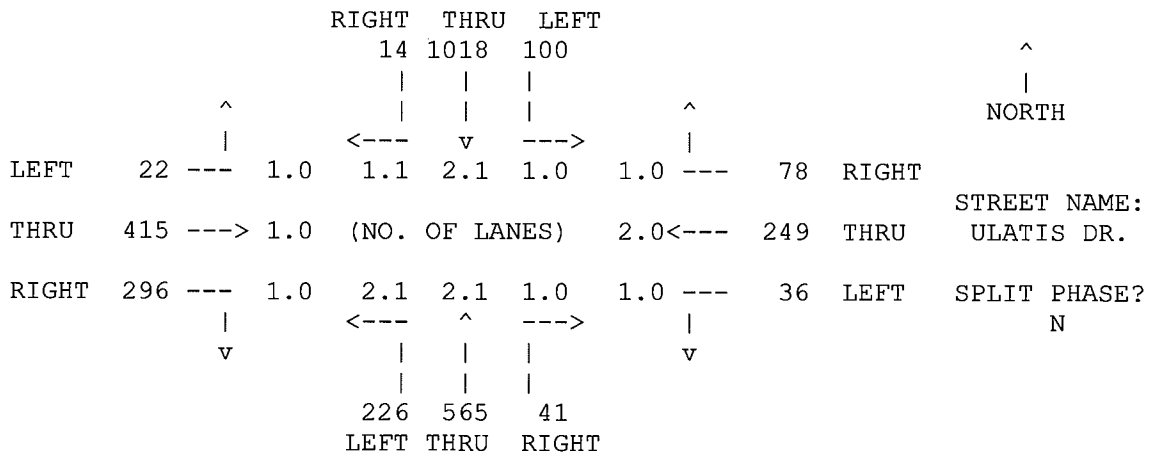
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	565	565	3150	0.1794	
	LEFT (L)	226	226	2700	0.0837	
	T + L		791	4350	0.1818	0.1818
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1018	1018	3150	0.3232	
	LEFT (L)	100	100	1500	0.0667	
	T + R		1032	3150	0.3276	0.3276
EB	RIGHT (R)	296	153 *	1500	0.1020	
	THRU (T)	415	415	1650	0.2515	0.2515
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	78	0 *	1500	0.0000	
	THRU (T)	249	249	3300	0.0755	
	LEFT (L)	36	36	1500	0.0240	0.0240

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI

```
                      RIGHT  THRU  LEFT
                         18  1062    0                          ^
                          |    |    |                           |
                ^         |    |    |         ^                NORTH
                |       <---   v   --->       |
LEFT     80 ---  1.0    1.0  1.0  0.0   0.0 ---     0  RIGHT
                                                          STREET NAME:
THRU      0 ---> 0.0  (NO. OF LANES)    0.0<---     0  THRU    CSP - SOLANO

RIGHT    11 ---  1.0    1.0  2.0  0.0   0.0 ---     0  LEFT   SPLIT PHASE?
                 |       <---   ^   --->       |                    N
                 v           |    |    |         v
                            |    |    |
                            2 1424    0
                         LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1424	1424	3300	0.4315	
LEFT (L)	2	2	1500	0.0013	0.0013
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	1062	1062	1650	0.6436	0.6436
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

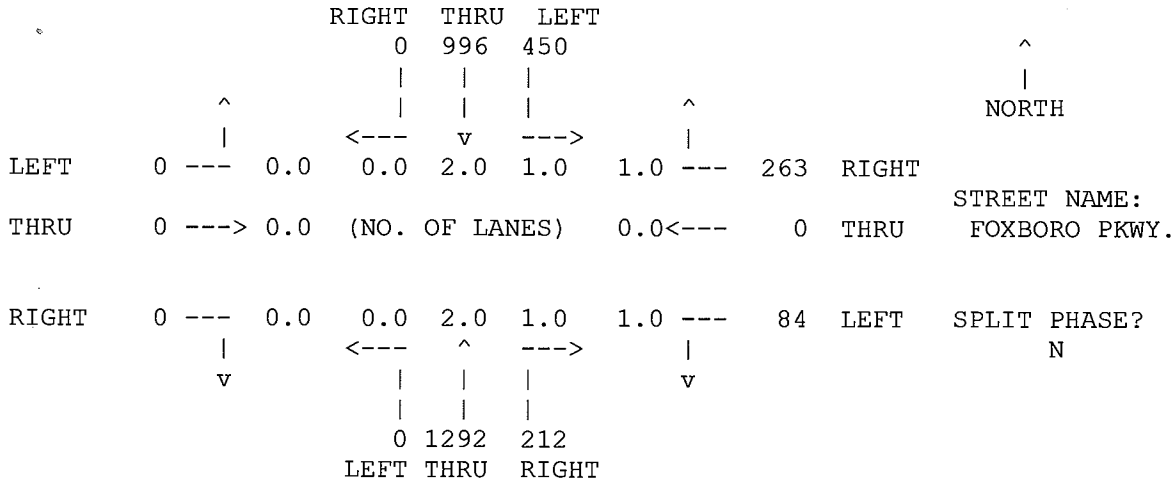
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.70
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.80
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	212	90 *	1500	0.0600	
THRU (T)	1292	1292	3300	0.3915	0.3915
SB THRU (T)	996	996	3300	0.3018	
LEFT (L)	450	450	1500	0.3000	0.3000
WB RIGHT (R)	263	0 *	1500	0.0000	
LEFT (L)	84	84	1500	0.0560	0.0560

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

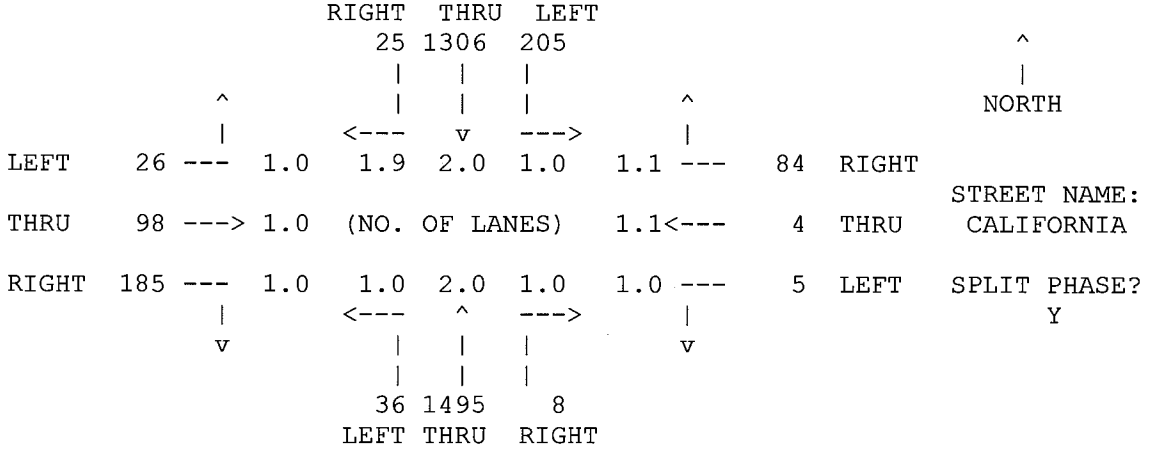
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1495	1495	3300	0.4530	0.4530
LEFT (L)	36	36	1500	0.0240	
SB RIGHT (R)	25	25	1650	0.0152	
THRU (T)	1306	1306	3300	0.3958	
LEFT (L)	205	205	1500	0.1367	0.1367
EB RIGHT (R)	185	87 *	1500	0.0580	
THRU (T)	98	98	1650	0.0594	0.0594
LEFT (L)	26	26	1500	0.0173	
WB RIGHT (R)	84	84	1500	0.0560	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	5	5	1500	0.0033	
T + R		88	1500	0.0587	0.0587

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

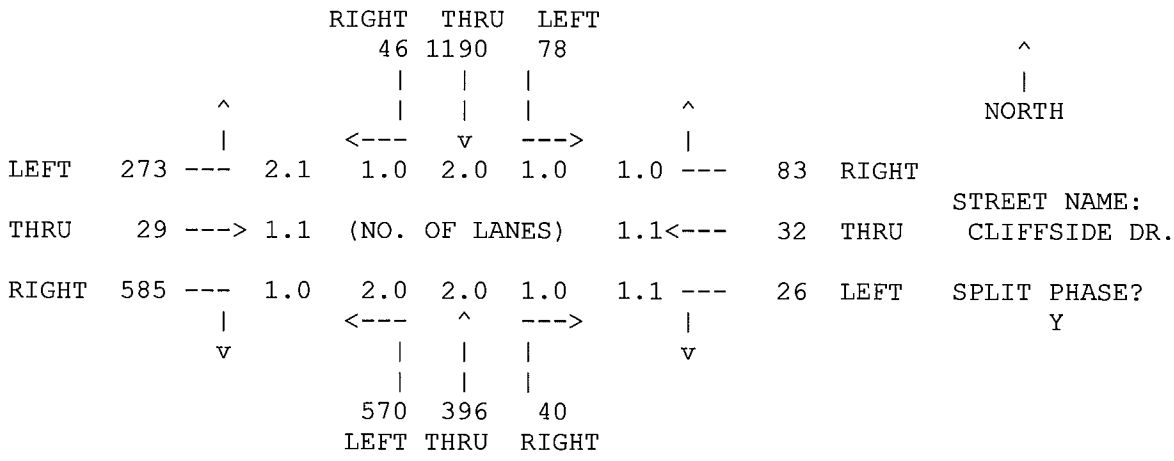
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	396	396	3300	0.1200	
	LEFT (L)	570	570	2700	0.2111	0.2111
SB	RIGHT (R)	46	0 *	1500	0.0000	
	THRU (T)	1190	1190	3300	0.3606	0.3606
	LEFT (L)	78	78	1500	0.0520	
EB	RIGHT (R)	585	347 *	1500	0.2313	0.2313
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	273	273	2700	0.1011	
	T + L		302	2700	0.1119	
WB	RIGHT (R)	83	0 *	1500	0.0000	
	THRU (T)	32	32	1500	0.0213	
	LEFT (L)	26	26	1500	0.0173	
	T + L		58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.84
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

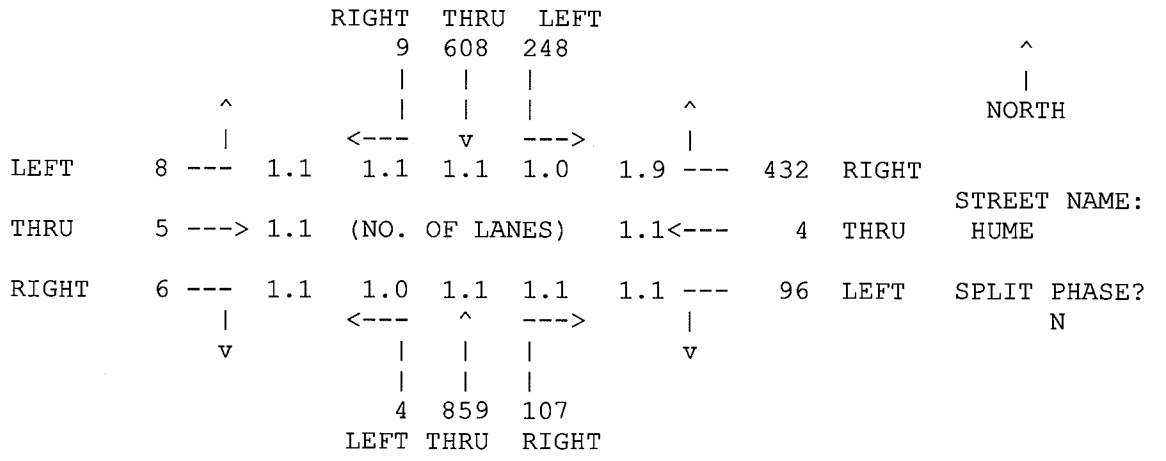
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	107	107	1500	0.0713	
THRU (T)	859	859	1500	0.5727	
LEFT (L)	4	4	1500	0.0027	
T + R		966	1500	0.6440	0.6440
SB RIGHT (R)	9	9	1500	0.0060	
THRU (T)	608	608	1500	0.4053	
LEFT (L)	248	248	1500	0.1653	0.1653
T + R		617	1500	0.4113	
EB RIGHT (R)	6	6	1500	0.0040	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	8	8	1500	0.0053	
T + R		11	1500	0.0073	
T + L		13	1500	0.0087	
T + R + L		19	1500	0.0127	0.0127
WB RIGHT (R)	432	432	1650	0.2618	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	96	96	1500	0.0640	0.0640
T + L		100	1500	0.0667	

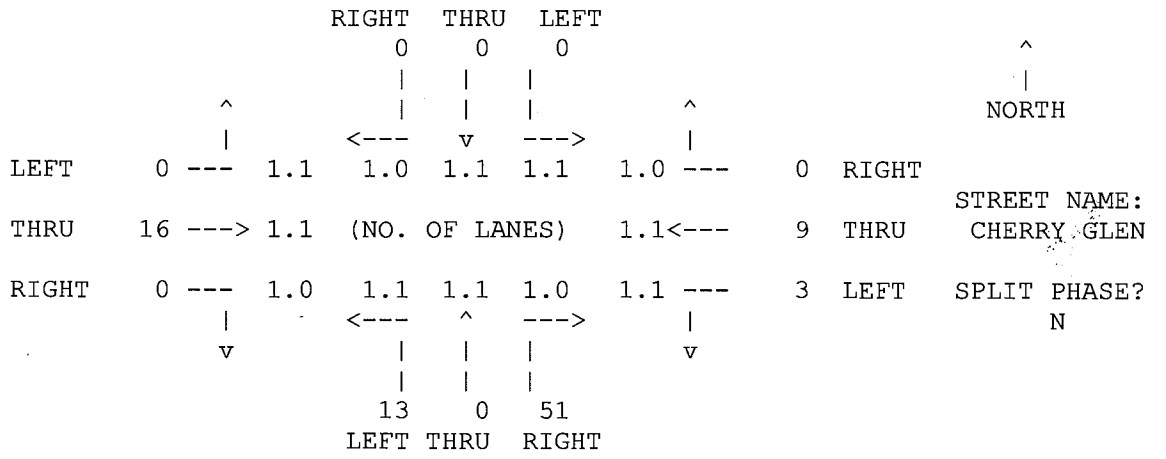
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.89
ADJUSTMENT FOR LOST YELLOW TIME: 0.02

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	51	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	13	13	1500	0.0087	0.0087
T + L		13	1500	0.0087	
SB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	16	16	1500	0.0107	0.0107
LEFT (L)	0	0	1500	0.0000	
T + L		16	1500	0.0107	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	9	9	1500	0.0060	
LEFT (L)	3	3	1500	0.0020	0.0020
T + L		12	1500	0.0080	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

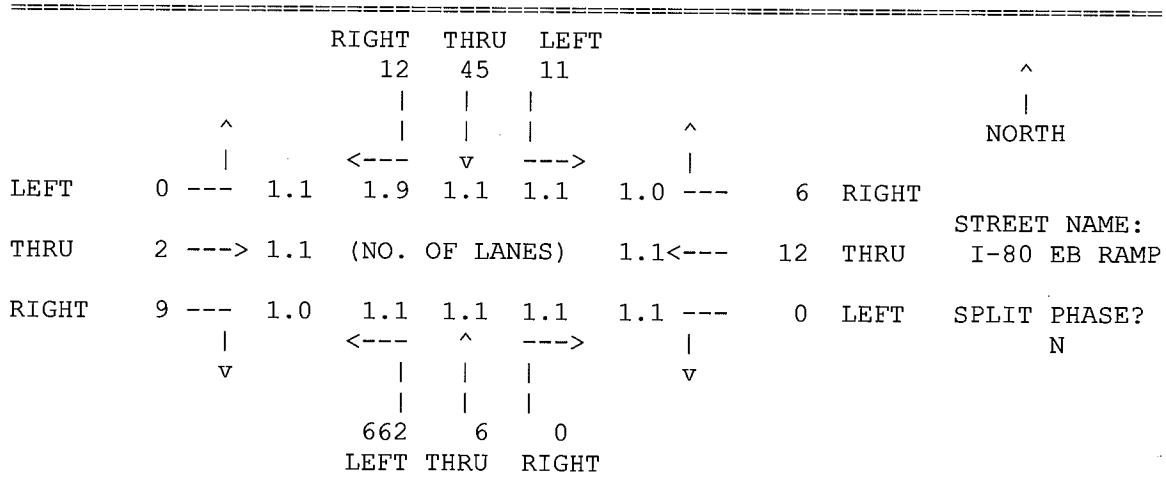
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/16/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX.+AP. PROJECTS WO PROJECT PM PEAK HR FILE 5YR.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	662	662	1500	0.4413	0.4413
	T + R		6	1500	0.0040	
	T + L		668	1500	0.4453	
	T + R + L		668	1500	0.4453	
SB	RIGHT (R)	12	12	1650	0.0073	
	THRU (T)	45	45	1500	0.0300	
	LEFT (L)	11	11	1500	0.0073	
	T + L		56	1500	0.0373	0.0373
EB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		2	1500	0.0013	
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	12	12	1500	0.0080	0.0080
	LEFT (L)	0	0	1500	0.0000	
	T + L		12	1500	0.0080	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.49
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.59
INTERSECTION LEVEL OF SERVICE:	A

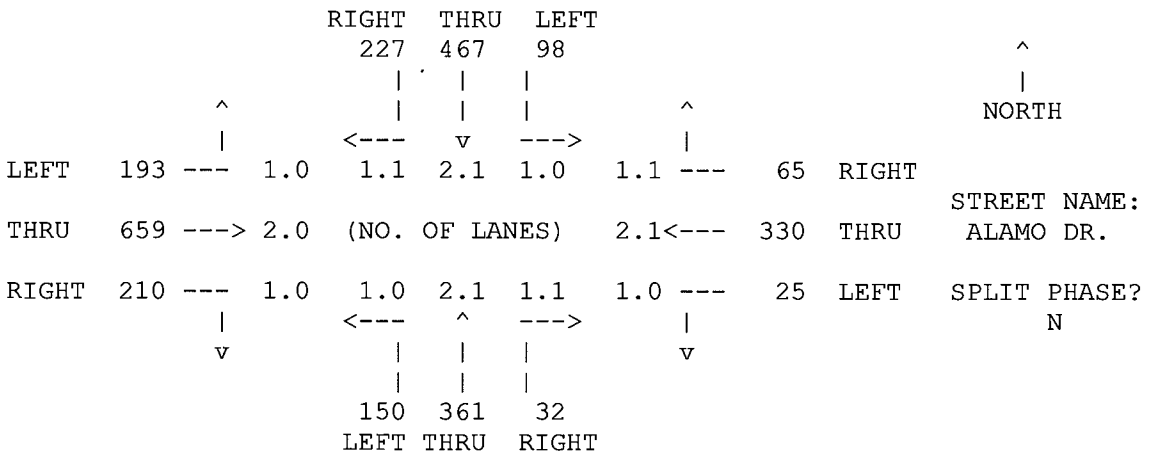
* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.67	B
10	1107	PEABODY RD.	ALAMO DR.	0.75	C
11	1100	DAVIS ST.	ALAMO DR.	0.72	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.64	B
17	1277	NUT TREE RD.	ULATIS DR.	0.77	C
18	1491	PEABODY RD.	CSP - SOLANO	0.58	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.72	C
20	1245	PEABODY	CALIFORNIA	0.67	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.72	C
22	1200	DAVIS	HUME	0.59	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	32	32	1500	0.0213	
	THRU (T)	361	361	3150	0.1146	
	LEFT (L)	150	150	1500	0.1000	0.1000
	T + R		393	3150	0.1248	
SB	RIGHT (R)	227	227	1500	0.1513	
	THRU (T)	467	467	3150	0.1483	
	LEFT (L)	98	98	1500	0.0653	
	T + R		694	3150	0.2203	0.2203
EB	RIGHT (R)	210	55 *	1500	0.0367	
	THRU (T)	659	659	3300	0.1997	
	LEFT (L)	193	193	1500	0.1287	0.1287
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	330	330	3150	0.1048	
	LEFT (L)	25	25	1500	0.0167	
	T + R		395	3150	0.1254	0.1254

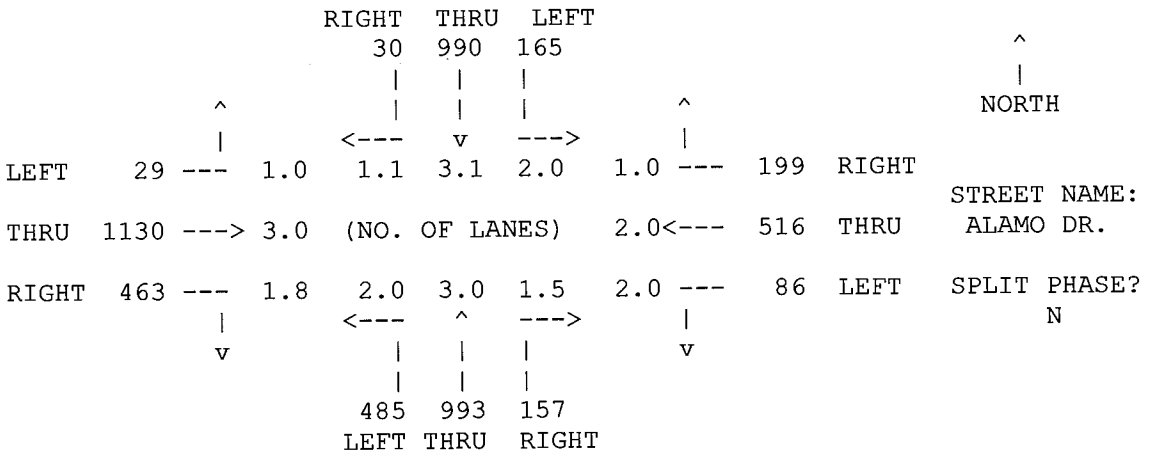
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	157	29 *	1500	0.0193	
	THRU (T)	993	993	4950	0.2006	
	LEFT (L)	485	485	2700	0.1796	0.1796
SB	RIGHT (R)	30	30	1500	0.0200	
	THRU (T)	990	990	4800	0.2063	
	LEFT (L)	165	165	2700	0.0611	
	T + R		1020	4800	0.2125	0.2125
EB	RIGHT (R)	463	0 *	1500	0.0000	
	THRU (T)	1130	1130	4950	0.2283	0.2283
	LEFT (L)	29	29	1500	0.0193	
WB	RIGHT (R)	199	73 *	1500	0.0487	
	THRU (T)	516	516	3300	0.1564	
	LEFT (L)	86	86	2700	0.0319	0.0319

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

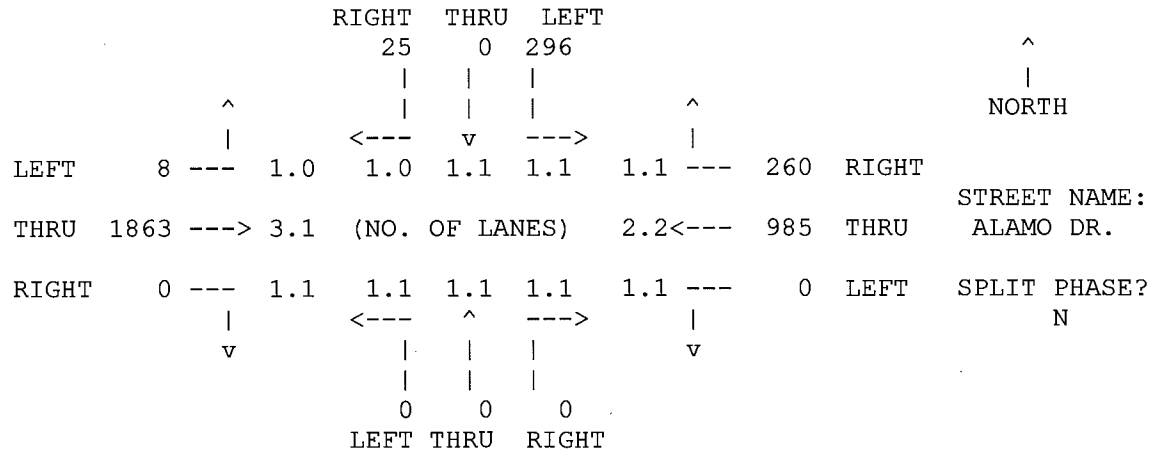
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	296	296	1500	0.1973	0.1973
	T + L		296	1500	0.1973	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1863	1863	4800	0.3881	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + R		1863	4800	0.3881	
WB	RIGHT (R)	260	260	1500	0.1733	
	THRU (T)	985	985	3000	0.3283	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1245	3000	0.4150	0.4150
	T + L		985	3000	0.3283	
	T + R + L		1245	3000	0.4150	

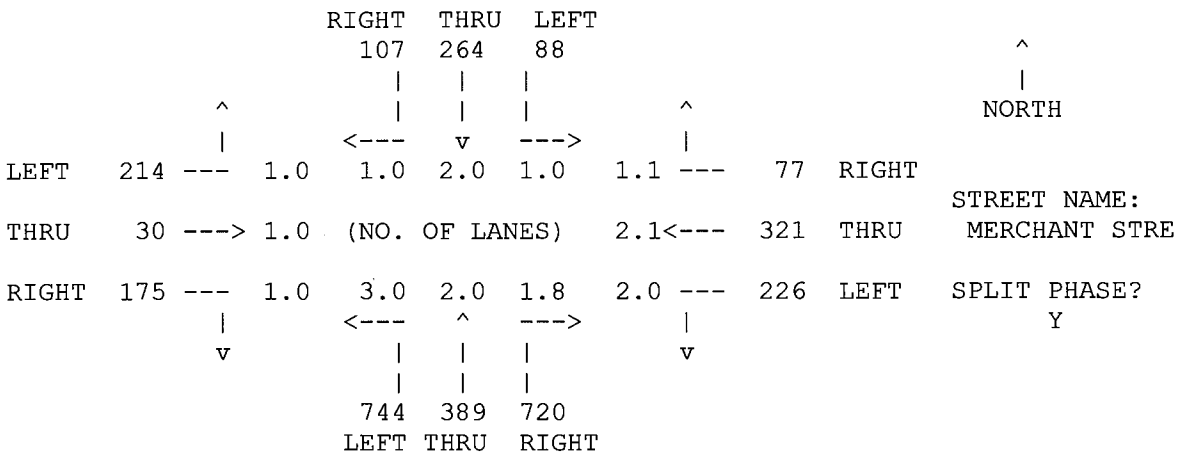
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	720	186 *	1500	0.1240	
	THRU (T)	389	389	3300	0.1179	
	LEFT (L)	744	744	3900	0.1908	0.1908
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	264	264	3300	0.0800	0.0800
	LEFT (L)	88	88	1500	0.0587	
EB	RIGHT (R)	175	0 *	1500	0.0000	
	THRU (T)	30	30	1650	0.0182	
	LEFT (L)	214	214	1500	0.1427	0.1427
WB	RIGHT (R)	77	77	1500	0.0513	
	THRU (T)	321	321	3150	0.1019	
	LEFT (L)	226	226	2700	0.0837	
	T + R		398	3150	0.1263	0.1263

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

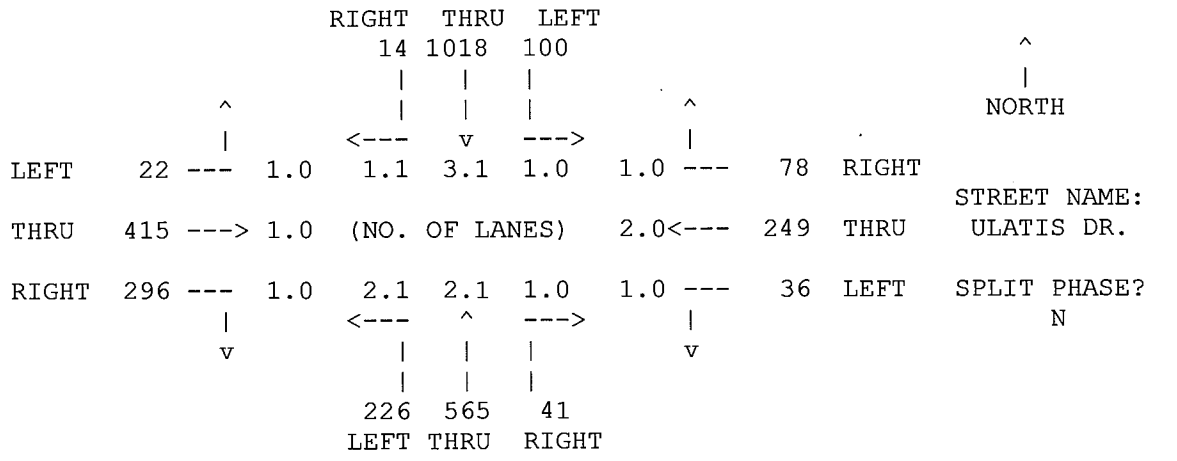
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	41	0 *	1500	0.0000	
THRU (T)	565	565	3150	0.1794	
LEFT (L)	226	226	2700	0.0837	
T + L		791	4350	0.1818	0.1818
SB RIGHT (R)	14	14	1500	0.0093	
THRU (T)	1018	1018	4800	0.2121	
LEFT (L)	100	100	1500	0.0667	
T + R		1032	4800	0.2150	0.2150
EB RIGHT (R)	296	153 *	1500	0.1020	
THRU (T)	415	415	1650	0.2515	0.2515
LEFT (L)	22	22	1500	0.0147	
WB RIGHT (R)	78	0 *	1500	0.0000	
THRU (T)	249	249	3300	0.0755	
LEFT (L)	36	36	1500	0.0240	0.0240

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

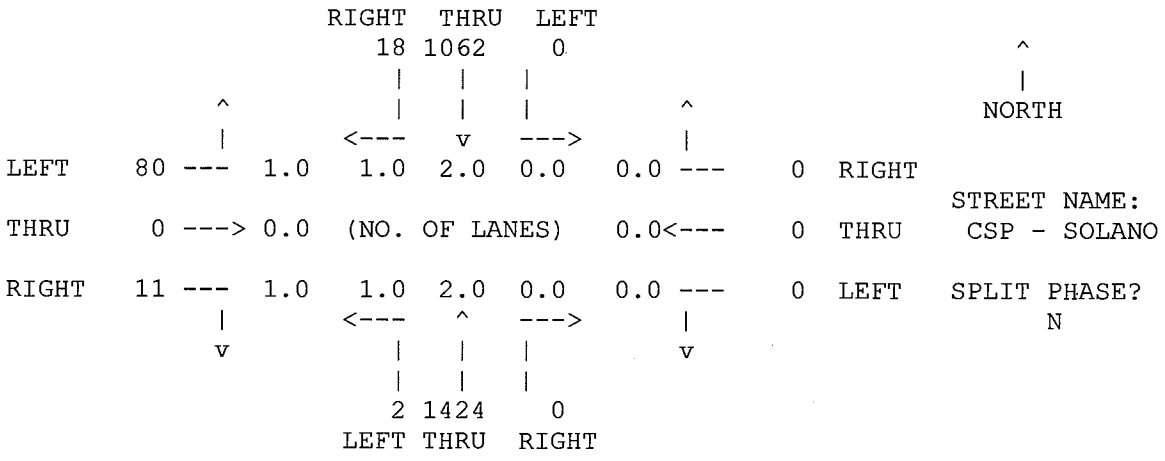
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1424	1424	3300	0.4315	0.4315
LEFT (L)	2	2	1500	0.0013	
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	1062	1062	3300	0.3218	
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

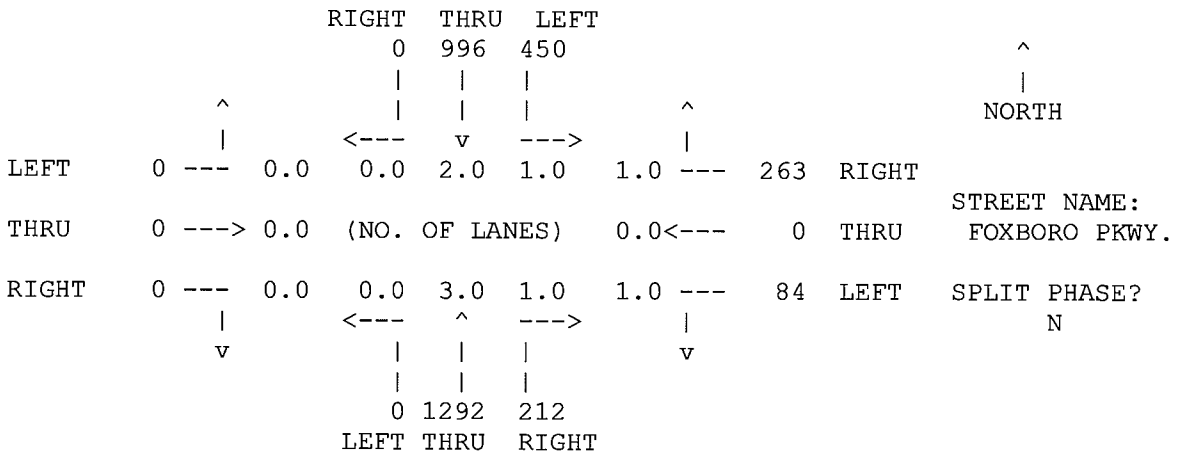
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.48
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.58
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	212	90 *	1500	0.0600	
THRU (T)	1292	1292	4950	0.2610	0.2610
SB THRU (T)	996	996	3300	0.3018	
LEFT (L)	450	450	1500	0.3000	0.3000
WB RIGHT (R)	263	0 *	1500	0.0000	
LEFT (L)	84	84	1500	0.0560	0.0560

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

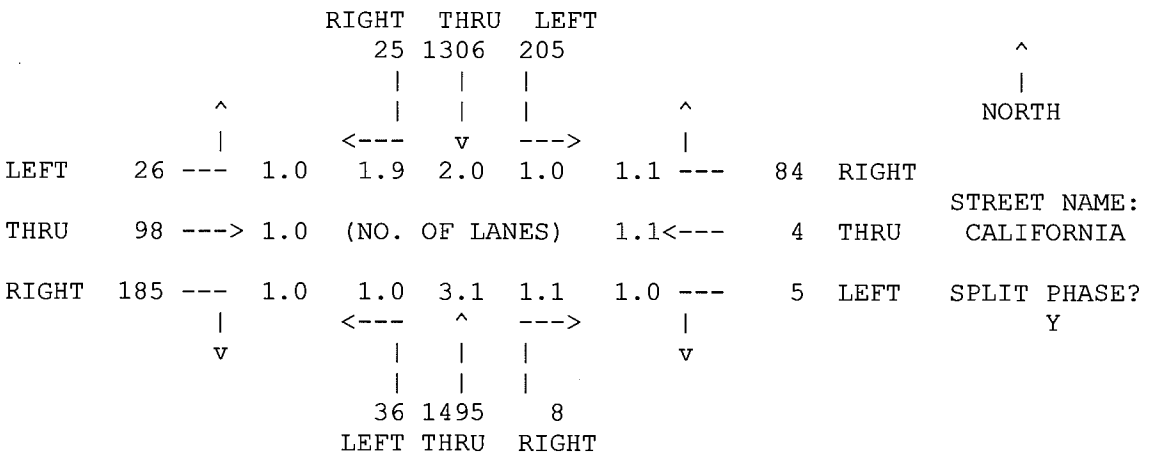
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1495	1495	4800	0.3115	
	LEFT (L)	36	36	1500	0.0240	
	T + R		1503	4800	0.3131	0.3131
SB	RIGHT (R)	25	25	1650	0.0152	
	THRU (T)	1306	1306	3300	0.3958	
	LEFT (L)	205	205	1500	0.1367	0.1367
EB	RIGHT (R)	185	87 *	1500	0.0580	
	THRU (T)	98	98	1650	0.0594	0.0594
	LEFT (L)	26	26	1500	0.0173	
WB	RIGHT (R)	84	84	1500	0.0560	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	
	T + R		88	1500	0.0587	0.0587

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

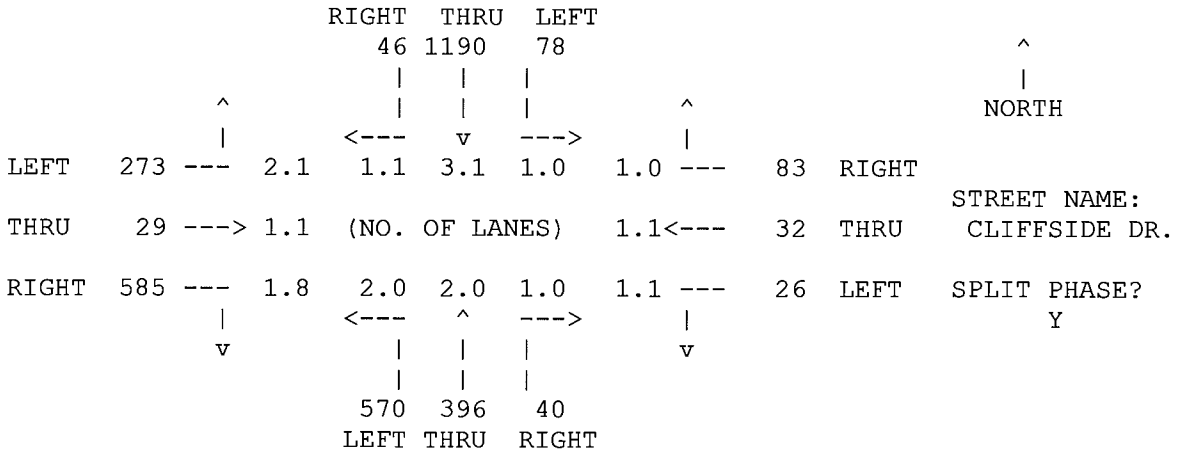
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	396	396	3300	0.1200	
	LEFT (L)	570	570	2700	0.2111	0.2111
SB	RIGHT (R)	46	46	1500	0.0307	
	THRU (T)	1190	1190	4800	0.2479	
	LEFT (L)	78	78	1500	0.0520	
	T + R		1236	4800	0.2575	0.2575
EB	RIGHT (R)	585	0 *	1500	0.0000	
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	273	273	2700	0.1011	
	T + L		302	2700	0.1119	0.1119
WB	RIGHT (R)	83	0 *	1500	0.0000	
	THRU (T)	32	32	1500	0.0213	
	LEFT (L)	26	26	1500	0.0173	
	T + L		58	1500	0.0387	0.0387

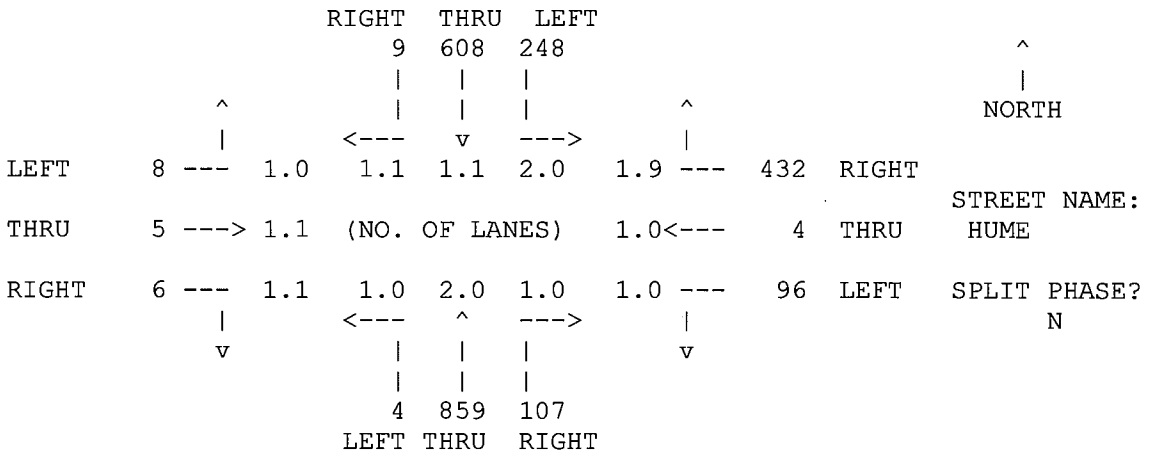
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITHOUT PROJECT W MIT PM PEAK HR FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	107	0 *	1500	0.0000	
THRU (T)	859	859	3300	0.2603	
LEFT (L)	4	4	1500	0.0027	0.0027
SB RIGHT (R)	9	9	1500	0.0060	
THRU (T)	608	608	1500	0.4053	
LEFT (L)	248	248	2700	0.0919	
T + R		617	1500	0.4113	0.4113
EB RIGHT (R)	6	6	1500	0.0040	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	8	8	1500	0.0053	
T + R		11	1500	0.0073	0.0073
WB RIGHT (R)	432	432	1650	0.2618	
THRU (T)	4	4	1650	0.0024	
LEFT (L)	96	96	1500	0.0640	0.0640

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

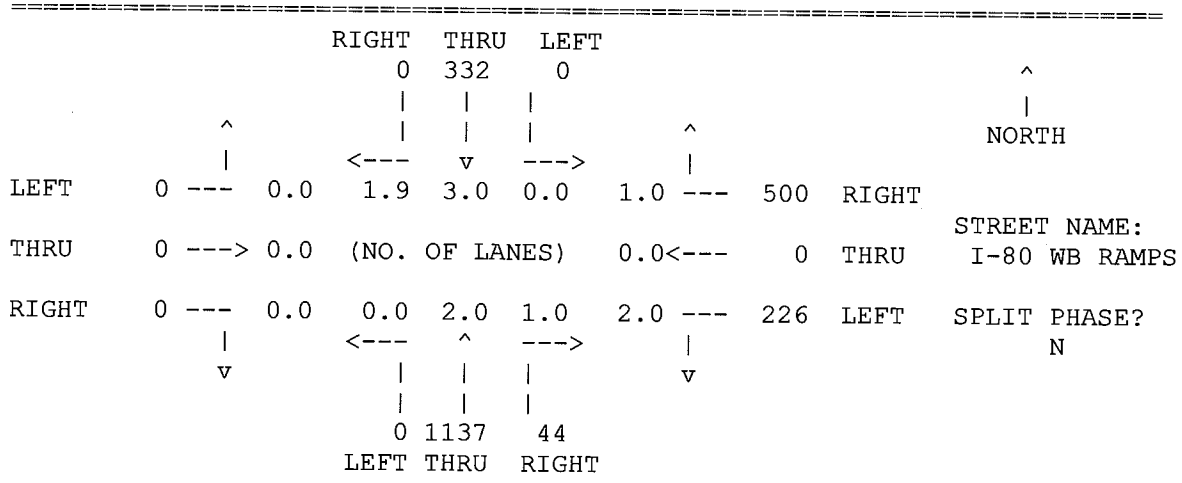
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.72	C
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.56	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.37	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.51	A
5	1306	LEISURE TOWN	ELMIRA ROAD	0.38	A
6	1310	LEISURE TOWN	ALAMO/FRY	0.35	A
7	1614	VANDEN	LEISURE TOWN	0.30	A
8	1117	VANDEN	ALAMO	0.34	A
9	1114	NUT TREE RD.	ALAMO DR.	0.55	A
10	1107	PEABODY RD.	ALAMO DR.	0.73	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
12	1095	ALAMO DR.	MARSHALL RD.	0.49	A
13	1007	ALAMO DR.	I-80 EB RAMPS	0.71	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.90	D
15	1234	PEABODY RD.	ELMIRA RD.	0.36	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.50	A
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
18	1491	PEABODY RD.	CSP - SOLANO	0.87	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.63	B
22	1200	DAVIS	HUME	0.48	A
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.13	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	44	0 *	1500	0.0000	
THRU (T)	1137	1137	3300	0.3445	0.3445
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	332	332	4950	0.0671	
WB RIGHT (R)	500	420 *	1500	0.2800	0.2800
LEFT (L)	226	226	2700	0.0837	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

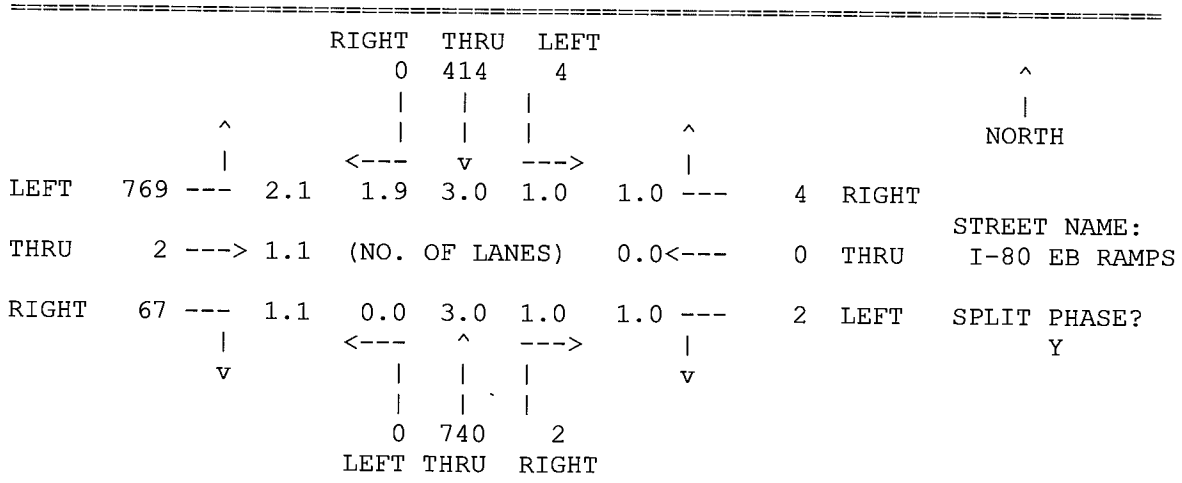
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	740	740	4950	0.1495	0.1495
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	414	414	4950	0.0836	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	67	67	1500	0.0447	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	769	769	2700	0.2848	
T + R		69	1500	0.0460	
T + L		771	2700	0.2856	
T + R + L		838	2700	0.3104	0.3104
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.46
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

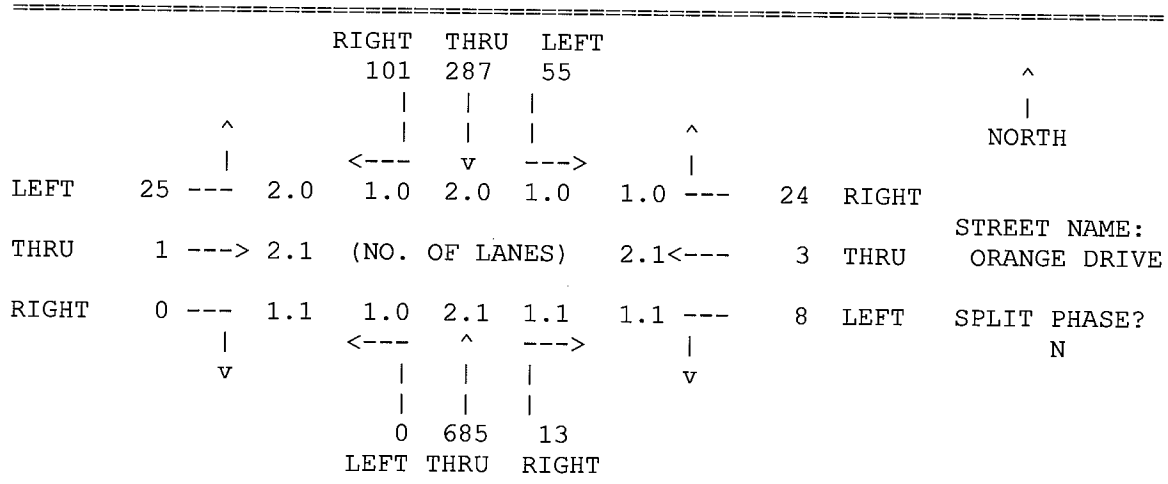
TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	13	13	1500	0.0087	
	THRU (T)	685	685	3150	0.2175	
	LEFT (L)	0	0	1500	0.0000	
	T + R		698	3150	0.2216	0.2216
SB	RIGHT (R)	101	14 *	1500	0.0093	
	THRU (T)	287	287	3300	0.0870	
	LEFT (L)	55	55	1500	0.0367	0.0367
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1	1	3150	0.0003	
	LEFT (L)	25	25	2700	0.0093	0.0093
	T + R		1	3150	0.0003	
WB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	3	3	3150	0.0010	
	LEFT (L)	8	8	1500	0.0053	
	T + L		11	3150	0.0035	0.0035

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.27
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

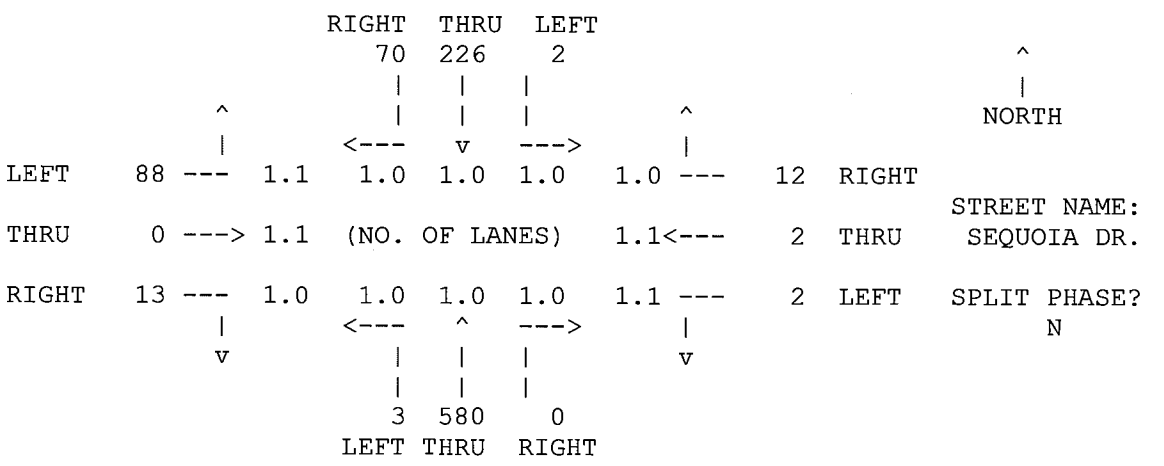
TOTAL VOLUME-TO-CAPACITY RATIO: 0.37
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	580	580	1650	0.3515	0.3515
LEFT (L)	3	3	1500	0.0020	
SB RIGHT (R)	70	0 *	1500	0.0000	
THRU (T)	226	226	1650	0.1370	
LEFT (L)	2	2	1500	0.0013	0.0013
EB RIGHT (R)	13	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	88	88	1500	0.0587	0.0587
T + L		88	1500	0.0587	
WB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	2	2	1500	0.0013	
T + L		4	1500	0.0027	0.0027

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

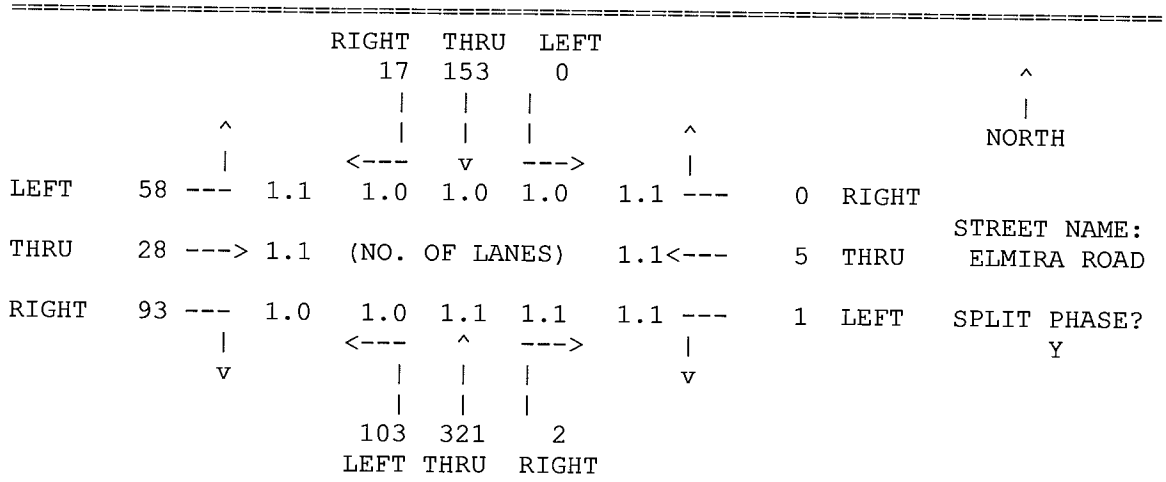
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	321	321	1500	0.2140	
	LEFT (L)	103	103	1500	0.0687	
	T + R		323	1500	0.2153	0.2153
SB	RIGHT (R)	17	0 *	1500	0.0000	
	THRU (T)	153	153	1650	0.0927	
	LEFT (L)	0	0	1500	0.0000	0.0000
EB	RIGHT (R)	93	0 *	1500	0.0000	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	58	58	1500	0.0387	
	T + L		86	1500	0.0573	0.0573
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	1	1	1500	0.0007	
	T + R		5	1500	0.0033	
	T + L		6	1500	0.0040	0.0040
	T + R + L		6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.28
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

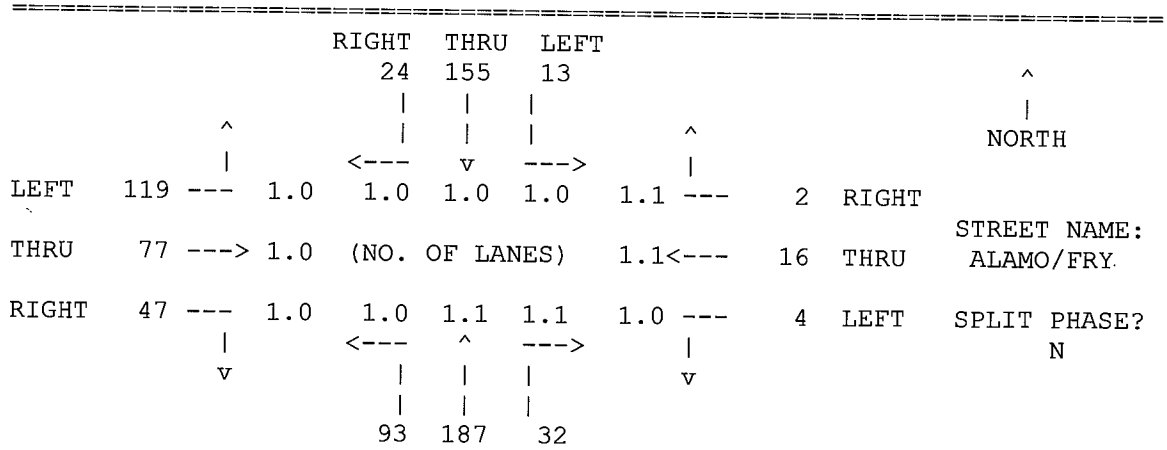
TOTAL VOLUME-TO-CAPACITY RATIO: 0.38
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	32	32	1500	0.0213	
	THRU (T)	187	187	1500	0.1247	
	LEFT (L)	93	93	1500	0.0620	0.0620
	T + R		219	1500	0.1460	
SB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	155	155	1650	0.0939	0.0939
	LEFT (L)	13	13	1500	0.0087	
EB	RIGHT (R)	47	0 *	1500	0.0000	
	THRU (T)	77	77	1650	0.0467	
	LEFT (L)	119	119	1500	0.0793	0.0793
WB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	16	16	1500	0.0107	
	LEFT (L)	4	4	1500	0.0027	
	T + R		18	1500	0.0120	0.0120

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.25
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

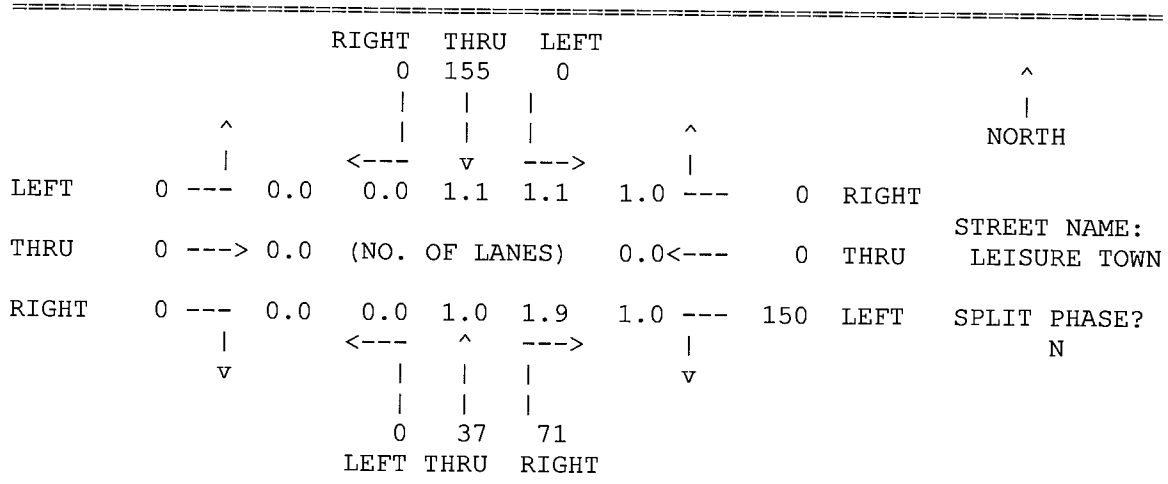
TOTAL VOLUME-TO-CAPACITY RATIO: 0.35
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	71	71	1650	0.0430	
THRU (T)	37	37	1650	0.0224	
SB THRU (T)	155	155	1500	0.1033	0.1033
LEFT (L)	0	0	1500	0.0000	
T + L		155	1500	0.1033	
WB RIGHT (R)	0	0	1500	0.0000	
LEFT (L)	150	150	1500	0.1000	0.1000

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.20
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

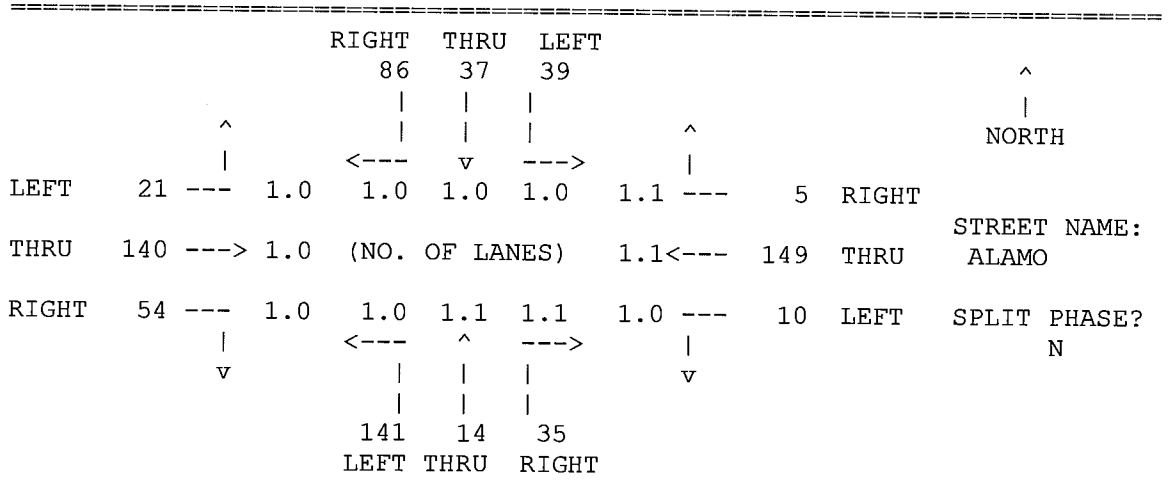
TOTAL VOLUME-TO-CAPACITY RATIO: 0.30
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	35	1500	0.0233	
	THRU (T)	14	14	1500	0.0093	
	LEFT (L)	141	141	1500	0.0940	0.0940
	T + R		49	1500	0.0327	
SB	RIGHT (R)	86	0 *	1500	0.0000	
	THRU (T)	37	37	1650	0.0224	
	LEFT (L)	39	39	1500	0.0260	0.0260
EB	RIGHT (R)	54	0 *	1500	0.0000	
	THRU (T)	140	140	1650	0.0848	
	LEFT (L)	21	21	1500	0.0140	0.0140
WB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	149	149	1500	0.0993	
	LEFT (L)	10	10	1500	0.0067	
	T + R		154	1500	0.1027	0.1027

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.24
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

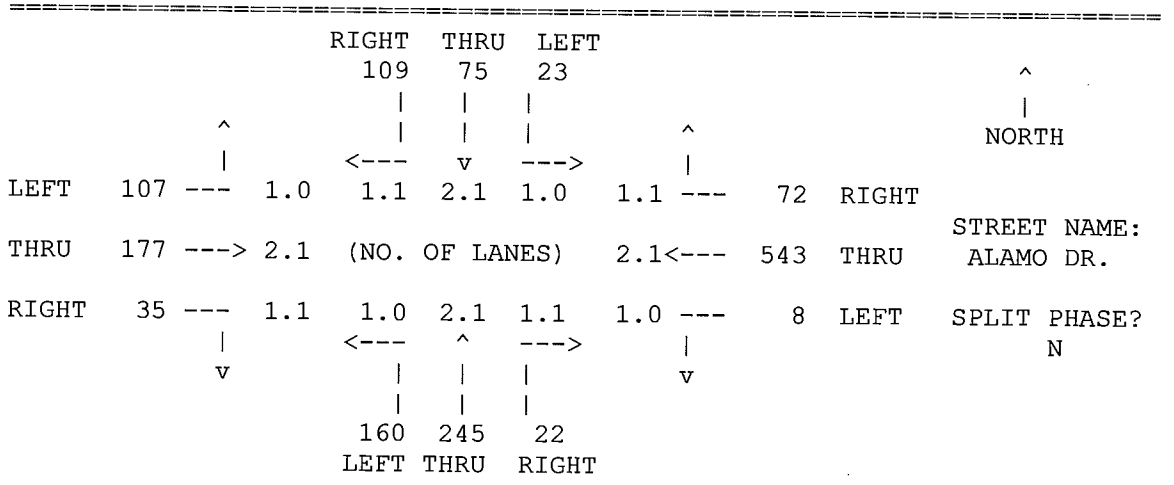
TOTAL VOLUME-TO-CAPACITY RATIO: 0.34
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	245	245	3150	0.0778	
	LEFT (L)	160	160	1500	0.1067	0.1067
	T + R		267	3150	0.0848	
SB	RIGHT (R)	109	109	1500	0.0727	0.0727
	THRU (T)	75	75	3150	0.0238	
	LEFT (L)	23	23	1500	0.0153	
	T + R		184	3150	0.0584	
EB	RIGHT (R)	35	35	1500	0.0233	
	THRU (T)	177	177	3150	0.0562	
	LEFT (L)	107	107	1500	0.0713	0.0713
	T + R		212	3150	0.0673	
WB	RIGHT (R)	72	72	1500	0.0480	
	THRU (T)	543	543	3150	0.1724	
	LEFT (L)	8	8	1500	0.0053	
	T + R		615	3150	0.1952	0.1952

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

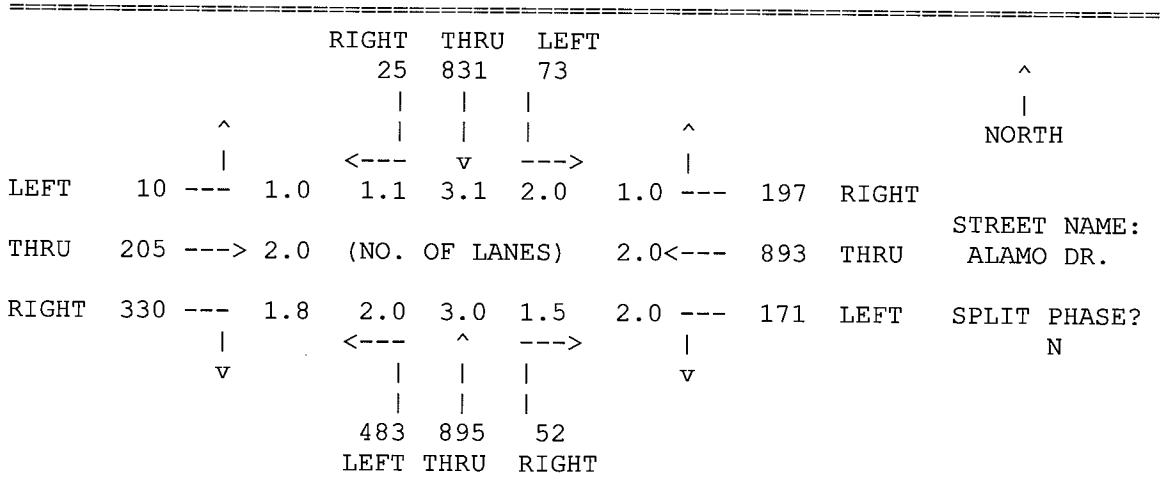
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	895	895	4950	0.1808	
	LEFT (L)	483	483	2700	0.1789	0.1789
SB	RIGHT (R)	25	25	1500	0.0167	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	73	73	2700	0.0270	
	T + R		856	4800	0.1783	0.1783
EB	RIGHT (R)	330	0 *	1500	0.0000	
	THRU (T)	205	205	3300	0.0621	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	197	97 *	1500	0.0647	
	THRU (T)	893	893	3300	0.2706	0.2706
	LEFT (L)	171	171	2700	0.0633	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

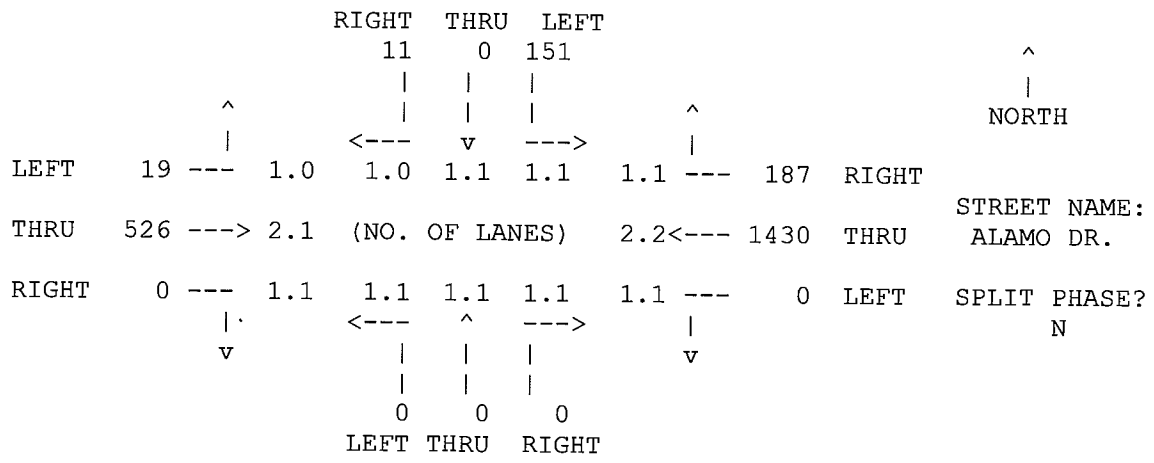
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	151	151	1500	0.1007	0.1007
	T + L		151	1500	0.1007	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	526	526	3150	0.1670	
	LEFT (L)	19	19	1500	0.0127	0.0127
	T + R		526	3150	0.1670	
WB	RIGHT (R)	187	187	1500	0.1247	
	THRU (T)	1430	1430	3000	0.4767	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1617	3000	0.5390	0.5390
	T + L		1430	3000	0.4767	
	T + R + L		1617	3000	0.5390	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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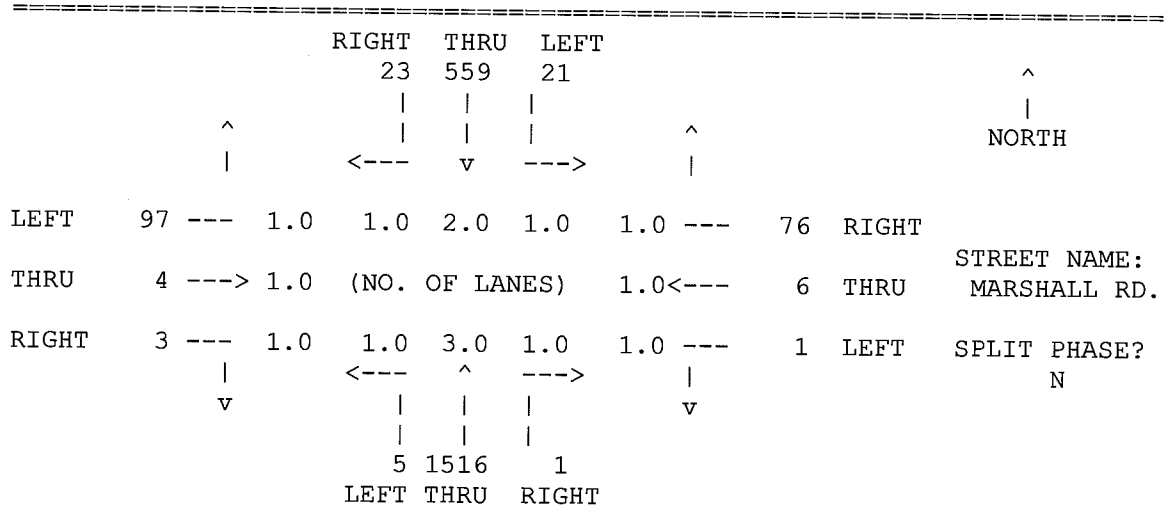
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	1516	1516	4950	0.3063	0.3063
	LEFT (L)	5	5	1500	0.0033	
SB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	559	559	3300	0.1694	
	LEFT (L)	21	21	1500	0.0140	0.0140
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	97	97	1500	0.0647	0.0647
WB	RIGHT (R)	76	0 *	1500	0.0000	
	THRU (T)	6	6	1650	0.0036	0.0036
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

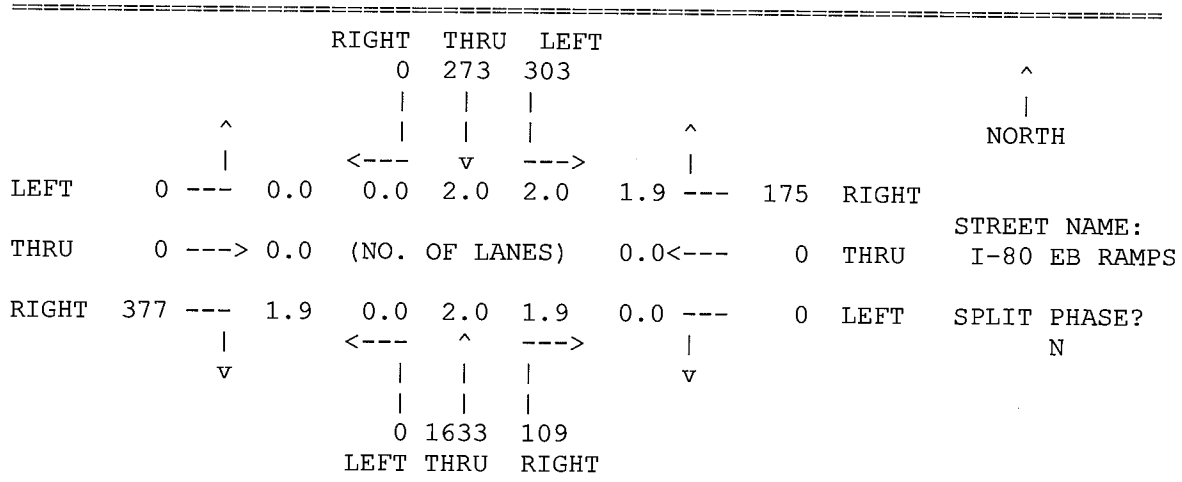
TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	109	109	1650	0.0661	
THRU (T)	1633	1633	3300	0.4948	0.4948
SB THRU (T)	273	273	3300	0.0827	
LEFT (L)	303	303	2700	0.1122	0.1122
EB RIGHT (R)	377	377	1650	0.2285	
WB RIGHT (R)	175	175	1650	0.1061	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

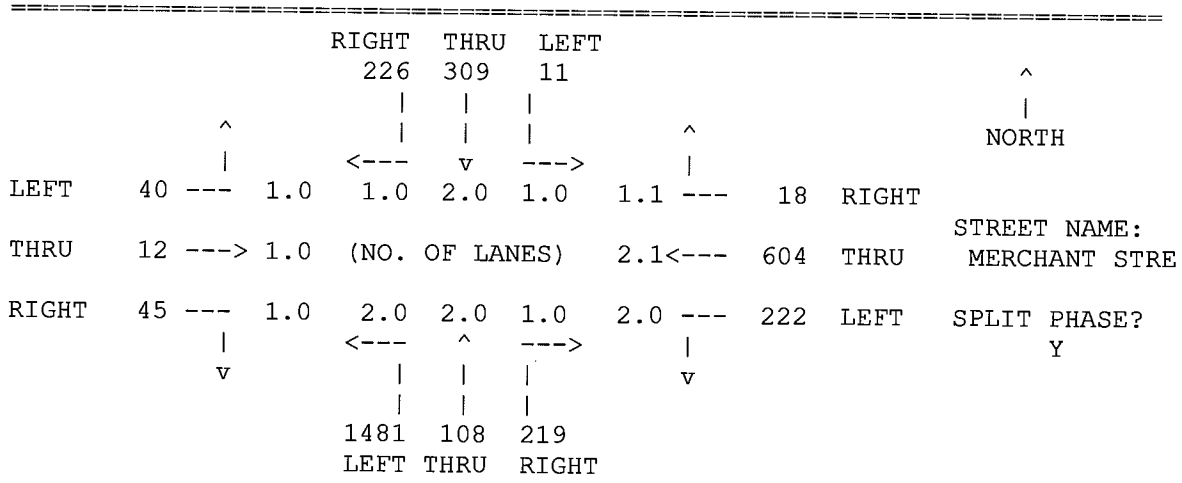
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	77 *	1500	0.0513	
	THRU (T)	108	108	3300	0.0327	
	LEFT (L)	1481	1481	2700	0.5485	0.5485
SB	RIGHT (R)	226	126 *	1500	0.0840	
	THRU (T)	309	309	3300	0.0936	0.0936
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	40	40	1500	0.0267	0.0267
WB	RIGHT (R)	18	18	1500	0.0120	
	THRU (T)	604	604	3150	0.1917	
	LEFT (L)	222	222	2700	0.0822	
	T + R		622	3150	0.1975	0.1975

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.87
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

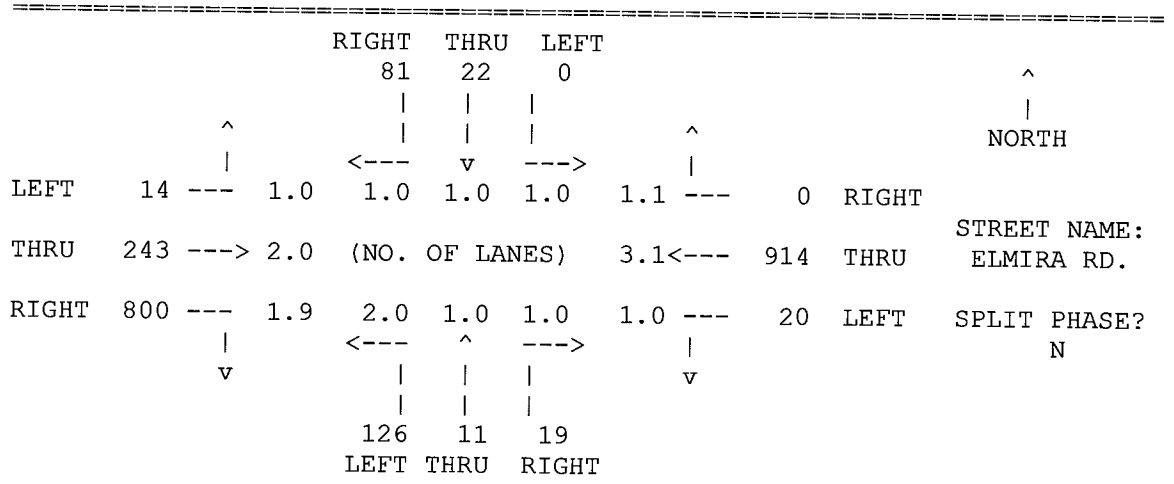
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	19	0 *	1500	0.0000	
	THRU (T)	11	11	1650	0.0067	
	LEFT (L)	126	126	2700	0.0467	0.0467
SB	RIGHT (R)	81	0 *	1500	0.0000	
	THRU (T)	22	22	1650	0.0133	0.0133
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	800	800	1650	0.4848	
	THRU (T)	243	243	3300	0.0736	
	LEFT (L)	14	14	1500	0.0093	0.0093
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	914	914	4800	0.1904	0.1904
	LEFT (L)	20	20	1500	0.0133	
	T + R		914	4800	0.1904	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.26
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

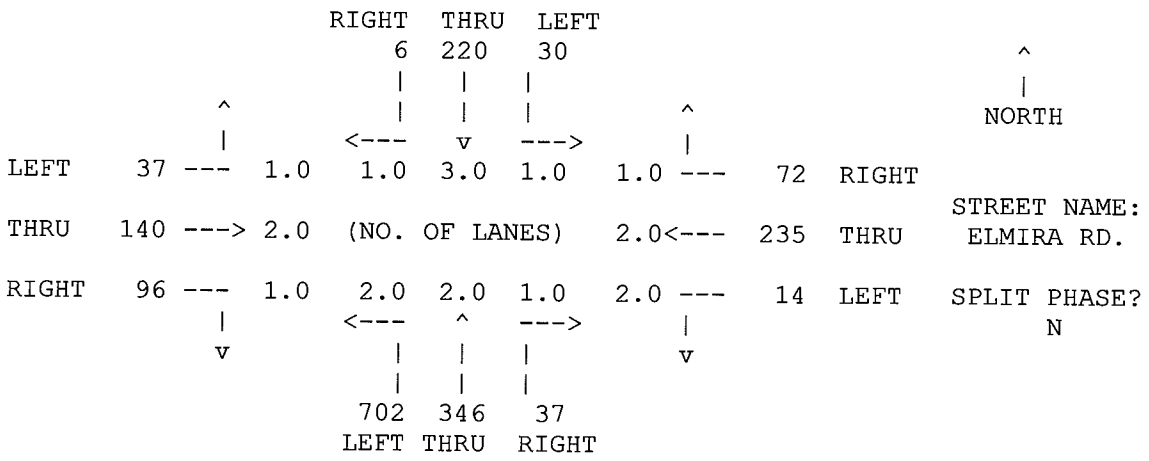
TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	37	0 *	1500	0.0000	
	THRU (T)	346	346	3300	0.1048	
	LEFT (L)	702	702	2700	0.2600	0.2600
SB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	220	220	4950	0.0444	0.0444
	LEFT (L)	30	30	1500	0.0200	
EB	RIGHT (R)	96	0 *	1500	0.0000	
	THRU (T)	140	140	3300	0.0424	
	LEFT (L)	37	37	1500	0.0247	0.0247
WB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	235	235	3300	0.0712	0.0712
	LEFT (L)	14	14	2700	0.0052	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

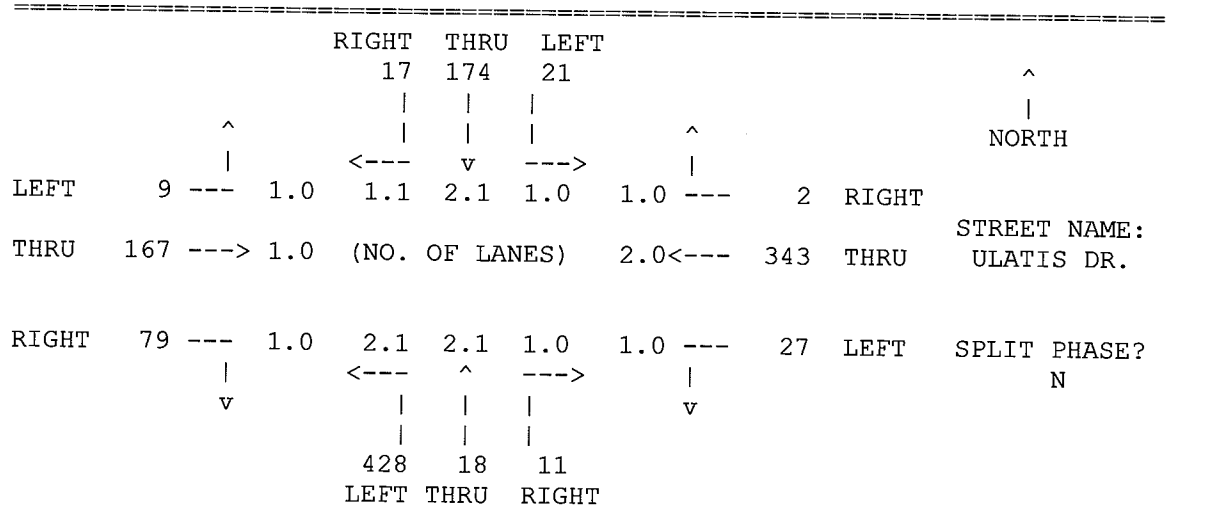
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	428	428	2700	0.1585	0.1585
	T + L		446	4350	0.1025	
SB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	174	174	3150	0.0552	
	LEFT (L)	21	21	1500	0.0140	
	T + R		191	3150	0.0606	0.0606
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	343	343	3300	0.1039	
	LEFT (L)	27	27	1500	0.0180	0.0180

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

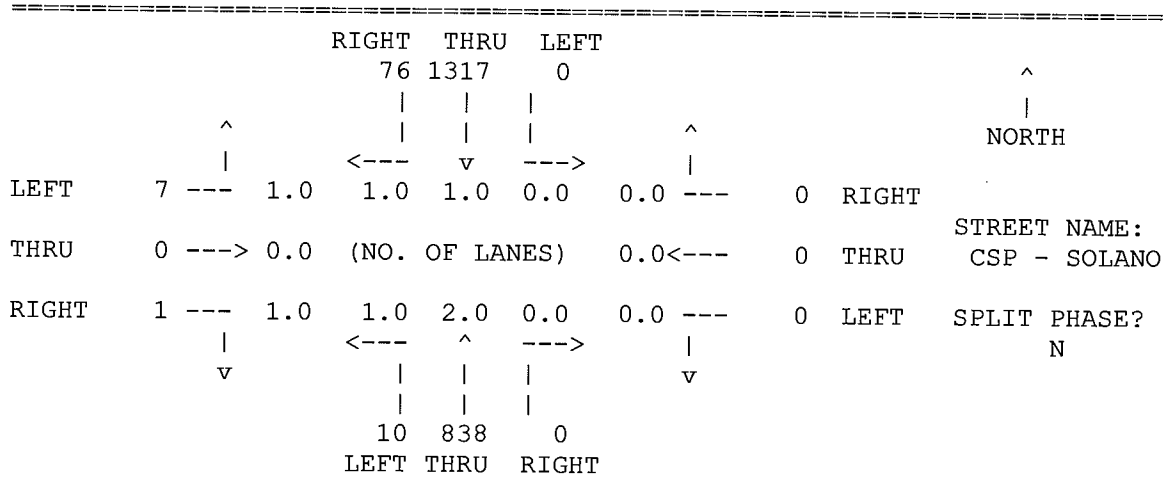
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	838	838	3300	0.2539	
LEFT (L)	10	10	1500	0.0067	0.0067
SB RIGHT (R)	76	0 *	1500	0.0000	
THRU (T)	1317	1317	1650	0.7982	0.7982
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

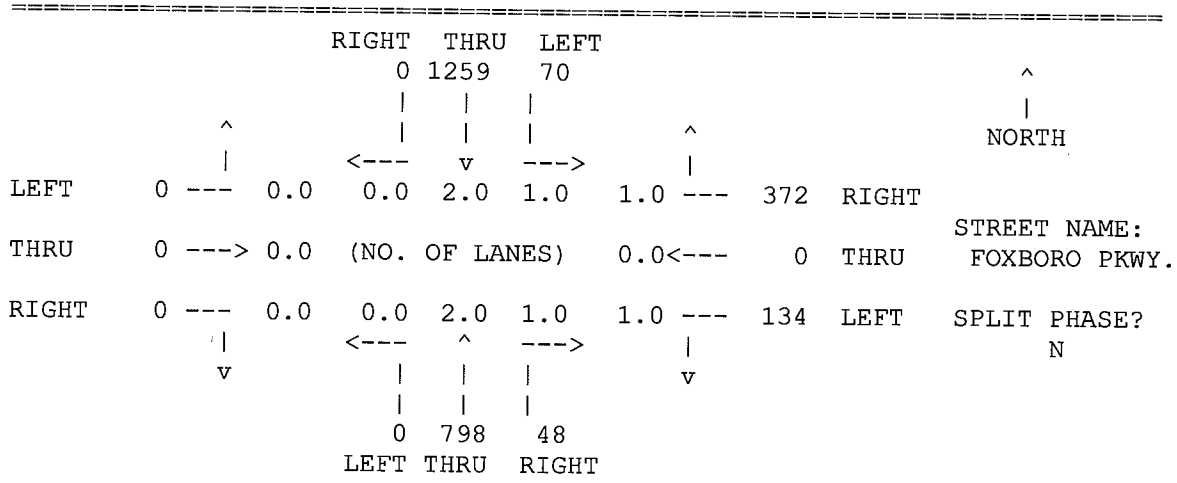
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.81
ADJUSTMENT FOR LOST YELLOW TIME:	0.06
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	48	0 *	1500	0.0000	
	THRU (T)	798	798	3300	0.2418	
SB	THRU (T)	1259	1259	3300	0.3815	0.3815
	LEFT (L)	70	70	1500	0.0467	
WB	RIGHT (R)	372	257 *	1500	0.1713	0.1713
	LEFT (L)	134	134	1500	0.0893	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

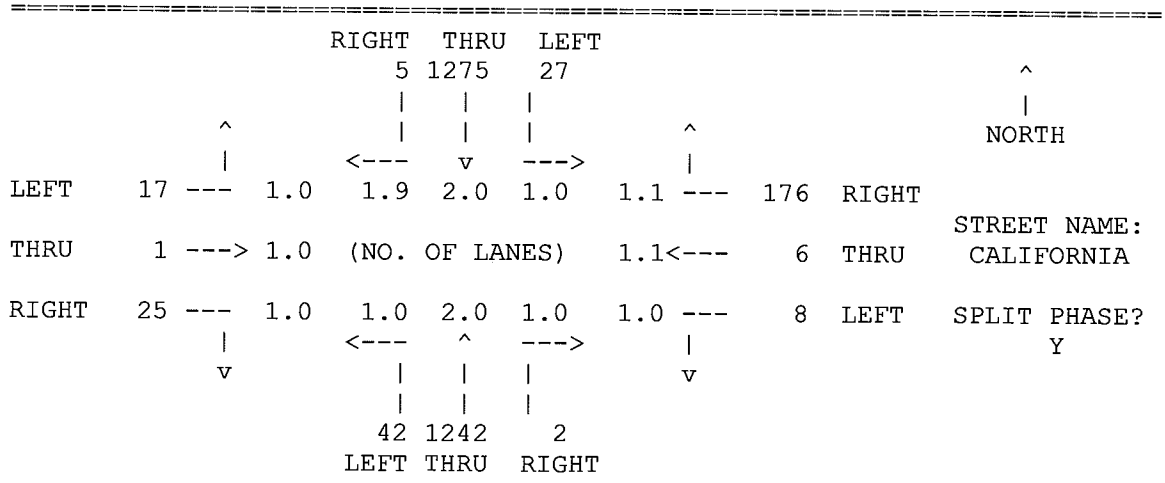
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1242	1242	3300	0.3764	
	LEFT (L)	42	42	1500	0.0280	0.0280
SB	RIGHT (R)	5	5	1650	0.0030	
	THRU (T)	1275	1275	3300	0.3864	0.3864
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	17	17	1500	0.0113	0.0113
WB	RIGHT (R)	176	176	1500	0.1173	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	8	8	1500	0.0053	
	T + R		182	1500	0.1213	0.1213

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

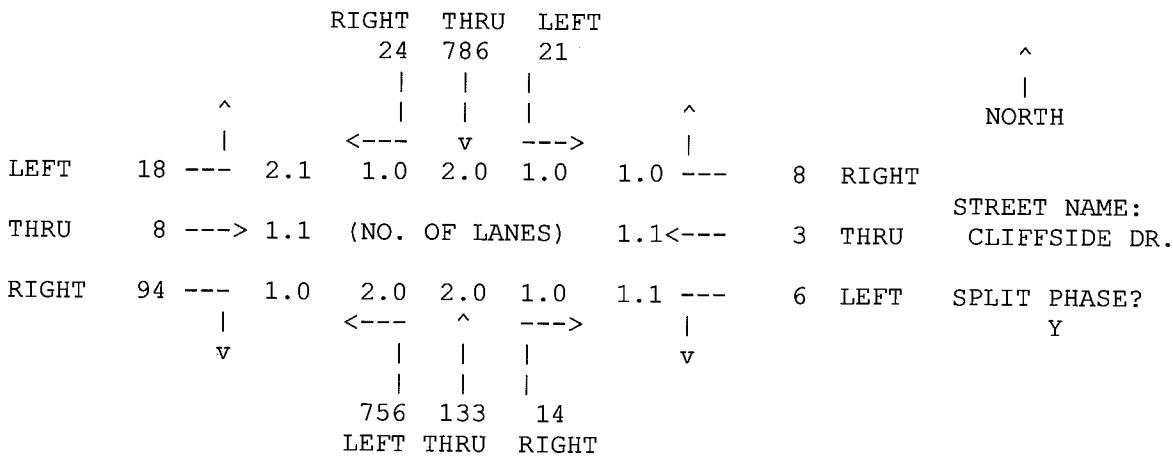
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	14	0 *	1500	0.0000	
	THRU (T)	133	133	3300	0.0403	
	LEFT (L)	756	756	2700	0.2800	0.2800
SB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	786	786	3300	0.2382	0.2382
	LEFT (L)	21	21	1500	0.0140	
EB	RIGHT (R)	94	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	18	18	2700	0.0067	
	T + L		26	2700	0.0096	0.0096
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

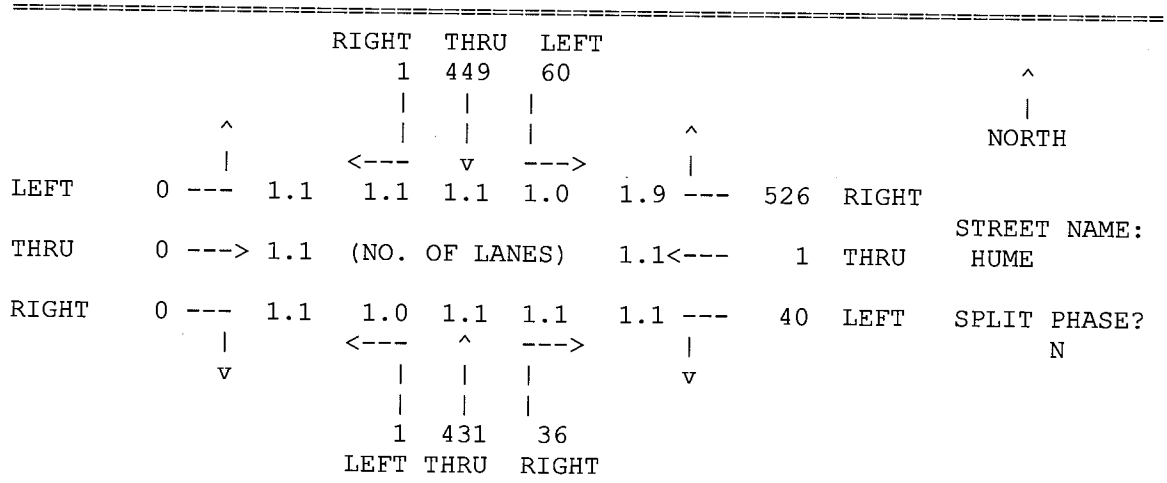
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: DAVIS SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	36	36	1500	0.0240	
	THRU (T)	431	431	1500	0.2873	
	LEFT (L)	1	1	1500	0.0007	
	T + R		467	1500	0.3113	0.3113
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	449	449	1500	0.2993	
	LEFT (L)	60	60	1500	0.0400	0.0400
	T + R		450	1500	0.3000	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
WB	RIGHT (R)	526	526	1650	0.3188	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	40	40	1500	0.0267	
	T + L		41	1500	0.0273	0.0273

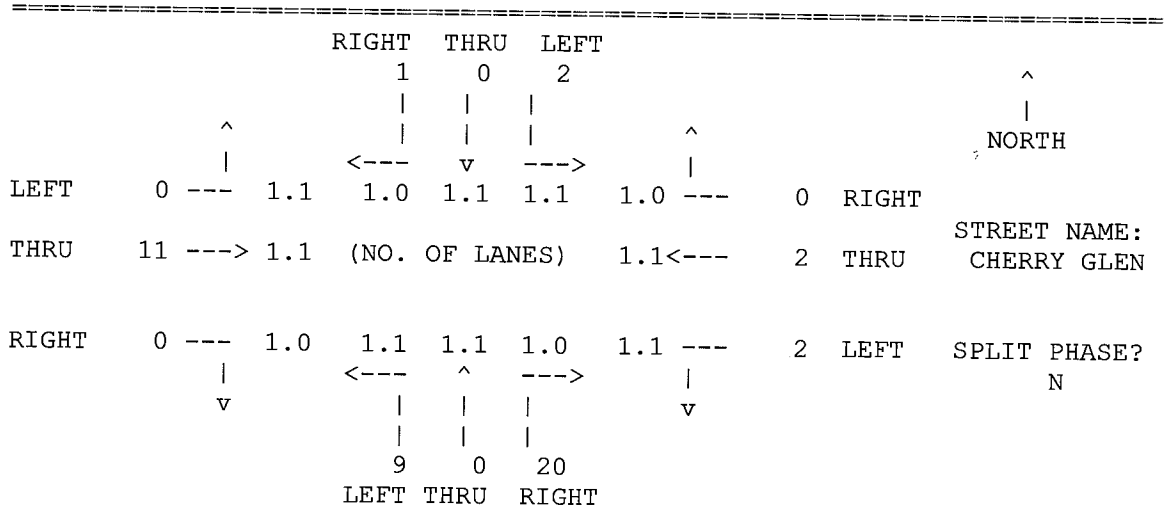
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		9	1500	0.0060	
SB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	
	T + L		2	1500	0.0013	0.0013
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	11	11	1500	0.0073	0.0073
	LEFT (L)	0	0	1500	0.0000	
	T + L		11	1500	0.0073	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	2	2	1500	0.0013	0.0013
	T + L		4	1500	0.0027	

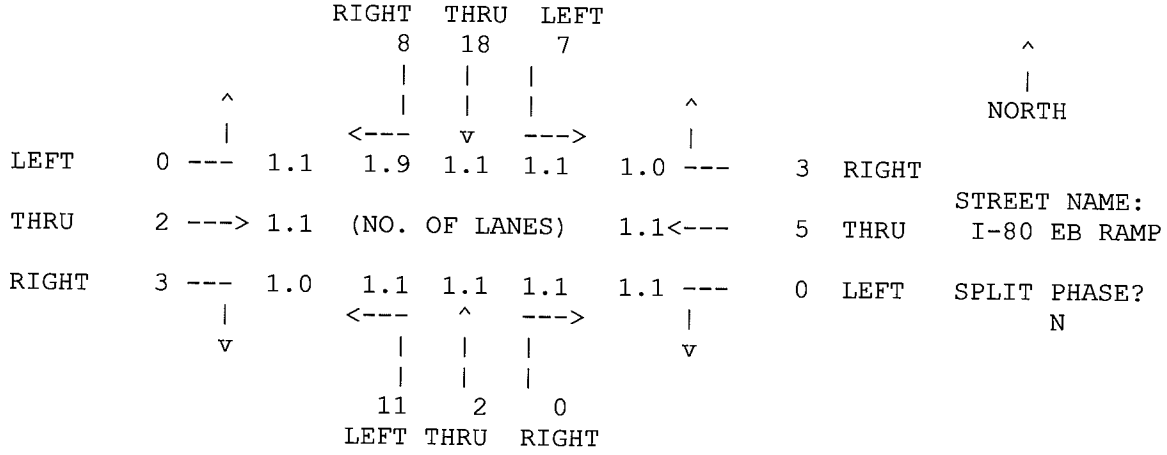
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT AM PEAK HOUR FILE EAPWOFB.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + R		2	1500	0.0013	
	T + L		13	1500	0.0087	
	T + R + L		13	1500	0.0087	
SB	RIGHT (R)	8	8	1650	0.0048	
	THRU (T)	18	18	1500	0.0120	
	LEFT (L)	7	7	1500	0.0047	
	T + L		25	1500	0.0167	0.0167
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		2	1500	0.0013	
WB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	0.0033
	LEFT (L)	0	0	1500	0.0000	
	T + L		5	1500	0.0033	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.03
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.13
INTERSECTION LEVEL OF SERVICE:	A

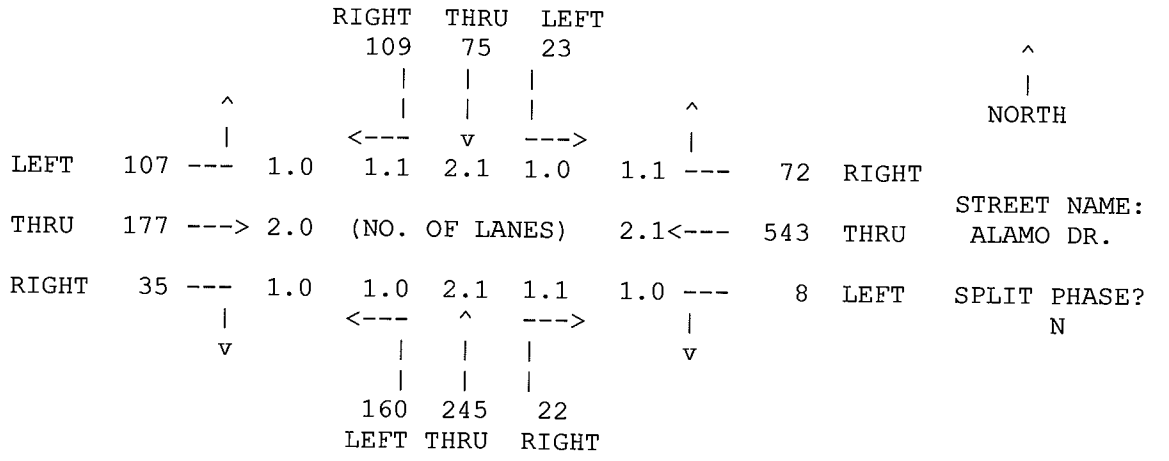
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V

INTERSECTION STUDY	MODEL #	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.55	A
10	1107	PEABODY RD.	ALAMO DR.	0.73	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.8	C
17	1277	NUT TREE RD.	ULATIS DR.	0.42	A
18	1491	PEABODY RD.	CSP - SOLANO	0.51	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.56	A
22	1200	DAVIS	HUME	0.43	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	245	245	3150	0.0778	
	LEFT (L)	160	160	1500	0.1067	0.1067
	T + R		267	3150	0.0848	
SB	RIGHT (R)	109	109	1500	0.0727	0.0727
	THRU (T)	75	75	3150	0.0238	
	LEFT (L)	23	23	1500	0.0153	
	T + R		184	3150	0.0584	
EB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	177	177	3300	0.0536	
	LEFT (L)	107	107	1500	0.0713	0.0713
WB	RIGHT (R)	72	72	1500	0.0480	
	THRU (T)	543	543	3150	0.1724	
	LEFT (L)	8	8	1500	0.0053	
	T + R		615	3150	0.1952	0.1952

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

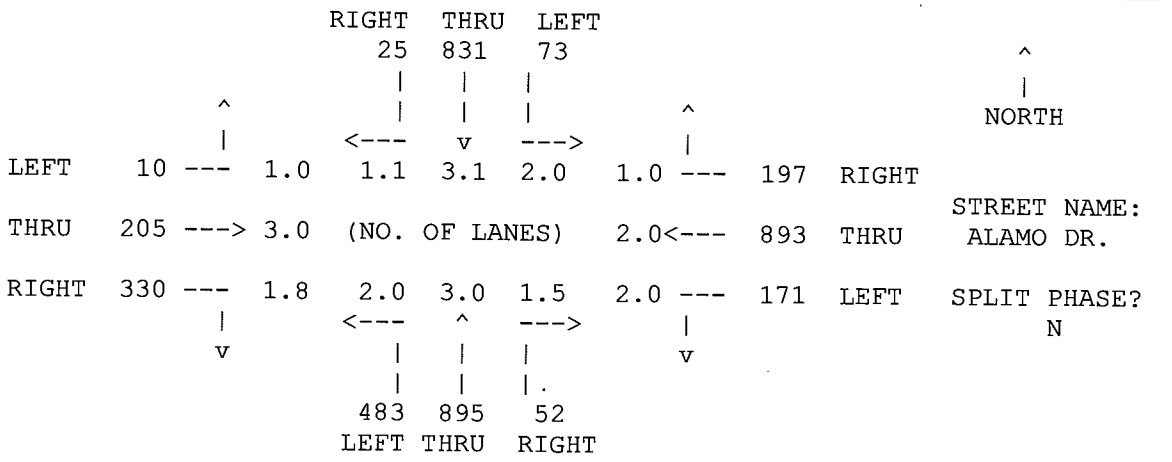
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	895	895	4950	0.1808	
	LEFT (L)	483	483	2700	0.1789	0.1789
SB	RIGHT (R)	25	25	1500	0.0167	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	73	73	2700	0.0270	
	T + R		856	4800	0.1783	0.1783
EB	RIGHT (R)	330	0 *	1500	0.0000	
	THRU (T)	205	205	4950	0.0414	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	197	97 *	1500	0.0647	
	THRU (T)	893	893	3300	0.2706	0.2706
	LEFT (L)	171	171	2700	0.0633	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

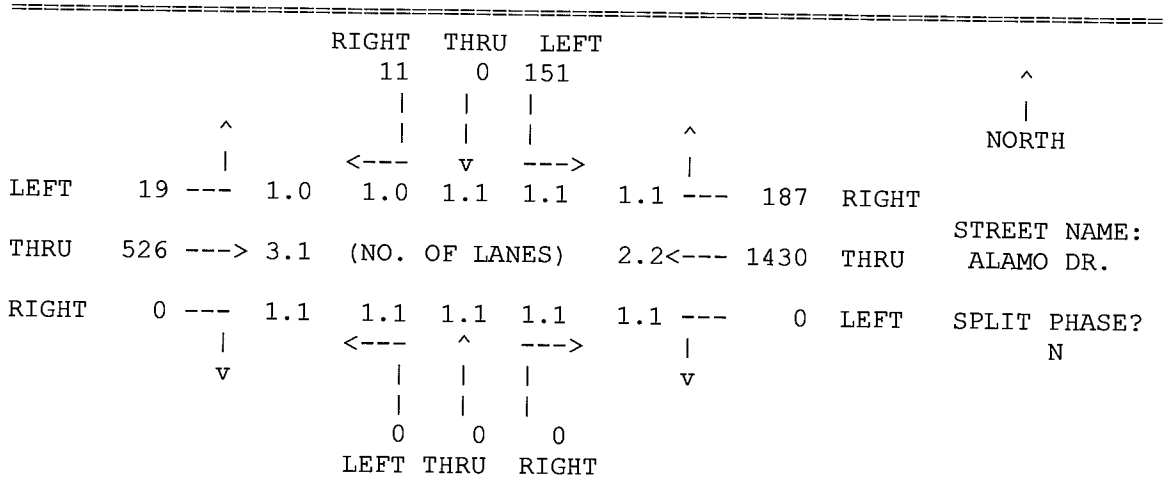
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

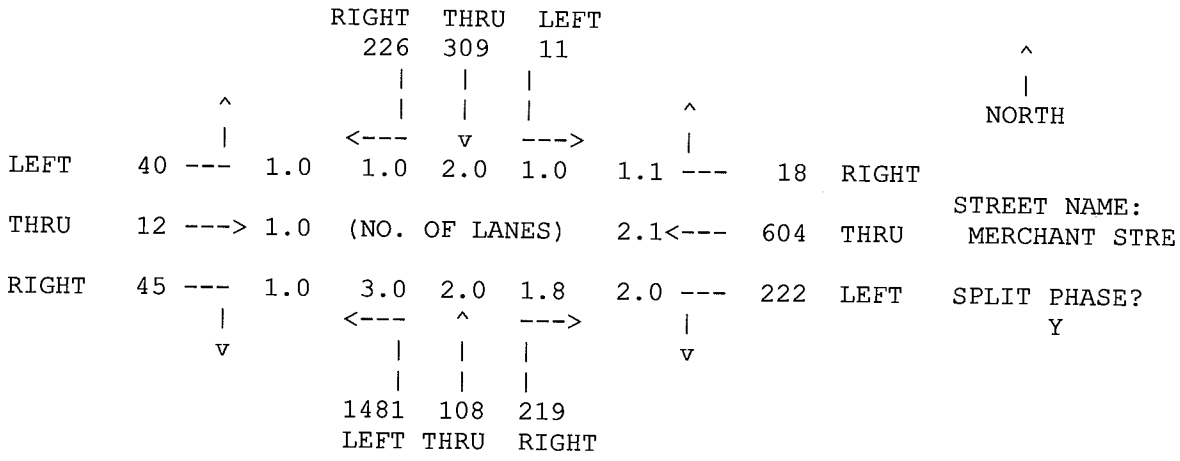
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	151	151	1500	0.1007	0.1007
	T + L		151	1500	0.1007	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	526	526	4800	0.1096	
	LEFT (L)	19	19	1500	0.0127	0.0127
	T + R		526	4800	0.1096	
WB	RIGHT (R)	187	187	1500	0.1247	
	THRU (T)	1430	1430	3000	0.4767	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1617	3000	0.5390	0.5390
	T + L		1430	3000	0.4767	
	T + R + L		1617	3000	0.5390	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	0 *	1500	0.0000	
	THRU (T)	108	108	3300	0.0327	
	LEFT (L)	1481	1481	3900	0.3797	0.3797
SB	RIGHT (R)	226	126 *	1500	0.0840	
	THRU (T)	309	309	3300	0.0936	0.0936
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	40	40	1500	0.0267	0.0267
WB	RIGHT (R)	18	18	1500	0.0120	
	THRU (T)	604	604	3150	0.1917	
	LEFT (L)	222	222	2700	0.0822	
	T + R		622	3150	0.1975	0.1975

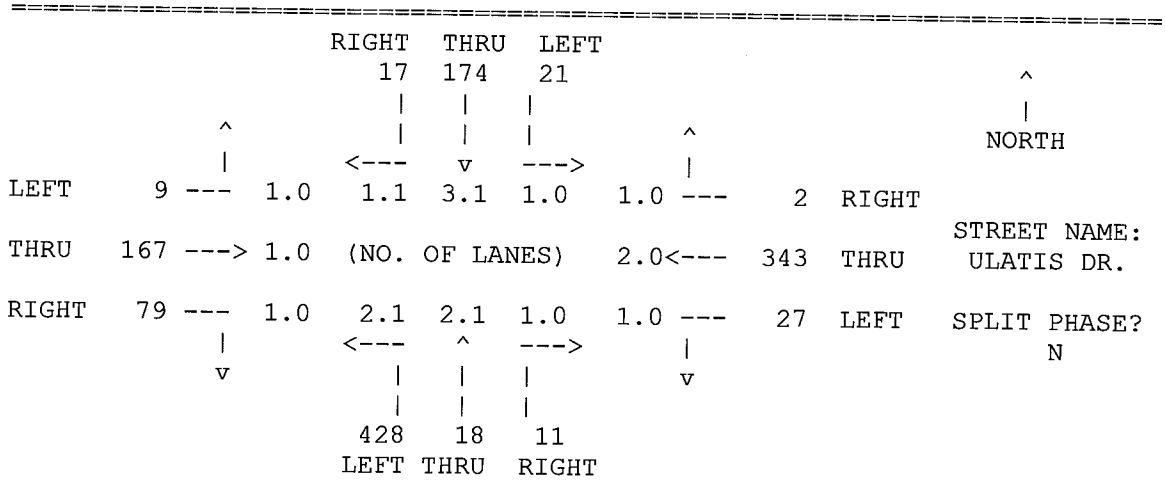
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.70
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.80
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	428	428	2700	0.1585	0.1585
	T + L		446	4350	0.1025	
SB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	174	174	4800	0.0363	
	LEFT (L)	21	21	1500	0.0140	
	T + R		191	4800	0.0398	0.0398
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	343	343	3300	0.1039	
	LEFT (L)	27	27	1500	0.0180	0.0180

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

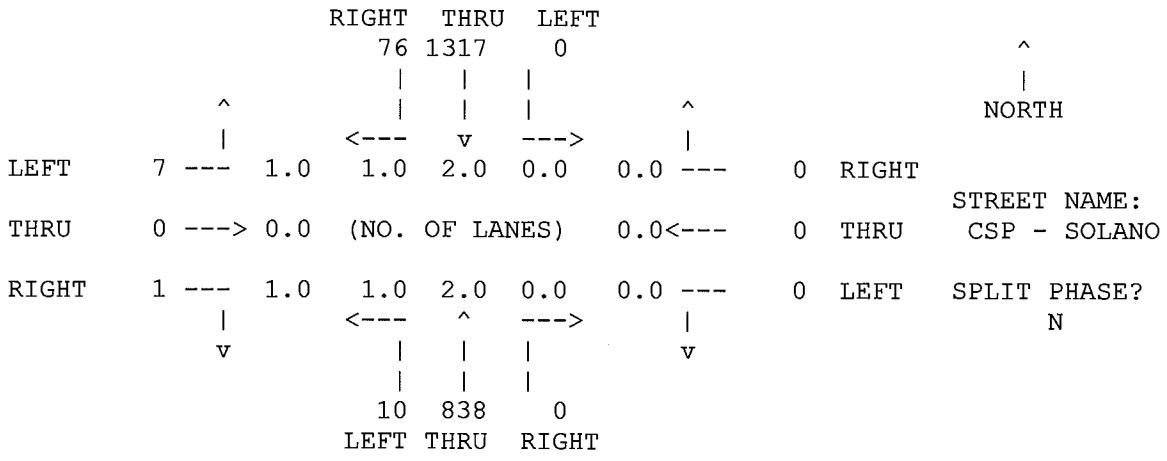
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	838	838	3300	0.2539	
LEFT (L)	10	10	1500	0.0067	0.0067
SB RIGHT (R)	76	0 *	1500	0.0000	
THRU (T)	1317	1317	3300	0.3991	0.3991
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

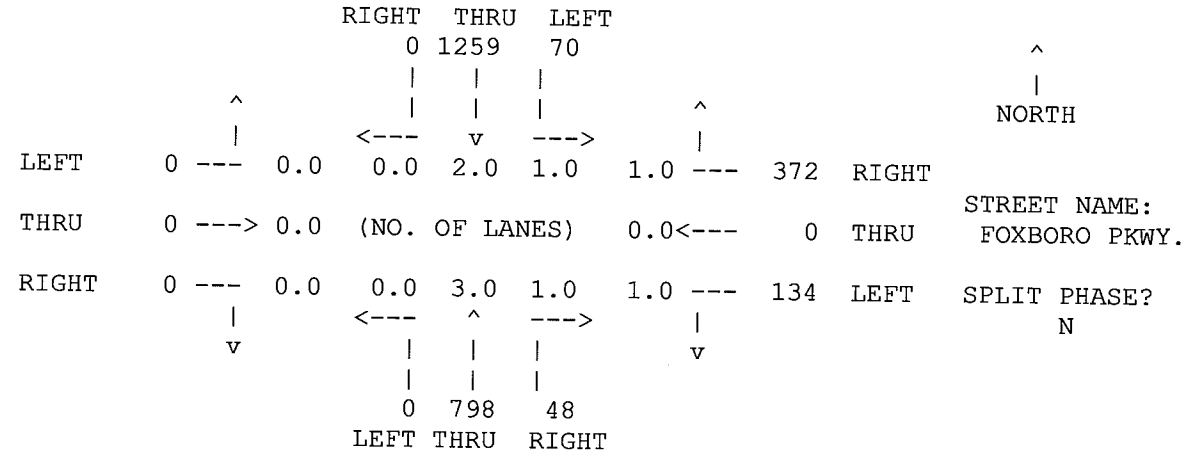
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	48	0 *	1500	0.0000	
THRU (T)	798	798	4950	0.1612	
SB THRU (T)	1259	1259	3300	0.3815	0.3815
LEFT (L)	70	70	1500	0.0467	
WB RIGHT (R)	372	257 *	1500	0.1713	0.1713
LEFT (L)	134	134	1500	0.0893	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

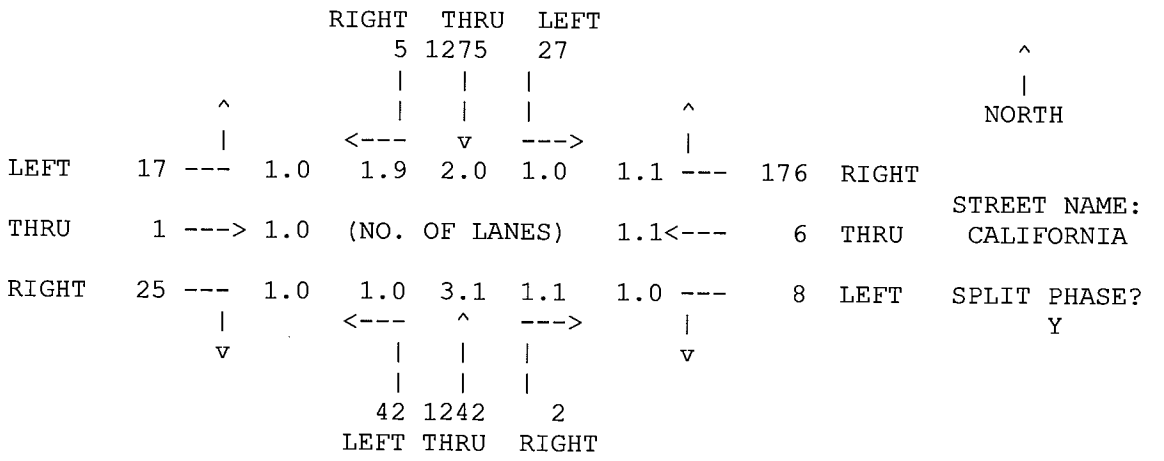
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1242	1242	4800	0.2588	
	LEFT (L)	42	42	1500	0.0280	0.0280
	T + R		1244	4800	0.2592	
SB	RIGHT (R)	5	5	1650	0.0030	
	THRU (T)	1275	1275	3300	0.3864	0.3864
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	17	17	1500	0.0113	0.0113
WB	RIGHT (R)	176	176	1500	0.1173	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	8	8	1500	0.0053	
	T + R		182	1500	0.1213	0.1213

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

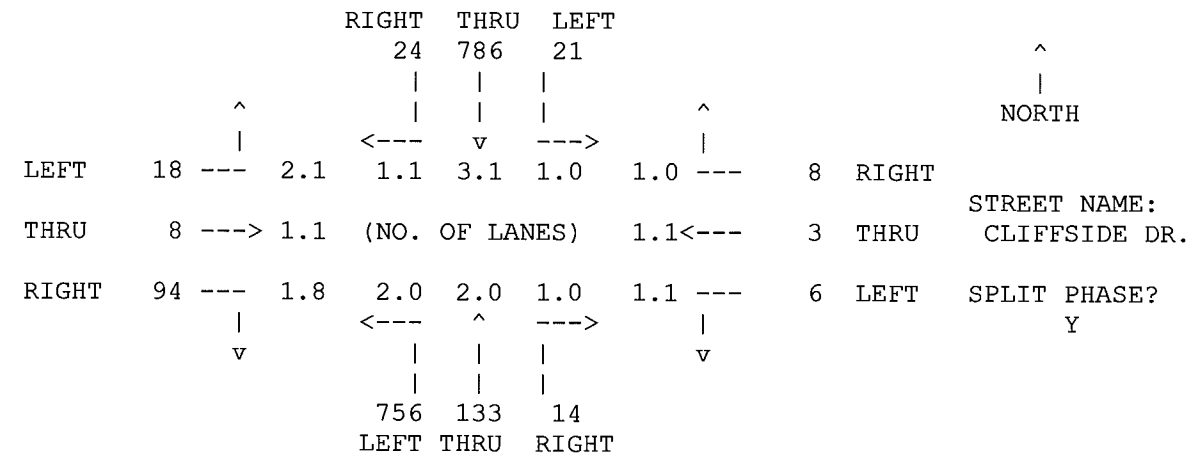
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	14	0 *	1500	0.0000	
THRU (T)	133	133	3300	0.0403	
LEFT (L)	756	756	2700	0.2800	0.2800
SB RIGHT (R)	24	24	1500	0.0160	
THRU (T)	786	786	4800	0.1637	
LEFT (L)	21	21	1500	0.0140	
T + R		810	4800	0.1688	0.1688
EB RIGHT (R)	94	0 *	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	18	18	2700	0.0067	
T + L		26	2700	0.0096	0.0096
WB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	3	3	1500	0.0020	
LEFT (L)	6	6	1500	0.0040	
T + L		9	1500	0.0060	0.0060

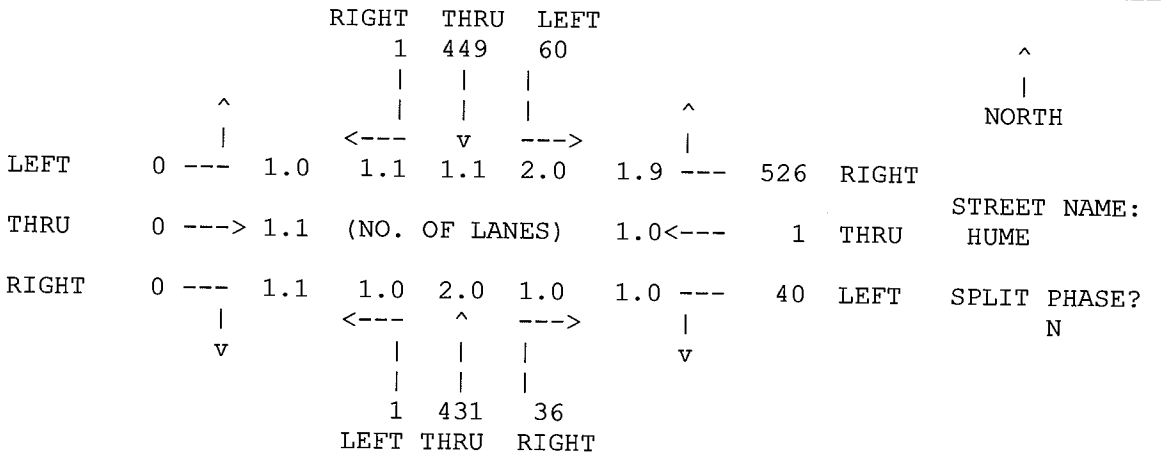
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.46
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT AM PEAK HR FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	36	0 *	1500	0.0000	
	THRU (T)	431	431	3300	0.1306	
	LEFT (L)	1	1	1500	0.0007	0.0007
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	449	449	1500	0.2993	
	LEFT (L)	60	60	2700	0.0222	
	T + R		450	1500	0.3000	0.3000
EB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
WB	RIGHT (R)	526	526	1650	0.3188	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	40	40	1500	0.0267	0.0267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.33
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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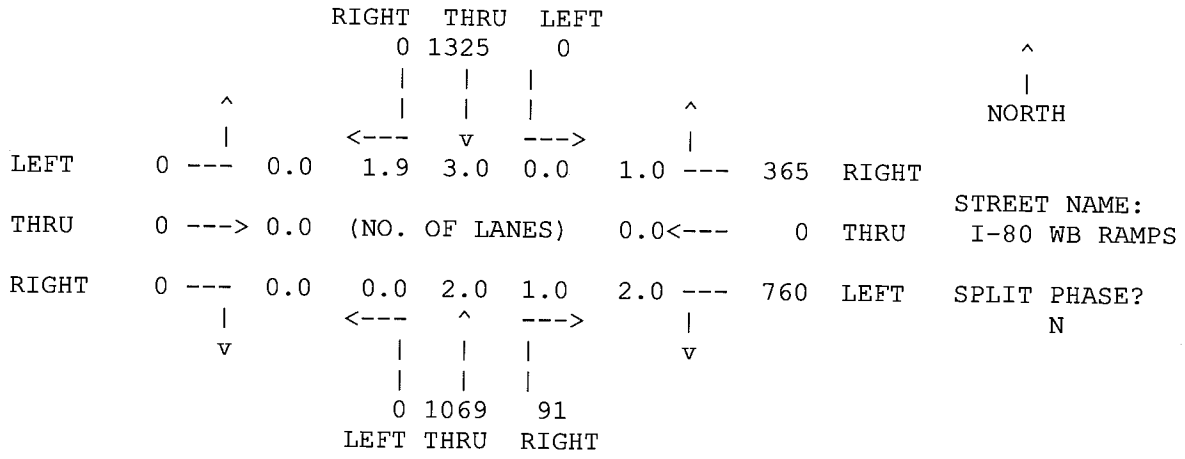
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.71	C
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.67	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.55	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.72	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.65	B
6	1310	LEISURE TOWN	ALAMO/FRY	0.54	A
7	1614	VANDEN	LEISURE TOWN	0.62	B
8	1117	VANDEN	ALAMO	0.46	A
9	1114	NUT TREE RD.	ALAMO DR.	0.66	B
10	1107	PEABODY RD.	ALAMO DR.	0.85	D
11	1100	DAVIS ST.	ALAMO DR.	0.85	D
12	1095	ALAMO DR.	MARSHALL RD.	0.73	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.53	A
14	1093	ALAMO DRIVE	MERCHANT STRE	0.73	C
15	1234	PEABODY RD.	ELMIRA RD.	0.46	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.56	A
17	1277	NUT TREE RD.	ULATIS DR.	0.86	D
18	1491	PEABODY RD.	CSP - SOLANO	0.80	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.84	D
20	1245	PEABODY	CALIFORNIA	0.82	D
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.85	D
22	1200	DAVIS	HUME	0.90	D
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.18	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	91	0 *	1500	0.0000	
THRU (T)	1069	1069	3300	0.3239	0.3239
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1325	1325	4950	0.2677	
WB RIGHT (R)	365	285 *	1500	0.1900	
LEFT (L)	760	760	2700	0.2815	0.2815

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.61
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.71
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

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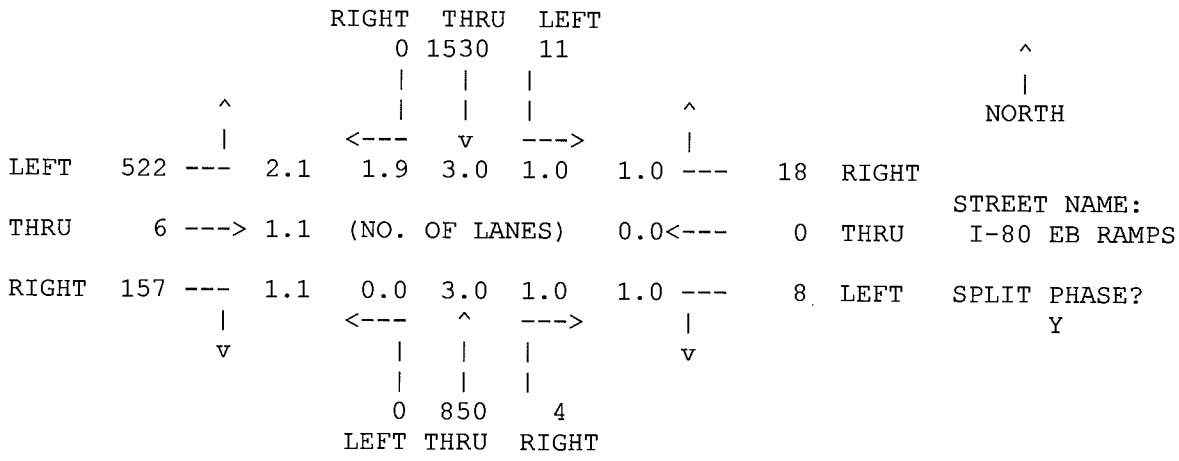
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	850	850	4950	0.1717	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	1530	1530	4950	0.3091	0.3091
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	157	157	1500	0.1047	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	522	522	2700	0.1933	
	T + R		163	1500	0.1087	
	T + L		528	2700	0.1956	
	T + R + L		685	2700	0.2537	0.2537
WB	RIGHT (R)	18	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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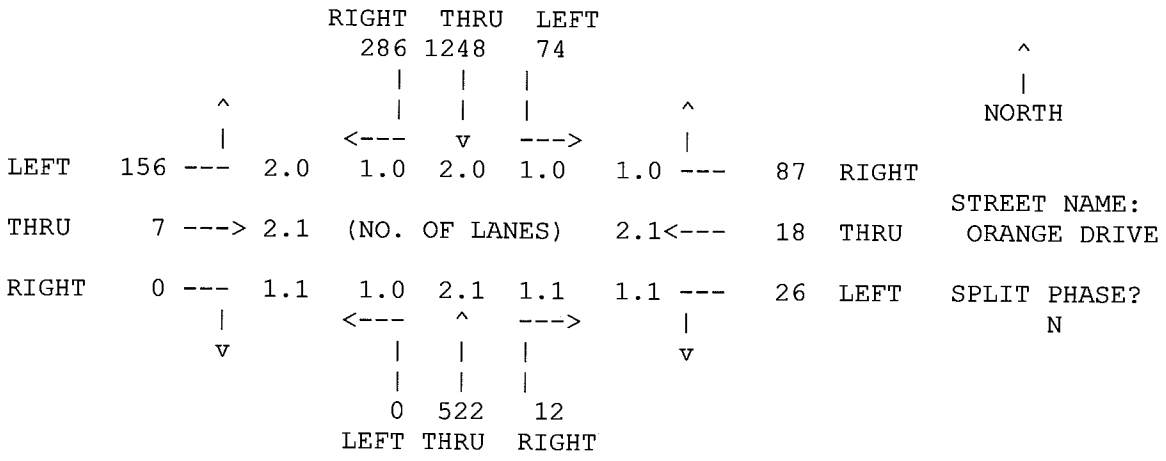
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	12	12	1500	0.0080	
THRU (T)	522	522	3150	0.1657	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		534	3150	0.1695	
SB RIGHT (R)	286	163 *	1500	0.1087	
THRU (T)	1248	1248	3300	0.3782	0.3782
LEFT (L)	74	74	1500	0.0493	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	7	7	3150	0.0022	
LEFT (L)	156	156	2700	0.0578	0.0578
T + R		7	3150	0.0022	
WB RIGHT (R)	87	0 *	1500	0.0000	
THRU (T)	18	18	3150	0.0057	
LEFT (L)	26	26	1500	0.0173	
T + L		44	3150	0.0140	0.0140

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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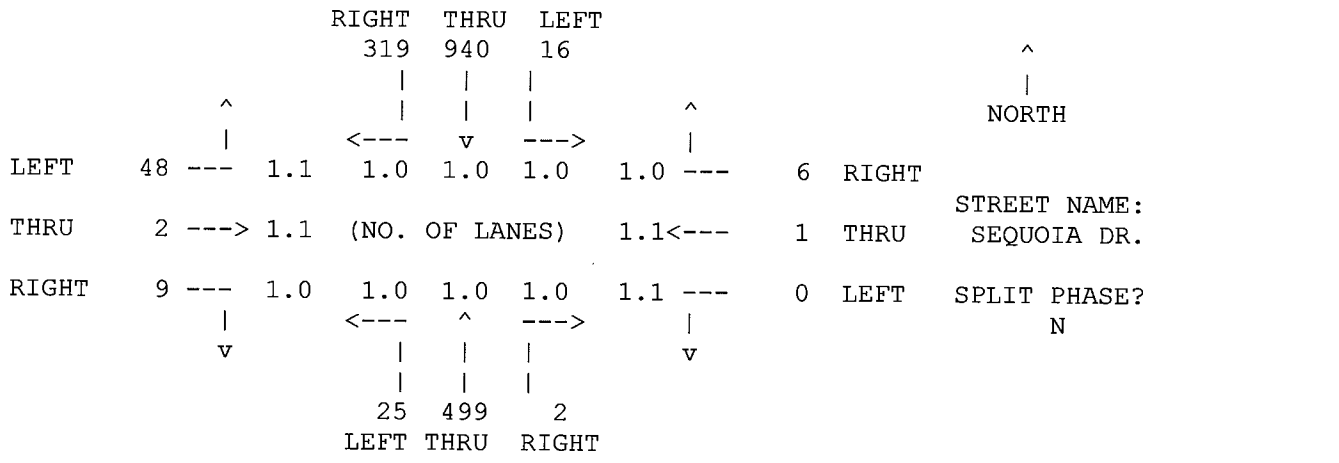
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	499	499	1650	0.3024	
LEFT (L)	25	25	1500	0.0167	0.0167
SB RIGHT (R)	319	215 *	1500	0.1433	
THRU (T)	940	940	1650	0.5697	0.5697
LEFT (L)	16	16	1500	0.0107	
EB RIGHT (R)	9	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	48	48	1500	0.0320	
T + L		50	1500	0.0333	0.0333
WB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

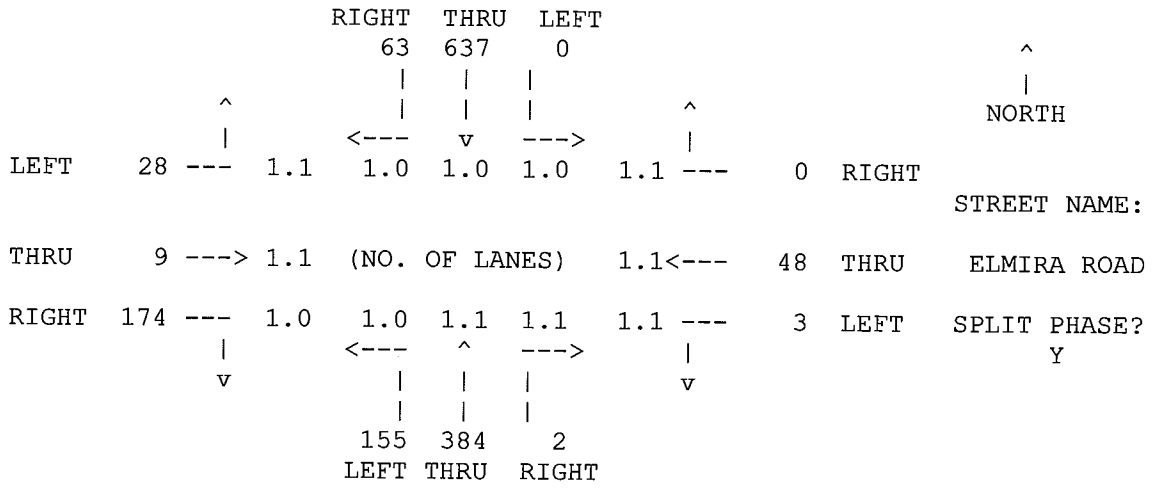
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	384	384	1500	0.2560	
	LEFT (L)	155	155	1500	0.1033	0.1033
	T + R		386	1500	0.2573	
SB	RIGHT (R)	63	0 *	1500	0.0000	
	THRU (T)	637	637	1650	0.3861	0.3861
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	174	17 *	1500	0.0113	
	THRU (T)	9	9	1500	0.0060	
	LEFT (L)	28	28	1500	0.0187	
	T + L		37	1500	0.0247	0.0247
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	48	48	1500	0.0320	
	LEFT (L)	3	3	1500	0.0020	
	T + R		48	1500	0.0320	
	T + L		51	1500	0.0340	0.0340
	T + R + L		51	1500	0.0340	

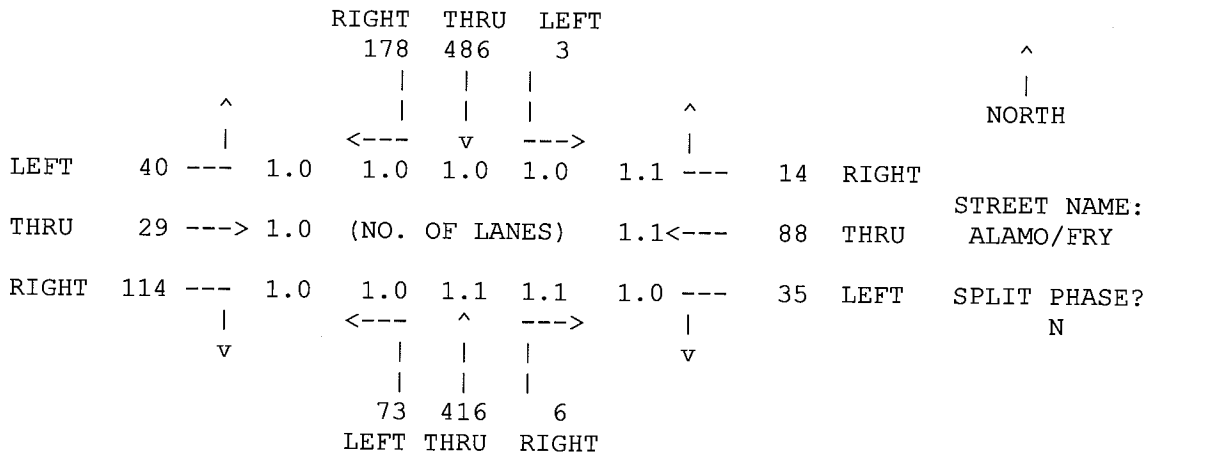
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	416	416	1500	0.2773	
	LEFT (L)	73	73	1500	0.0487	0.0487
	T + R		422	1500	0.2813	
SB	RIGHT (R)	178	78 *	1500	0.0520	
	THRU (T)	486	486	1650	0.2945	0.2945
	LEFT (L)	3	3	1500	0.0020	
EB	RIGHT (R)	114	0 *	1500	0.0000	
	THRU (T)	29	29	1650	0.0176	
	LEFT (L)	40	40	1500	0.0267	0.0267
WB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	88	88	1500	0.0587	
	LEFT (L)	35	35	1500	0.0233	
	T + R		102	1500	0.0680	0.0680

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.44
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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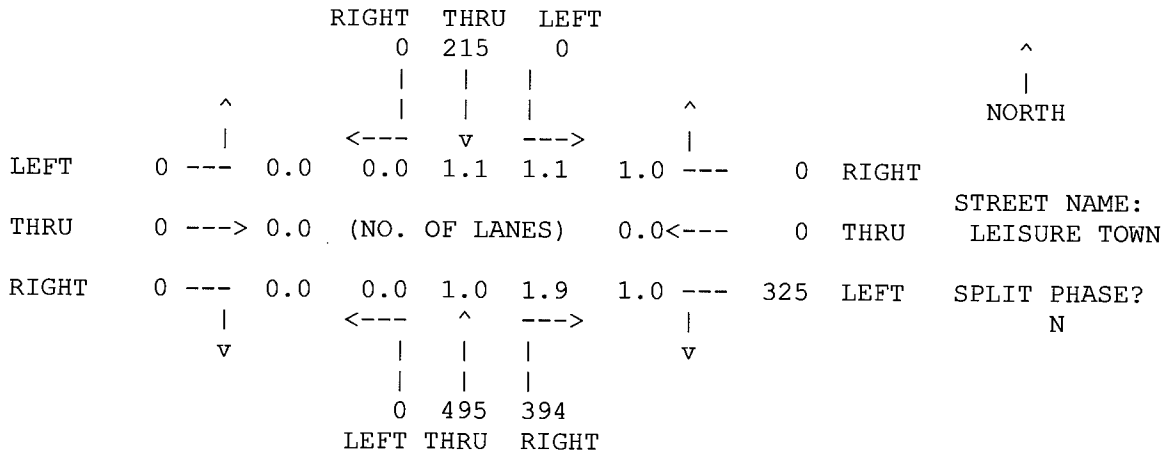
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	394	394	1650	0.2388	
THRU (T)	495	495	1650	0.3000	0.3000
SB THRU (T)	215	215	1500	0.1433	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		215	1500	0.1433	
WB RIGHT (R)	0	0	1500	0.0000	
LEFT (L)	325	325	1500	0.2167	0.2167

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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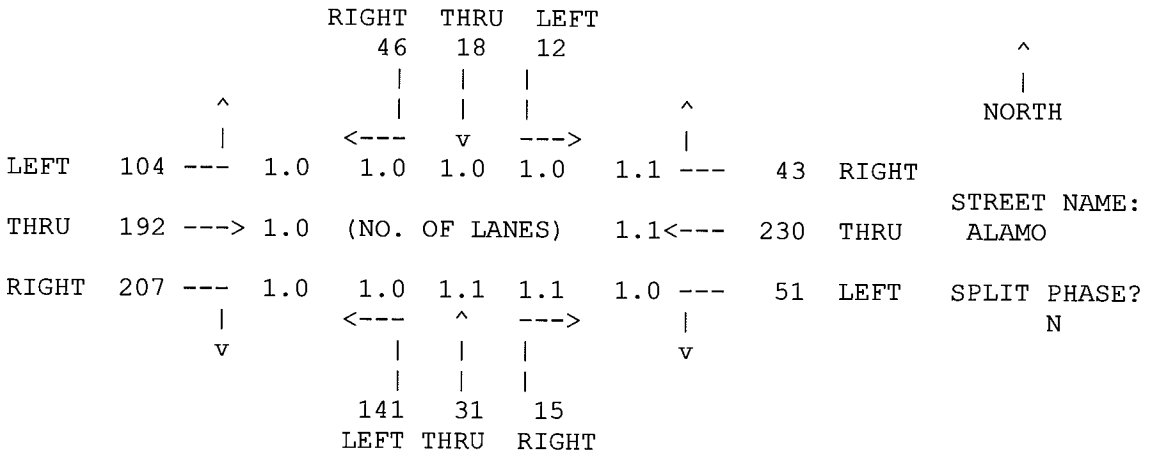
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	141	141	1500	0.0940	0.0940
	T + R		46	1500	0.0307	
SB	RIGHT (R)	46	0 *	1500	0.0000	
	THRU (T)	18	18	1650	0.0109	0.0109
	LEFT (L)	12	12	1500	0.0080	
EB	RIGHT (R)	207	57 *	1500	0.0380	
	THRU (T)	192	192	1650	0.1164	
	LEFT (L)	104	104	1500	0.0693	0.0693
WB	RIGHT (R)	43	43	1500	0.0287	
	THRU (T)	230	230	1500	0.1533	
	LEFT (L)	51	51	1500	0.0340	
	T + R		273	1500	0.1820	0.1820

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.36
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

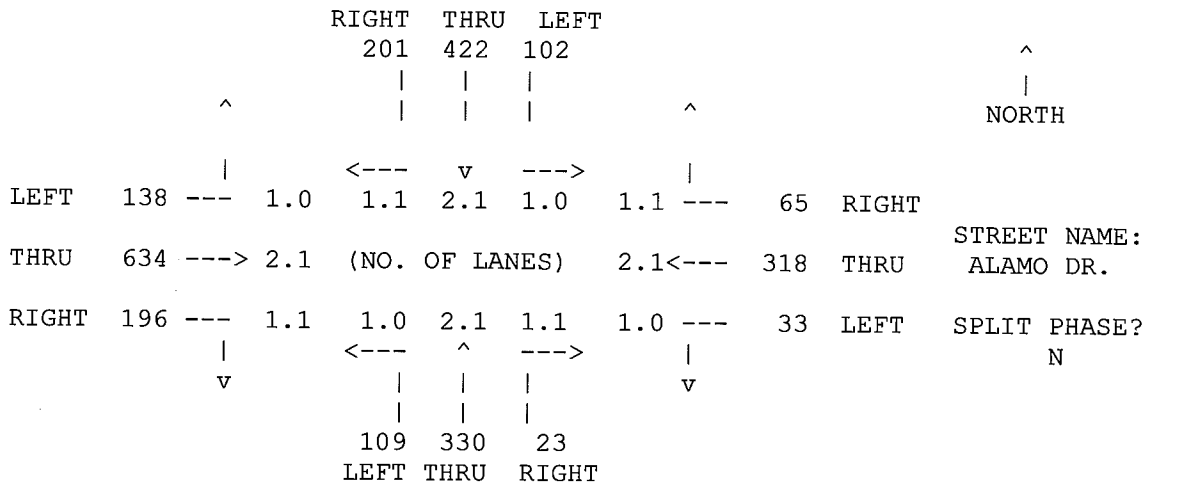
TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	330	330	3150	0.1048	
	LEFT (L)	109	109	1500	0.0727	0.0727
	T + R		353	3150	0.1121	
SB	RIGHT (R)	201	201	1500	0.1340	
	THRU (T)	422	422	3150	0.1340	
	LEFT (L)	102	102	1500	0.0680	
	T + R		623	3150	0.1978	0.1978
EB	RIGHT (R)	196	196	1500	0.1307	
	THRU (T)	634	634	3150	0.2013	
	LEFT (L)	138	138	1500	0.0920	
	T + R		830	3150	0.2635	0.2635
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	318	318	3150	0.1010	
	LEFT (L)	33	33	1500	0.0220	0.0220
	T + R		383	3150	0.1216	

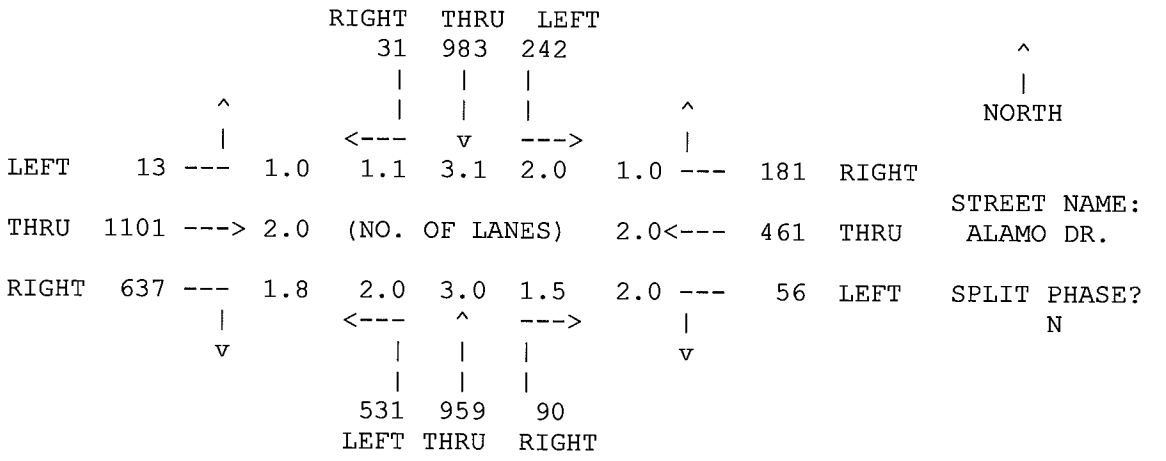
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	959	959	4950	0.1937	
	LEFT (L)	531	531	2700	0.1967	0.1967
SB	RIGHT (R)	31	31	1500	0.0207	
	THRU (T)	983	983	4800	0.2048	
	LEFT (L)	242	242	2700	0.0896	
	T + R		1014	4800	0.2113	0.2113
EB	RIGHT (R)	637	139 *	1500	0.0927	
	THRU (T)	1101	1101	3300	0.3336	0.3336
	LEFT (L)	13	13	1500	0.0087	
WB	RIGHT (R)	181	34 *	1500	0.0227	
	THRU (T)	461	461	3300	0.1397	
	LEFT (L)	56	56	2700	0.0207	0.0207

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.76
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

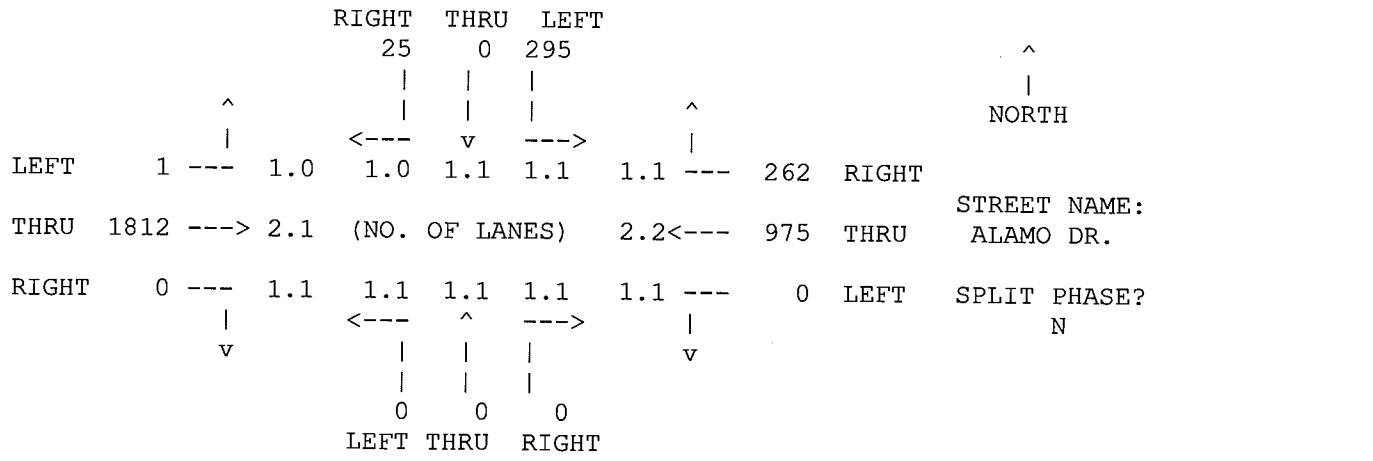
TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	295	295	1500	0.1967	0.1967
T + L		295	1500	0.1967	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1812	1812	3150	0.5752	0.5752
LEFT (L)	1	1	1500	0.0007	
T + R		1812	3150	0.5752	
WB RIGHT (R)	262	262	1500	0.1747	
THRU (T)	975	975	3000	0.3250	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1237	3000	0.4123	
T + L		975	3000	0.3250	
T + R + L		1237	3000	0.4123	

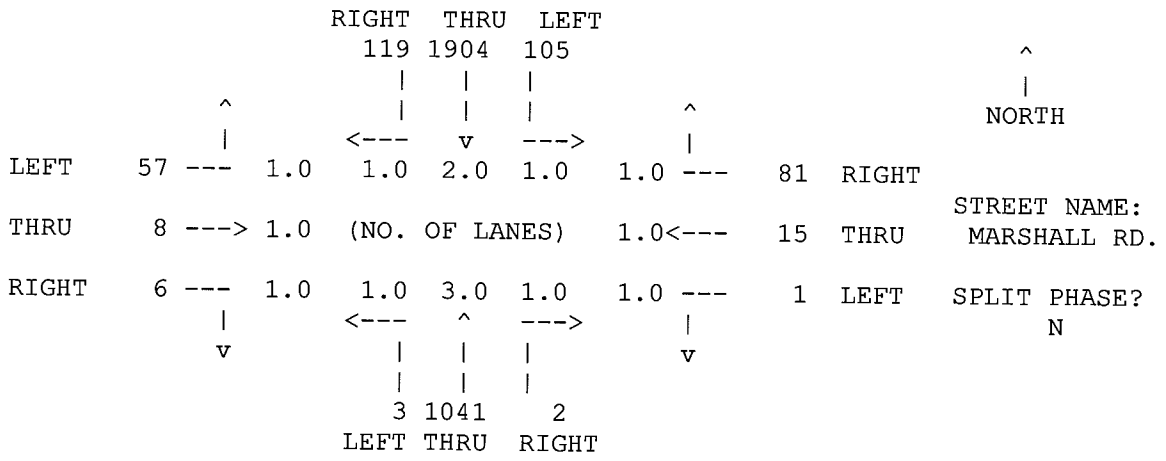
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1041	1041	4950	0.2103	
	LEFT (L)	3	3	1500	0.0020	0.0020
SB	RIGHT (R)	119	11 *	1500	0.0073	
	THRU (T)	1904	1904	3300	0.5770	0.5770
	LEFT (L)	105	105	1500	0.0700	
EB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	
	LEFT (L)	57	57	1500	0.0380	0.0380
WB	RIGHT (R)	81	0 *	1500	0.0000	
	THRU (T)	15	15	1650	0.0091	0.0091
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

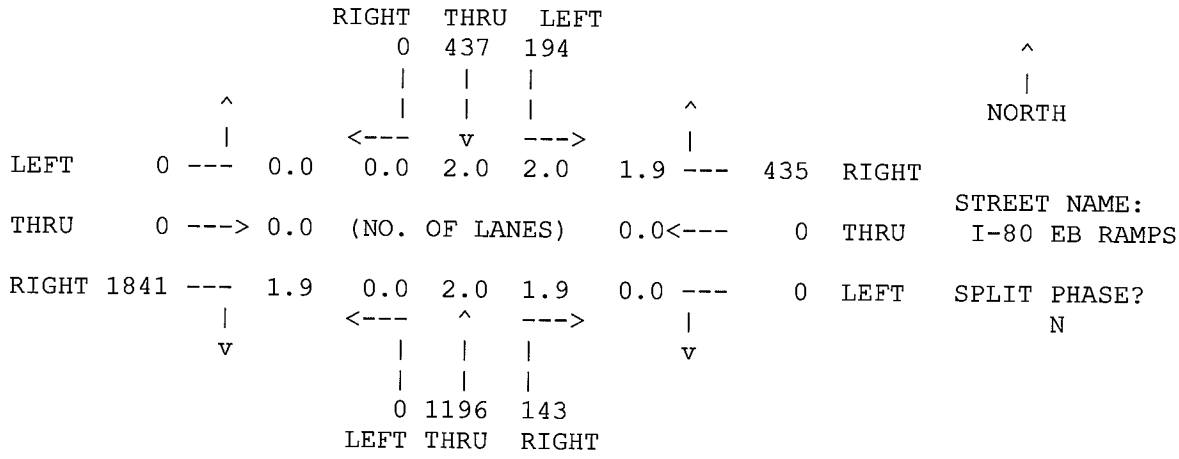
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	143	143	1650	0.0867	
THRU (T)	1196	1196	3300	0.3624	0.3624
SB THRU (T)	437	437	3300	0.1324	
LEFT (L)	194	194	2700	0.0719	0.0719
EB RIGHT (R)	1841	1841	1650	1.1158 **	
WB RIGHT (R)	435	435	1650	0.2636	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.43
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

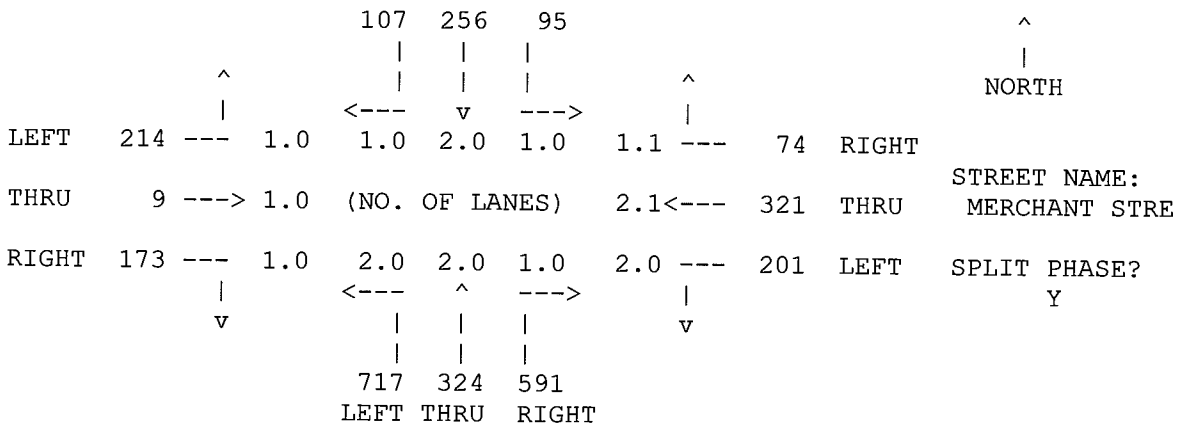
TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	591	455 *	1500	0.3033	0.3033
	THRU (T)	324	324	3300	0.0982	
	LEFT (L)	717	717	2700	0.2656	
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	256	256	3300	0.0776	
	LEFT (L)	95	95	1500	0.0633	0.0633
EB	RIGHT (R)	173	0 *	1500	0.0000	
	THRU (T)	9	9	1650	0.0055	
	LEFT (L)	214	214	1500	0.1427	0.1427
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	321	321	3150	0.1019	
	LEFT (L)	201	201	2700	0.0744	
	T + R		395	3150	0.1254	0.1254

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

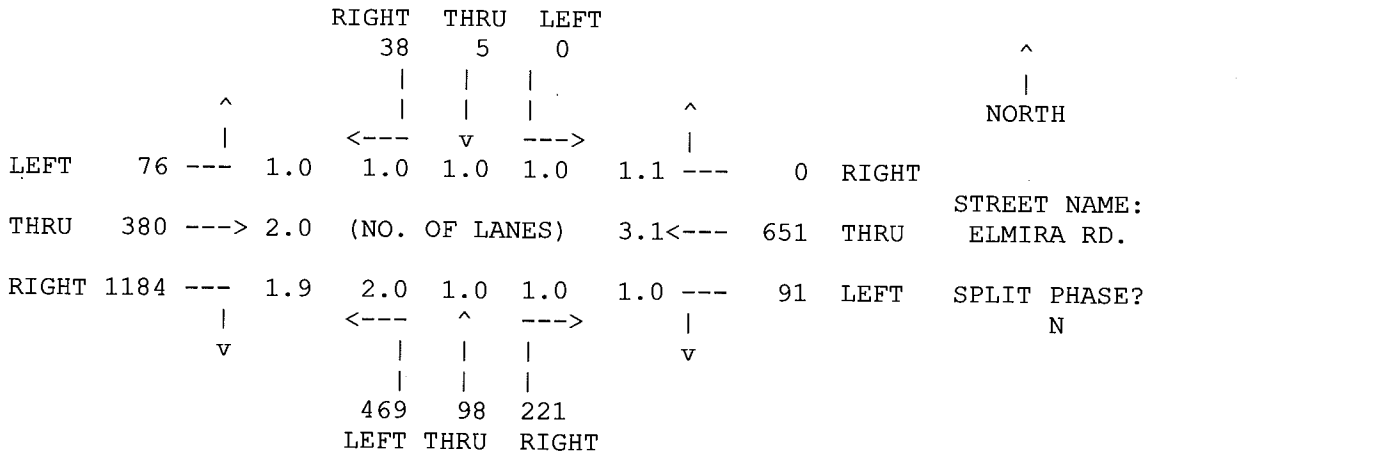
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	221	96 *	1500	0.0640	
	THRU (T)	98	98	1650	0.0594	
	LEFT (L)	469	469	2700	0.1737	0.1737
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	5	5	1650	0.0030	0.0030
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1184	1184	1650	0.7176	
	THRU (T)	380	380	3300	0.1152	
	LEFT (L)	76	76	1500	0.0507	0.0507
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	651	651	4800	0.1356	0.1356
	LEFT (L)	91	91	1500	0.0607	
	T + R		651	4800	0.1356	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.36
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

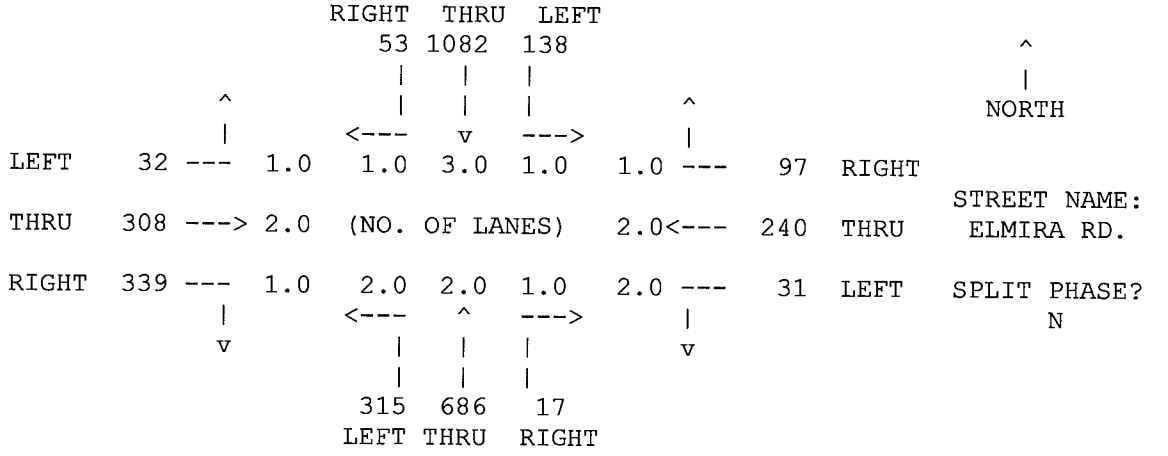
TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	17	0 *	1500	0.0000	
THRU (T)	686	686	3300	0.2079	
LEFT (L)	315	315	2700	0.1167	0.1167
SB RIGHT (R)	53	0 *	1500	0.0000	
THRU (T)	1082	1082	4950	0.2186	0.2186
LEFT (L)	138	138	1500	0.0920	
EB RIGHT (R)	339	172 *	1500	0.1147	0.1147
THRU (T)	308	308	3300	0.0933	
LEFT (L)	32	32	1500	0.0213	
WB RIGHT (R)	97	0 *	1500	0.0000	
THRU (T)	240	240	3300	0.0727	
LEFT (L)	31	31	2700	0.0115	0.0115

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.46
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.56
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.

```
                      RIGHT  THRU  LEFT
                        14   993   101
                         |    |     |
                         |    |     |
                  ^      |    |     |      ^                  ^
                  |      |    |     |      |                  |
                  |     <---  v     --->    |                NORTH
LEFT    22 ---  1.0    1.1   2.1   1.0   1.0 ---   77  RIGHT
                                                          STREET NAME:
THRU   417 ---> 1.0   (NO. OF LANES)      2.0<---  245  THRU   ULATIS DR.

RIGHT  280 ---  1.0    2.1   2.1   1.0   1.0 ---   33  LEFT   SPLIT PHASE?
                  |     <---   ^    --->    |                     N
                  v        |    |     |     v
                           |    |     |
                          236  575    32
                         LEFT THRU  RIGHT
```

STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	32	0 *	1500	0.0000	
	THRU (T)	575	575	3150	0.1825	
	LEFT (L)	236	236	2700	0.0874	
	T + L		811	4350	0.1864	0.1864
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	993	993	3150	0.3152	
	LEFT (L)	101	101	1500	0.0673	
	T + R		1007	3150	0.3197	0.3197
EB	RIGHT (R)	280	134 *	1500	0.0893	
	THRU (T)	417	417	1650	0.2527	0.2527
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	245	245	3300	0.0742	
	LEFT (L)	33	33	1500	0.0220	0.0220

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

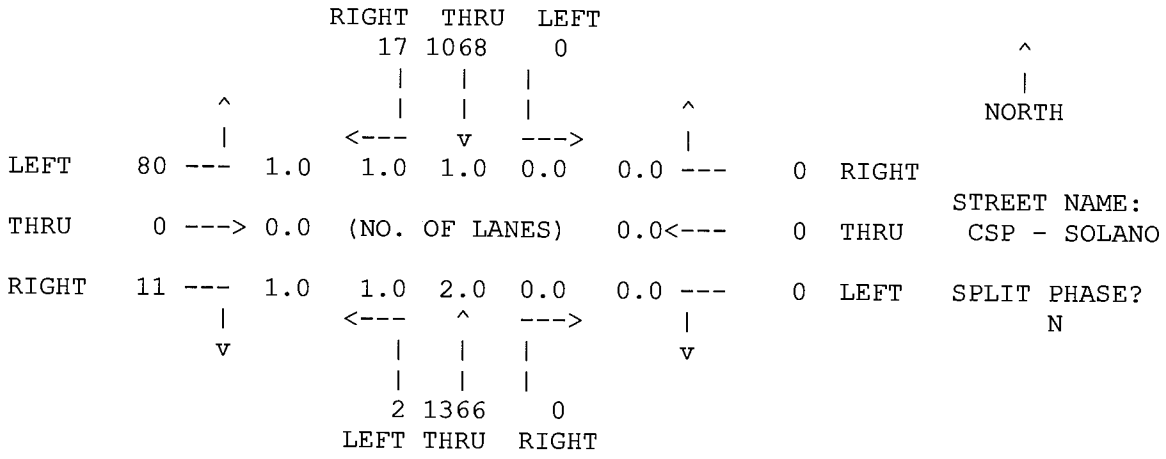
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1366	1366	3300	0.4139	
LEFT (L)	2	2	1500	0.0013	0.0013
SB RIGHT (R)	17	0 *	1500	0.0000	
THRU (T)	1068	1068	1650	0.6473	0.6473
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

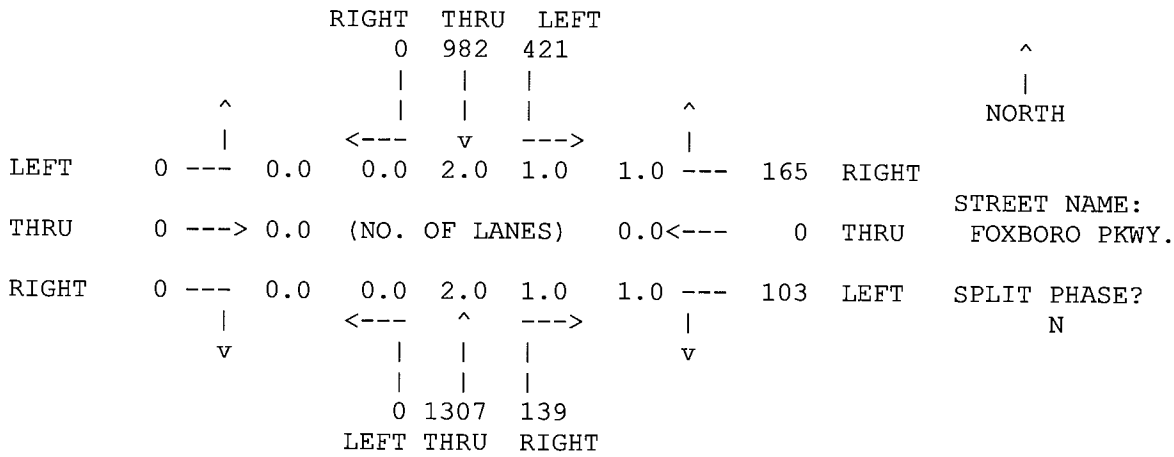
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	139	8 *	1500	0.0053	
THRU (T)	1307	1307	3300	0.3961	0.3961
SB THRU (T)	982	982	3300	0.2976	
LEFT (L)	421	421	1500	0.2807	0.2807
WB RIGHT (R)	165	0 *	1500	0.0000	
LEFT (L)	103	103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

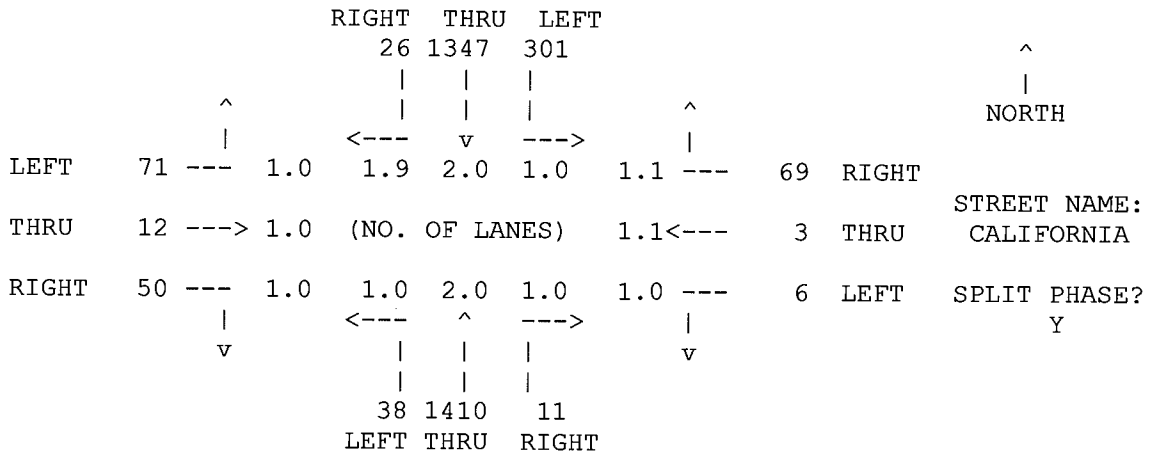
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	1410	1410	3300	0.4273	0.4273
	LEFT (L)	38	38	1500	0.0253	
SB	RIGHT (R)	26	26	1650	0.0158	
	THRU (T)	1347	1347	3300	0.4082	
	LEFT (L)	301	301	1500	0.2007	0.2007
EB	RIGHT (R)	50	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	71	71	1500	0.0473	0.0473
WB	RIGHT (R)	69	69	1500	0.0460	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + R		72	1500	0.0480	0.0480

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.

```
                    RIGHT  THRU  LEFT                                  ^
                       46  1131    78                                  |
                        |    |     |                                   |
              ^         |    |     |         ^                       NORTH
              |       <---   v    --->       |
LEFT   205 ---  2.1   1.0  2.0   1.0   1.0 ---   85  RIGHT
                                                          STREET NAME:
THRU    29 ---> 1.1  (NO. OF LANES)    1.1<---   30  THRU    CLIFFSIDE DR.

RIGHT  573 ---  1.0   2.0  2.0   1.0   1.1 ---    0  LEFT   SPLIT PHASE?
              |       <---   ^    --->       |                      Y
              v           |    |     |         v
                          |    |     |
                        436  455    40
                       LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	40	0 *	1500	0.0000	
THRU (T)	455	455	3300	0.1379	
LEFT (L)	436	436	2700	0.1615	0.1615
SB RIGHT (R)	46	0 *	1500	0.0000	
THRU (T)	1131	1131	3300	0.3427	0.3427
LEFT (L)	78	78	1500	0.0520	
EB RIGHT (R)	573	372 *	1500	0.2480	0.2480
THRU (T)	29	29	1500	0.0193	
LEFT (L)	205	205	2700	0.0759	
T + L		234	2700	0.0867	
WB RIGHT (R)	85	0 *	1500	0.0000	
THRU (T)	30	30	1500	0.0200	0.0200
LEFT (L)	0	0	1500	0.0000	
T + L		30	1500	0.0200	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

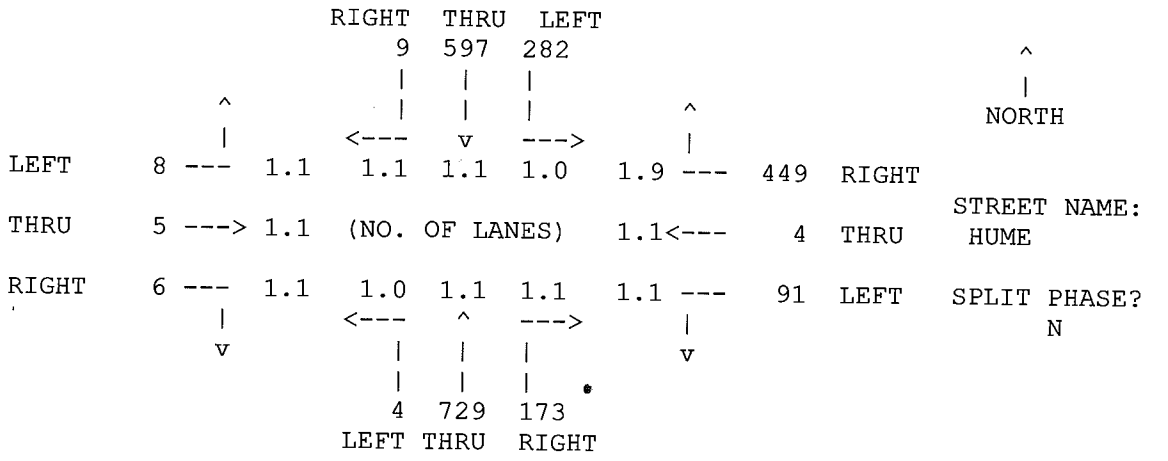
TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: DAVIS SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	173	173	1500	0.1153	
	THRU (T)	729	729	1500	0.4860	
	LEFT (L)	4	4	1500	0.0027	
	T + R		902	1500	0.6013	0.6013
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	597	597	1500	0.3980	
	LEFT (L)	282	282	1500	0.1880	0.1880
	T + R		606	1500	0.4040	
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	8	8	1500	0.0053	
	T + R		11	1500	0.0073	
	T + L		13	1500	0.0087	
	T + R + L		19	1500	0.0127	0.0127
WB	RIGHT (R)	449	449	1650	0.2721	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	91	91	1500	0.0607	0.0607
	T + L		95	1500	0.0633	

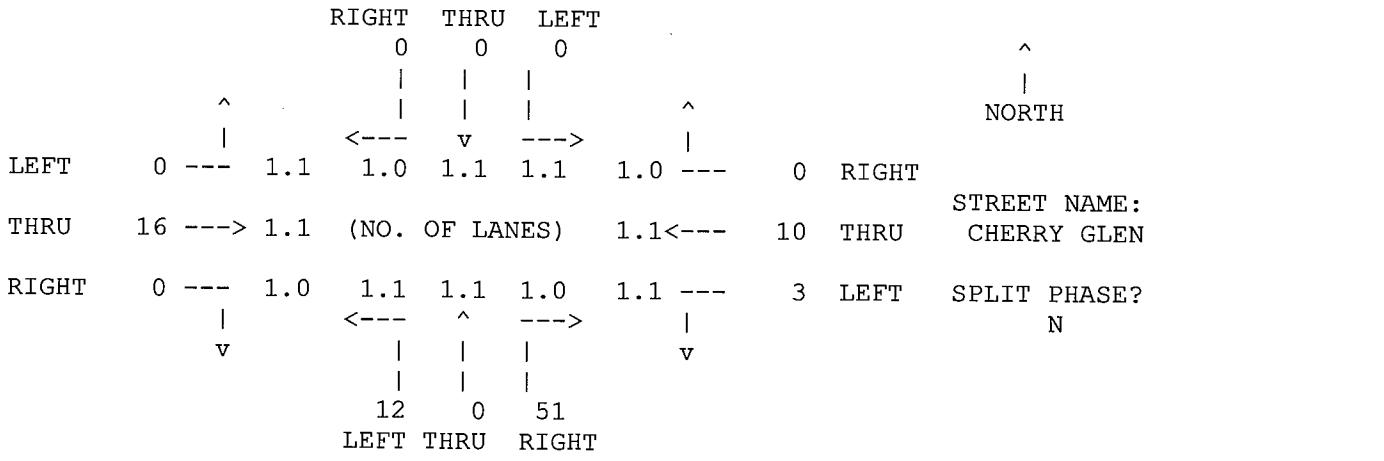
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	51	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	12	12	1500	0.0080	0.0080
	T + L		12	1500	0.0080	
SB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	16	16	1500	0.0107	0.0107
	LEFT (L)	0	0	1500	0.0000	
	T + L		16	1500	0.0107	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	10	10	1500	0.0067	
	LEFT (L)	3	3	1500	0.0020	0.0020
	T + L		13	1500	0.0087	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

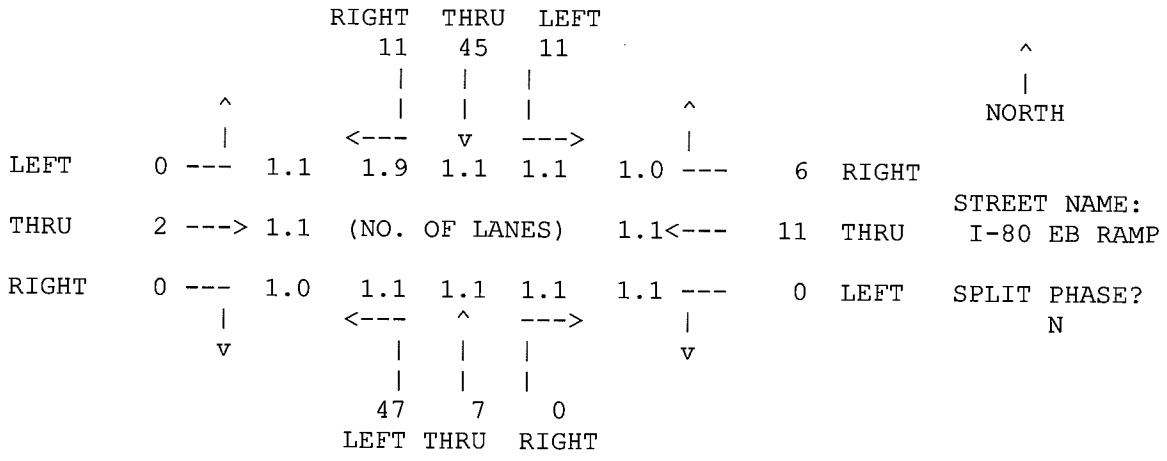
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EAP WO PROJECT WO FB EXT PM PEAK HOUR FILE EAPWOFB.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	7	7	1500	0.0047	
LEFT (L)	47	47	1500	0.0313	0.0313
T + R		7	1500	0.0047	
T + L		54	1500	0.0360	
T + R + L		54	1500	0.0360	
SB RIGHT (R)	11	11	1650	0.0067	
THRU (T)	45	45	1500	0.0300	
LEFT (L)	11	11	1500	0.0073	
T + L		56	1500	0.0373	0.0373
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		2	1500	0.0013	
WB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	11	11	1500	0.0073	0.0073
LEFT (L)	0	0	1500	0.0000	
T + L		11	1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.08
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.18
INTERSECTION LEVEL OF SERVICE: A

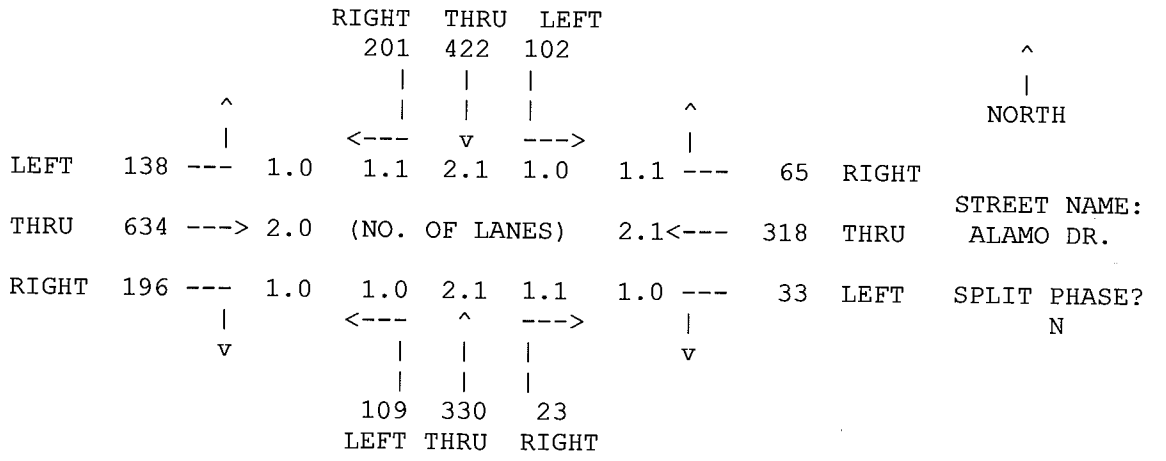
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V

INTERSECTION		N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.58	A
10	1107	PEABODY RD.	ALAMO DR.	0.75	C
11	1100	DAVIS ST.	ALAMO DR.	0.71	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.63	B
17	1277	NUT TREE RD.	ULATIS DR.	0.77	C
18	1491	PEABODY RD.	CSP - SOLANO	0.57	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.71	C
20	1245	PEABODY	CALIFORNIA	0.69	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.61	B
22	1200	DAVIS	HUME	0.57	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	330	330	3150	0.1048	
	LEFT (L)	109	109	1500	0.0727	0.0727
	T + R		353	3150	0.1121	
SB	RIGHT (R)	201	201	1500	0.1340	
	THRU (T)	422	422	3150	0.1340	
	LEFT (L)	102	102	1500	0.0680	
	T + R		623	3150	0.1978	0.1978
EB	RIGHT (R)	196	62 *	1500	0.0413	
	THRU (T)	634	634	3300	0.1921	0.1921
	LEFT (L)	138	138	1500	0.0920	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	318	318	3150	0.1010	
	LEFT (L)	33	33	1500	0.0220	0.0220
	T + R		383	3150	0.1216	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

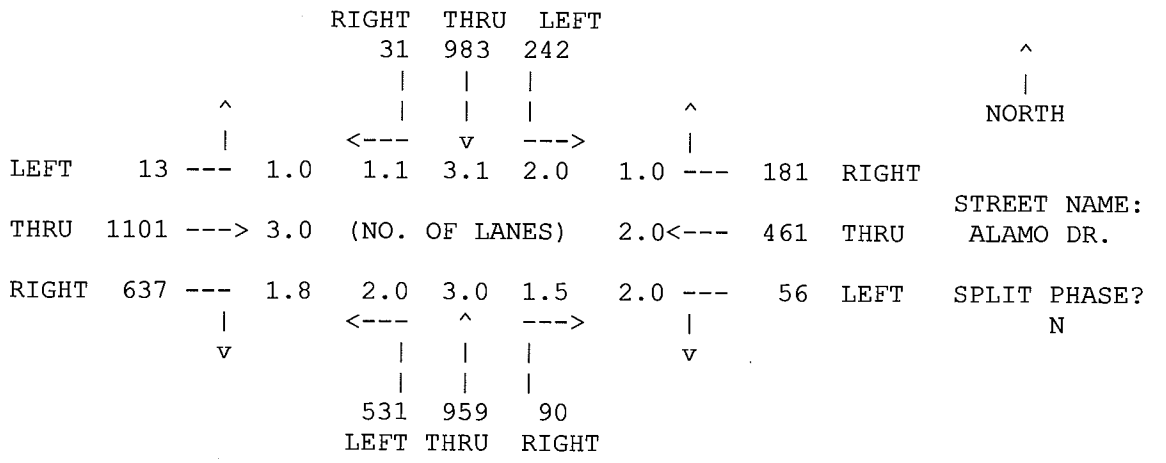
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	90	0 *	1500	0.0000	
THRU (T)	959	959	4950	0.1937	
LEFT (L)	531	531	2700	0.1967	0.1967
SB RIGHT (R)	31	31	1500	0.0207	
THRU (T)	983	983	4800	0.2048	
LEFT (L)	242	242	2700	0.0896	
T + R		1014	4800	0.2113	0.2113
EB RIGHT (R)	637	97 *	1500	0.0647	
THRU (T)	1101	1101	4950	0.2224	0.2224
LEFT (L)	13	13	1500	0.0087	
WB RIGHT (R)	181	34 *	1500	0.0227	
THRU (T)	461	461	3300	0.1397	
LEFT (L)	56	56	2700	0.0207	0.0207

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

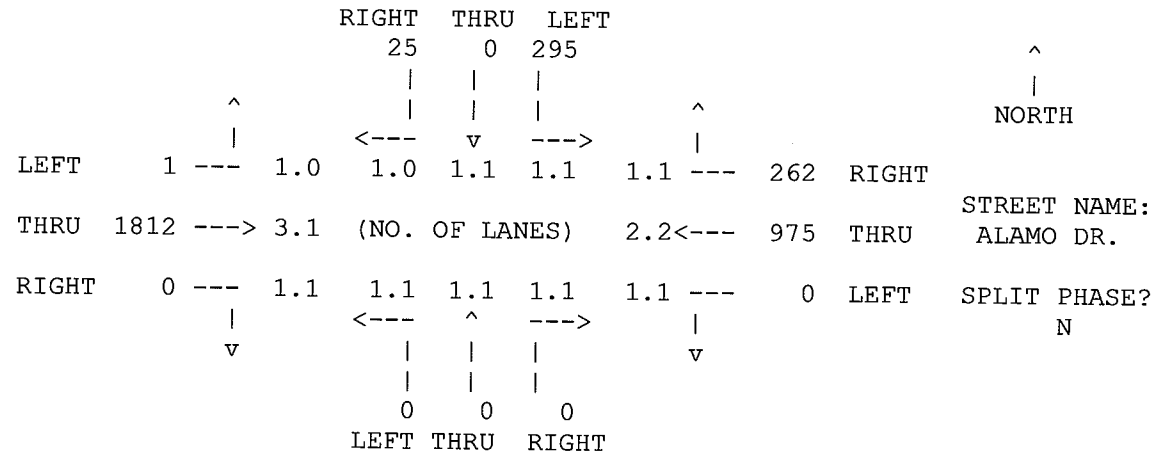
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	295	295	1500	0.1967	0.1967
	T + L		295	1500	0.1967	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1812	1812	4800	0.3775	
	LEFT (L)	1	1	1500	0.0007	0.0007
	T + R		1812	4800	0.3775	
WB	RIGHT (R)	262	262	1500	0.1747	
	THRU (T)	975	975	3000	0.3250	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1237	3000	0.4123	0.4123
	T + L		975	3000	0.3250	
	T + R + L		1237	3000	0.4123	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

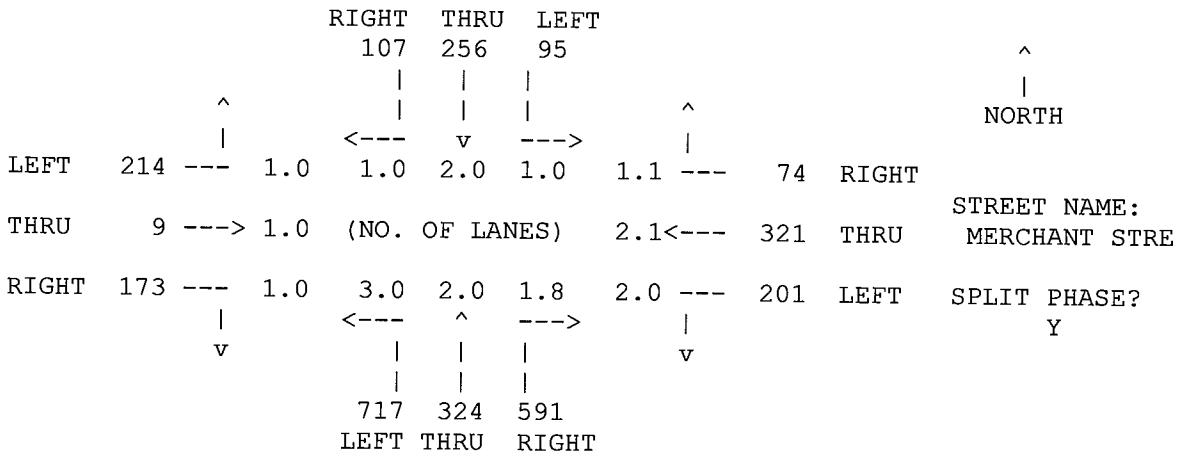
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	591	0 *	1500	0.0000	
	THRU (T)	324	324	3300	0.0982	
	LEFT (L)	717	717	3900	0.1838	0.1838
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	256	256	3300	0.0776	0.0776
	LEFT (L)	95	95	1500	0.0633	
EB	RIGHT (R)	173	0 *	1500	0.0000	
	THRU (T)	9	9	1650	0.0055	
	LEFT (L)	214	214	1500	0.1427	0.1427
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	321	321	3150	0.1019	
	LEFT (L)	201	201	2700	0.0744	
	T + R		395	3150	0.1254	0.1254

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

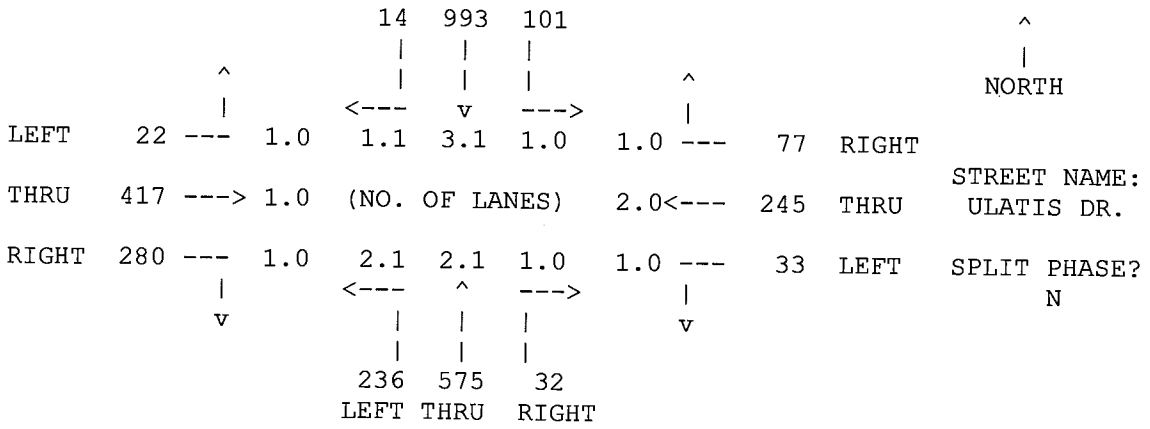
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	32	0 *	1500	0.0000	
	THRU (T)	575	575	3150	0.1825	
	LEFT (L)	236	236	2700	0.0874	
	T + L		811	4350	0.1864	0.1864
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	993	993	4800	0.2069	
	LEFT (L)	101	101	1500	0.0673	
	T + R		1007	4800	0.2098	0.2098
EB	RIGHT (R)	280	134 *	1500	0.0893	
	THRU (T)	417	417	1650	0.2527	0.2527
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	245	245	3300	0.0742	
	LEFT (L)	33	33	1500	0.0220	0.0220

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

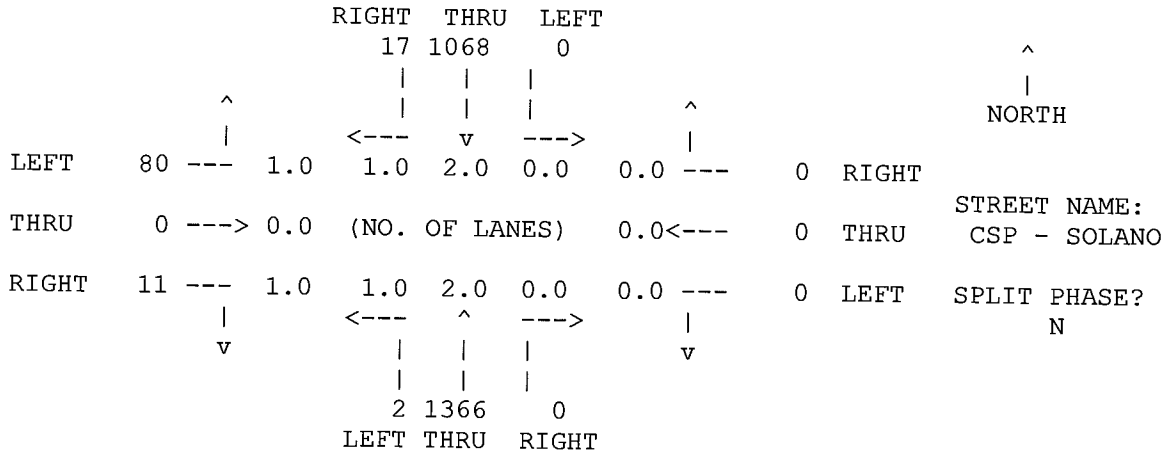
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1366	1366	3300	0.4139	0.4139
LEFT (L)	2	2	1500	0.0013	
SB RIGHT (R)	17	0 *	1500	0.0000	
THRU (T)	1068	1068	3300	0.3236	
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

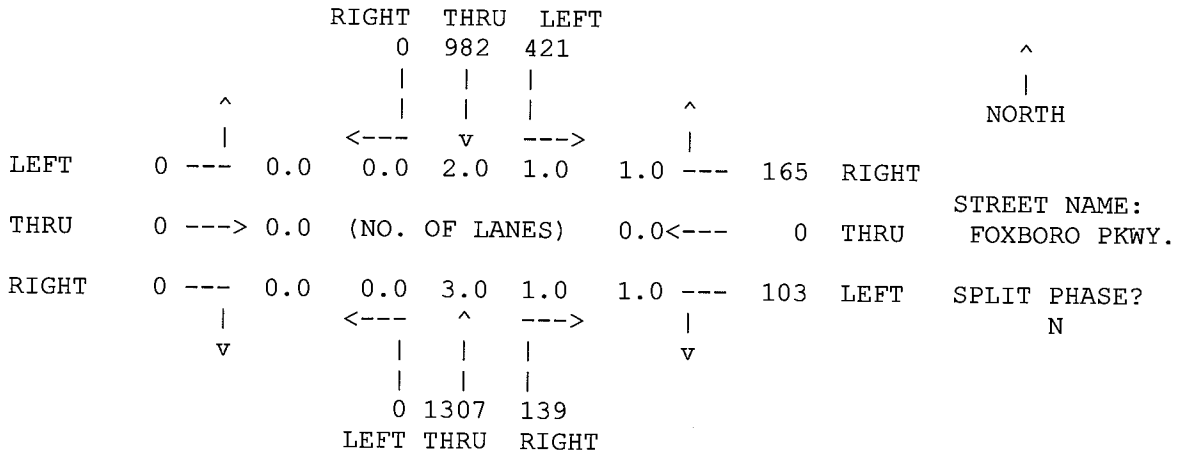
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.47
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.57
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	139	8 *	1500	0.0053	
THRU (T)	1307	1307	4950	0.2640	0.2640
SB THRU (T)	982	982	3300	0.2976	
LEFT (L)	421	421	1500	0.2807	0.2807
WB RIGHT (R)	165	0 *	1500	0.0000	
LEFT (L)	103	103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

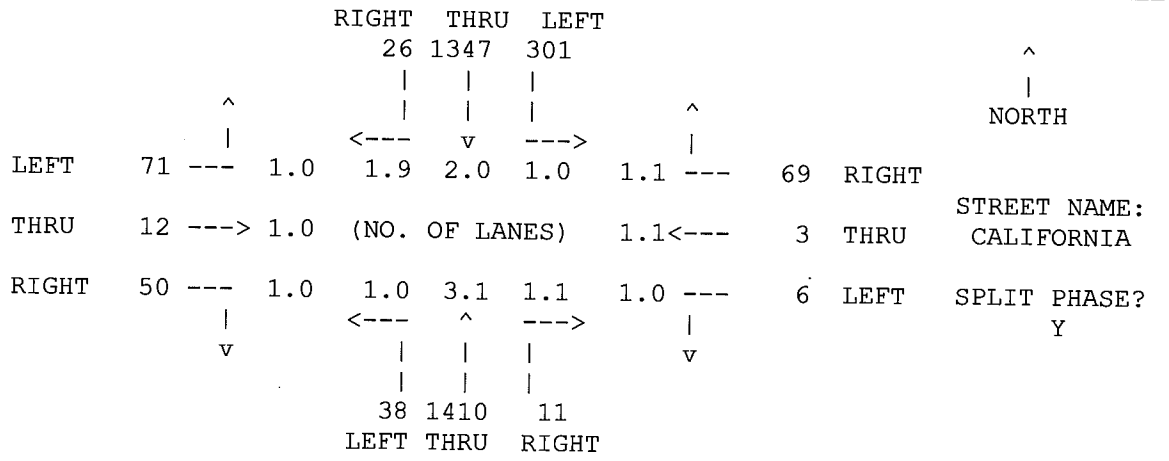
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	1410	1410	4800	0.2937	
	LEFT (L)	38	38	1500	0.0253	
	T + R		1421	4800	0.2960	0.2960
SB	RIGHT (R)	26	26	1650	0.0158	
	THRU (T)	1347	1347	3300	0.4082	
	LEFT (L)	301	301	1500	0.2007	0.2007
EB	RIGHT (R)	50	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	71	71	1500	0.0473	0.0473
WB	RIGHT (R)	69	69	1500	0.0460	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + R		72	1500	0.0480	0.0480

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

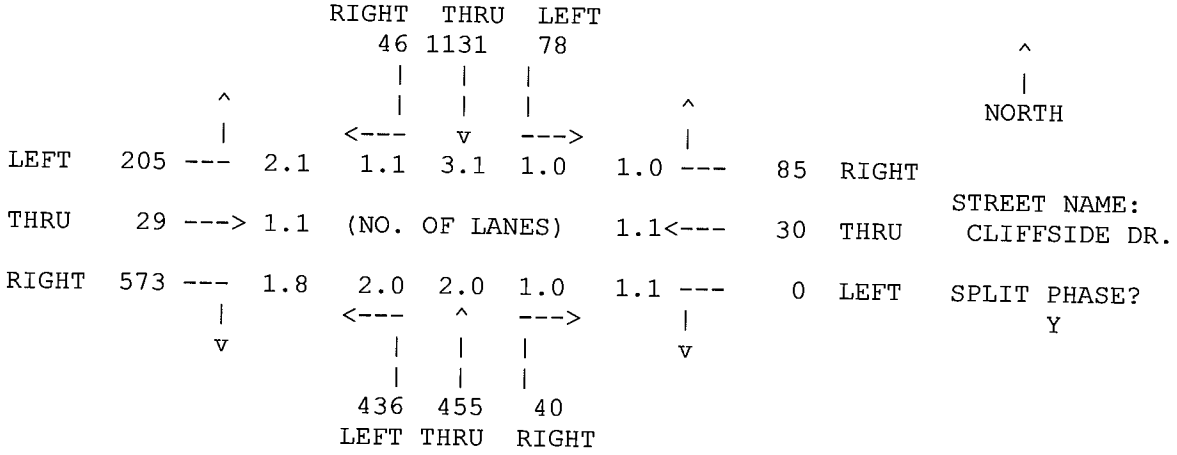
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	455	455	3300	0.1379	
	LEFT (L)	436	436	2700	0.1615	0.1615
SB	RIGHT (R)	46	46	1500	0.0307	
	THRU (T)	1131	1131	4800	0.2356	
	LEFT (L)	78	78	1500	0.0520	
	T + R		1177	4800	0.2452	0.2452
EB	RIGHT (R)	573	39 *	1500	0.0260	
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	205	205	2700	0.0759	
	T + L		234	2700	0.0867	0.0867
WB	RIGHT (R)	85	0 *	1500	0.0000	
	THRU (T)	30	30	1500	0.0200	0.0200
	LEFT (L)	0	0	1500	0.0000	
	T + L		30	1500	0.0200	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

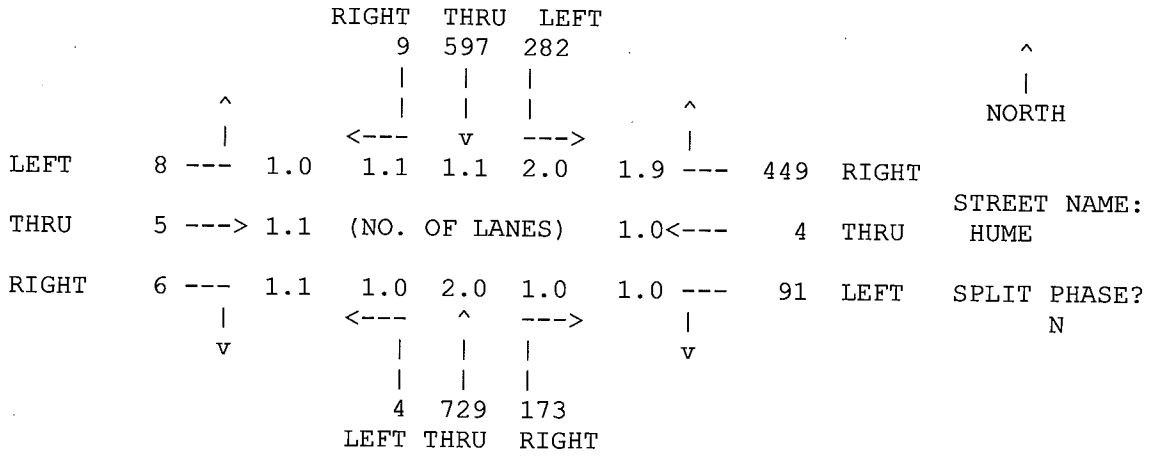
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WO PROJECT PM PEAK HR FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	173	48 *	1500	0.0320	
	THRU (T)	729	729	3300	0.2209	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	597	597	1500	0.3980	
	LEFT (L)	282	282	2700	0.1044	
	T + R		606	1500	0.4040	0.4040
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	8	8	1500	0.0053	
	T + R		11	1500	0.0073	0.0073
WB	RIGHT (R)	449	449	1650	0.2721	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	91	91	1500	0.0607	0.0607

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

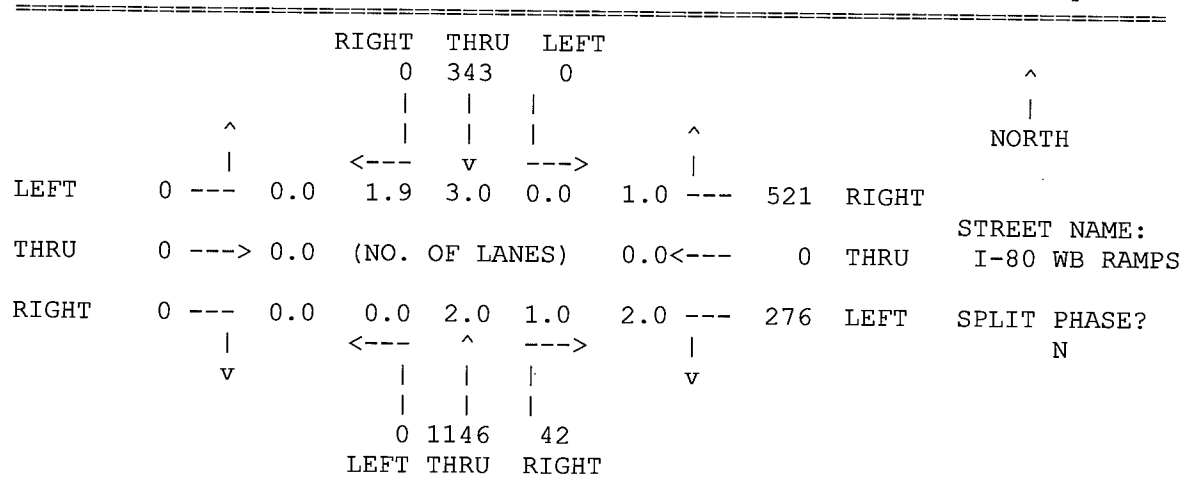
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.74	C
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.57	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.39	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.55	A
5	1306	LEISURE TOWN	ELMIRA ROAD	0.42	A
6	1310	LEISURE TOWN	ALAMO/FRY	0.42	A
7	1614	VANDEN	LEISURE TOWN	0.31	A
8	1117	VANDEN	ALAMO	0.34	A
9	1114	NUT TREE RD.	ALAMO DR.	0.70	B
10	1107	PEABODY RD.	ALAMO DR.	0.73	C
11	1100	DAVIS ST.	ALAMO DR.	0.76	C
12	1095	ALAMO DR.	MARSHALL RD.	0.48	A
13	1007	ALAMO DR.	I-80 EB RAMPS	0.69	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.89	D
15	1234	PEABODY RD.	ELMIRA RD.	0.36	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.51	A
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
18	1491	PEABODY RD.	CSP - SOLANO	0.87	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.66	B
20	1245	PEABODY	CALIFORNIA	0.64	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.64	B
22	1200	DAVIS	HUME	0.48	A
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.13	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	1146	1146	3300	0.3473	0.3473
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	343	343	4950	0.0693	
WB	RIGHT (R)	521	441 *	1500	0.2940	0.2940
	LEFT (L)	276	276	2700	0.1022	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci

```
                      RIGHT  THRU  LEFT
                          0   477     4                          ^
                          |    |     |                          |
                ^         |    |     |          ^            NORTH
                |         |    |     |          |
                |       <---   v     --->       |
LEFT    753 ---  2.1     1.9  3.0   1.0    1.0 ---     4  RIGHT
                                                        STREET NAME:
THRU      2 ---> 1.1   (NO. OF LANES)     0.0<---     0  THRU     I-80 EB RAMPS

RIGHT    65 ---  1.1     0.0  3.0   1.0    1.0 ---     2  LEFT     SPLIT PHASE?
                |       <---   ^     --->       |                      Y
                v           |    |     |          v
                            |    |     |
                            0   794     2
                          LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	794	794	4950	0.1604	0.1604
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	477	477	4950	0.0964	
	LEFT (L)	4	4	1500	0.0027	0.0027
EB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	753	753	2700	0.2789	
	T + R		67	1500	0.0447	
	T + L		755	2700	0.2796	
	T + R + L		820	2700	0.3037	0.3037
WB	RIGHT (R)	4	0 *	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT                                  ^
                      108   342    55                                   |
                       |     |     |                                   |
                  ^    |     |     |         ^                       NORTH
                  |    |     |     |         |
                  |   <---   v     --->       |
LEFT     25 ---  2.0   1.0   2.0   1.0   1.0 ---    24  RIGHT
                                                          STREET NAME:
THRU      1 ---> 2.1  (NO. OF LANES)   2.1<---     3  THRU    ORANGE DRIVE

RIGHT     0 ---  1.1   1.0   2.1   1.1   1.1 ---     8  LEFT   SPLIT PHASE?
                  |    <---    ^    --->       |                      N
                  v          |     |     |     v
                             |     |     |
                             0   741    13
                           LEFT  THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	13	13	1500	0.0087	
	THRU (T)	741	741	3150	0.2352	
	LEFT (L)	0	0	1500	0.0000	
	T + R		754	3150	0.2394	0.2394
SB	RIGHT (R)	108	21 *	1500	0.0140	
	THRU (T)	342	342	3300	0.1036	
	LEFT (L)	55	55	1500	0.0367	0.0367
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1	1	3150	0.0003	
	LEFT (L)	25	25	2700	0.0093	0.0093
	T + R		1	3150	0.0003	
WB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	3	3	3150	0.0010	
	LEFT (L)	8	8	1500	0.0053	
	T + L		11	3150	0.0035	0.0035

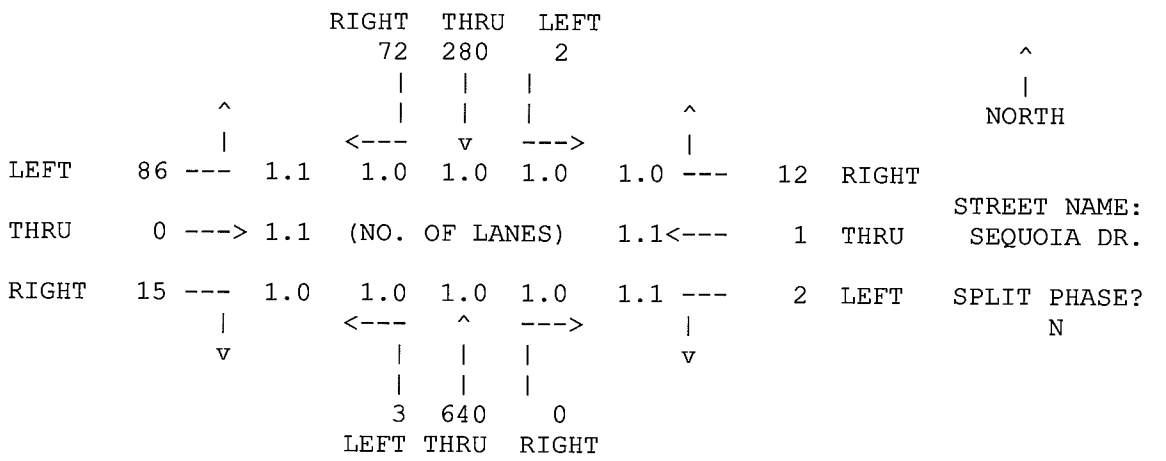
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.29
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.39
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	640	640	1650	0.3879	0.3879
	LEFT (L)	3	3	1500	0.0020	
SB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	280	280	1650	0.1697	
	LEFT (L)	2	2	1500	0.0013	0.0013
EB	RIGHT (R)	15	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	86	86	1500	0.0573	0.0573
	T + L		86	1500	0.0573	
WB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	2	2	1500	0.0013	
	T + L		3	1500	0.0020	0.0020

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

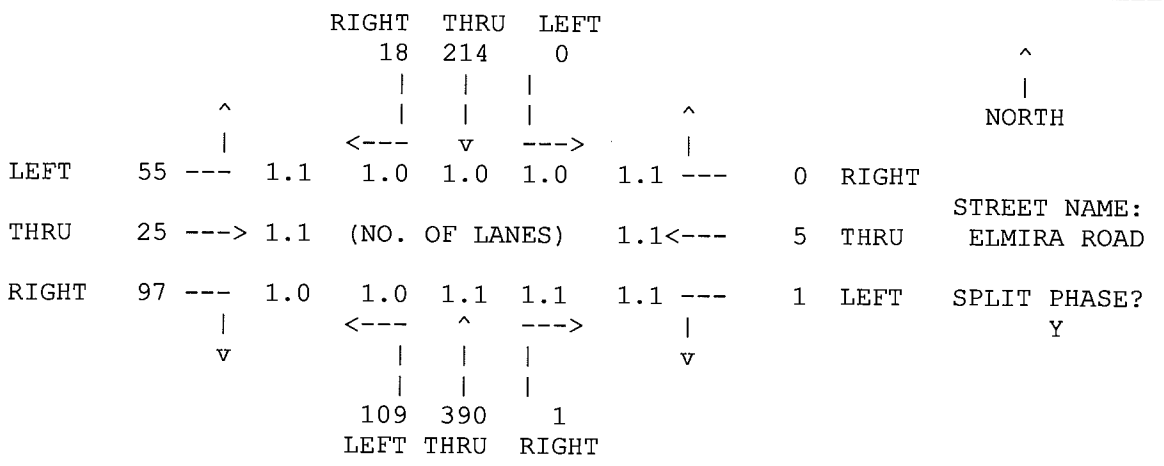
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	390	390	1500	0.2600	
	LEFT (L)	109	109	1500	0.0727	
	T + R		391	1500	0.2607	0.2607
SB	RIGHT (R)	18	0 *	1500	0.0000	
	THRU (T)	214	214	1650	0.1297	
	LEFT (L)	0	0	1500	0.0000	0.0000
EB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	25	25	1500	0.0167	
	LEFT (L)	55	55	1500	0.0367	
	T + L		80	1500	0.0533	0.0533
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	1	1	1500	0.0007	
	T + R		5	1500	0.0033	
	T + L		6	1500	0.0040	0.0040
	T + R + L		6	1500	0.0040	

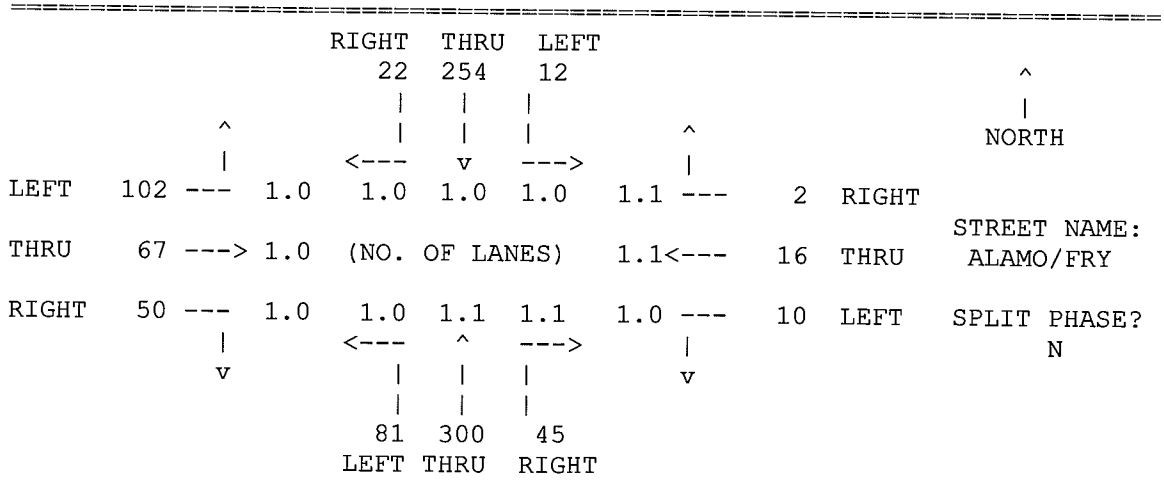
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	300	300	1500	0.2000	
	LEFT (L)	81	81	1500	0.0540	
	T + R		345	1500	0.2300	0.2300
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	254	254	1650	0.1539	
	LEFT (L)	12	12	1500	0.0080	0.0080
EB	RIGHT (R)	50	0 *	1500	0.0000	
	THRU (T)	67	67	1650	0.0406	
	LEFT (L)	102	102	1500	0.0680	0.0680
WB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	16	16	1500	0.0107	
	LEFT (L)	10	10	1500	0.0067	
	T + R		18	1500	0.0120	0.0120

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

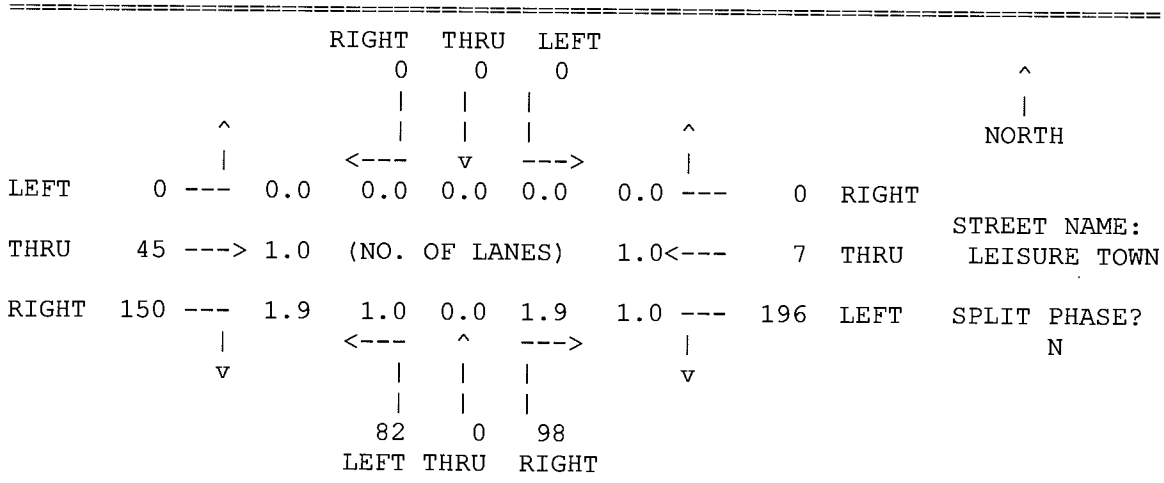
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	98	98	1650	0.0594	
LEFT (L)	82	82	1500	0.0547	0.0547
EB RIGHT (R)	150	150	1650	0.0909	
THRU (T)	45	45	1650	0.0273	0.0273
WB THRU (T)	7	7	1650	0.0042	
LEFT (L)	196	196	1500	0.1307	0.1307

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.21
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.31
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT
                      74    44    36                          ^
                      |     |     |                           |
                ^     |     |     |     ^                   NORTH
                |     |     |     |     |
                |    <---   v    --->   |
LEFT    19 ---  1.0   1.0   1.0   1.0   1.1 ---    5  RIGHT
                                                        STREET NAME:
THRU   121 ---> 1.0  (NO. OF LANES)    1.1<---  132  THRU   ALAMO

RIGHT   46 ---  1.0   1.0   1.1   1.1   1.0 ---   14  LEFT   SPLIT PHASE?
                |    <---   ^    --->   |                        N
                v       |   |     |     v
                        |   |     |
                      157   9    31
                     LEFT THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	31	31	1500	0.0207	
	THRU (T)	9	9	1500	0.0060	
	LEFT (L)	157	157	1500	0.1047	0.1047
	T + R		40	1500	0.0267	
SB	RIGHT (R)	74	0 *	1500	0.0000	
	THRU (T)	44	44	1650	0.0267	0.0267
	LEFT (L)	36	36	1500	0.0240	
EB	RIGHT (R)	46	0 *	1500	0.0000	
	THRU (T)	121	121	1650	0.0733	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	132	132	1500	0.0880	
	LEFT (L)	14	14	1500	0.0093	
	T + R		137	1500	0.0913	0.0913

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.24
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

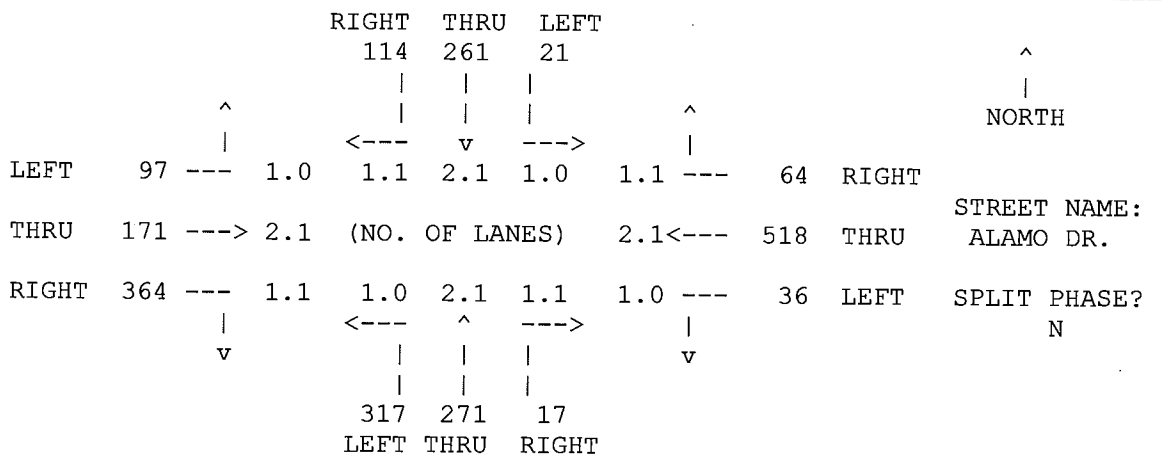
TOTAL VOLUME-TO-CAPACITY RATIO: 0.34
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	271	271	3150	0.0860	
	LEFT (L)	317	317	1500	0.2113	0.2113
	T + R		288	3150	0.0914	
SB	RIGHT (R)	114	114	1500	0.0760	
	THRU (T)	261	261	3150	0.0829	
	LEFT (L)	21	21	1500	0.0140	
	T + R		375	3150	0.1190	0.1190
EB	RIGHT (R)	364	364	1500	0.2427	0.2427
	THRU (T)	171	171	3150	0.0543	
	LEFT (L)	97	97	1500	0.0647	
	T + R		535	3150	0.1698	
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	518	518	3150	0.1644	
	LEFT (L)	36	36	1500	0.0240	0.0240
	T + R		582	3150	0.1848	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

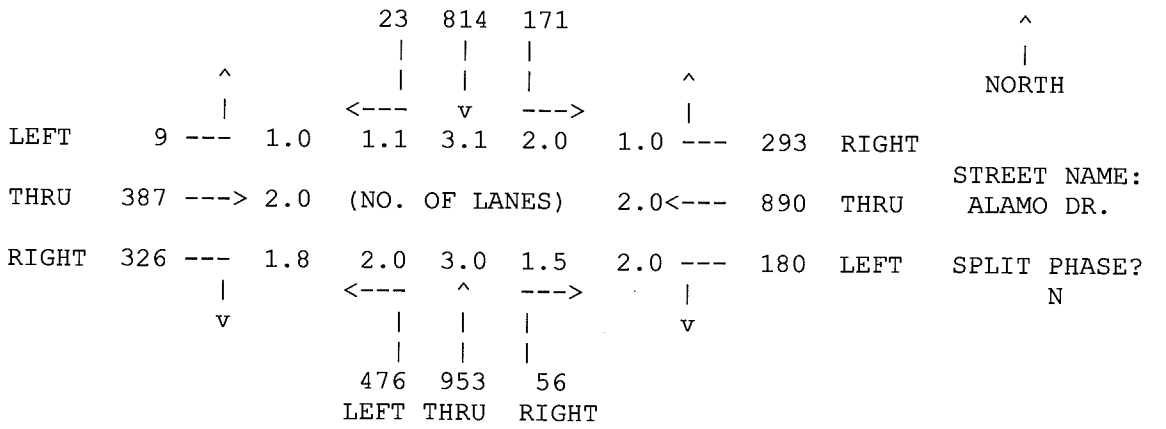
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	56	0 *	1500	0.0000	
THRU (T)	953	953	4950	0.1925	
LEFT (L)	476	476	2700	0.1763	0.1763
SB RIGHT (R)	23	23	1500	0.0153	
THRU (T)	814	814	4800	0.1696	
LEFT (L)	171	171	2700	0.0633	
T + R		837	4800	0.1744	0.1744
EB RIGHT (R)	326	0 *	1500	0.0000	
THRU (T)	387	387	3300	0.1173	
LEFT (L)	9	9	1500	0.0060	0.0060
WB RIGHT (R)	293	166 *	1500	0.1107	
THRU (T)	890	890	3300	0.2697	0.2697
LEFT (L)	180	180	2700	0.0667	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

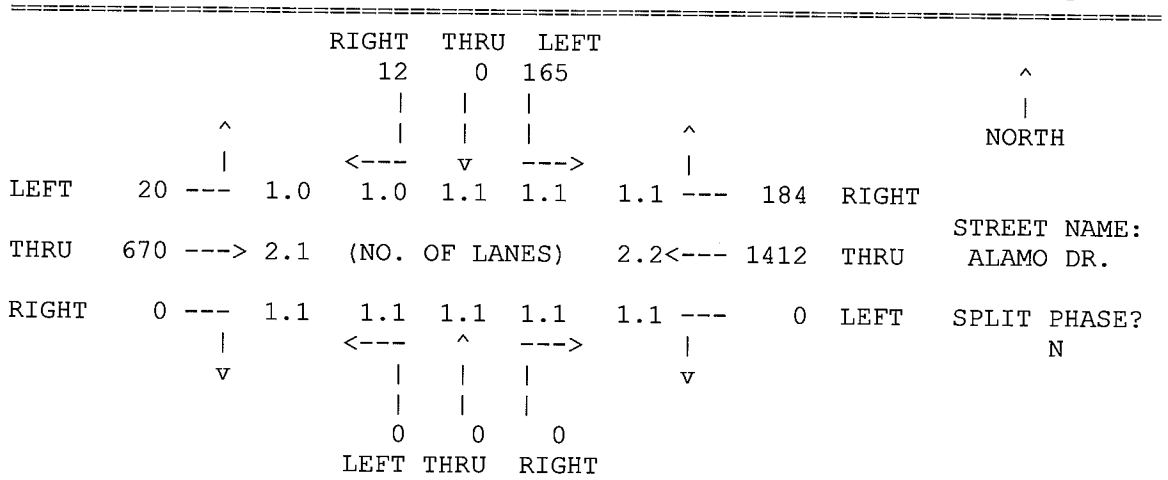
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	165	165	1500	0.1100	0.1100
	T + L		165	1500	0.1100	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	670	670	3150	0.2127	
	LEFT (L)	20	20	1500	0.0133	0.0133
	T + R		670	3150	0.2127	
WB	RIGHT (R)	184	184	1500	0.1227	
	THRU (T)	1412	1412	3000	0.4707	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1596	3000	0.5320	0.5320
	T + L		1412	3000	0.4707	
	T + R + L		1596	3000	0.5320	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci

```
                      RIGHT  THRU  LEFT
                        23   699    20
                         |    |     |
                ^        |    |     |        ^
                |        |    |     |        |
                |      <---   v    --->      |
LEFT     92 --- 1.0     1.0  2.0   1.0   1.0 ---   73  RIGHT
                                                      STREET NAME:
THRU      4 ---> 1.0   (NO. OF LANES)     1.0<---    5  THRU    MARSHALL RD.

RIGHT     3 ---  1.0    1.0  3.0   1.0   1.0 ---    1  LEFT    SPLIT PHASE?
                 |      <---   ^    --->      |                      N
                 v           |    |     |     v
                             |    |     |
                             5 1495     1
                          LEFT THRU  RIGHT
```

STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	1495	1495	4950	0.3020	0.3020
	LEFT (L)	5	5	1500	0.0033	
SB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	699	699	3300	0.2118	
	LEFT (L)	20	20	1500	0.0133	0.0133
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	92	92	1500	0.0613	0.0613
WB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	5	5	1650	0.0030	0.0030
	LEFT (L)	1	1	1500	0.0007	

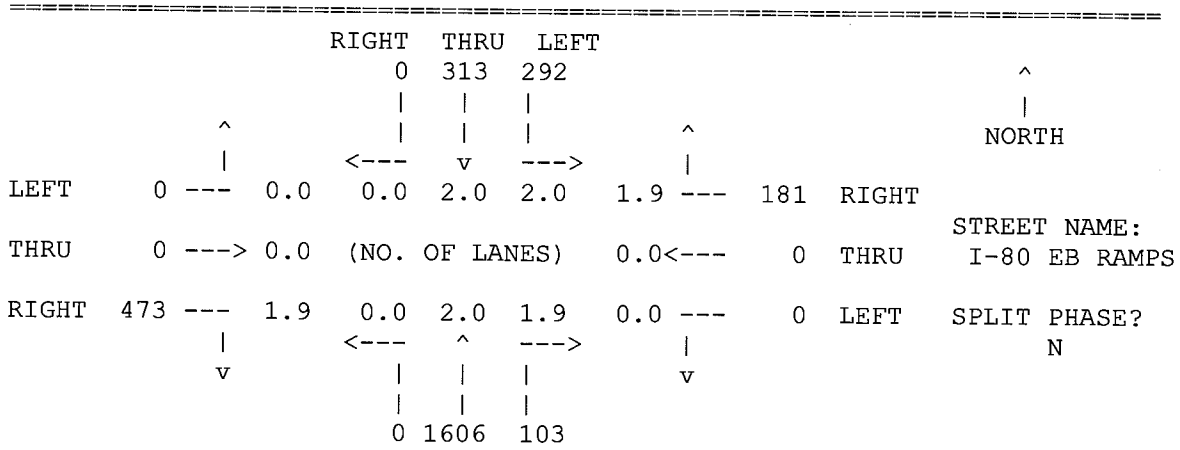
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.38
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.48
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	103	103	1650	0.0624	
THRU (T)	1606	1606	3300	0.4867	0.4867
SB THRU (T)	313	313	3300	0.0948	
LEFT (L)	292	292	2700	0.1081	0.1081
EB RIGHT (R)	473	473	1650	0.2867	
WB RIGHT (R)	181	181	1650	0.1097	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (10930 ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT
                      227   325    11                          ^
                       |     |     |                           |
              ^        |     |     |         ^                 NORTH
              |       <---   v    --->       |
LEFT    41 ---  1.0    1.0   2.0   1.0   1.1 ---   17  RIGHT
                                                    STREET NAME:
THRU    12 ---> 1.0  (NO. OF LANES)    2.1<---  583  THRU    MERCHANT STRE

RIGHT   45 ---  1.0    2.0   2.0   1.0   2.0 ---  234  LEFT   SPLIT PHASE?
             |       <---   ^    --->       |                      Y
             v          |    |     |         v
                        |    |     |
                      1452  111   224
                      LEFT THRU  RIGHT
```

STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	224	79 *	1500	0.0527	
	THRU (T)	111	111	3300	0.0336	
	LEFT (L)	1452	1452	2700	0.5378	0.5378
SB	RIGHT (R)	227	127 *	1500	0.0847	
	THRU (T)	325	325	3300	0.0985	0.0985
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	41	41	1500	0.0273	0.0273
WB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	583	583	3150	0.1851	
	LEFT (L)	234	234	2700	0.0867	
	T + R		600	3150	0.1905	0.1905

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.85
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

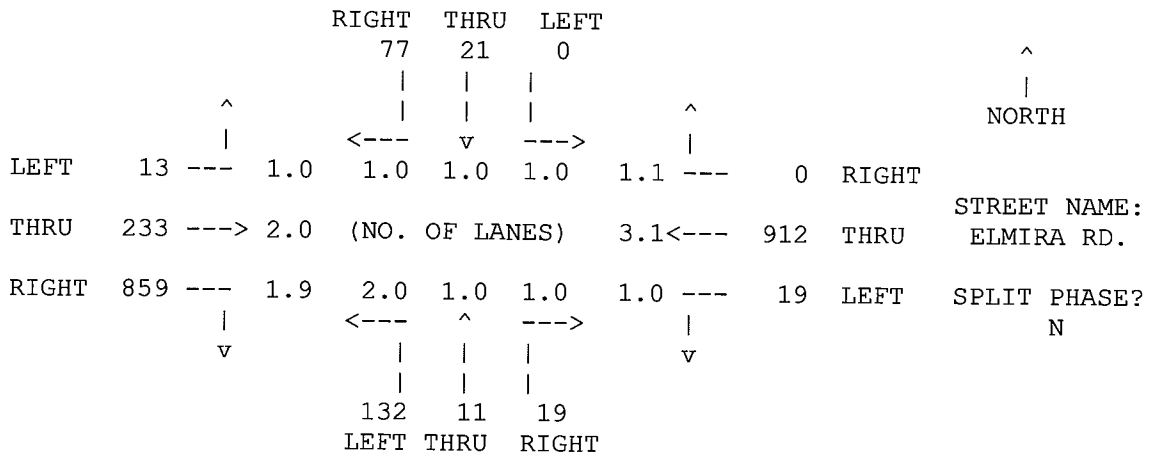
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	19	0 *	1500	0.0000	
	THRU (T)	11	11	1650	0.0067	
	LEFT (L)	132	132	2700	0.0489	0.0489
SB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	21	21	1650	0.0127	0.0127
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	859	859	1650	0.5206	
	THRU (T)	233	233	3300	0.0706	
	LEFT (L)	13	13	1500	0.0087	0.0087
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	912	912	4800	0.1900	0.1900
	LEFT (L)	19	19	1500	0.0127	
	T + R		912	4800	0.1900	

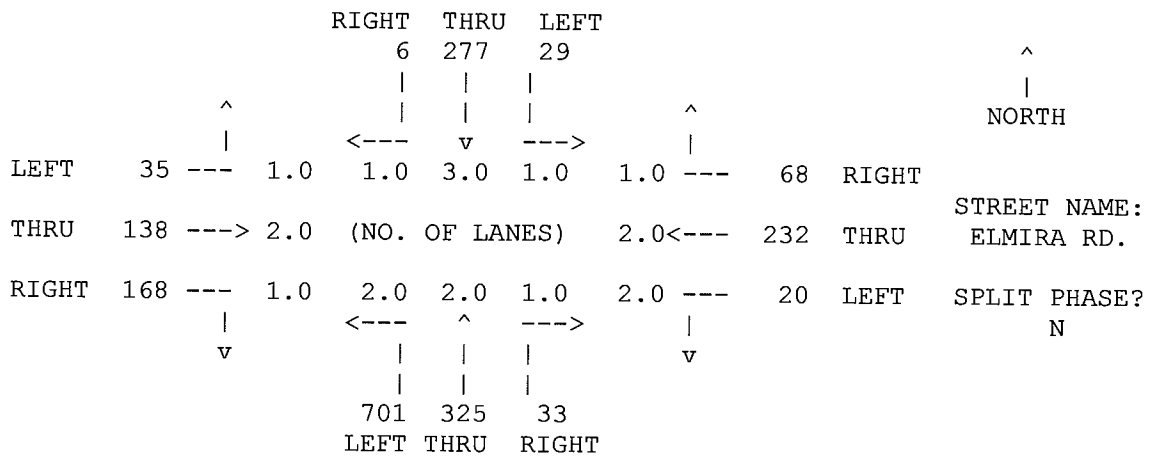
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.26
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.36
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	33	0 *	1500	0.0000	
THRU (T)	325	325	3300	0.0985	
LEFT (L)	701	701	2700	0.2596	0.2596
SB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	277	277	4950	0.0560	0.0560
LEFT (L)	29	29	1500	0.0193	
EB RIGHT (R)	168	0 *	1500	0.0000	
THRU (T)	138	138	3300	0.0418	
LEFT (L)	35	35	1500	0.0233	0.0233
WB RIGHT (R)	68	0 *	1500	0.0000	
THRU (T)	232	232	3300	0.0703	0.0703
LEFT (L)	20	20	2700	0.0074	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

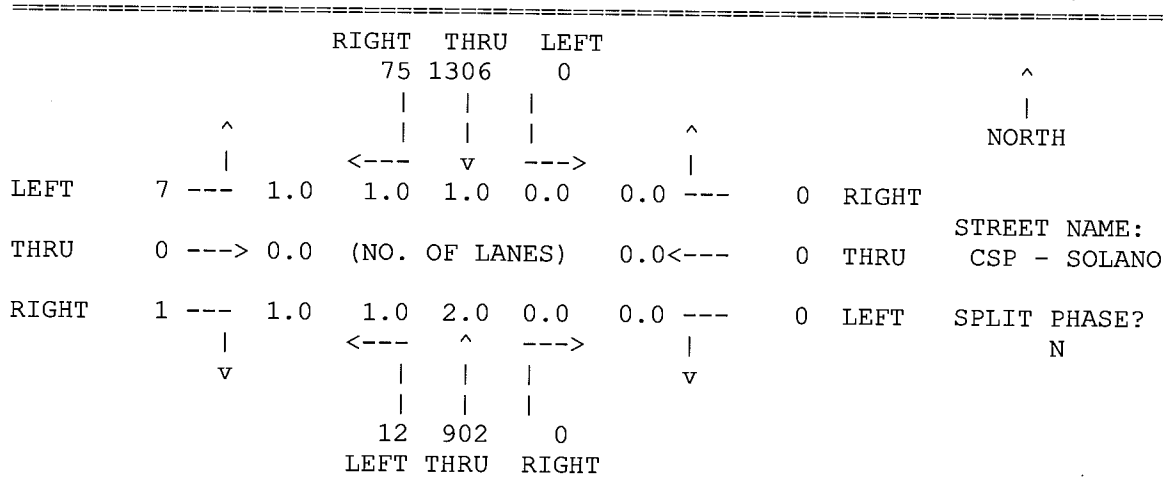
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	902	902	3300	0.2733	
LEFT (L)	12	12	1500	0.0080	0.0080
SB RIGHT (R)	75	0 *	1500	0.0000	
THRU (T)	1306	1306	1650	0.7915	0.7915
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

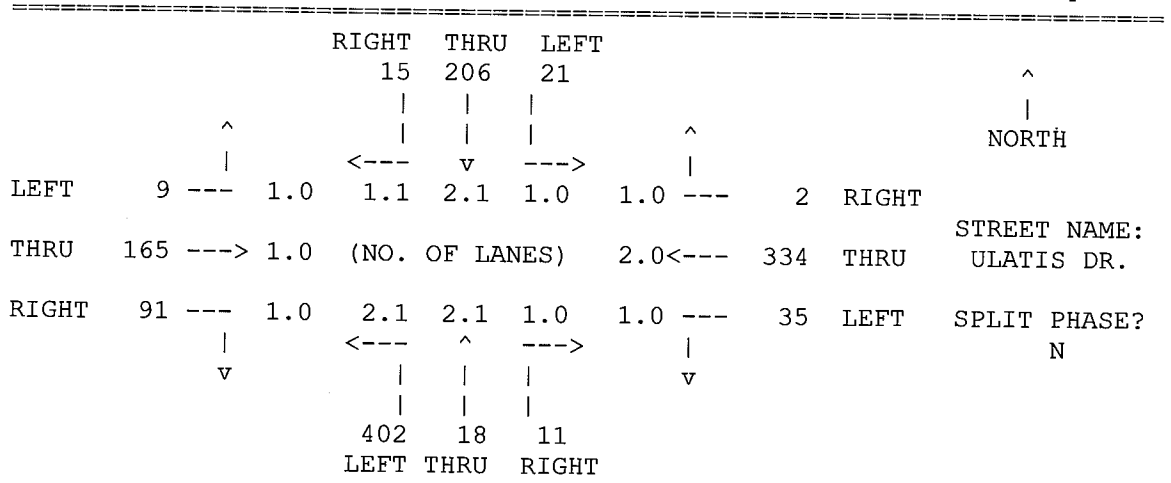
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	402	402	2700	0.1489	0.1489
	T + L		420	4350	0.0966	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	206	206	3150	0.0654	
	LEFT (L)	21	21	1500	0.0140	
	T + R		221	3150	0.0702	0.0702
EB	RIGHT (R)	91	0 *	1500	0.0000	
	THRU (T)	165	165	1650	0.1000	0.1000
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	334	334	3300	0.1012	
	LEFT (L)	35	35	1500	0.0233	0.0233

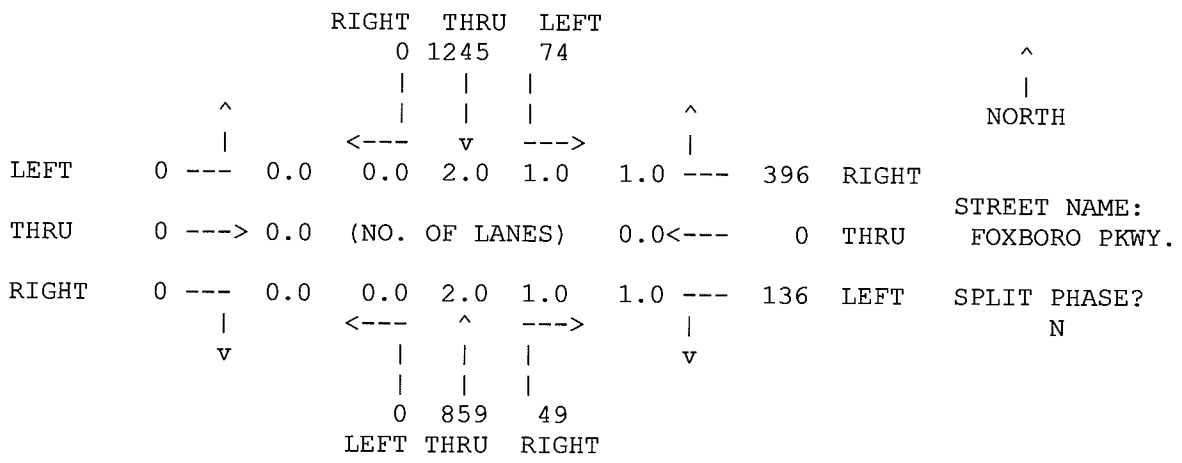
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.34
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.44
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	49	0 *	1500	0.0000	
THRU (T)	859	859	3300	0.2603	
SB THRU (T)	1245	1245	3300	0.3773	0.3773
LEFT (L)	74	74	1500	0.0493	
WB RIGHT (R)	396	279 *	1500	0.1860	0.1860
LEFT (L)	136	136	1500	0.0907	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

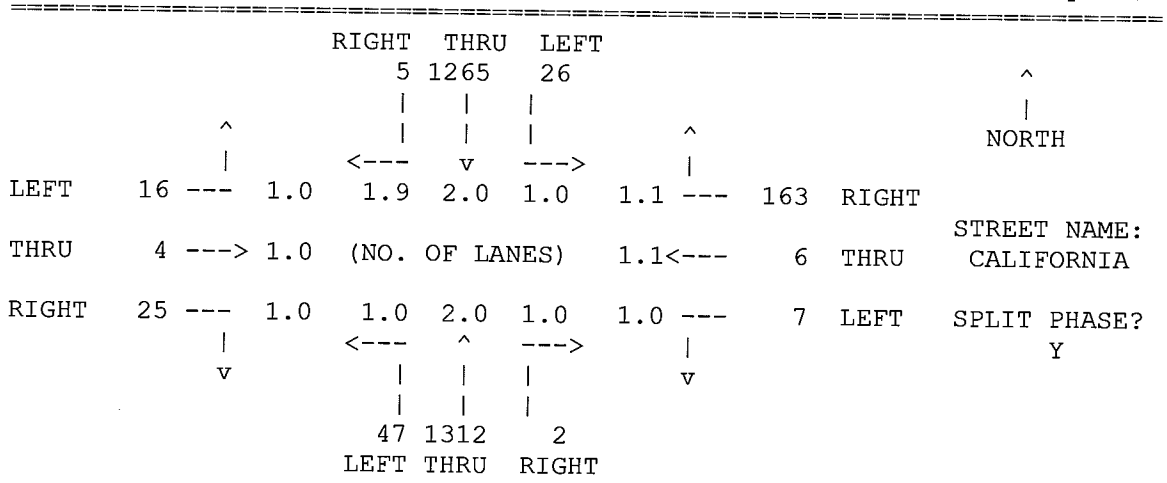
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1312	1312	3300	0.3976	0.3976
	LEFT (L)	47	47	1500	0.0313	
SB	RIGHT (R)	5	5	1650	0.0030	
	THRU (T)	1265	1265	3300	0.3833	
	LEFT (L)	26	26	1500	0.0173	0.0173
EB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	16	16	1500	0.0107	0.0107
WB	RIGHT (R)	163	163	1500	0.1087	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	7	7	1500	0.0047	
	T + R		169	1500	0.1127	0.1127

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

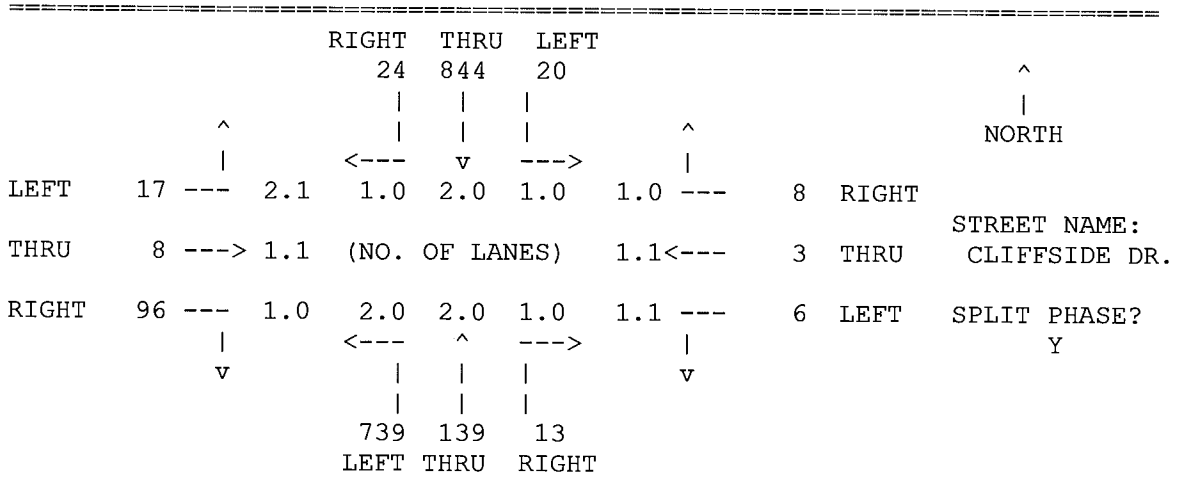
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	13	0 *	1500	0.0000	
	THRU (T)	139	139	3300	0.0421	
	LEFT (L)	739	739	2700	0.2737	0.2737
SB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	844	844	3300	0.2558	0.2558
	LEFT (L)	20	20	1500	0.0133	
EB	RIGHT (R)	96	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	17	17	2700	0.0063	
	T + L		25	2700	0.0093	0.0093
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

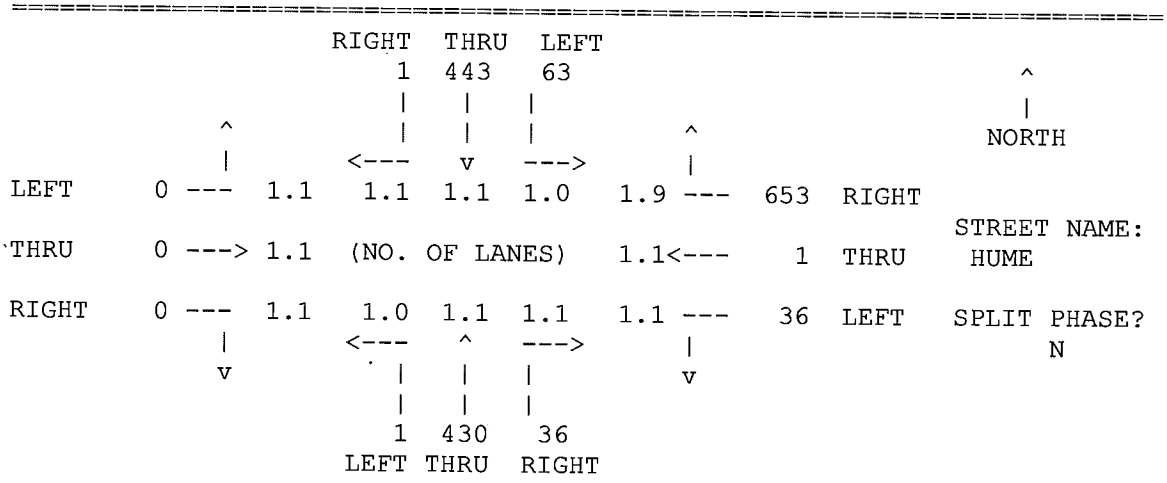
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: DAVIS SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	36	36	1500	0.0240	
	THRU (T)	430	430	1500	0.2867	
	LEFT (L)	1	1	1500	0.0007	
	T + R		466	1500	0.3107	0.3107
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	443	443	1500	0.2953	
	LEFT (L)	63	63	1500	0.0420	0.0420
	T + R		444	1500	0.2960	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
WB	RIGHT (R)	653	653	1650	0.3958	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	36	36	1500	0.0240	
	T + L		37	1500	0.0247	0.0247

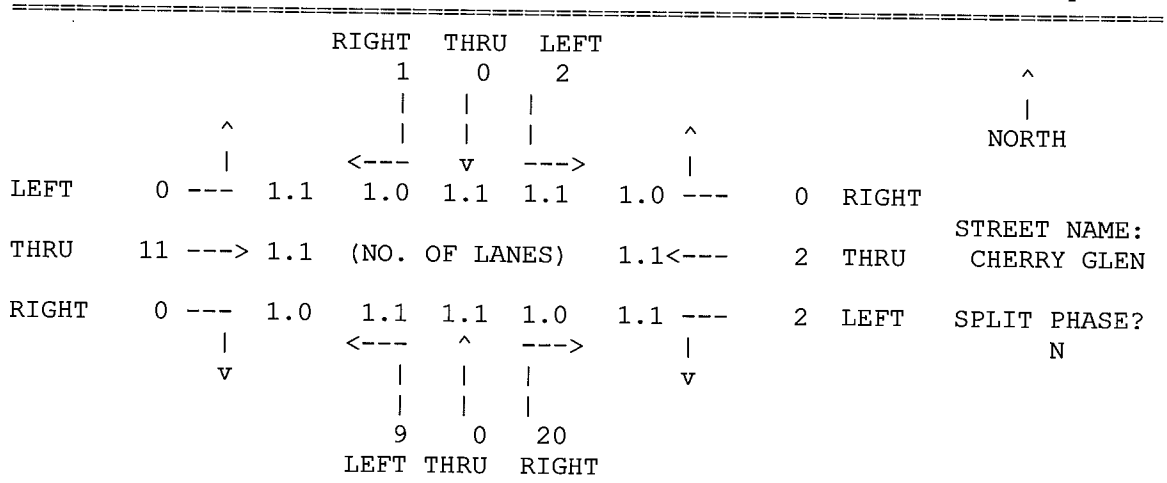
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	20	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	9	9	1500	0.0060	0.0060
T + L		9	1500	0.0060	
SB RIGHT (R)	1	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	
T + L		2	1500	0.0013	0.0013
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	11	11	1500	0.0073	0.0073
LEFT (L)	0	0	1500	0.0000	
T + L		11	1500	0.0073	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	2	2	1500	0.0013	0.0013
T + L		4	1500	0.0027	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

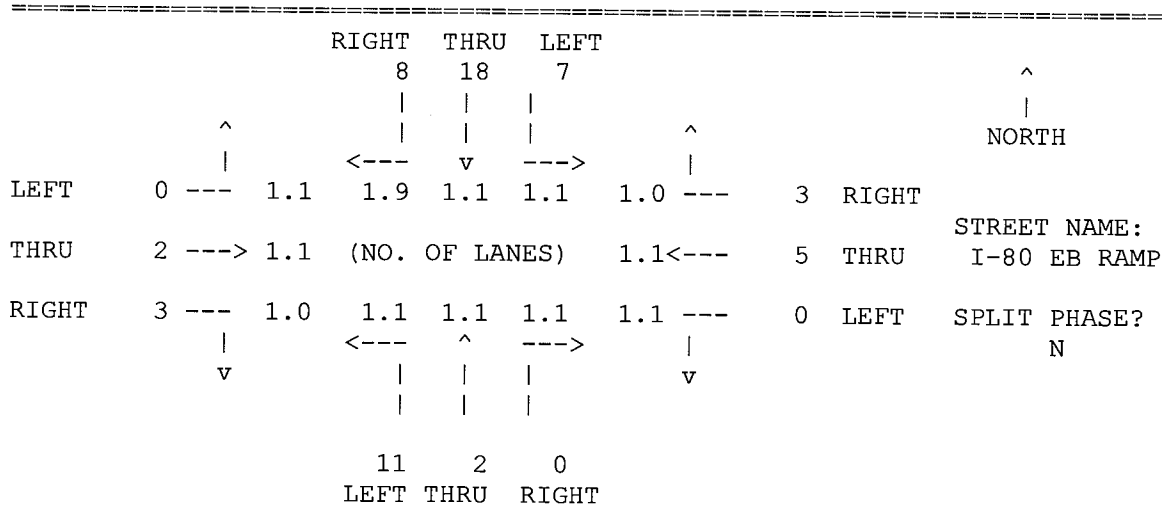
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT AM PEAK HOUR FILE eap.vci



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	11	11	1500	0.0073	0.0073
T + R		2	1500	0.0013	
T + L		13	1500	0.0087	
T + R + L		13	1500	0.0087	
SB RIGHT (R)	8	8	1650	0.0048	
THRU (T)	18	18	1500	0.0120	
LEFT (L)	7	7	1500	0.0047	
T + L		25	1500	0.0167	0.0167
EB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		2	1500	0.0013	
WB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	5	5	1500	0.0033	0.0033
LEFT (L)	0	0	1500	0.0000	
T + L		5	1500	0.0033	
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:				0.03	
ADJUSTMENT FOR LOST YELLOW TIME:				0.10	
TOTAL VOLUME-TO-CAPACITY RATIO:				0.13	
INTERSECTION LEVEL OF SERVICE:				A	

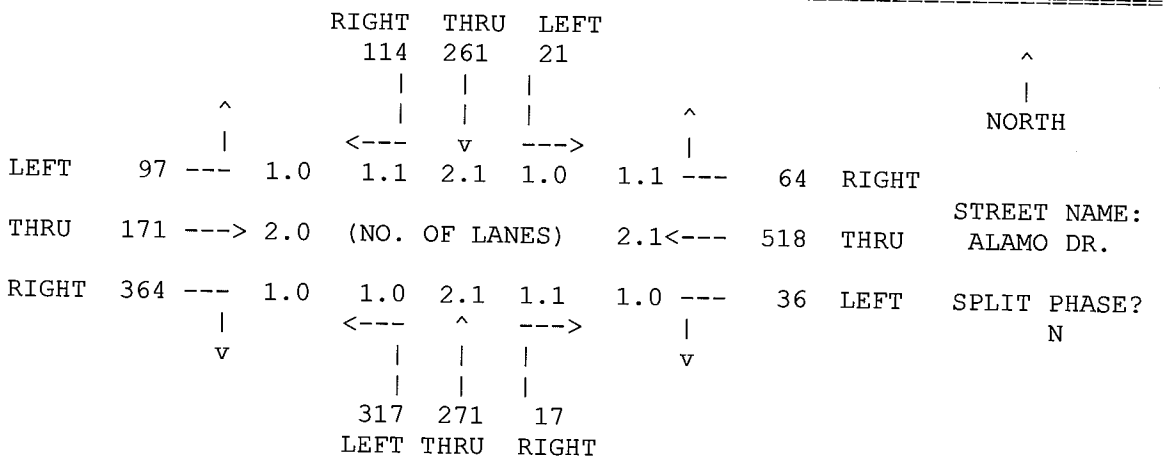
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.68	B
10	1107	PEABODY RD.	ALAMO DR.	0.73	C
11	1100	DAVIS ST.	ALAMO DR.	0.76	C
14	1093	ALAMO DRIVE	MERCHANT	0.79	C
17	1277	NUT TREE RD.	ULATIS DR.	0.42	A
18	1491	PEABODY RD.	CSP - SOLANO	0.51	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.66	B
20	1245	PEABODY	CALIFORNIA	0.64	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.57	A
22	1200	DAVIS	HUME	0.42	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	271	271	3150	0.0860	
	LEFT (L)	317	317	1500	0.2113	0.2113
	T + R		288	3150	0.0914	
SB	RIGHT (R)	114	114	1500	0.0760	
	THRU (T)	261	261	3150	0.0829	
	LEFT (L)	21	21	1500	0.0140	
	T + R		375	3150	0.1190	0.1190
EB	RIGHT (R)	364	126 *	1500	0.0840	
	THRU (T)	171	171	3300	0.0518	
	LEFT (L)	97	97	1500	0.0647	0.0647
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	518	518	3150	0.1644	
	LEFT (L)	36	36	1500	0.0240	
	T + R		582	3150	0.1848	0.1848

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

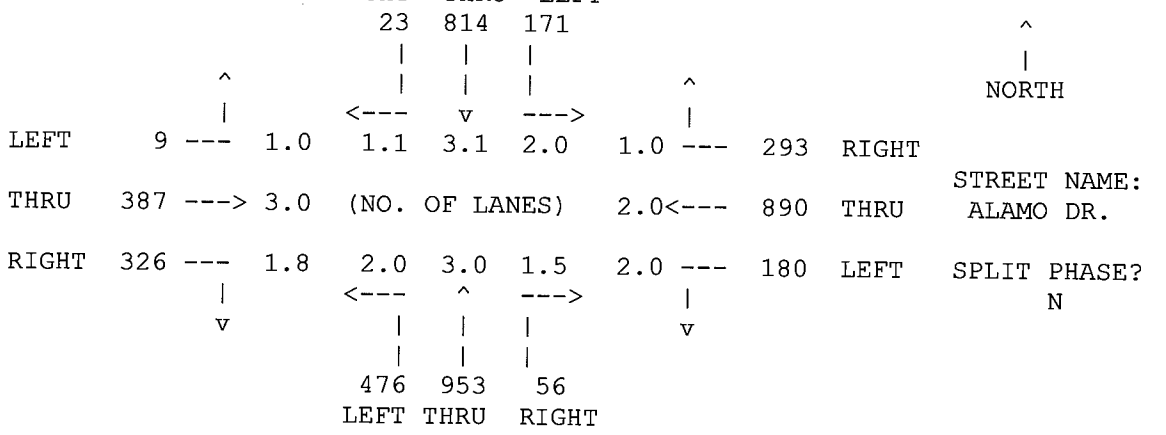
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	56	0 *	1500	0.0000	
	THRU (T)	953	953	4950	0.1925	
	LEFT (L)	476	476	2700	0.1763	0.1763
SB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	814	814	4800	0.1696	
	LEFT (L)	171	171	2700	0.0633	
	T + R		837	4800	0.1744	0.1744
EB	RIGHT (R)	326	0 *	1500	0.0000	
	THRU (T)	387	387	4950	0.0782	
	LEFT (L)	9	9	1500	0.0060	0.0060
WB	RIGHT (R)	293	166 *	1500	0.1107	
	THRU (T)	890	890	3300	0.2697	0.2697
	LEFT (L)	180	180	2700	0.0667	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

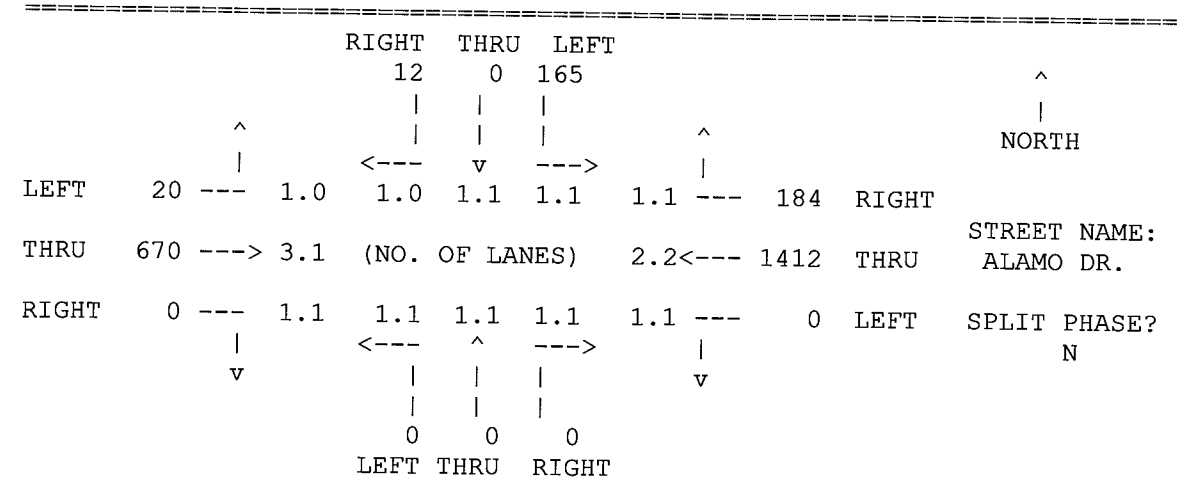
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	165	165	1500	0.1100	0.1100
	T + L		165	1500	0.1100	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	670	670	4800	0.1396	
	LEFT (L)	20	20	1500	0.0133	0.0133
	T + R		670	4800	0.1396	
WB	RIGHT (R)	184	184	1500	0.1227	
	THRU (T)	1412	1412	3000	0.4707	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1596	3000	0.5320	0.5320
	T + L		1412	3000	0.4707	
	T + R + L		1596	3000	0.5320	

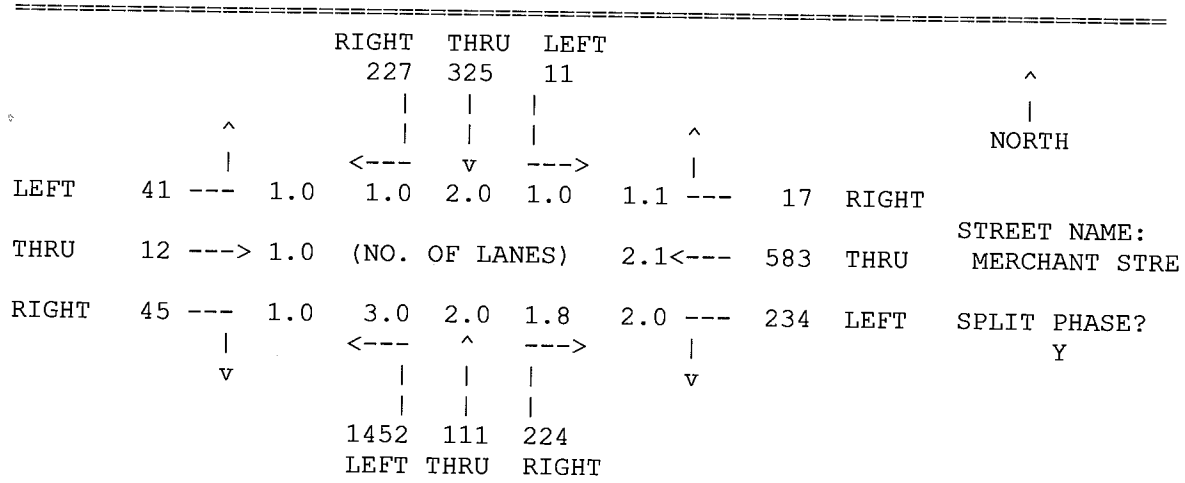
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	224	0 *	1500	0.0000	
	THRU (T)	111	111	3300	0.0336	
	LEFT (L)	1452	1452	3900	0.3723	0.3723
SB	RIGHT (R)	227	127 *	1500	0.0847	
	THRU (T)	325	325	3300	0.0985	0.0985
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	41	41	1500	0.0273	0.0273
WB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	583	583	3150	0.1851	
	LEFT (L)	234	234	2700	0.0867	
	T + R		600	3150	0.1905	0.1905

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

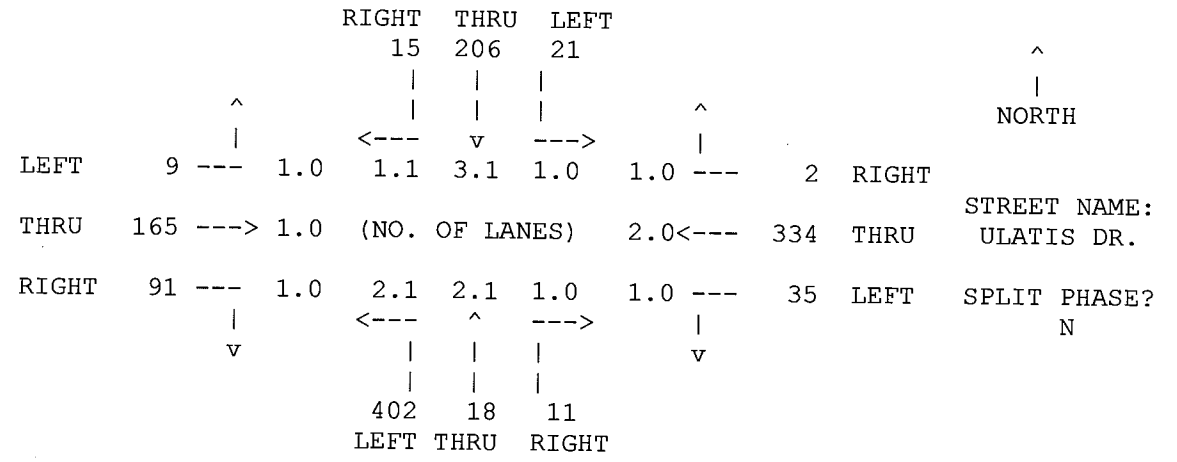
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	402	402	2700	0.1489	0.1489
	T + L		420	4350	0.0966	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	206	206	4800	0.0429	
	LEFT (L)	21	21	1500	0.0140	
	T + R		221	4800	0.0460	0.0460
EB	RIGHT (R)	91	0 *	1500	0.0000	
	THRU (T)	165	165	1650	0.1000	0.1000
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	334	334	3300	0.1012	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

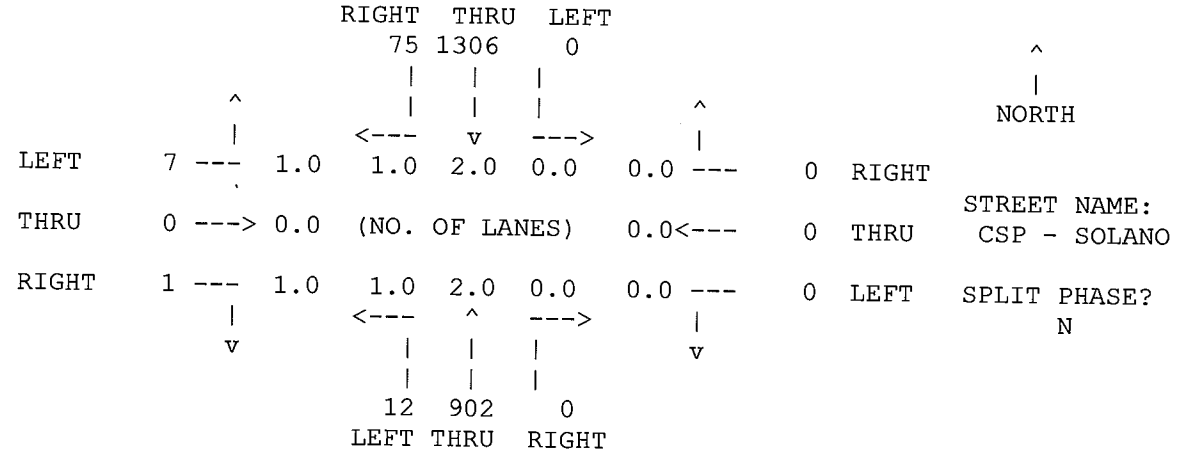
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

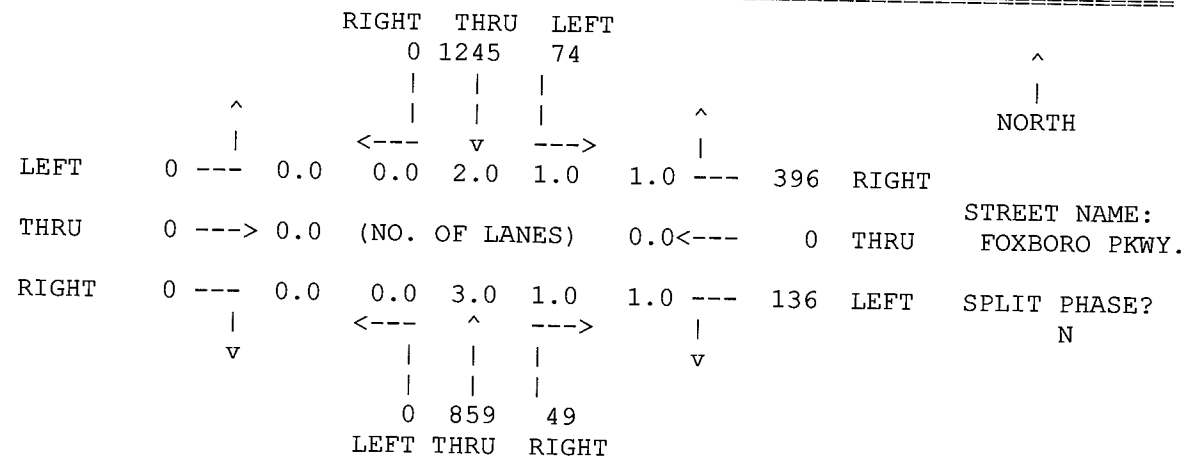
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	902	902	3300	0.2733	
LEFT (L)	12	12	1500	0.0080	0.0080
SB RIGHT (R)	75	0 *	1500	0.0000	
THRU (T)	1306	1306	3300	0.3958	0.3958
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.41
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.51
INTERSECTION LEVEL OF SERVICE:					A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	49	0 *	1500	0.0000	
THRU (T)	859	859	4950	0.1735	
SB THRU (T)	1245	1245	3300	0.3773	0.3773
LEFT (L)	74	74	1500	0.0493	
WB RIGHT (R)	396	279 *	1500	0.1860	0.1860
LEFT (L)	136	136	1500	0.0907	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

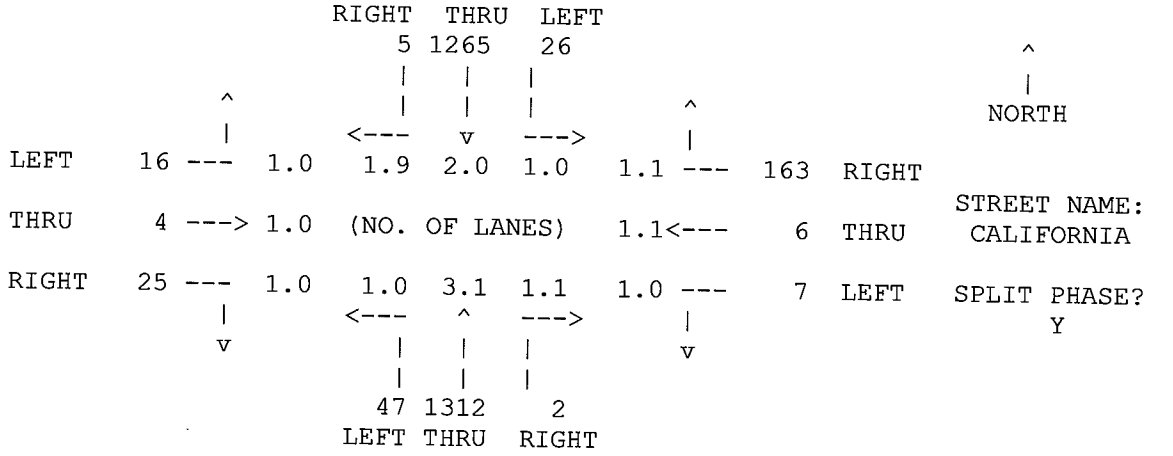
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1312	1312	4800	0.2733	
LEFT (L)	47	47	1500	0.0313	0.0313
T + R		1314	4800	0.2737	
SB RIGHT (R)	5	5	1650	0.0030	
THRU (T)	1265	1265	3300	0.3833	0.3833
LEFT (L)	26	26	1500	0.0173	
EB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	4	4	1650	0.0024	
LEFT (L)	16	16	1500	0.0107	0.0107
WB RIGHT (R)	163	163	1500	0.1087	
THRU (T)	6	6	1500	0.0040	
LEFT (L)	7	7	1500	0.0047	
T + R		169	1500	0.1127	0.1127

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

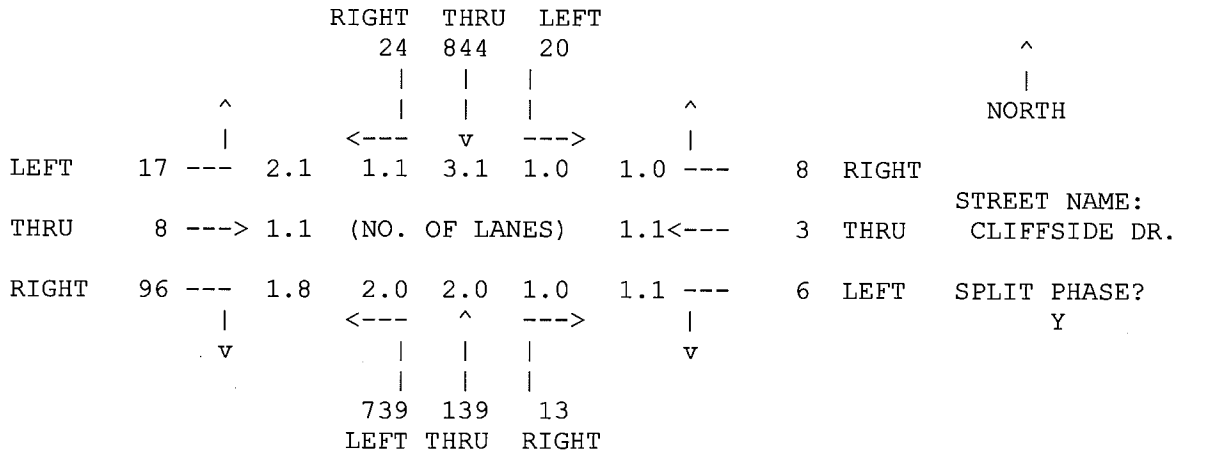
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	13	0 *	1500	0.0000	
THRU (T)	139	139	3300	0.0421	
LEFT (L)	739	739	2700	0.2737	0.2737
SB RIGHT (R)	24	24	1500	0.0160	
THRU (T)	844	844	4800	0.1758	
LEFT (L)	20	20	1500	0.0133	
T + R		868	4800	0.1808	0.1808
EB RIGHT (R)	96	0 *	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	17	17	2700	0.0063	
T + L		25	2700	0.0093	0.0093
WB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	3	3	1500	0.0020	
LEFT (L)	6	6	1500	0.0040	
T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

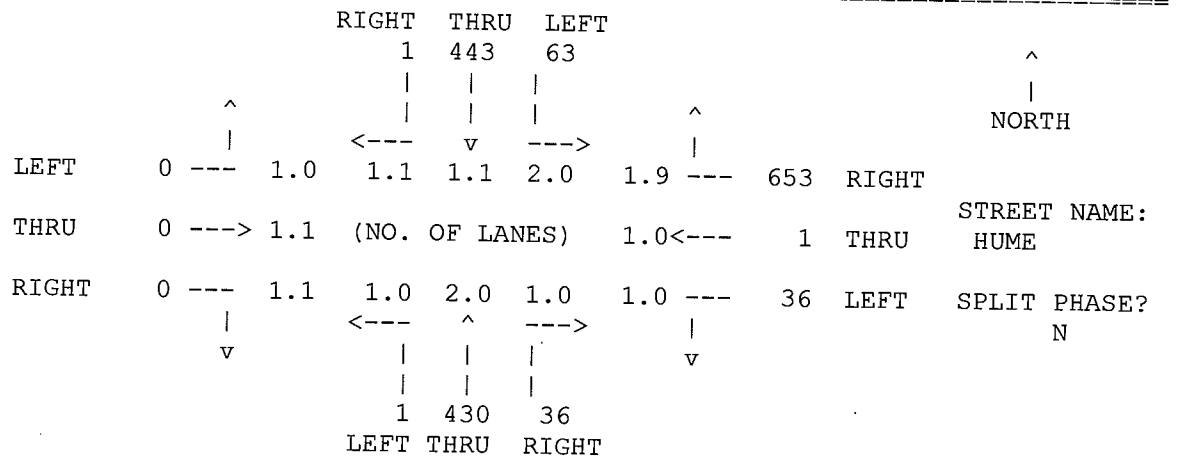
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WITH MIT AM PEAK HR FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	36	0 *	1500	0.0000	
	THRU (T)	430	430	3300	0.1303	
	LEFT (L)	1	1	1500	0.0007	0.0007
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	443	443	1500	0.2953	
	LEFT (L)	63	63	2700	0.0233	
	T + R		444	1500	0.2960	0.2960
EB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
WB	RIGHT (R)	653	653	1650	0.3958	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	36	36	1500	0.0240	0.0240

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

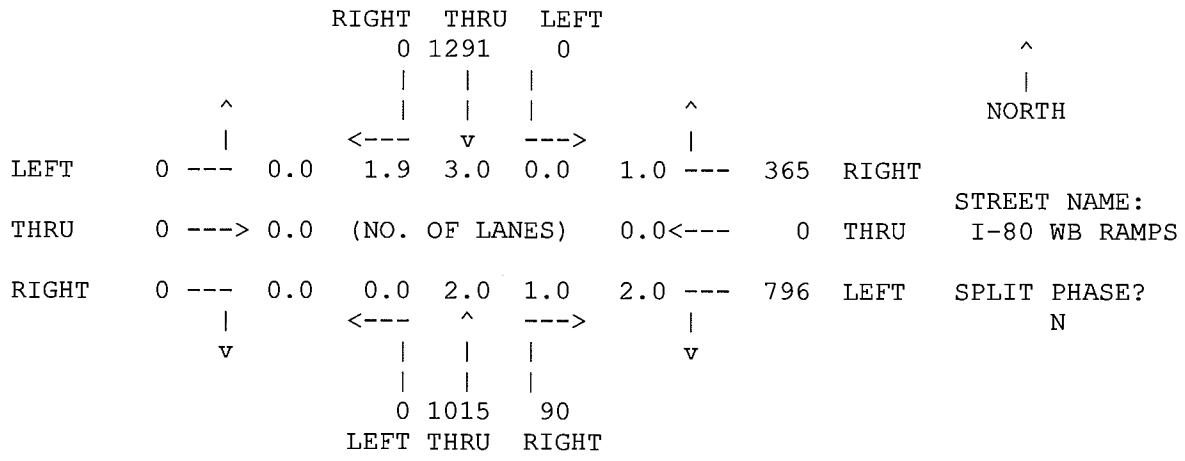
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.70	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.69	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.54	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.70	B
5	1306	LEISURE TOWN	ELMIRA ROAD	0.63	B
6	1310	LEISURE TOWN	ALAMO/FRY	0.55	A
7	1614	VANDEN	LEISURE TOWN	0.69	B
8	1117	VANDEN	ALAMO	0.41	A
9	1114	NUT TREE RD.	ALAMO DR.	0.85	D
10	1107	PEABODY RD.	ALAMO DR.	0.85	D
11	1100	DAVIS ST.	ALAMO DR.	0.86	D
12	1095	ALAMO DR.	MARSHALL RD.	0.75	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.57	A
14	1093	ALAMO DRIVE	MERCHANT STRE	0.82	D
15	1234	PEABODY RD.	ELMIRA RD.	0.45	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.61	B
17	1277	NUT TREE RD.	ULATIS DR.	0.87	D
18	1491	PEABODY RD.	CSP - SOLANO	0.80	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.86	D
20	1245	PEABODY	CALIFORNIA	0.83	D
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.90	D
22	1200	DAVIS	HUME	0.92	E
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.61	B

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	90	0 *	1500	0.0000	
THRU (T)	1015	1015	3300	0.3076	0.3076
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1291	1291	4950	0.2608	
WB RIGHT (R)	365	285 *	1500	0.1900	
LEFT (L)	796	796	2700	0.2948	0.2948

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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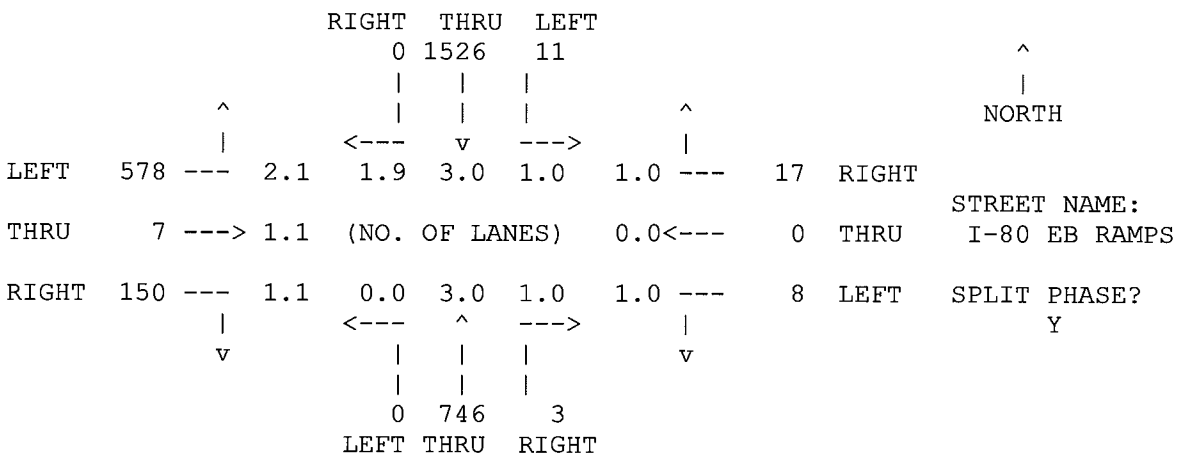
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	746	746	4950	0.1507	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1526	1526	4950	0.3083	0.3083
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	150	150	1500	0.1000	
THRU (T)	7	7	1500	0.0047	
LEFT (L)	578	578	2700	0.2141	
T + R		157	1500	0.1047	
T + L		585	2700	0.2167	
T + R + L		735	2700	0.2722	0.2722
WB RIGHT (R)	17	0 *	1500	0.0000	
LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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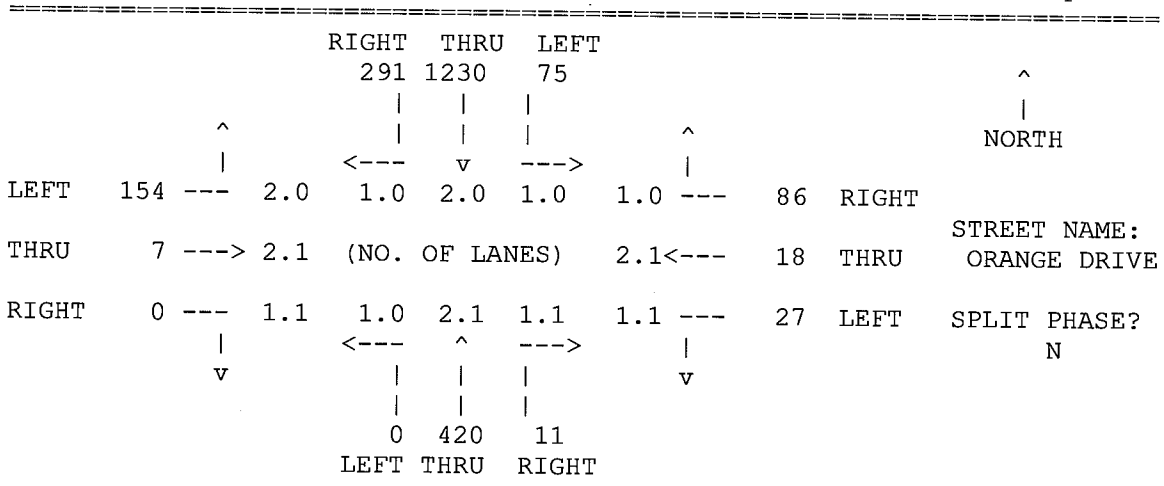
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	420	420	3150	0.1333	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		431	3150	0.1368	
SB	RIGHT (R)	291	168 *	1500	0.1120	
	THRU (T)	1230	1230	3300	0.3727	0.3727
	LEFT (L)	75	75	1500	0.0500	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	7	7	3150	0.0022	
	LEFT (L)	154	154	2700	0.0570	0.0570
	T + R		7	3150	0.0022	
WB	RIGHT (R)	86	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	27	27	1500	0.0180	
	T + L		45	3150	0.0143	0.0143

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.44
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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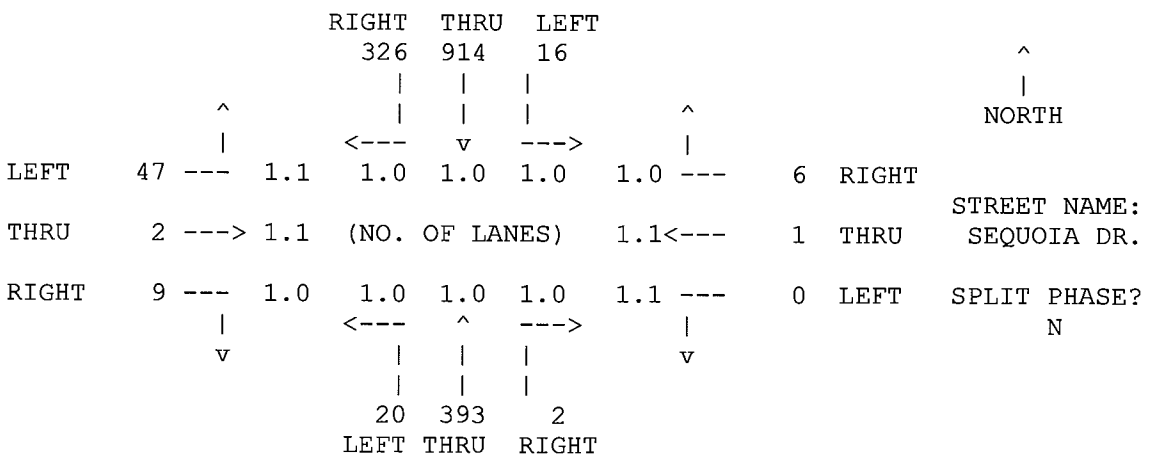
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0	*	1500	0.0000	
	THRU (T)	393	393		1650	0.2382	
	LEFT (L)	20	20		1500	0.0133	0.0133
SB	RIGHT (R)	326	223	*	1500	0.1487	
	THRU (T)	914	914		1650	0.5539	0.5539
	LEFT (L)	16	16		1500	0.0107	
EB	RIGHT (R)	9	0	*	1500	0.0000	
	THRU (T)	2	2		1500	0.0013	
	LEFT (L)	47	47		1500	0.0313	
	T + L		49		1500	0.0327	0.0327
WB	RIGHT (R)	6	0	*	1500	0.0000	
	THRU (T)	1	1		1500	0.0007	
	LEFT (L)	0	0		1500	0.0000	0.0000
	T + L		1		1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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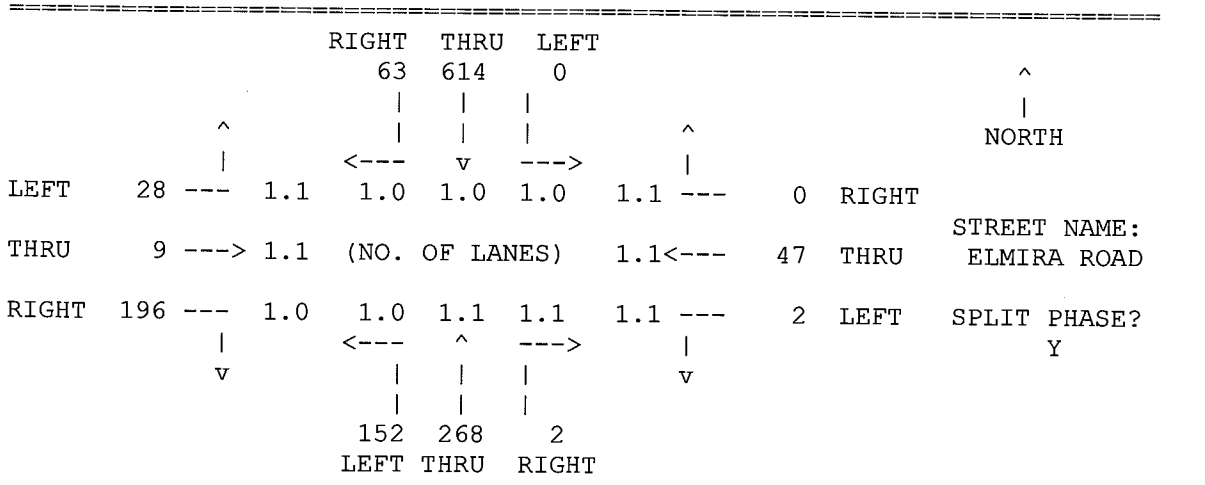
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	268	268	1500	0.1787	
	LEFT (L)	152	152	1500	0.1013	0.1013
	T + R		270	1500	0.1800	
SB	RIGHT (R)	63	0 *	1500	0.0000	
	THRU (T)	614	614	1650	0.3721	0.3721
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	196	40 *	1500	0.0267	0.0267
	THRU (T)	9	9	1500	0.0060	
	LEFT (L)	28	28	1500	0.0187	
	T + L		37	1500	0.0247	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	47	47	1500	0.0313	
	LEFT (L)	2	2	1500	0.0013	
	T + R		47	1500	0.0313	
	T + L		49	1500	0.0327	0.0327
	T + R + L		49	1500	0.0327	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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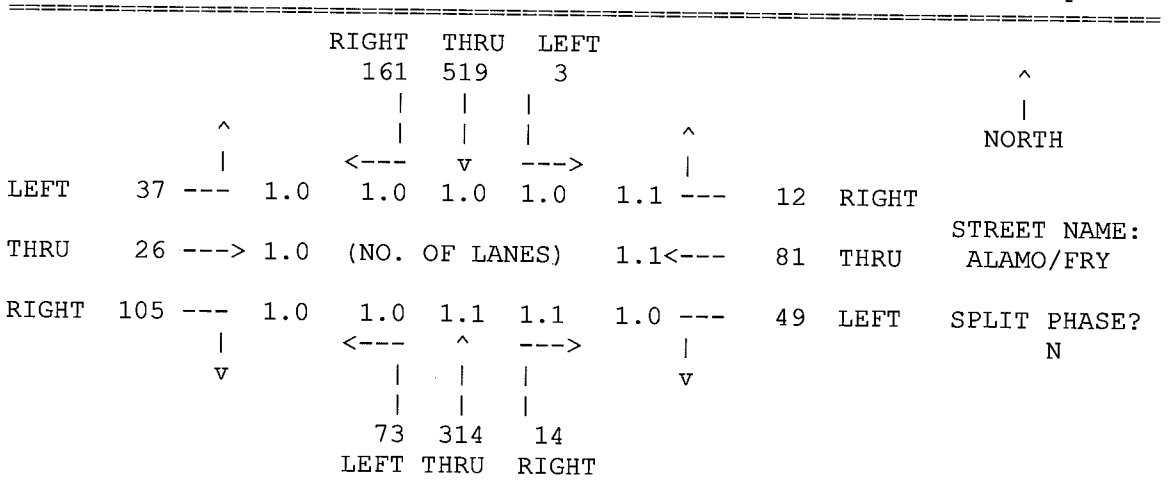
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	314	314	1500	0.2093	
	LEFT (L)	73	73	1500	0.0487	0.0487
	T + R		328	1500	0.2187	
SB	RIGHT (R)	161	63 *	1500	0.0420	
	THRU (T)	519	519	1650	0.3145	0.3145
	LEFT (L)	3	3	1500	0.0020	
EB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	26	26	1650	0.0158	
	LEFT (L)	37	37	1500	0.0247	0.0247
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	81	81	1500	0.0540	
	LEFT (L)	49	49	1500	0.0327	
	T + R		93	1500	0.0620	0.0620

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

```
                      RIGHT  THRU  LEFT
                        0     0     0
                        |     |     |
              ^         |     |     |         ^                  ^
              |       <---    v    --->       |                  |
                                                                NORTH
LEFT      0 ---  0.0   0.0   0.0   0.0   0.0 ---    0  RIGHT
                                                          STREET NAME:
THRU     14 ---> 1.0  (NO. OF LANES)    1.0<---   58  THRU   LEISURE TOWN

RIGHT   336 ---  1.9   1.0   0.0   1.9   1.0 ---  260  LEFT   SPLIT PHASE?
              |       <---    ^    --->       |                  N
              v                |     |       v
                               |     |
                              612    0   281
                             LEFT THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	281	281	1650	0.1703	
LEFT (L)	612	612	1500	0.4080	0.4080
EB RIGHT (R)	336	336	1650	0.2036	
THRU (T)	14	14	1650	0.0085	0.0085
WB THRU (T)	58	58	1650	0.0352	
LEFT (L)	260	260	1500	0.1733	0.1733

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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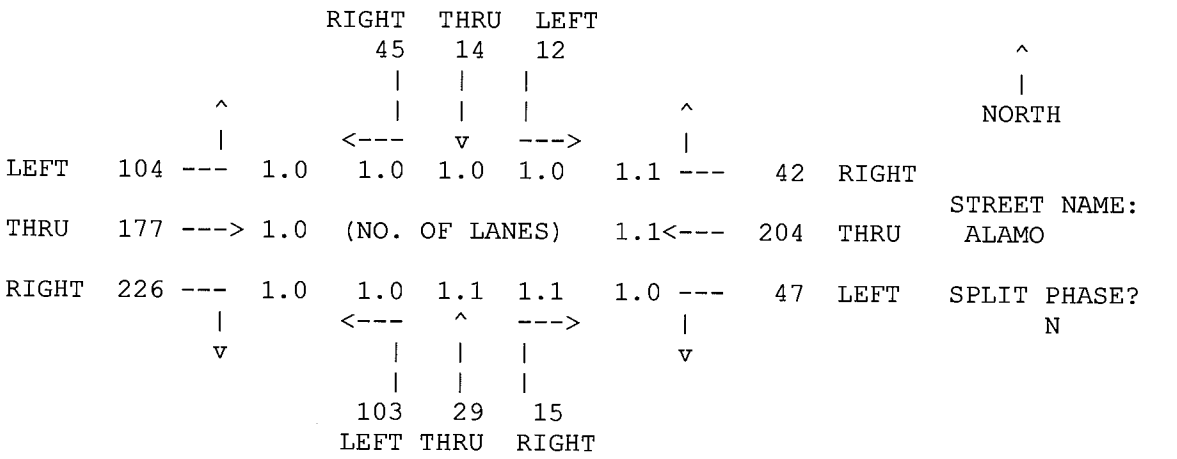
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	103	103	1500	0.0687	0.0687
	T + R		44	1500	0.0293	
SB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	14	14	1650	0.0085	0.0085
	LEFT (L)	12	12	1500	0.0080	
EB	RIGHT (R)	226	95 *	1500	0.0633	
	THRU (T)	177	177	1650	0.1073	
	LEFT (L)	104	104	1500	0.0693	0.0693
WB	RIGHT (R)	42	42	1500	0.0280	
	THRU (T)	204	204	1500	0.1360	
	LEFT (L)	47	47	1500	0.0313	
	T + R		246	1500	0.1640	0.1640

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

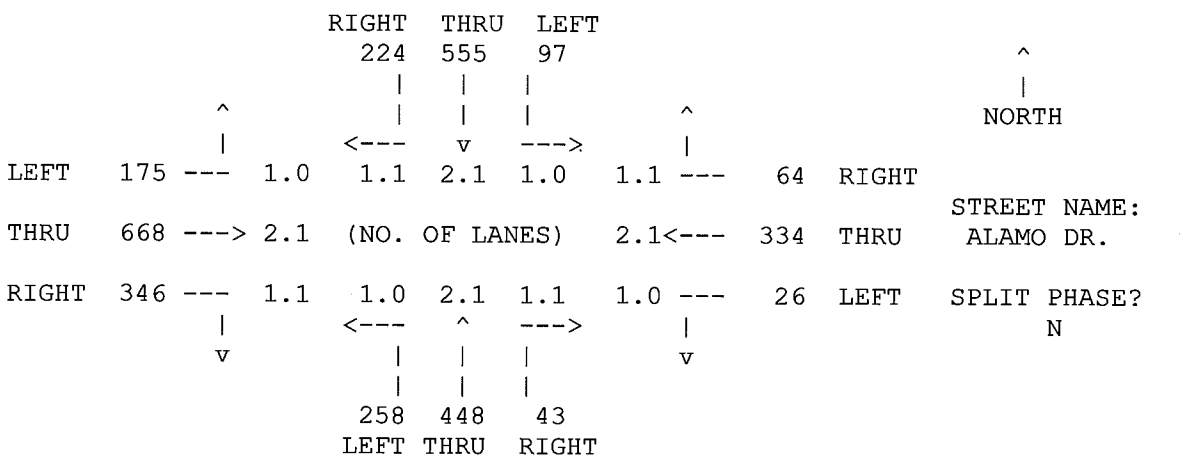
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	43	43	1500	0.0287	
	THRU (T)	448	448	3150	0.1422	
	LEFT (L)	258	258	1500	0.1720	0.1720
	T + R		491	3150	0.1559	
SB	RIGHT (R)	224	224	1500	0.1493	
	THRU (T)	555	555	3150	0.1762	
	LEFT (L)	97	97	1500	0.0647	
	T + R		779	3150	0.2473	0.2473
EB	RIGHT (R)	346	346	1500	0.2307	
	THRU (T)	668	668	3150	0.2121	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1014	3150	0.3219	0.3219
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	334	334	3150	0.1060	
	LEFT (L)	26	26	1500	0.0173	0.0173
	T + R		398	3150	0.1263	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.76
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT                          ^
                      29   987   182                           |
                       |    |     |                           |
              ^        |    |     |        ^                 NORTH
              |       <---   v    --->      |
LEFT    29 --- 1.0    1.1  3.1   2.0   1.0 ---  212  RIGHT
                                                        STREET NAME:
THRU  1158 ---> 2.0  (NO. OF LANES)   2.0<---  600  THRU   ALAMO DR.

RIGHT  507 --- 1.8    2.0  3.0   1.5   2.0 ---   86  LEFT   SPLIT PHASE?
              |       <---   ^    --->      |                    N
              v          |    |     |       v
                         |    |     |
                       485  1017   162
                       LEFT THRU   RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	162	34 *	1500	0.0227	
	THRU (T)	1017	1017	4950	0.2055	
	LEFT (L)	485	485	2700	0.1796	0.1796
SB	RIGHT (R)	29	29	1500	0.0193	
	THRU (T)	987	987	4800	0.2056	
	LEFT (L)	182	182	2700	0.0674	
	T + R		1016	4800	0.2117	0.2117
EB	RIGHT (R)	507	21 *	1500	0.0140	
	THRU (T)	1158	1158	3300	0.3509	0.3509
	LEFT (L)	29	29	1500	0.0193	
WB	RIGHT (R)	212	81 *	1500	0.0540	
	THRU (T)	600	600	3300	0.1818	
	LEFT (L)	86	86	2700	0.0319	0.0319

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.77
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT
                      25     0   297                          ^
                       |     |     |                           |
              ^        |     |     |        ^                NORTH
              |       <---   v     --->      |
LEFT    10 --- 1.0    1.0   1.1   1.1   1.1 ---  263  RIGHT
                                                        STREET NAME:
THRU  1875 ---> 2.1  (NO. OF LANES)   2.2<--- 1061  THRU   ALAMO DR.

RIGHT    0 --- 1.1    1.1   1.1   1.1   1.1 ---    0  LEFT  SPLIT PHASE?
              |       <---   ^     --->      |                    N
              v          |     |     |       v
                         |     |     |
                         0     0     0
                       LEFT  THRU  RIGHT
```

STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	297	297	1500	0.1980	0.1980
T + L		297	1500	0.1980	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1875	1875	3150	0.5952	0.5952
LEFT (L)	10	10	1500	0.0067	
T + R		1875	3150	0.5952	
WB RIGHT (R)	263	263	1500	0.1753	
THRU (T)	1061	1061	3000	0.3537	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1324	3000	0.4413	
T + L		1061	3000	0.3537	
T + R + L		1324	3000	0.4413	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT
                      210  1975   105                          ^
                       |    |     |                           |
                  ^    |    |     |          ^                NORTH
                  |    |   <---   v   --->    |
LEFT     58 ---  1.0   1.0   2.0   1.0   1.0 ---  108  RIGHT
                                                        STREET NAME:
THRU      7 ---> 1.0  (NO. OF LANES)    1.0<---   15  THRU   MARSHALL RD.

RIGHT     6 ---  1.0   1.0   3.0   1.0   1.0 ---    1  LEFT   SPLIT PHASE?
                  |    <---   ^   --->    |                       N
                  v         |    |     |   v
                            |    |     |
                            |    |     |
                          4  1126    2
                        LEFT THRU  RIGHT
```

STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1126	1126	4950	0.2275	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	210	101 *	1500	0.0673	
	THRU (T)	1975	1975	3300	0.5985	0.5985
	LEFT (L)	105	105	1500	0.0700	
EB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	7	7	1650	0.0042	
	LEFT (L)	58	58	1500	0.0387	0.0387
WB	RIGHT (R)	108	0 *	1500	0.0000	
	THRU (T)	15	15	1650	0.0091	0.0091
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

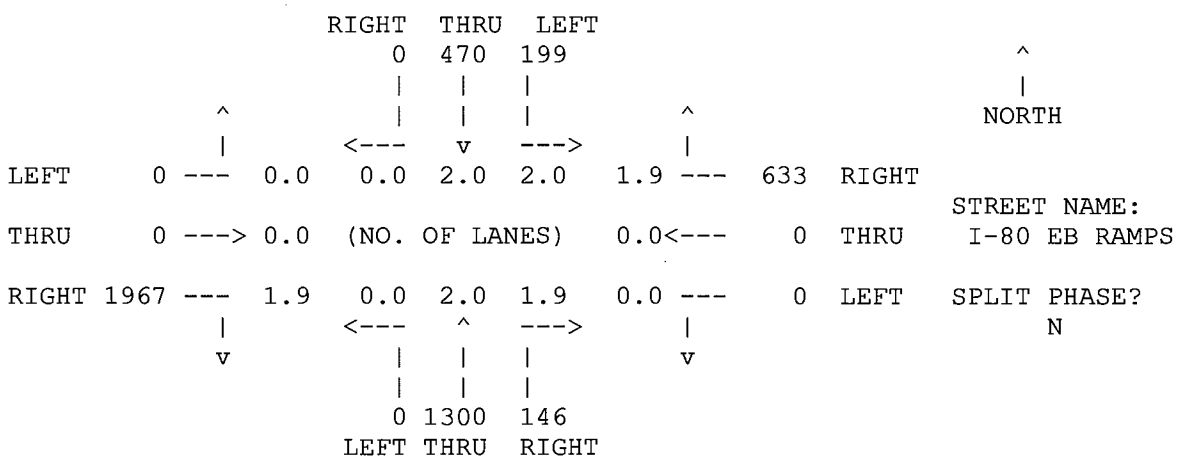
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	146	146	1650	0.0885	
THRU (T)	1300	1300	3300	0.3939	0.3939
SB THRU (T)	470	470	3300	0.1424	
LEFT (L)	199	199	2700	0.0737	0.0737
EB RIGHT (R)	1967	1967	1650	1.1921 **	
WB RIGHT (R)	633	633	1650	0.3836	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

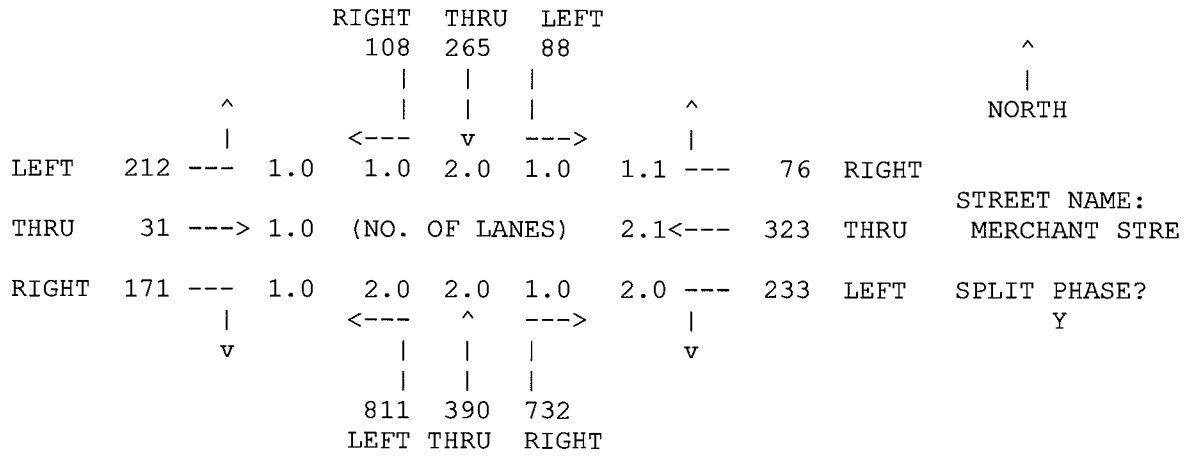
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	732	587 *	1500	0.3913	0.3913
	THRU (T)	390	390	3300	0.1182	
	LEFT (L)	811	811	2700	0.3004	
SB	RIGHT (R)	108	0 *	1500	0.0000	
	THRU (T)	265	265	3300	0.0803	
	LEFT (L)	88	88	1500	0.0587	0.0587
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	31	31	1650	0.0188	
	LEFT (L)	212	212	1500	0.1413	0.1413
WB	RIGHT (R)	76	76	1500	0.0507	
	THRU (T)	323	323	3150	0.1025	
	LEFT (L)	233	233	2700	0.0863	
	T + R		399	3150	0.1267	0.1267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

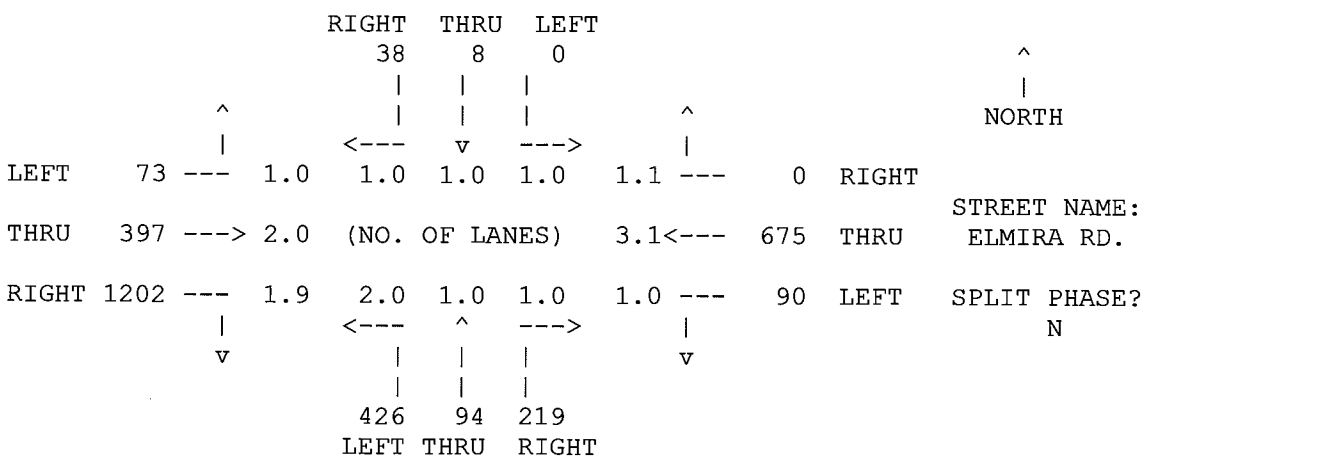
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	94 *	1500	0.0627	
	THRU (T)	94	94	1650	0.0570	
	LEFT (L)	426	426	2700	0.1578	0.1578
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	0.0048
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1202	1202	1650	0.7285	
	THRU (T)	397	397	3300	0.1203	
	LEFT (L)	73	73	1500	0.0487	0.0487
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	675	675	4800	0.1406	0.1406
	LEFT (L)	90	90	1500	0.0600	
	T + R		675	4800	0.1406	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

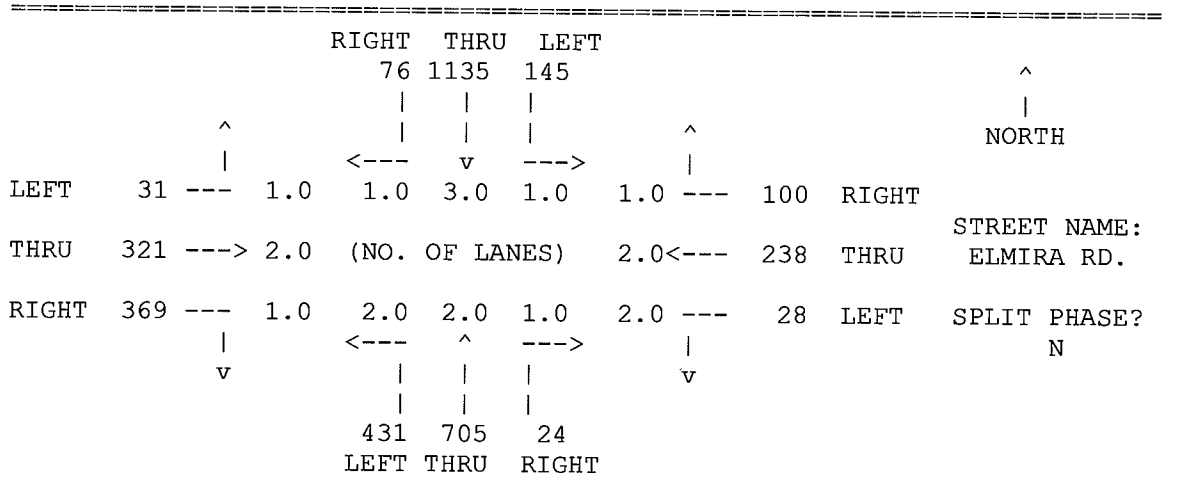
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	705	705	3300	0.2136	
	LEFT (L)	431	431	2700	0.1596	0.1596
SB	RIGHT (R)	76	0 *	1500	0.0000	
	THRU (T)	1135	1135	4950	0.2293	0.2293
	LEFT (L)	145	145	1500	0.0967	
EB	RIGHT (R)	369	169 *	1500	0.1127	0.1127
	THRU (T)	321	321	3300	0.0973	
	LEFT (L)	31	31	1500	0.0207	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	238	238	3300	0.0721	
	LEFT (L)	28	28	2700	0.0104	0.0104

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

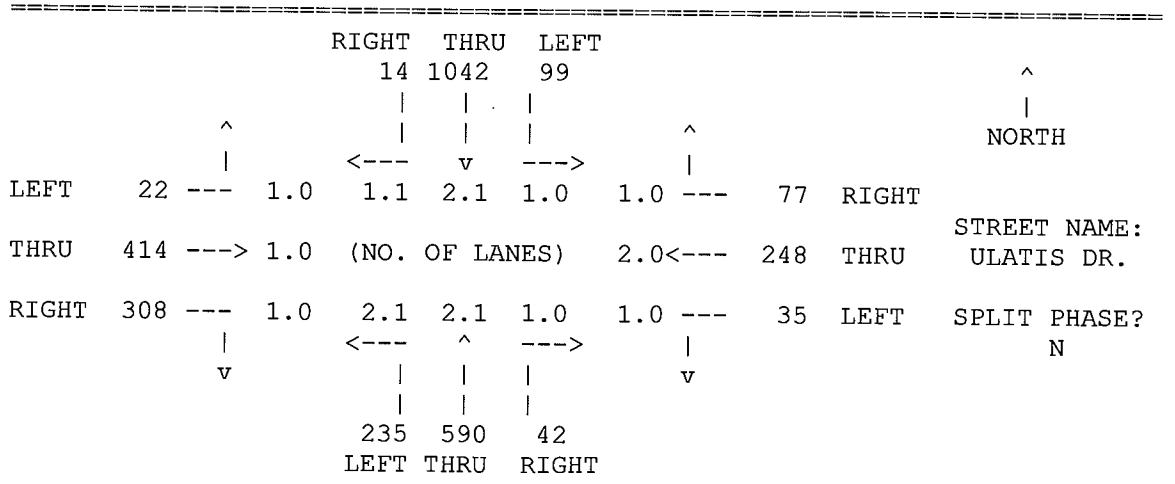
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	590	590	3150	0.1873	
	LEFT (L)	235	235	2700	0.0870	
	T + L		825	4350	0.1897	0.1897
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1042	1042	3150	0.3308	
	LEFT (L)	99	99	1500	0.0660	
	T + R		1056	3150	0.3352	0.3352
EB	RIGHT (R)	308	163 *	1500	0.1087	
	THRU (T)	414	414	1650	0.2509	0.2509
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	248	248	3300	0.0752	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT
                       18  1069    0
                        |    |    |                        ^
                        |    |    |                        |
              ^         |    |    |         ^              NORTH
              |       <---    v    --->      |
LEFT    80 ---  1.0   1.0   1.0   0.0   0.0 ---    0  RIGHT
                                                    STREET NAME:
THRU     0 ---> 0.0  (NO. OF LANES)    0.0<---    0  THRU    CSP - SOLANO

RIGHT   11 ---  1.0   1.0   2.0   0.0   0.0 ---    0  LEFT   SPLIT PHASE?
              |       <---    ^    --->      |                    N
              v         |    |    |         v
                        |    |    |
                        2  1451    0
                     LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1451	1451	3300	0.4397	
LEFT (L)	2	2	1500	0.0013	0.0013
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	1069	1069	1650	0.6479	0.6479
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

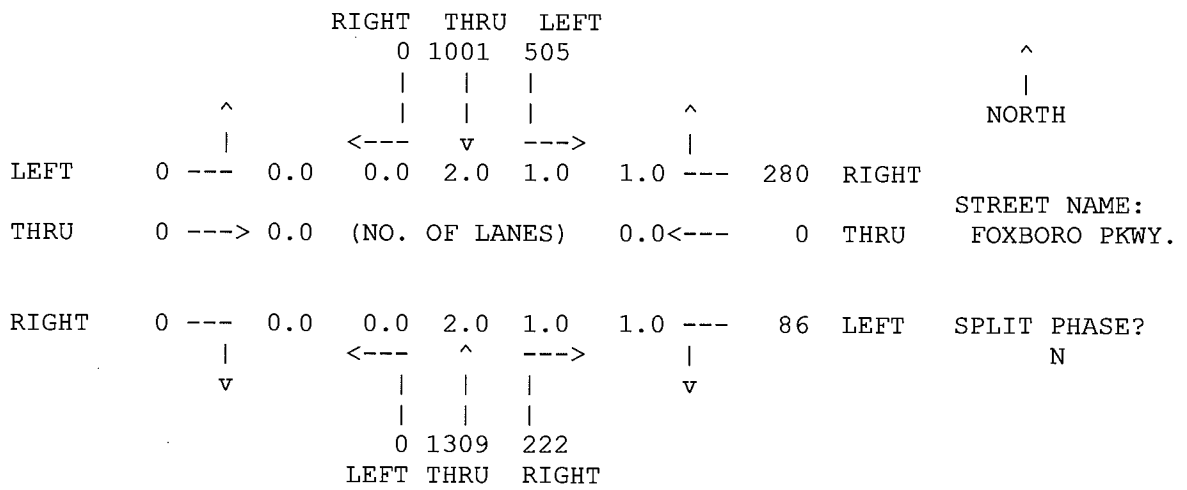
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.70
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.80
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	222	99 *	1500	0.0660	
THRU (T)	1309	1309	3300	0.3967	0.3967
SB THRU (T)	1001	1001	3300	0.3033	
LEFT (L)	505	505	1500	0.3367	0.3367
WB RIGHT (R)	280	0 *	1500	0.0000	
LEFT (L)	86	86	1500	0.0573	0.0573

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

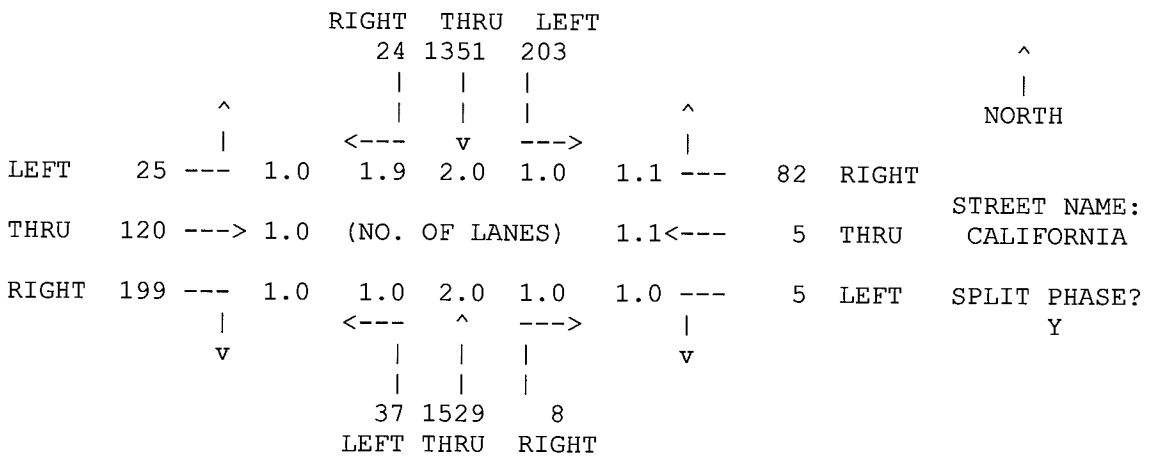
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1529	1529	3300	0.4633	0.4633
LEFT (L)	37	37	1500	0.0247	
SB RIGHT (R)	24	24	1650	0.0145	
THRU (T)	1351	1351	3300	0.4094	
LEFT (L)	203	203	1500	0.1353	0.1353
EB RIGHT (R)	199	101 *	1500	0.0673	
THRU (T)	120	120	1650	0.0727	0.0727
LEFT (L)	25	25	1500	0.0167	
WB RIGHT (R)	82	82	1500	0.0547	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	5	5	1500	0.0033	
T + R		87	1500	0.0580	0.0580

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.73
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci

```
                    RIGHT  THRU  LEFT
                       45  1151   78                          ^
                        |    |    |                           |
              ^         |    |    |         ^                NORTH
              |       <---    v    --->      |
LEFT   208 ---  2.1    1.0  2.0  1.0   1.0 ---   83  RIGHT
                                                  STREET NAME:
THRU    29 ---> 1.1  (NO. OF LANES)    1.1<---   31  THRU    CLIFFSIDE DR.

RIGHT  646 ---  1.0    2.0  2.0  1.0   1.1 ---   27  LEFT    SPLIT PHASE?
               |      <---    ^    --->     |                      Y
               v           |    |    |      v
                           |    |    |
                          569  408   41
                         LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	408	408	3300	0.1236	
	LEFT (L)	569	569	2700	0.2107	0.2107
SB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	1151	1151	3300	0.3488	0.3488
	LEFT (L)	78	78	1500	0.0520	
EB	RIGHT (R)	646	408 *	1500	0.2720	0.2720
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	208	208	2700	0.0770	
	T + L		237	2700	0.0878	
WB	RIGHT (R)	83	0 *	1500	0.0000	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	27	27	1500	0.0180	
	T + L		58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.87
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

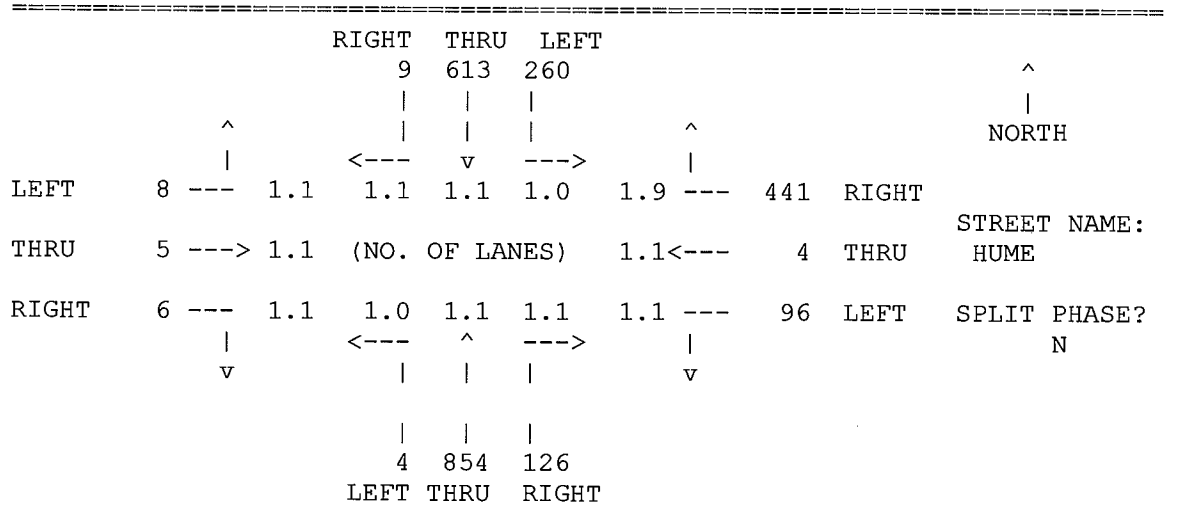
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: DAVIS SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	126	126	1500	0.0840	
	THRU (T)	854	854	1500	0.5693	
	LEFT (L)	4	4	1500	0.0027	
	T + R		980	1500	0.6533	0.6533
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	613	613	1500	0.4087	
	LEFT (L)	260	260	1500	0.1733	0.1733
	T + R		622	1500	0.4147	
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	8	8	1500	0.0053	
	T + R		11	1500	0.0073	
	T + L		13	1500	0.0087	
	T + R + L		19	1500	0.0127	0.0127
WB	RIGHT (R)	441	441	1650	0.2673	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	96	96	1500	0.0640	0.0640
	T + L		100	1500	0.0667	

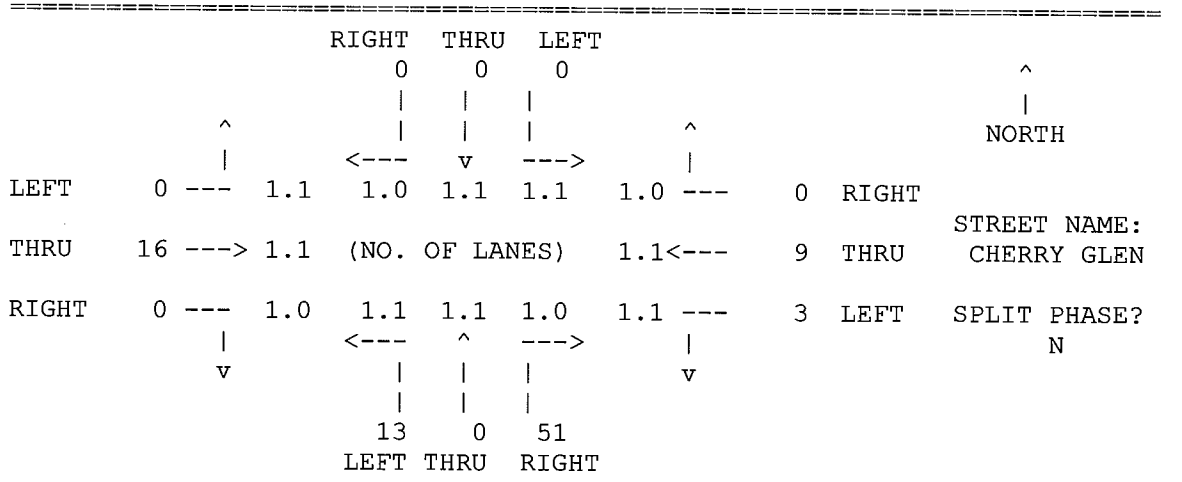
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.90
ADJUSTMENT FOR LOST YELLOW TIME: 0.02

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	51	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	13	13	1500	0.0087	0.0087
T + L		13	1500	0.0087	
SB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	16	16	1500	0.0107	0.0107
LEFT (L)	0	0	1500	0.0000	
T + L		16	1500	0.0107	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	9	9	1500	0.0060	
LEFT (L)	3	3	1500	0.0020	0.0020
T + L		12	1500	0.0080	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

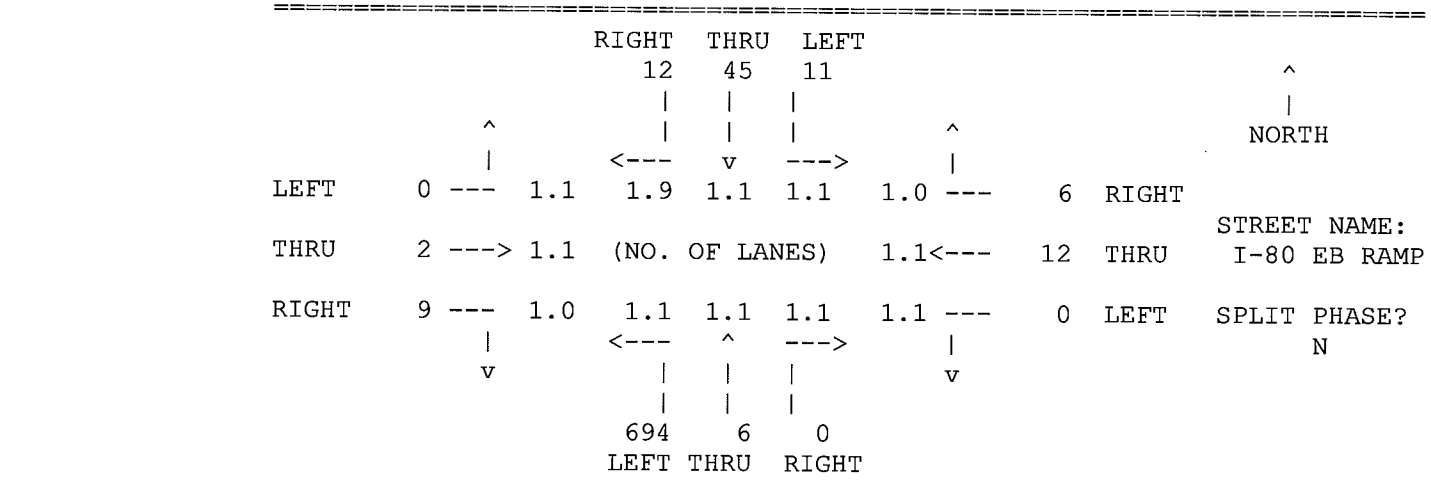
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : Ex+AP WITH PROJECT PM PEAK HOUR FILE eap.vci



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	694	694	1500	0.4627	0.4627
	T + R		6	1500	0.0040	
	T + L		700	1500	0.4667	
	T + R + L		700	1500	0.4667	
SB	RIGHT (R)	12	12	1650	0.0073	
	THRU (T)	45	45	1500	0.0300	
	LEFT (L)	11	11	1500	0.0073	
	T + L		56	1500	0.0373	0.0373
EB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		2	1500	0.0013	
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	12	12	1500	0.0080	0.0080
	LEFT (L)	0	0	1500	0.0000	
	T + L		12	1500	0.0080	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

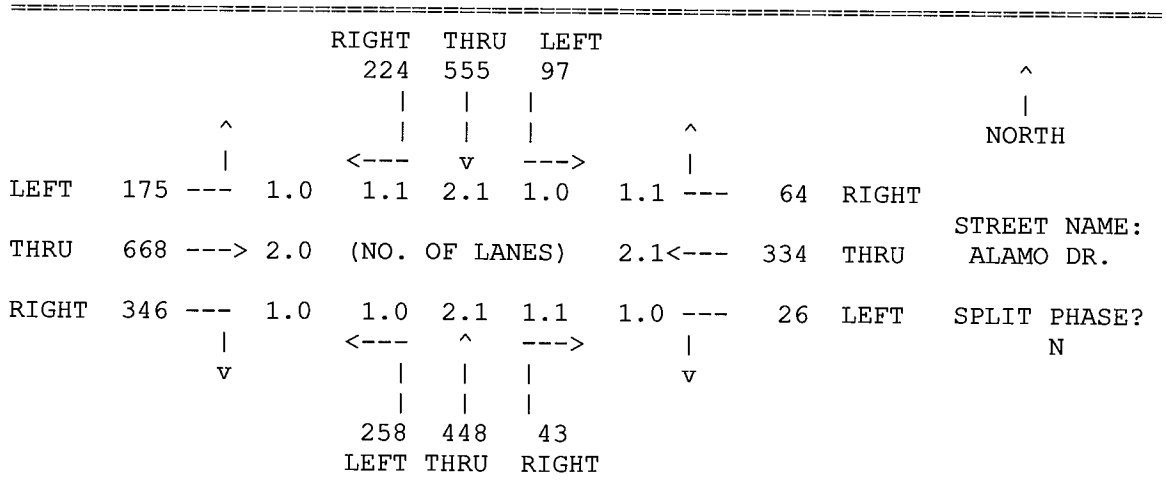
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.76	C
10	1107	PEABODY RD.	ALAMO DR.	0.76	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.66	B
17	1277	NUT TREE RD.	ULATIS DR.	0.78	C
18	1491	PEABODY RD.	CSP - SOLANO	0.59	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.76	C
20	1245	PEABODY	CALIFORNIA	0.69	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.69	B
22	1200	DAVIS	HUME	0.59	A

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	43	43	1500	0.0287	
	THRU (T)	448	448	3150	0.1422	
	LEFT (L)	258	258	1500	0.1720	0.1720
	T + R		491	3150	0.1559	
SB	RIGHT (R)	224	224	1500	0.1493	
	THRU (T)	555	555	3150	0.1762	
	LEFT (L)	97	97	1500	0.0647	
	T + R		779	3150	0.2473	0.2473
EB	RIGHT (R)	346	137 *	1500	0.0913	
	THRU (T)	668	668	3300	0.2024	
	LEFT (L)	175	175	1500	0.1167	0.1167
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	334	334	3150	0.1060	
	LEFT (L)	26	26	1500	0.0173	
	T + R		398	3150	0.1263	0.1263

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

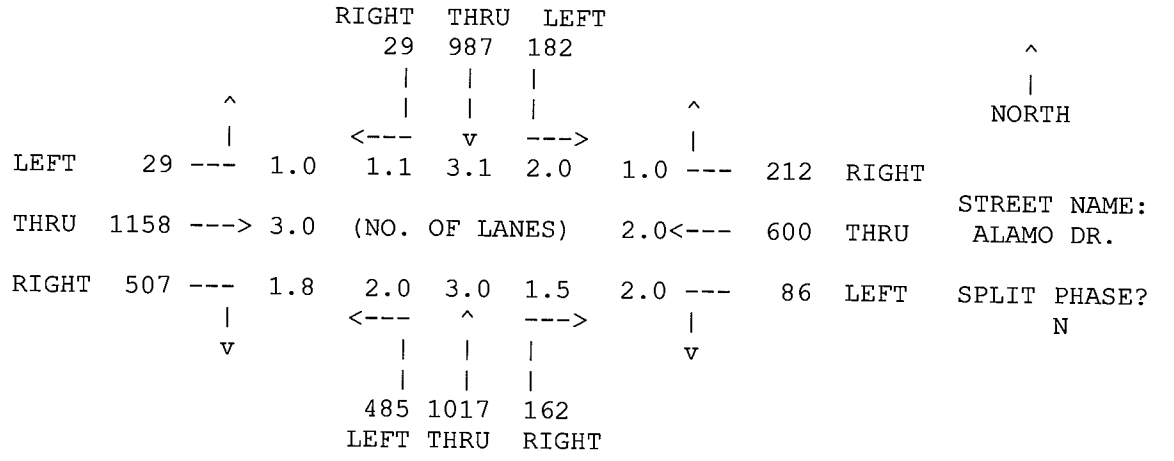
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	162	34 *	1500	0.0227	
	THRU (T)	1017	1017	4950	0.2055	
	LEFT (L)	485	485	2700	0.1796	0.1796
SB	RIGHT (R)	29	29	1500	0.0193	
	THRU (T)	987	987	4800	0.2056	
	LEFT (L)	182	182	2700	0.0674	
	T + R		1016	4800	0.2117	0.2117
EB	RIGHT (R)	507	0 *	1500	0.0000	
	THRU (T)	1158	1158	4950	0.2339	0.2339
	LEFT (L)	29	29	1500	0.0193	
WB	RIGHT (R)	212	81 *	1500	0.0540	
	THRU (T)	600	600	3300	0.1818	
	LEFT (L)	86	86	2700	0.0319	0.0319

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

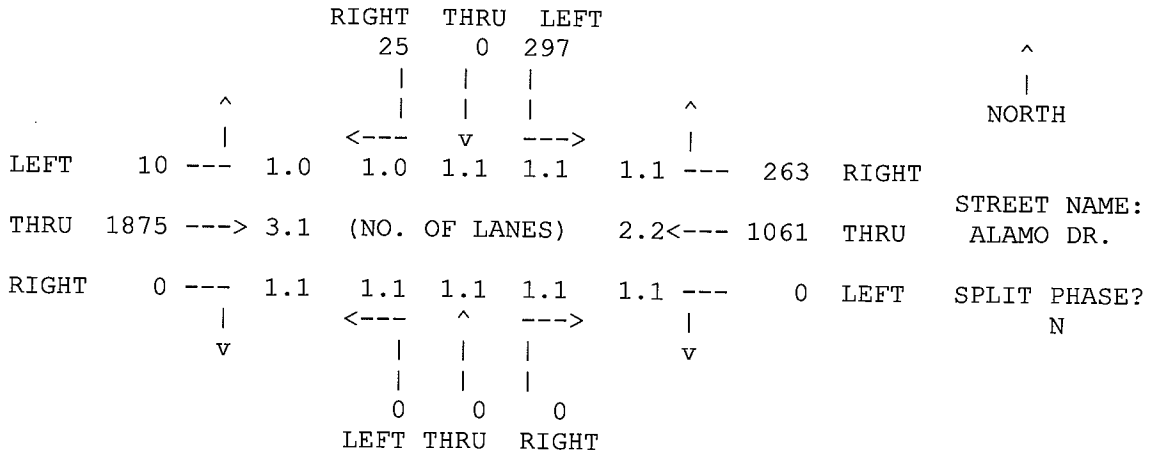
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	297	297	1500	0.1980	0.1980
T + L		297	1500	0.1980	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1875	1875	4800	0.3906	
LEFT (L)	10	10	1500	0.0067	0.0067
T + R		1875	4800	0.3906	
WB RIGHT (R)	263	263	1500	0.1753	
THRU (T)	1061	1061	3000	0.3537	
LEFT (L)	0	0	1500	0.0000	
T + R		1324	3000	0.4413	0.4413
T + L		1061	3000	0.3537	
T + R + L		1324	3000	0.4413	

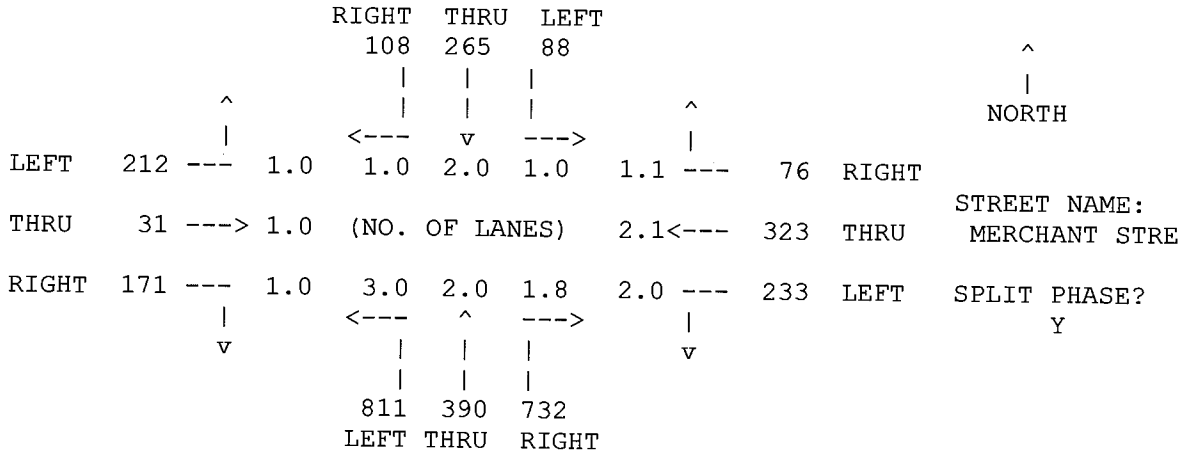
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	732	200 *	1500	0.1333	
	THRU (T)	390	390	3300	0.1182	
	LEFT (L)	811	811	3900	0.2079	0.2079
SB	RIGHT (R)	108	0 *	1500	0.0000	
	THRU (T)	265	265	3300	0.0803	0.0803
	LEFT (L)	88	88	1500	0.0587	
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	31	31	1650	0.0188	
	LEFT (L)	212	212	1500	0.1413	0.1413
WB	RIGHT (R)	76	76	1500	0.0507	
	THRU (T)	323	323	3150	0.1025	
	LEFT (L)	233	233	2700	0.0863	
	T + R		399	3150	0.1267	0.1267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

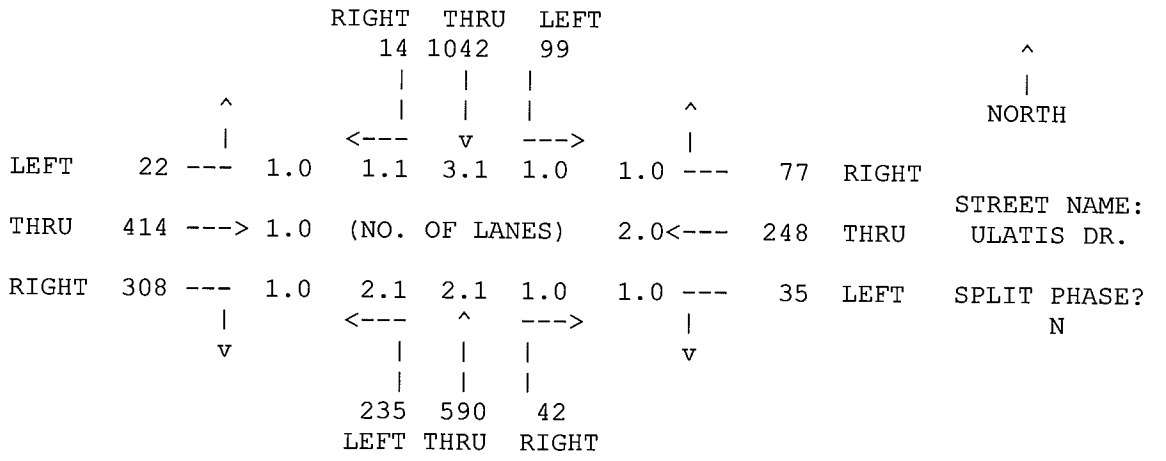
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	590	590	3150	0.1873	
	LEFT (L)	235	235	2700	0.0870	
	T + L		825	4350	0.1897	0.1897
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1042	1042	4800	0.2171	
	LEFT (L)	99	99	1500	0.0660	
	T + R		1056	4800	0.2200	0.2200
EB	RIGHT (R)	308	163 *	1500	0.1087	
	THRU (T)	414	414	1650	0.2509	0.2509
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	248	248	3300	0.0752	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

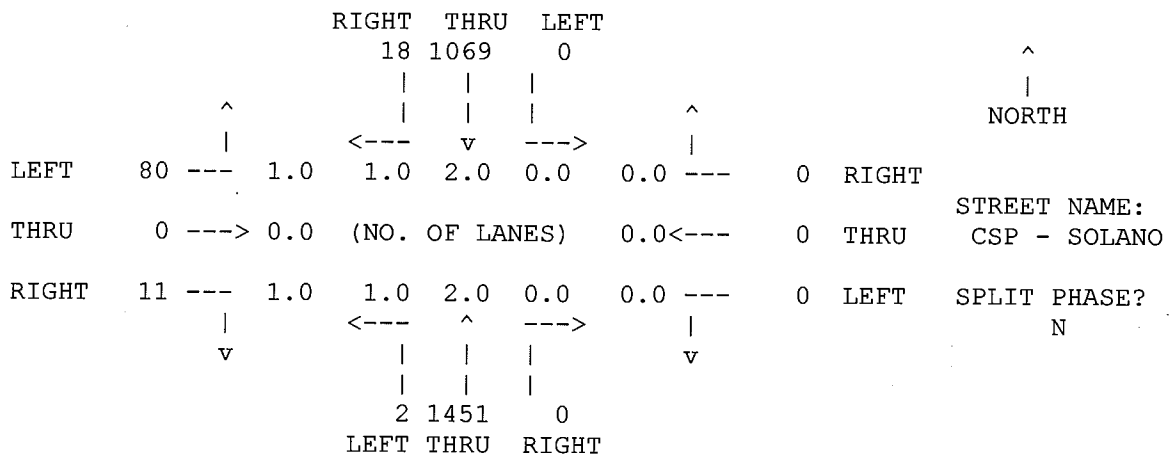
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1451	1451	3300	0.4397	0.4397
LEFT (L)	2	2	1500	0.0013	
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	1069	1069	3300	0.3239	
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

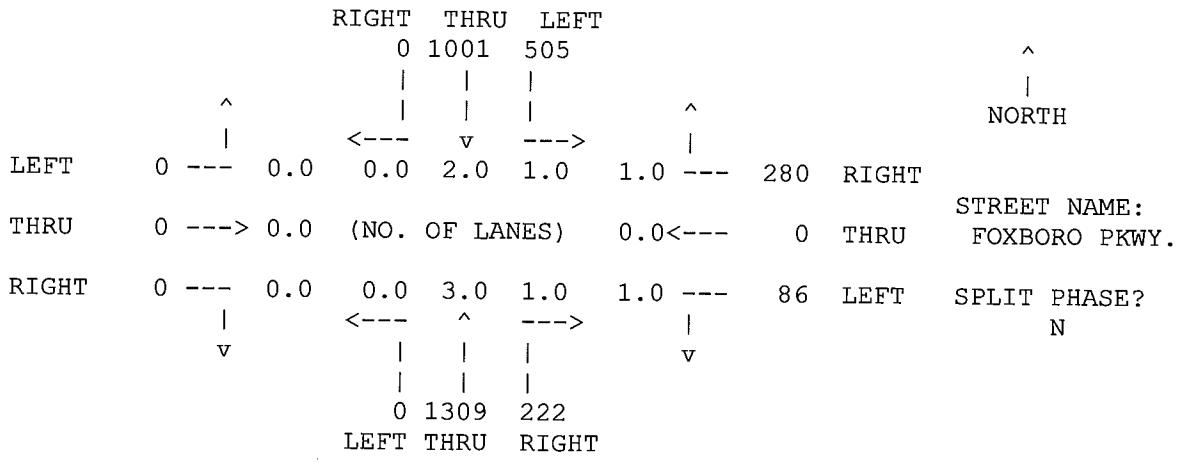
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.49
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.59
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	222	99 *	1500	0.0660	
THRU (T)	1309	1309	4950	0.2644	0.2644
SB THRU (T)	1001	1001	3300	0.3033	
LEFT (L)	505	505	1500	0.3367	0.3367
WB RIGHT (R)	280	0 *	1500	0.0000	
LEFT (L)	86	86	1500	0.0573	0.0573

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

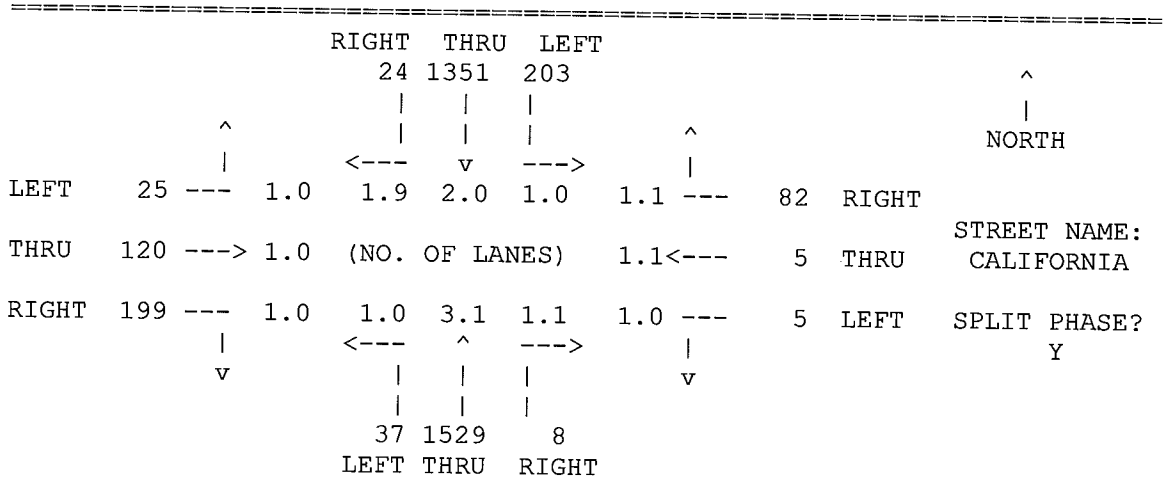
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1529	1529	4800	0.3185	
	LEFT (L)	37	37	1500	0.0247	
	T + R		1537	4800	0.3202	0.3202
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1351	1351	3300	0.4094	
	LEFT (L)	203	203	1500	0.1353	0.1353
EB	RIGHT (R)	199	101 *	1500	0.0673	
	THRU (T)	120	120	1650	0.0727	0.0727
	LEFT (L)	25	25	1500	0.0167	
WB	RIGHT (R)	82	82	1500	0.0547	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	5	5	1500	0.0033	
	T + R		87	1500	0.0580	0.0580

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

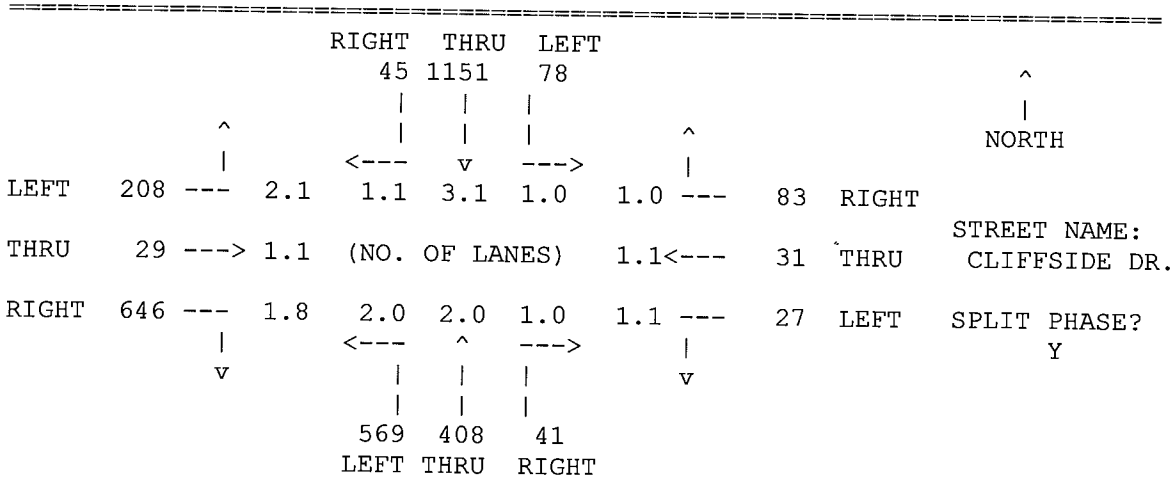
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	408	408	3300	0.1236	
	LEFT (L)	569	569	2700	0.2107	0.2107
SB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	1151	1151	4800	0.2398	
	LEFT (L)	78	78	1500	0.0520	
	T + R		1196	4800	0.2492	0.2492
EB	RIGHT (R)	646	65 *	1500	0.0433	
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	208	208	2700	0.0770	
	T + L		237	2700	0.0878	0.0878
WB	RIGHT (R)	83	0 *	1500	0.0000	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	27	27	1500	0.0180	
	T + L		58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

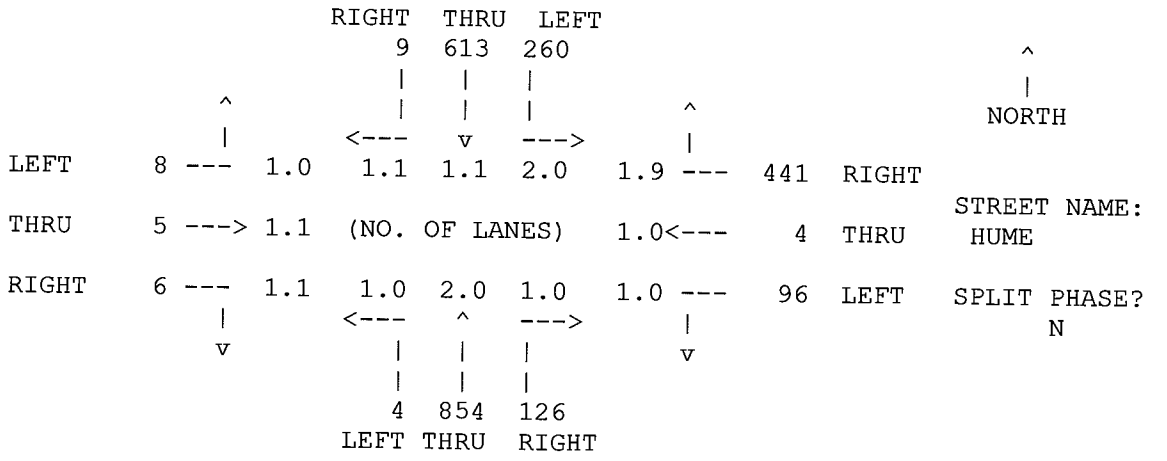
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX + AP WITH PROJECT PM PK HR W/MIT FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	126	0 *	1500	0.0000	
	THRU (T)	854	854	3300	0.2588	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	613	613	1500	0.4087	
	LEFT (L)	260	260	2700	0.0963	
	T + R		622	1500	0.4147	0.4147
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	8	8	1500	0.0053	
	T + R		11	1500	0.0073	0.0073
WB	RIGHT (R)	441	441	1650	0.2673	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	96	96	1500	0.0640	0.0640

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.74	C
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.57	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.39	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.54	A
5	1306	LEISURE TOWN	ELMIRA ROAD	0.41	A
6	1310	LEISURE TOWN	ALAMO/FRY	0.41	A
7	1614	VANDEN	LEISURE TOWN	0.30	A
8	1117	VANDEN	ALAMO	0.34	A
9	1114	NUT TREE RD.	ALAMO DR.	0.73	C
10	1107	PEABODY RD.	ALAMO DR.	0.72	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
12	1095	ALAMO DR.	MARSHALL RD.	0.48	A
13	1007	ALAMO DR.	I-80 EB RAMPS	0.69	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.89	D
15	1234	PEABODY RD.	ELMIRA RD.	0.36	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.51	A
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
18	1491	PEABODY RD.	CSP - SOLANO	0.87	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.63	B
20	1245	PEABODY	CALIFORNIA	0.63	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.65	B
22	1200	DAVIS	HUME	0.48	A
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.13	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:

CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI

```
                        RIGHT  THRU  LEFT
                           0   343     0
                           |    |     |
                 ^         |    |     |          ^                    ^
                 |        <---   v    --->        |                    |
                                                                     NORTH
LEFT       0 ---  0.0    1.9   3.0   0.0    1.0 ---   522  RIGHT
                                                                STREET NAME:
THRU       0 ---> 0.0  (NO. OF LANES)      0.0<---     0  THRU    I-80 WB RAMPS

RIGHT      0 ---  0.0    0.0   2.0   1.0    2.0 ---   276  LEFT    SPLIT PHASE?

                 |        <---   ^    --->        |                     N
                 v             |    |     |      v
                               |    |     |
                             0 1145   42
                            LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	42	0 *	1500	0.0000	
THRU (T)	1145	1145	3300	0.3470	0.3470
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	343	343	4950	0.0693	
WB RIGHT (R)	522	442 *	1500	0.2947	0.2947
LEFT (L)	276	276	2700	0.1022	

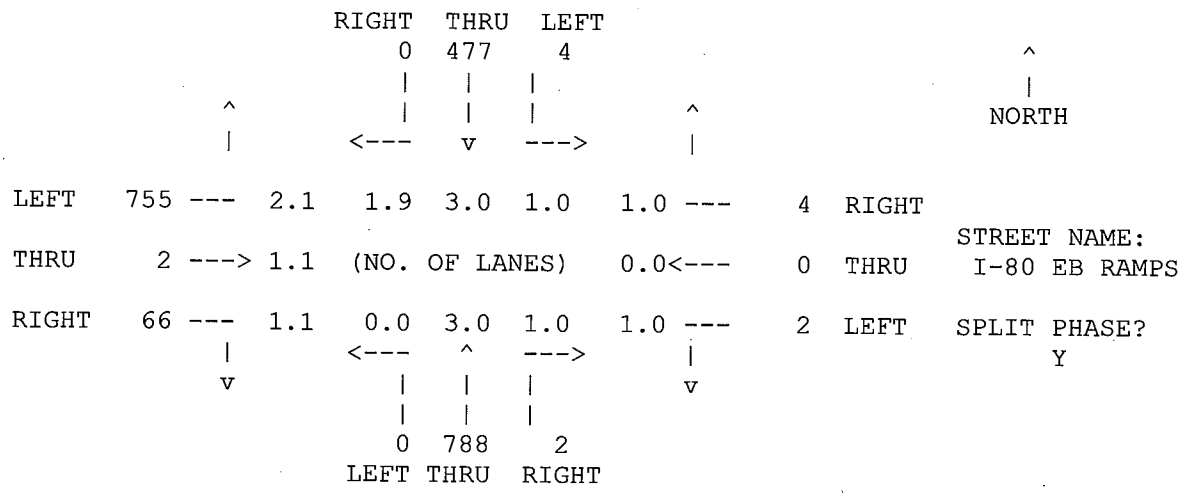
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.64
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.74
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	788	788	4950	0.1592	0.1592
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	477	477	4950	0.0964	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	66	66	1500	0.0440	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	755	755	2700	0.2796	
T + R		68	1500	0.0453	
T + L		757	2700	0.2804	
T + R + L		823	2700	0.3048	0.3048
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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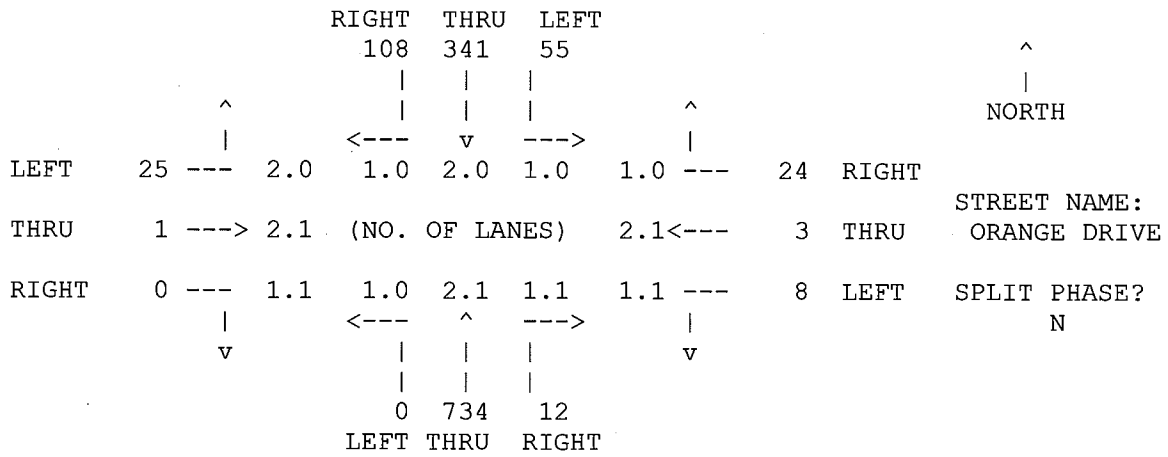
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	734	734	3150	0.2330	
	LEFT (L)	0	0	1500	0.0000	
	T + R		746	3150	0.2368	0.2368
SB	RIGHT (R)	108	21 *	1500	0.0140	
	THRU (T)	341	341	3300	0.1033	
	LEFT (L)	55	55	1500	0.0367	0.0367
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1	1	3150	0.0003	
	LEFT (L)	25	25	2700	0.0093	0.0093
	T + R		1	3150	0.0003	
WB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	3	3	3150	0.0010	
	LEFT (L)	8	8	1500	0.0053	
	T + L		11	3150	0.0035	0.0035

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.29
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

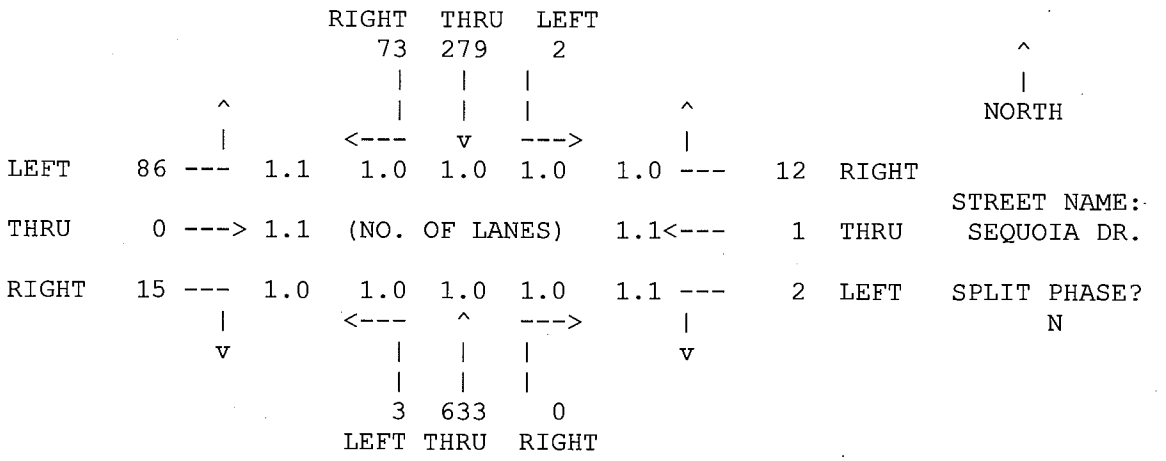
TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	633	633	1650	0.3836	0.3836
LEFT (L)	3	3	1500	0.0020	
SB RIGHT (R)	73	0 *	1500	0.0000	
THRU (T)	279	279	1650	0.1691	
LEFT (L)	2	2	1500	0.0013	0.0013
EB RIGHT (R)	15	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	86	86	1500	0.0573	0.0573
T + L		86	1500	0.0573	
WB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	2	2	1500	0.0013	
T + L		3	1500	0.0020	0.0020

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.44
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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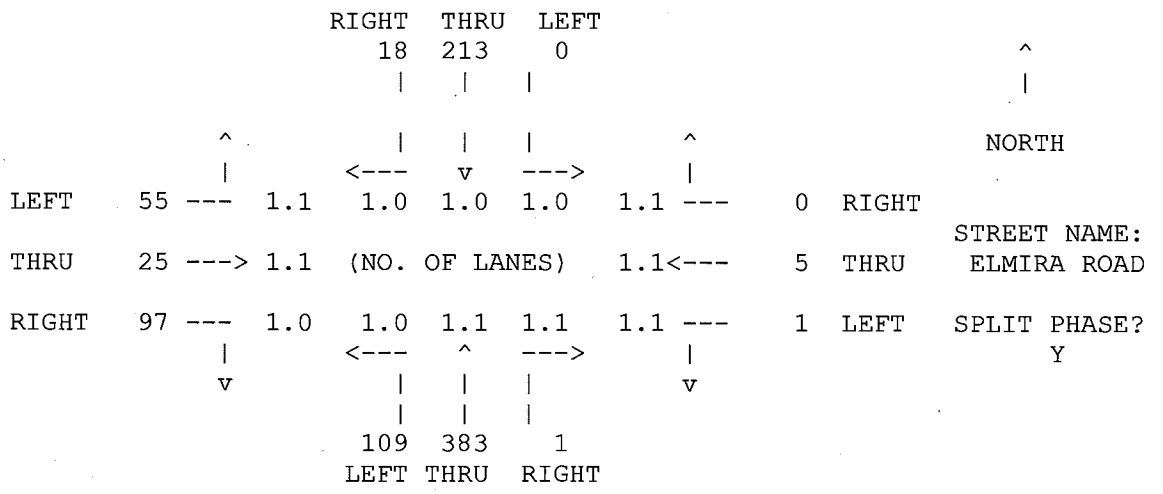
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	383	383	1500	0.2553	
LEFT (L)	109	109	1500	0.0727	
T + R		384	1500	0.2560	0.2560
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	213	213	1650	0.1291	
LEFT (L)	0	0	1500	0.0000	0.0000
EB RIGHT (R)	97	0 *	1500	0.0000	
THRU (T)	25	25	1500	0.0167	
LEFT (L)	55	55	1500	0.0367	
T + L		80	1500	0.0533	0.0533
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	1	1	1500	0.0007	
T + R		5	1500	0.0033	
T + L		6	1500	0.0040	0.0040
T + R + L		6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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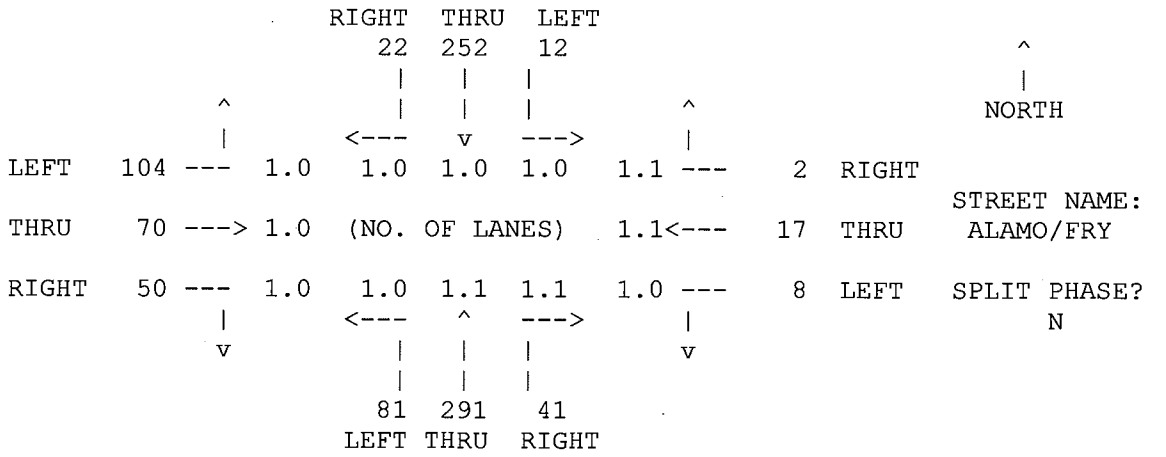
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	41	1500	0.0273	
	THRU (T)	291	291	1500	0.1940	
	LEFT (L)	81	81	1500	0.0540	
	T + R		332	1500	0.2213	0.2213
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	252	252	1650	0.1527	
	LEFT (L)	12	12	1500	0.0080	0.0080
EB	RIGHT (R)	50	0 *	1500	0.0000	
	THRU (T)	70	70	1650	0.0424	
	LEFT (L)	104	104	1500	0.0693	0.0693
WB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	17	17	1500	0.0113	
	LEFT (L)	8	8	1500	0.0053	
	T + R		19	1500	0.0127	0.0127

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.31
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

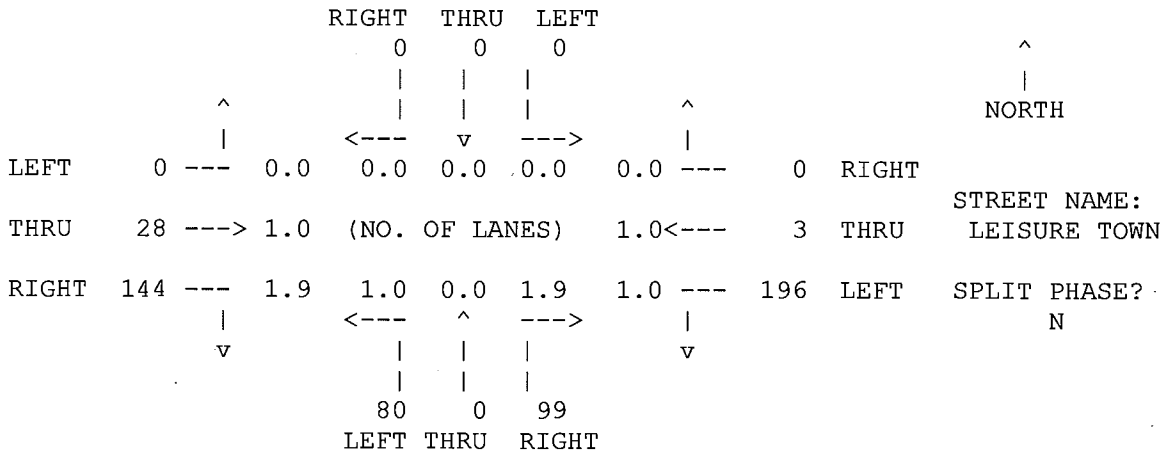
TOTAL VOLUME-TO-CAPACITY RATIO: 0.41
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	99	99	1650	0.0600	
LEFT (L)	80	80	1500	0.0533	0.0533
EB RIGHT (R)	144	144	1650	0.0873	
THRU (T)	28	28	1650	0.0170	0.0170
WB THRU (T)	3	3	1650	0.0018	
LEFT (L)	196	196	1500	0.1307	0.1307

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.20
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.30
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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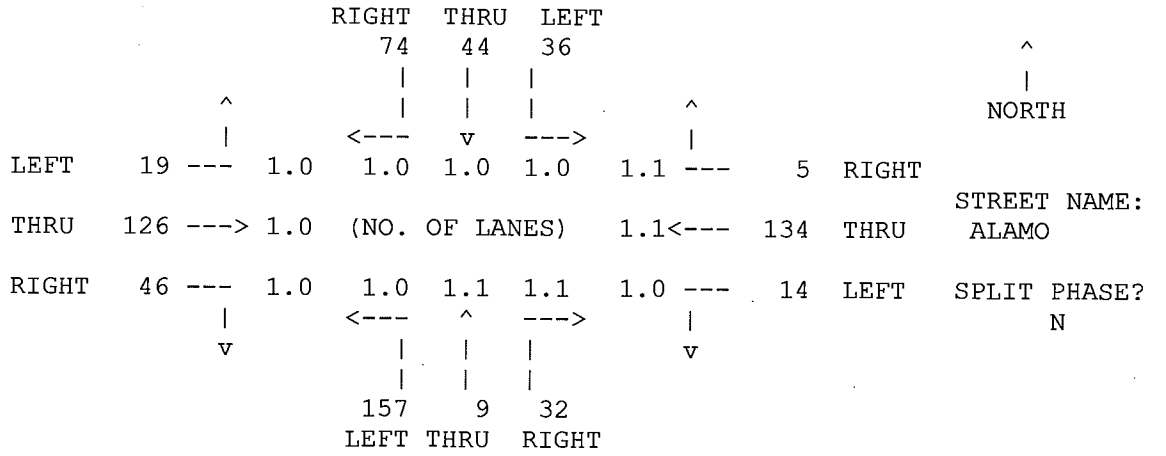
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	32	32	1500	0.0213	
	THRU (T)	9	9	1500	0.0060	
	LEFT (L)	157	157	1500	0.1047	0.1047
	T + R		41	1500	0.0273	
SB	RIGHT (R)	74	0 *	1500	0.0000	
	THRU (T)	44	44	1650	0.0267	0.0267
	LEFT (L)	36	36	1500	0.0240	
EB	RIGHT (R)	46	0 *	1500	0.0000	
	THRU (T)	126	126	1650	0.0764	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	134	134	1500	0.0893	
	LEFT (L)	14	14	1500	0.0093	
	T + R		139	1500	0.0927	0.0927

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.24
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

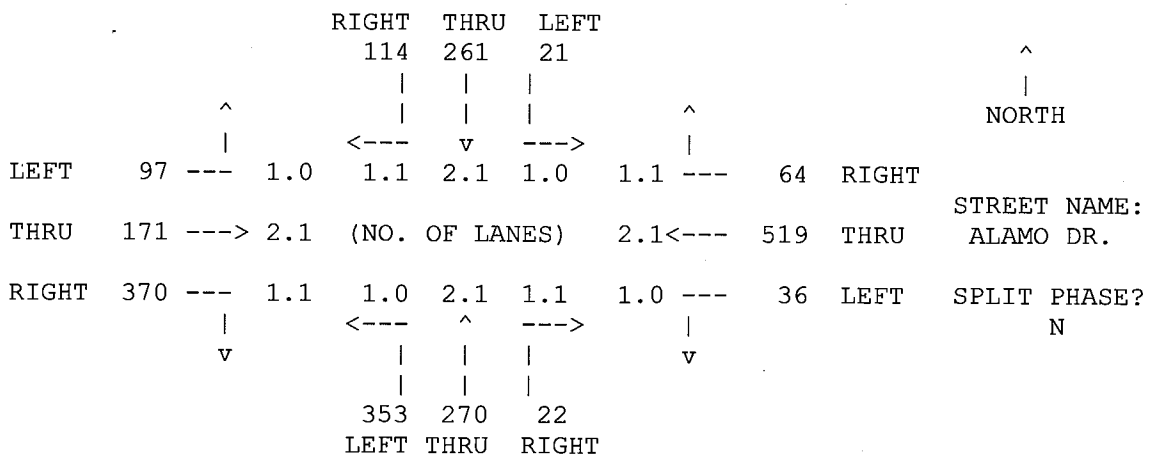
TOTAL VOLUME-TO-CAPACITY RATIO: 0.34
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	270	270	3150	0.0857	
	LEFT (L)	353	353	1500	0.2353	0.2353
	T + R		292	3150	0.0927	
SB	RIGHT (R)	114	114	1500	0.0760	
	THRU (T)	261	261	3150	0.0829	
	LEFT (L)	21	21	1500	0.0140	
	T + R		375	3150	0.1190	0.1190
EB	RIGHT (R)	370	370	1500	0.2467	0.2467
	THRU (T)	171	171	3150	0.0543	
	LEFT (L)	97	97	1500	0.0647	
	T + R		541	3150	0.1717	
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	519	519	3150	0.1648	
	LEFT (L)	36	36	1500	0.0240	0.0240
	T + R		583	3150	0.1851	

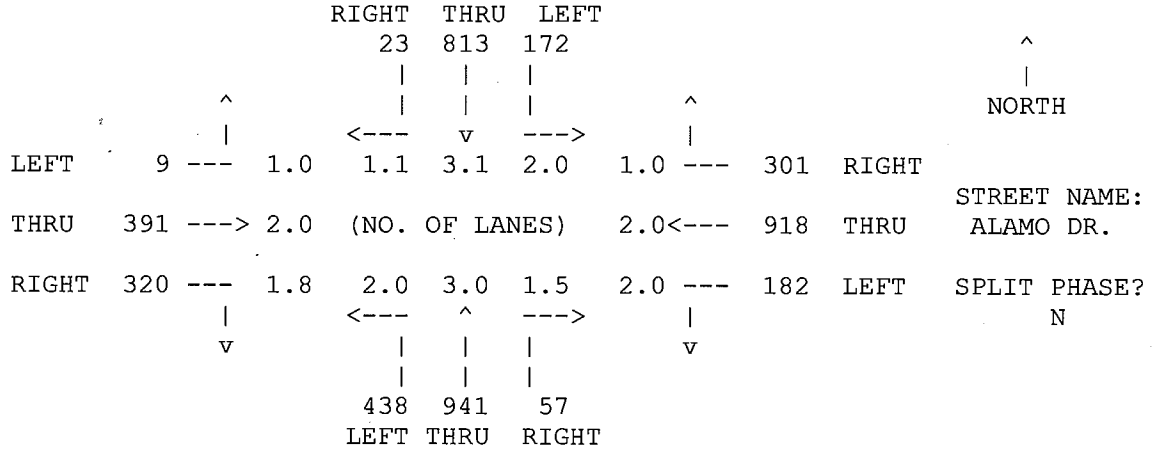
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	0 *	1500	0.0000	
THRU (T)	941	941	4950	0.1901	
LEFT (L)	438	438	2700	0.1622	0.1622
SB RIGHT (R)	23	23	1500	0.0153	
THRU (T)	813	813	4800	0.1694	
LEFT (L)	172	172	2700	0.0637	
T + R		836	4800	0.1742	0.1742
EB RIGHT (R)	320	0 *	1500	0.0000	
THRU (T)	391	391	3300	0.1185	
LEFT (L)	9	9	1500	0.0060	0.0060
WB RIGHT (R)	301	173 *	1500	0.1153	
THRU (T)	918	918	3300	0.2782	0.2782
LEFT (L)	182	182	2700	0.0674	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

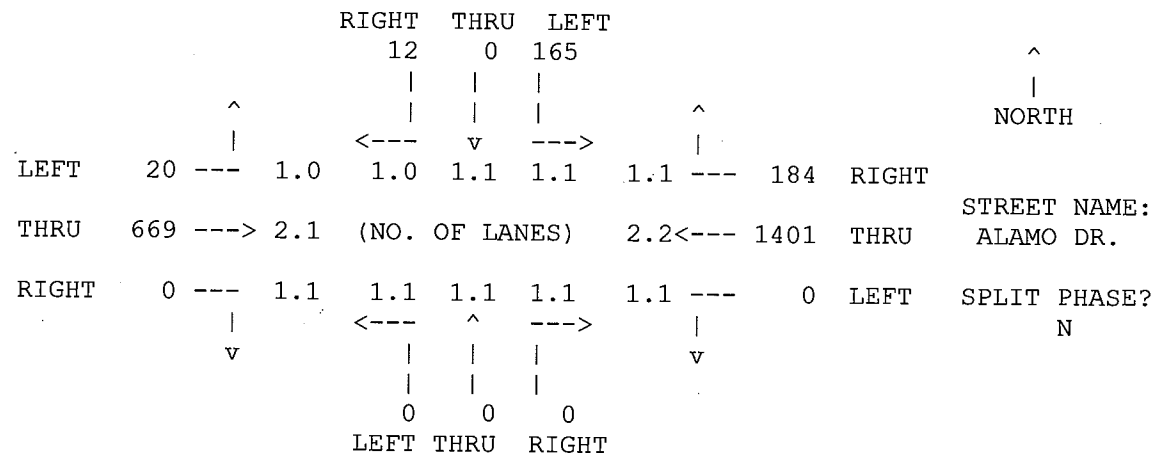
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	165	165	1500	0.1100	0.1100
	T + L		165	1500	0.1100	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	669	669	3150	0.2124	
	LEFT (L)	20	20	1500	0.0133	0.0133
	T + R		669	3150	0.2124	
WB	RIGHT (R)	184	184	1500	0.1227	
	THRU (T)	1401	1401	3000	0.4670	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1585	3000	0.5283	0.5283
	T + L		1401	3000	0.4670	
	T + R + L		1585	3000	0.5283	

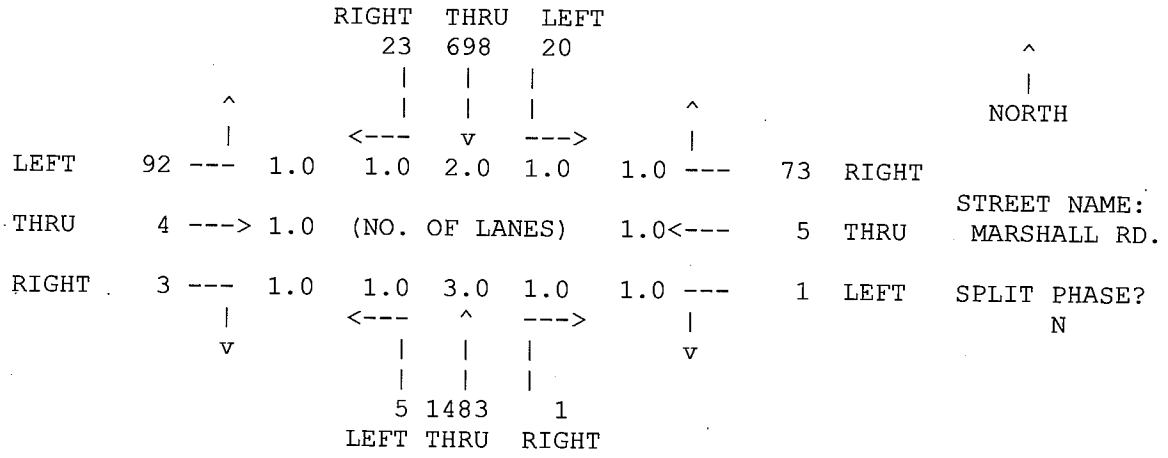
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	1483	1483	4950	0.2996	0.2996
	LEFT (L)	5	5	1500	0.0033	
SB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	698	698	3300	0.2115	
	LEFT (L)	20	20	1500	0.0133	0.0133
EB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	92	92	1500	0.0613	0.0613
WB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	5	5	1650	0.0030	0.0030
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

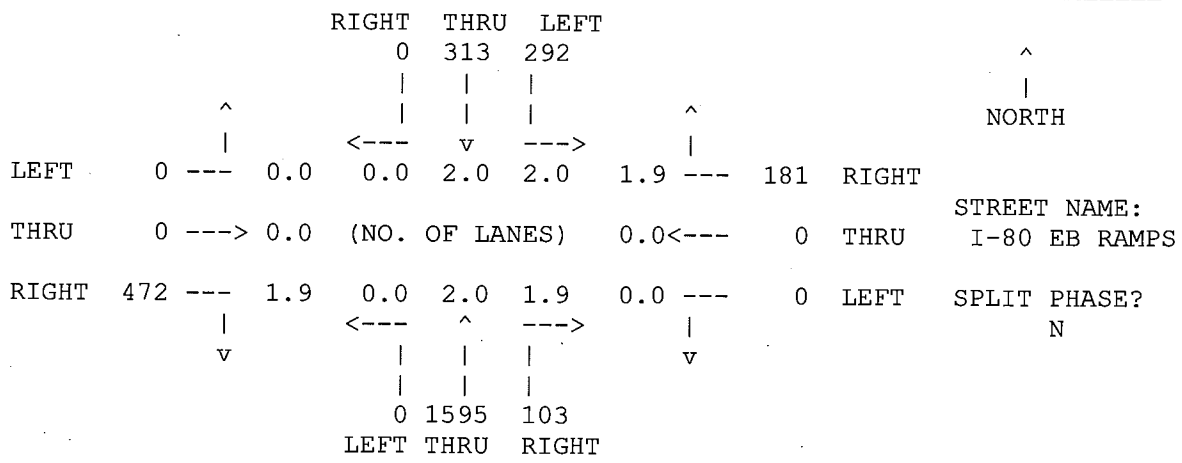
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	103	103	1650	0.0624	
THRU (T)	1595	1595	3300	0.4833	0.4833
SB THRU (T)	313	313	3300	0.0948	
LEFT (L)	292	292	2700	0.1081	0.1081
EB RIGHT (R)	472	472	1650	0.2861	
WB RIGHT (R)	181	181	1650	0.1097	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

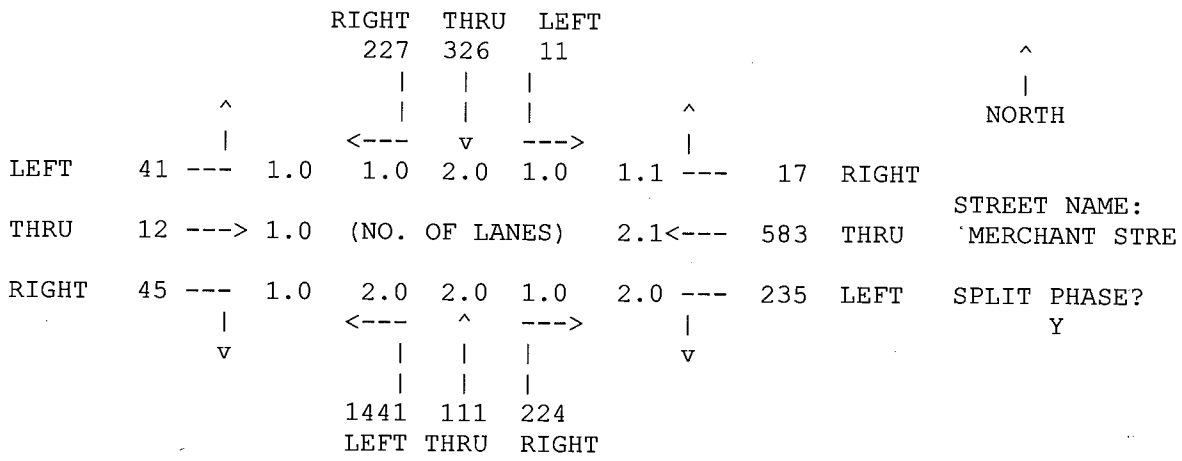
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	224	79 *	1500	0.0527	
	THRU (T)	111	111	3300	0.0336	
	LEFT (L)	1441	1441	2700	0.5337	0.5337
SB	RIGHT (R)	227	127 *	1500	0.0847	
	THRU (T)	326	326	3300	0.0988	0.0988
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	41	41	1500	0.0273	0.0273
WB	RIGHT (R)	17	17	1500	0.0113	
	THRU (T)	583	583	3150	0.1851	
	LEFT (L)	235	235	2700	0.0870	
	T + R		600	3150	0.1905	0.1905

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.85
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

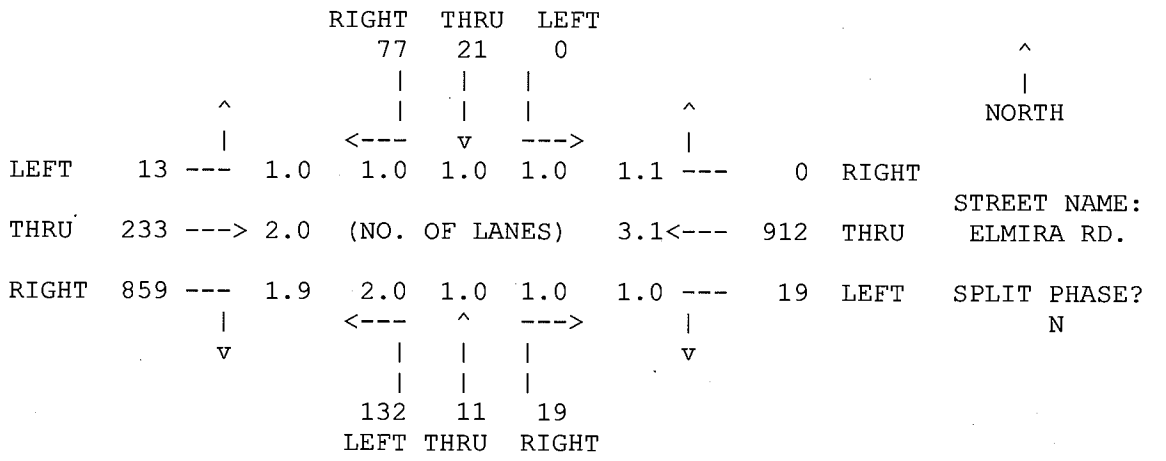
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	19	0 *	1500	0.0000	
	THRU (T)	11	11	1650	0.0067	
	LEFT (L)	132	132	2700	0.0489	0.0489
SB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	21	21	1650	0.0127	0.0127
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	859	859	1650	0.5206	
	THRU (T)	233	233	3300	0.0706	
	LEFT (L)	13	13	1500	0.0087	0.0087
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	912	912	4800	0.1900	0.1900
	LEFT (L)	19	19	1500	0.0127	
	T + R		912	4800	0.1900	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.26
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

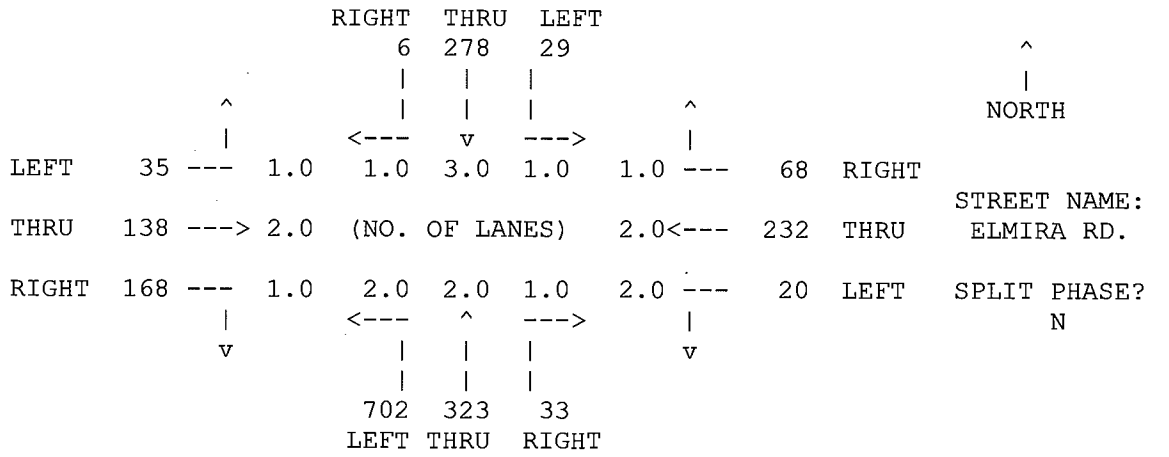
TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	33	0 *	1500	0.0000	
	THRU (T)	323	323	3300	0.0979	
	LEFT (L)	702	702	2700	0.2600	0.2600
SB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	278	278	4950	0.0562	0.0562
	LEFT (L)	29	29	1500	0.0193	
EB	RIGHT (R)	168	0 *	1500	0.0000	
	THRU (T)	138	138	3300	0.0418	
	LEFT (L)	35	35	1500	0.0233	0.0233
WB	RIGHT (R)	68	0 *	1500	0.0000	
	THRU (T)	232	232	3300	0.0703	0.0703
	LEFT (L)	20	20	2700	0.0074	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

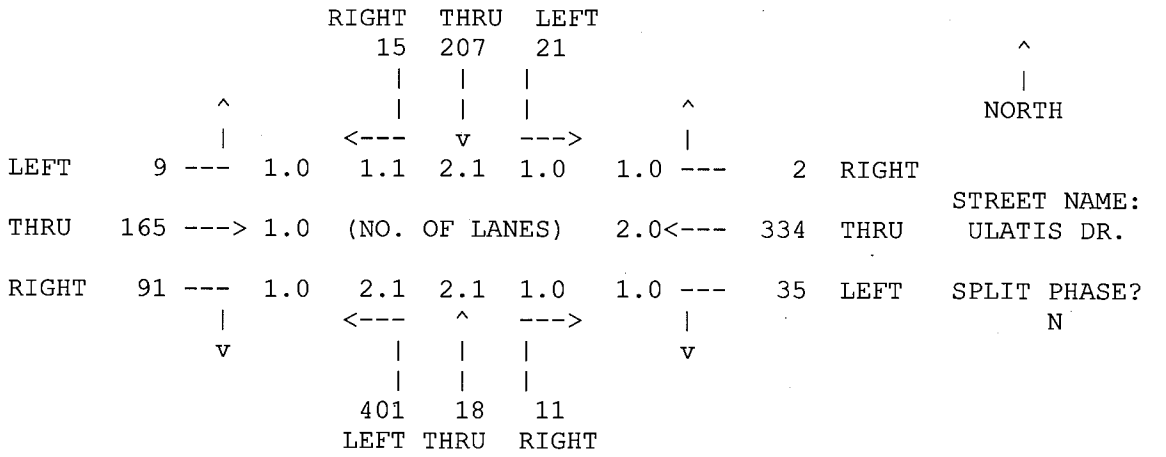
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	401	401	2700	0.1485	0.1485
	T + L		419	4350	0.0963	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	207	207	3150	0.0657	
	LEFT (L)	21	21	1500	0.0140	
	T + R		222	3150	0.0705	0.0705
EB	RIGHT (R)	91	0 *	1500	0.0000	
	THRU (T)	165	165	1650	0.1000	0.1000
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	334	334	3300	0.1012	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

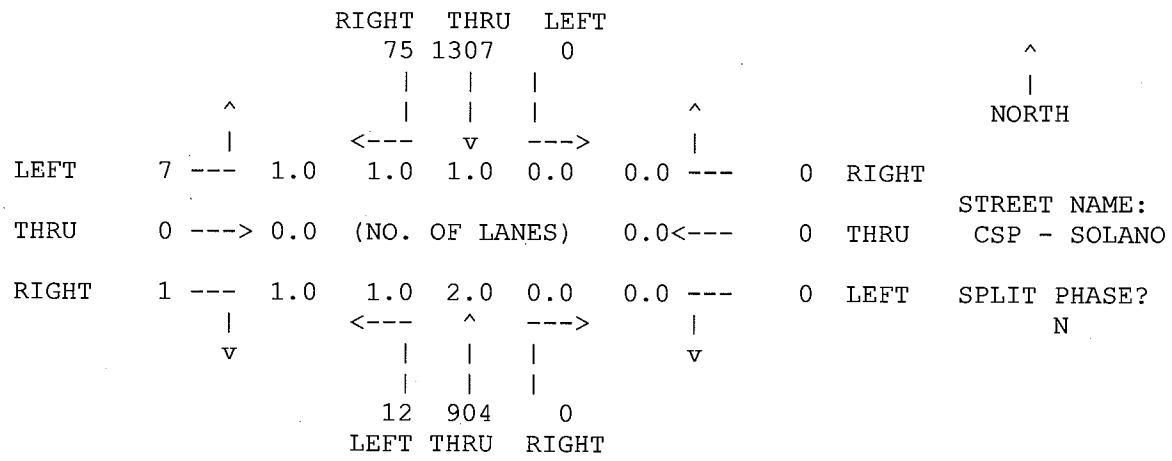
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	904	904	3300	0.2739	
LEFT (L)	12	12	1500	0.0080	0.0080
SB RIGHT (R)	75	0 *	1500	0.0000	
THRU (T)	1307	1307	1650	0.7921	0.7921
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

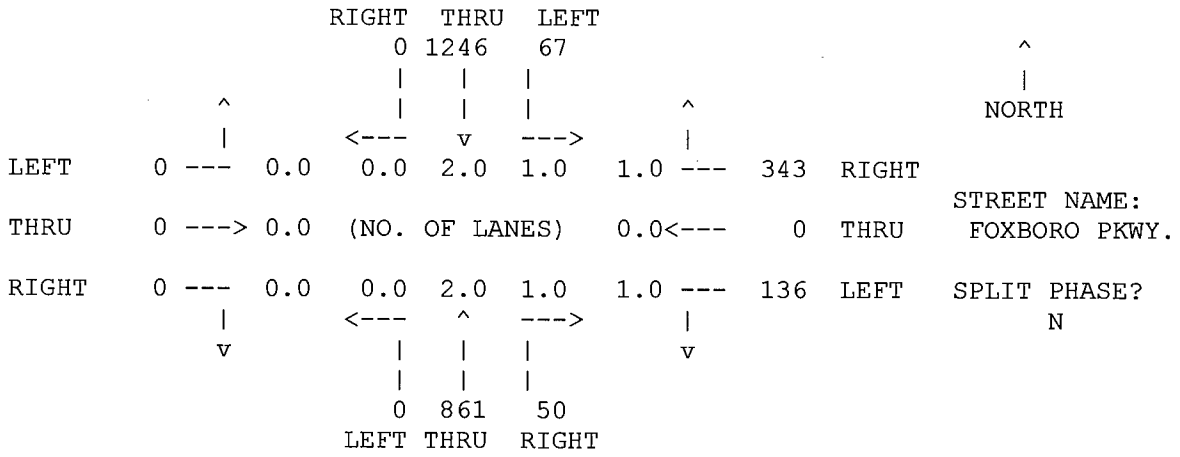
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.80
ADJUSTMENT FOR LOST YELLOW TIME:	0.07
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	50	0 *	1500	0.0000	
THRU (T)	861	861	3300	0.2609	
SB THRU (T)	1246	1246	3300	0.3776	0.3776
LEFT (L)	67	67	1500	0.0447	
WB RIGHT (R)	343	230 *	1500	0.1533	0.1533
LEFT (L)	136	136	1500	0.0907	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

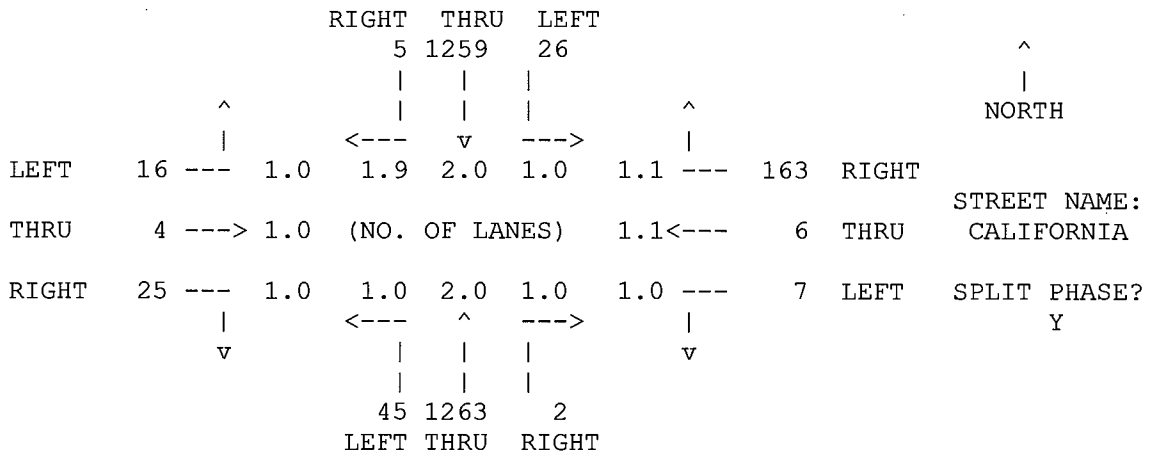
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1263	1263	3300	0.3827	
	LEFT (L)	45	45	1500	0.0300	0.0300
SB	RIGHT (R)	5	5	1650	0.0030	
	THRU (T)	1259	1259	3300	0.3815	0.3815
	LEFT (L)	26	26	1500	0.0173	
EB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	16	16	1500	0.0107	0.0107
WB	RIGHT (R)	163	163	1500	0.1087	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	7	7	1500	0.0047	
	T + R		169	1500	0.1127	0.1127

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

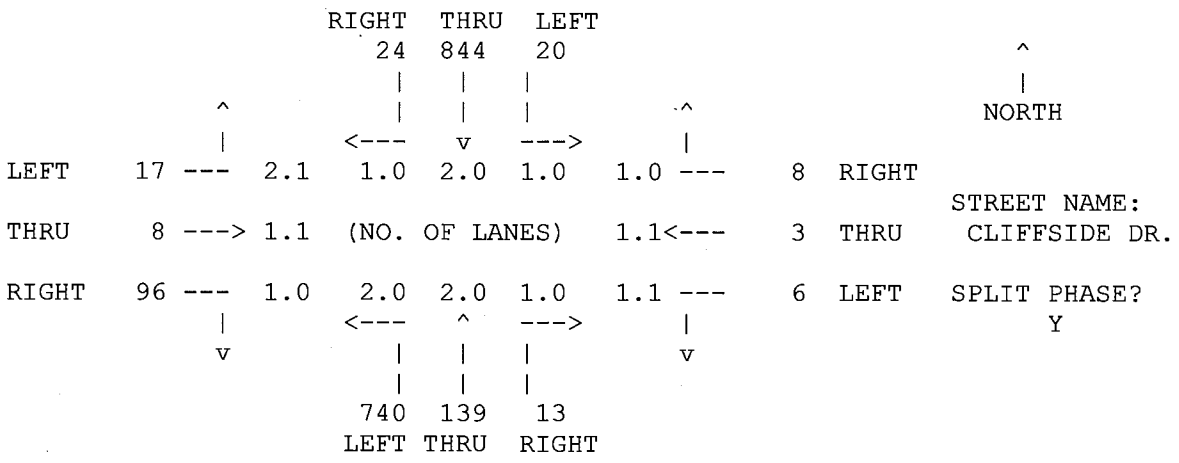
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	13	0 *	1500	0.0000	
	THRU (T)	139	139	3300	0.0421	
	LEFT (L)	740	740	2700	0.2741	0.2741
SB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	844	844	3300	0.2558	0.2558
	LEFT (L)	20	20	1500	0.0133	
EB	RIGHT (R)	96	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	17	17	2700	0.0063	
	T + L		25	2700	0.0093	0.0093
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

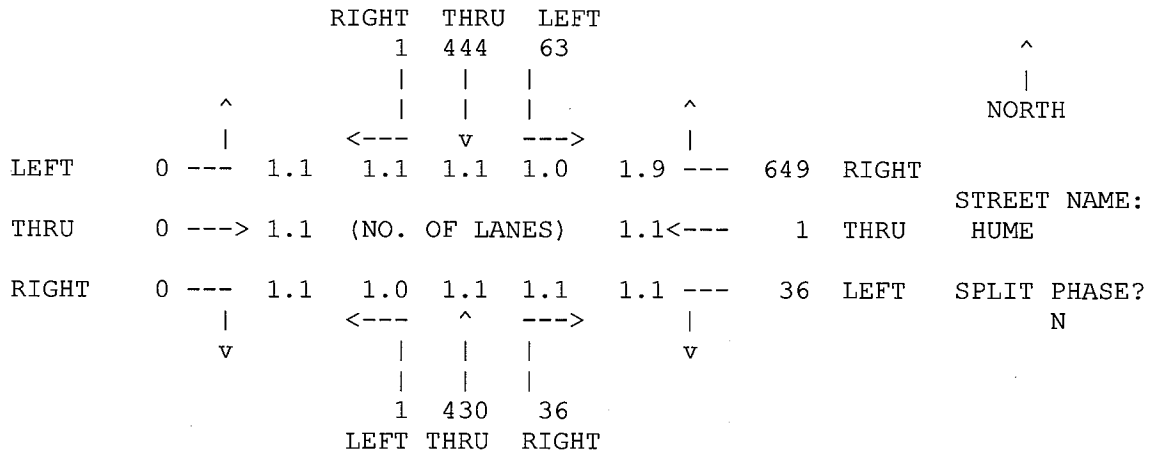
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	36	36	1500	0.0240	
THRU (T)	430	430	1500	0.2867	
LEFT (L)	1	1	1500	0.0007	
T + R		466	1500	0.3107	0.3107
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	444	444	1500	0.2960	
LEFT (L)	63	63	1500	0.0420	0.0420
T + R		445	1500	0.2967	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
WB RIGHT (R)	649	649	1650	0.3933	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	36	36	1500	0.0240	
T + L		37	1500	0.0247	0.0247

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

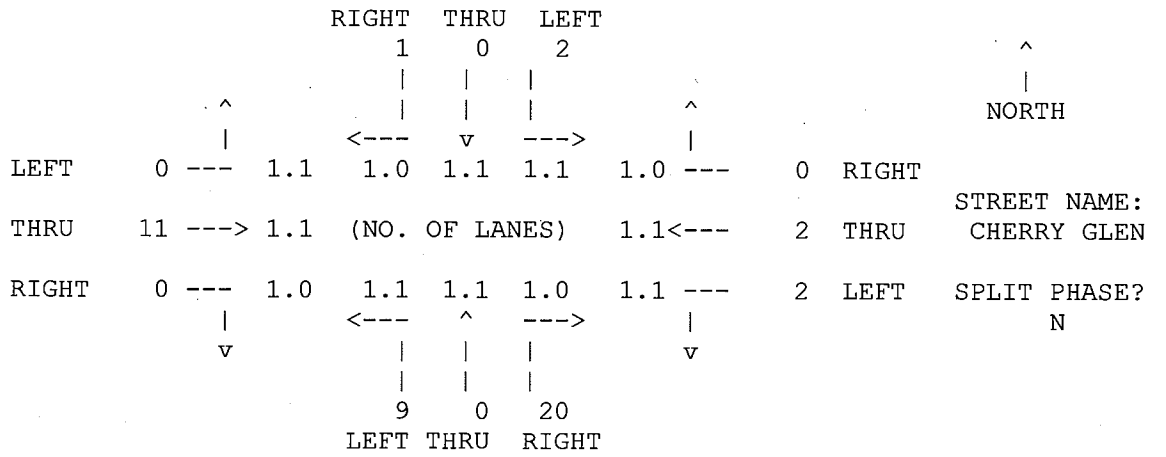
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		9	1500	0.0060	
SB	RIGHT (R)	1	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	
	T + L		2	1500	0.0013	0.0013
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	11	11	1500	0.0073	0.0073
	LEFT (L)	0	0	1500	0.0000	
	T + L		11	1500	0.0073	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	2	2	1500	0.0013	0.0013
	T + L		4	1500	0.0027	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

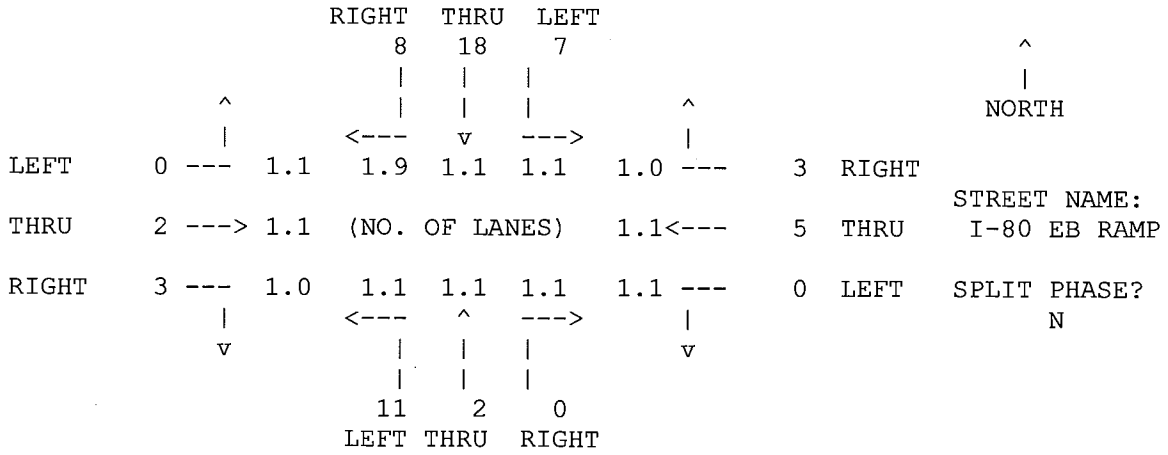
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH PROJECT WO FB EXT AM PK HR FILE EAP.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	11	11	1500	0.0073	0.0073
T + R		2	1500	0.0013	
T + L		13	1500	0.0087	
T + R + L		13	1500	0.0087	
SB RIGHT (R)	8	8	1650	0.0048	
THRU (T)	18	18	1500	0.0120	
LEFT (L)	7	7	1500	0.0047	
T + L		25	1500	0.0167	0.0167
EB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	0	0	1500	0.0000	0.0000
T + L		2	1500	0.0013	
WB RIGHT (R)	3	0 *	1500	0.0000	
THRU (T)	5	5	1500	0.0033	0.0033
LEFT (L)	0	0	1500	0.0000	
T + L		5	1500	0.0033	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.03
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.13
INTERSECTION LEVEL OF SERVICE: A

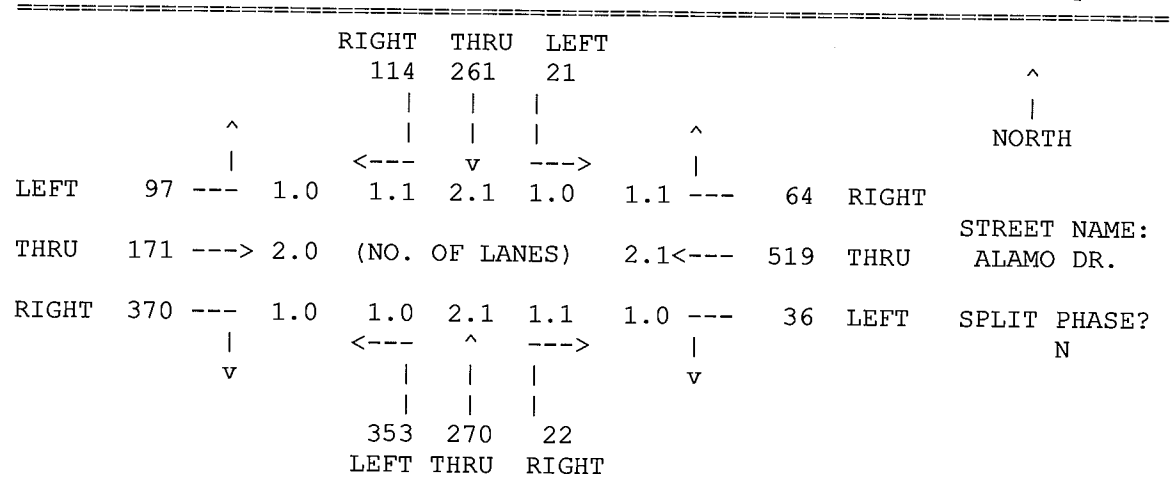
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11
CONDITION : EX+AP WITH WO FOXBORO WITH MIT AM PK HR FILE eapmit.v

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.70	B
10	1107	PEABODY RD.	ALAMO DR.	0.72	C
11	1100	DAVIS ST.	ALAMO DR.	0.75	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.79	C
17	1277	NUT TREE RD.	ULATIS DR.	0.42	A
18	1491	PEABODY RD.	CSP - SOLANO	0.51	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.63	B
20	1245	PEABODY	CALIFORNIA	0.63	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.57	A
22	1200	DAVIS	HUME	0.42	A

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	270	270	3150	0.0857	
	LEFT (L)	353	353	1500	0.2353	0.2353
	T + R		292	3150	0.0927	
SB	RIGHT (R)	114	114	1500	0.0760	
	THRU (T)	261	261	3150	0.0829	
	LEFT (L)	21	21	1500	0.0140	
	T + R		375	3150	0.1190	0.1190
EB	RIGHT (R)	370	114 *	1500	0.0760	
	THRU (T)	171	171	3300	0.0518	
	LEFT (L)	97	97	1500	0.0647	0.0647
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	519	519	3150	0.1648	
	LEFT (L)	36	36	1500	0.0240	
	T + R		583	3150	0.1851	0.1851

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

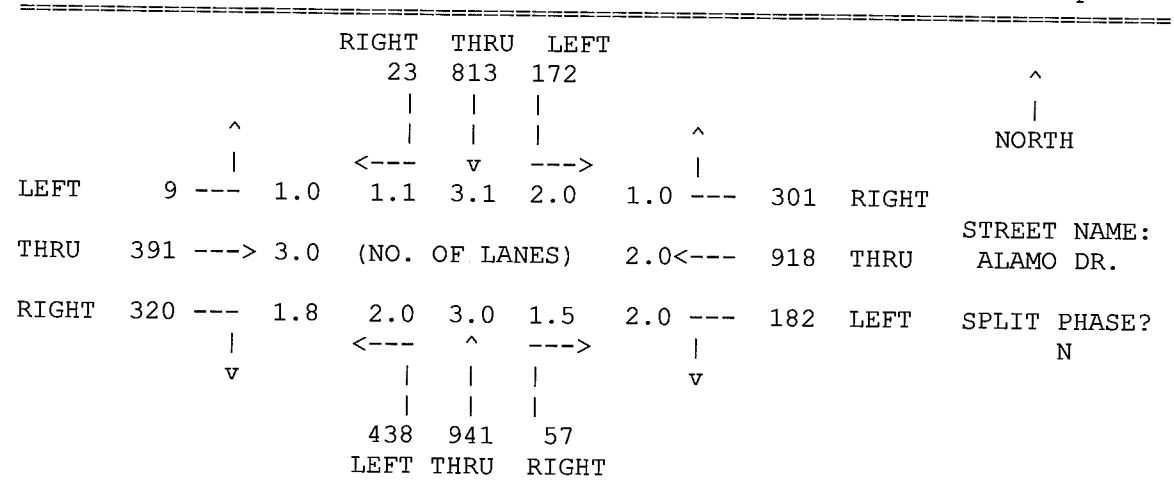
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	57	0 *	1500	0.0000	
	THRU (T)	941	941	4950	0.1901	
	LEFT (L)	438	438	2700	0.1622	0.1622
SB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	813	813	4800	0.1694	
	LEFT (L)	172	172	2700	0.0637	
	T + R		836	4800	0.1742	0.1742
EB	RIGHT (R)	320	0 *	1500	0.0000	
	THRU (T)	391	391	4950	0.0790	
	LEFT (L)	9	9	1500	0.0060	0.0060
WB	RIGHT (R)	301	173 *	1500	0.1153	
	THRU (T)	918	918	3300	0.2782	0.2782
	LEFT (L)	182	182	2700	0.0674	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

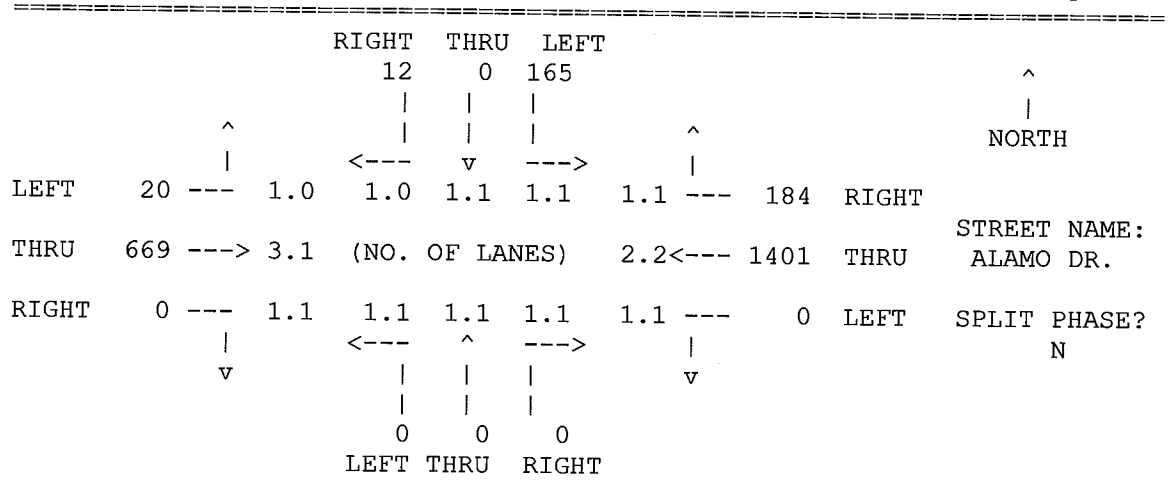
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	165	165	1500	0.1100	0.1100
	T + L		165	1500	0.1100	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	669	669	4800	0.1394	
	LEFT (L)	20	20	1500	0.0133	0.0133
	T + R		669	4800	0.1394	
WB	RIGHT (R)	184	184	1500	0.1227	
	THRU (T)	1401	1401	3000	0.4670	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1585	3000	0.5283	0.5283
	T + L		1401	3000	0.4670	
	T + R + L		1585	3000	0.5283	

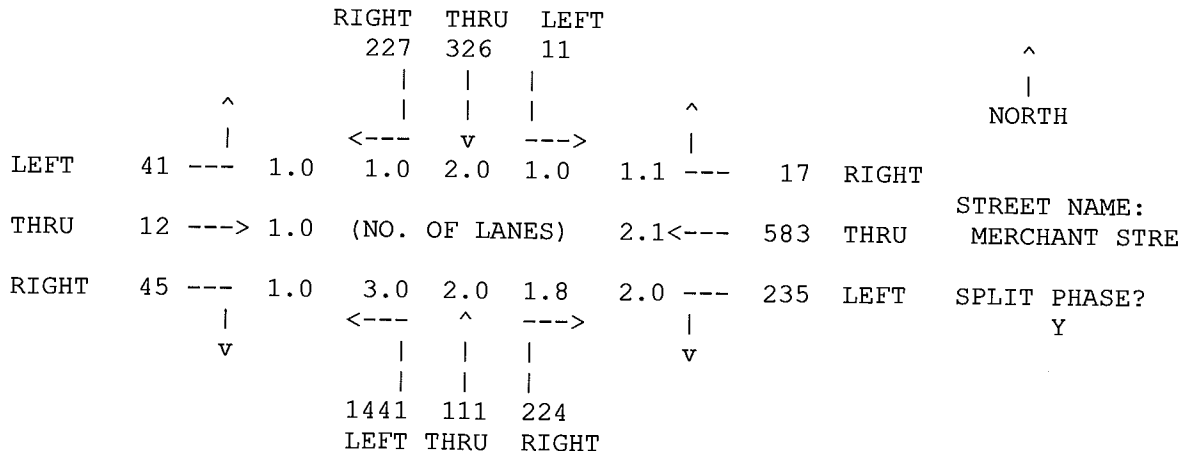
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	224	0 *	1500	0.0000	
THRU (T)	111	111	3300	0.0336	
LEFT (L)	1441	1441	3900	0.3695	0.3695
SB RIGHT (R)	227	127 *	1500	0.0847	
THRU (T)	326	326	3300	0.0988	0.0988
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	45	0 *	1500	0.0000	
THRU (T)	12	12	1650	0.0073	
LEFT (L)	41	41	1500	0.0273	0.0273
WB RIGHT (R)	17	17	1500	0.0113	
THRU (T)	583	583	3150	0.1851	
LEFT (L)	235	235	2700	0.0870	
T + R		600	3150	0.1905	0.1905

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

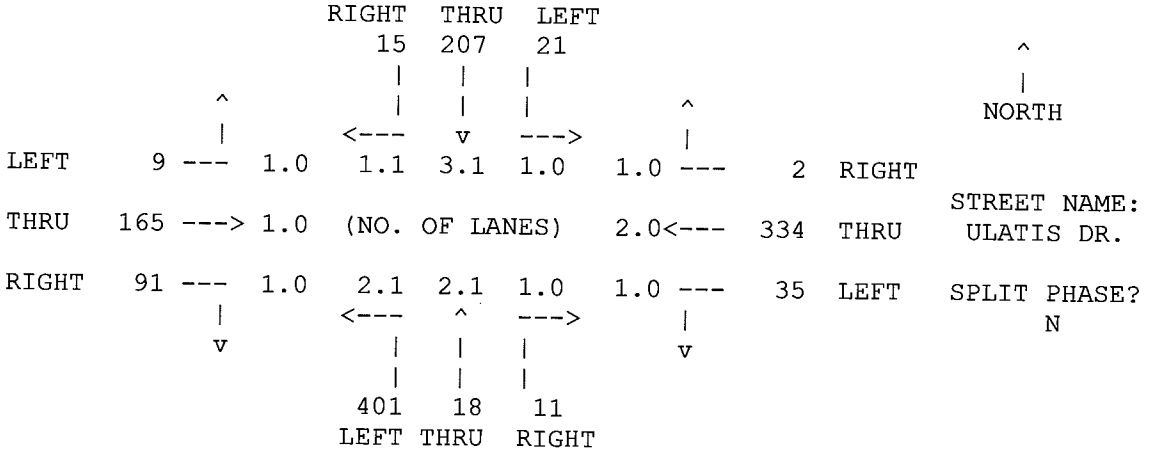
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	401	401	2700	0.1485	0.1485
	T + L		419	4350	0.0963	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	207	207	4800	0.0431	
	LEFT (L)	21	21	1500	0.0140	
	T + R		222	4800	0.0463	0.0463
EB	RIGHT (R)	91	0 *	1500	0.0000	
	THRU (T)	165	165	1650	0.1000	0.1000
	LEFT (L)	9	9	1500	0.0060	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	334	334	3300	0.1012	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

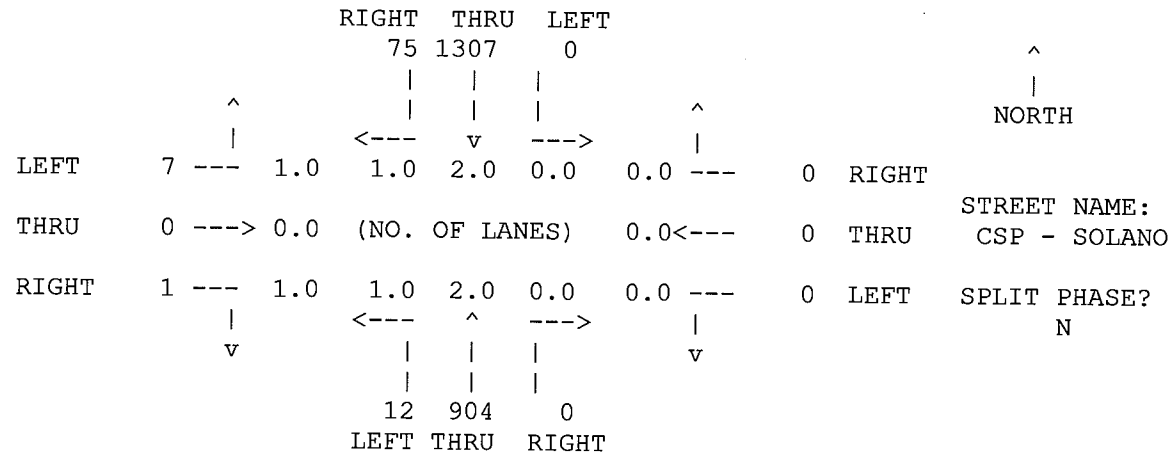
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	904	904	3300	0.2739	
LEFT (L)	12	12	1500	0.0080	0.0080
SB RIGHT (R)	75	0 *	1500	0.0000	
THRU (T)	1307	1307	3300	0.3961	0.3961
EB RIGHT (R)	1	0 *	1500	0.0000	
LEFT (L)	7	7	1500	0.0047	0.0047

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

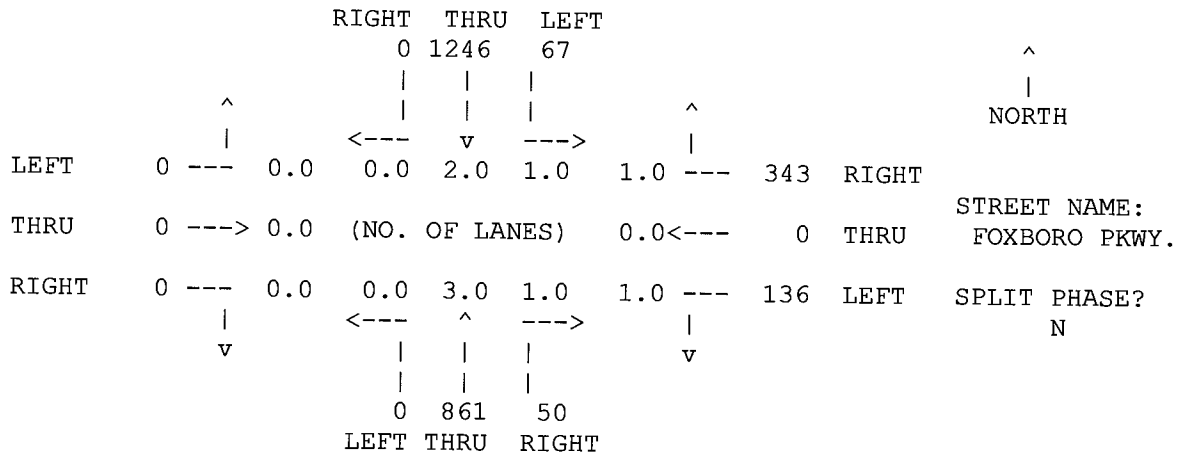
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	50	0 *	1500	0.0000	
THRU (T)	861	861	4950	0.1739	
SB THRU (T)	1246	1246	3300	0.3776	0.3776
LEFT (L)	67	67	1500	0.0447	
WB RIGHT (R)	343	230 *	1500	0.1533	0.1533
LEFT (L)	136	136	1500	0.0907	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

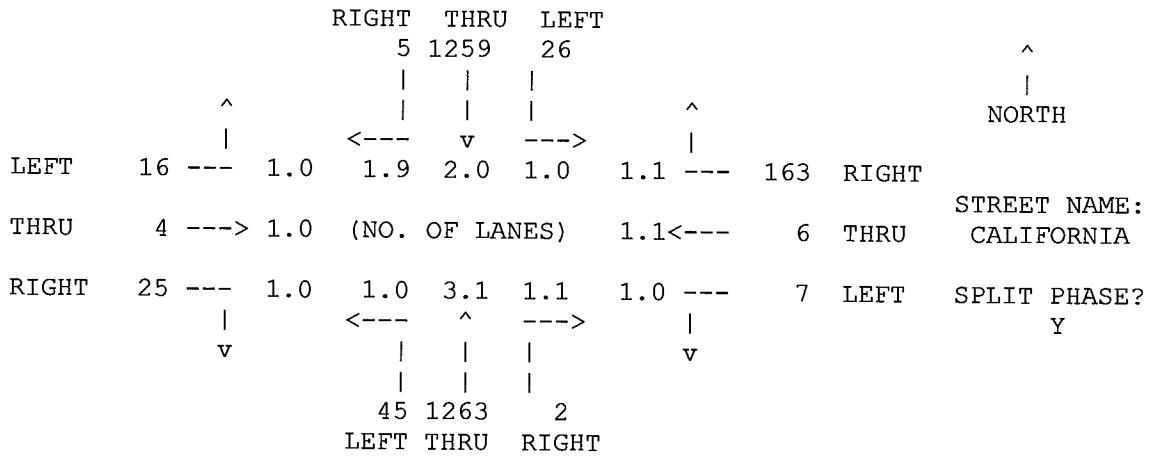
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1263	1263	4800	0.2631	
LEFT (L)	45	45	1500	0.0300	0.0300
T + R		1265	4800	0.2635	
SB RIGHT (R)	5	5	1650	0.0030	
THRU (T)	1259	1259	3300	0.3815	0.3815
LEFT (L)	26	26	1500	0.0173	
EB RIGHT (R)	25	0 *	1500	0.0000	
THRU (T)	4	4	1650	0.0024	
LEFT (L)	16	16	1500	0.0107	0.0107
WB RIGHT (R)	163	163	1500	0.1087	
THRU (T)	6	6	1500	0.0040	
LEFT (L)	7	7	1500	0.0047	
T + R		169	1500	0.1127	0.1127

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

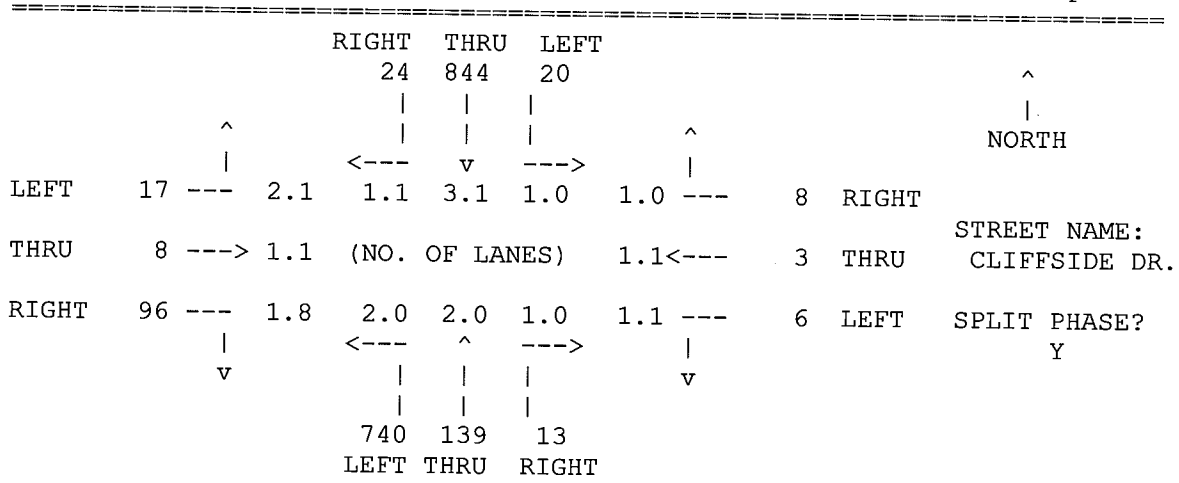
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	13	0 *	1500	0.0000	
	THRU (T)	139	139	3300	0.0421	
	LEFT (L)	740	740	2700	0.2741	0.2741
SB	RIGHT (R)	24	24	1500	0.0160	
	THRU (T)	844	844	4800	0.1758	
	LEFT (L)	20	20	1500	0.0133	
	T + R		868	4800	0.1808	0.1808
EB	RIGHT (R)	96	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	17	17	2700	0.0063	
	T + L		25	2700	0.0093	0.0093
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	6	6	1500	0.0040	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

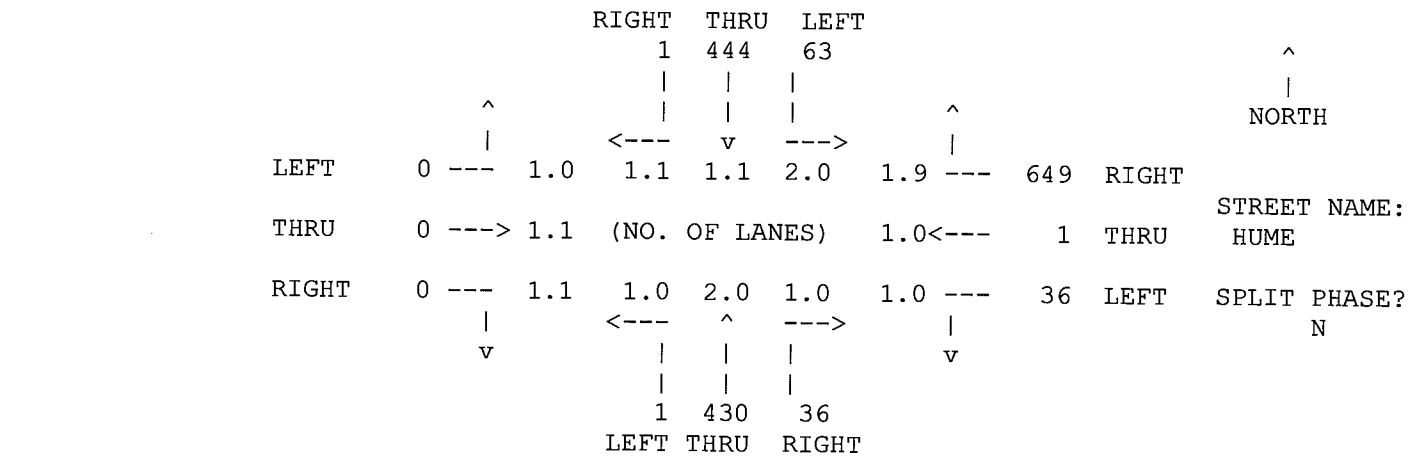
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 9/19/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WO FOXBORO WITH PROJECT AM PK HR FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	36	0 *	1500	0.0000	
THRU (T)	430	430	3300	0.1303	
LEFT (L)	1	1	1500	0.0007	0.0007
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	444	444	1500	0.2960	
LEFT (L)	63	63	2700	0.0233	
T + R		445	1500	0.2967	0.2967
EB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
WB RIGHT (R)	649	649	1650	0.3933	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	36	36	1500	0.0240	0.0240

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

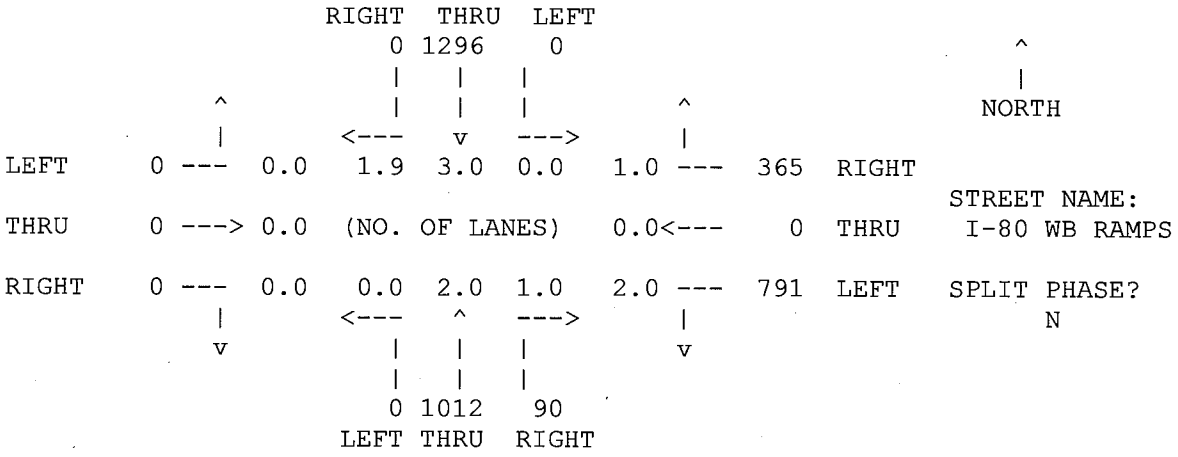
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.70	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.69	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.54	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.70	B
5	1306	LEISURE TOWN	ELMIRA ROAD	0.63	B
6	1310	LEISURE TOWN	ALAMO/FRY	0.54	A
7	1614	VANDEN	LEISURE TOWN	0.67	B
8	1117	VANDEN	ALAMO	0.43	A
9	1114	NUT TREE RD.	ALAMO DR.	0.86	D
10	1107	PEABODY RD.	ALAMO DR.	0.85	D
11	1100	DAVIS ST.	ALAMO DR.	0.88	D
12	1095	ALAMO DR.	MARSHALL RD.	0.77	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.57	A
14	1093	ALAMO DRIVE	MERCHANT STRE	0.80	C
15	1234	PEABODY RD.	ELMIRA RD.	0.46	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.60	A
17	1277	NUT TREE RD.	ULATIS DR.	0.86	D
18	1491	PEABODY RD.	CSP - SOLANO	0.80	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.86	D
20	1245	PEABODY	CALIFORNIA	0.82	D
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.90	D
22	1200	DAVIS	HUME	0.91	E
23	1675	I-80 WB	CHERRY GLEN	0.12	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.57	A

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	90	0 *	1500	0.0000	
THRU (T)	1012	1012	3300	0.3067	0.3067
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1296	1296	4950	0.2618	
WB RIGHT (R)	365	285 *	1500	0.1900	
LEFT (L)	791	791	2700	0.2930	0.2930

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

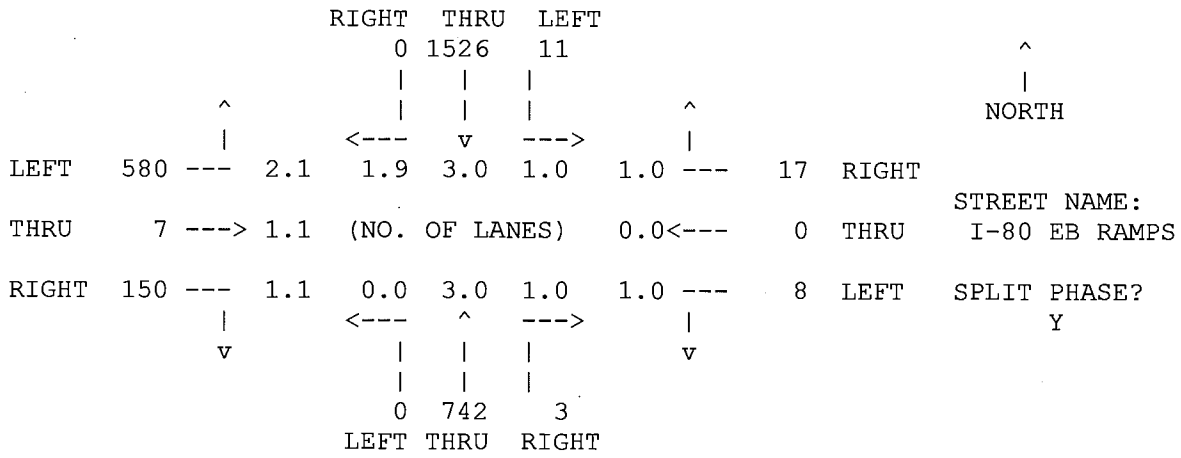
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	3	0 *	1500	0.0000	
	THRU (T)	742	742	4950	0.1499	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	1526	1526	4950	0.3083	0.3083
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	150	150	1500	0.1000	
	THRU (T)	7	7	1500	0.0047	
	LEFT (L)	580	580	2700	0.2148	
	T + R		157	1500	0.1047	
	T + L		587	2700	0.2174	
	T + R + L		737	2700	0.2730	0.2730
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

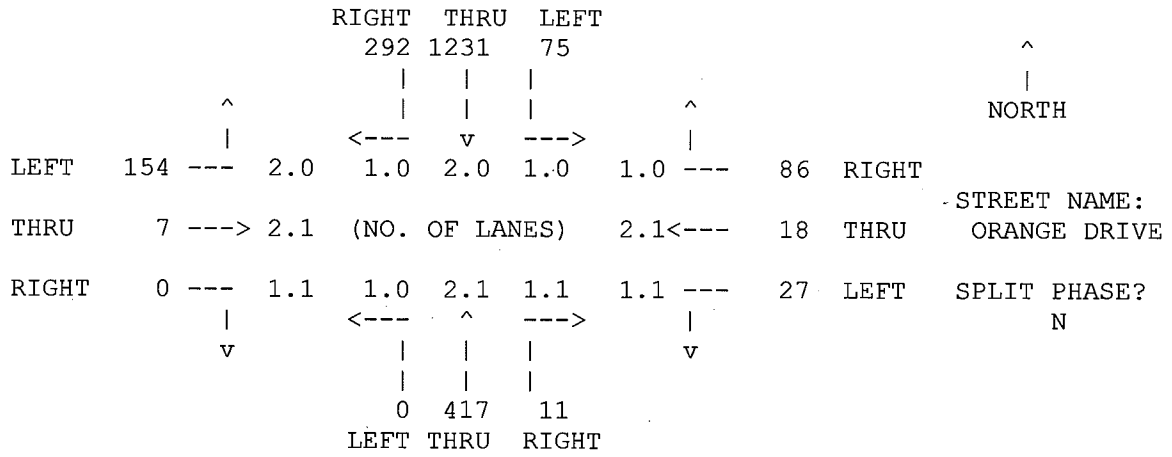
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	417	417	3150	0.1324	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		428	3150	0.1359	
SB	RIGHT (R)	292	169 *	1500	0.1127	
	THRU (T)	1231	1231	3300	0.3730	0.3730
	LEFT (L)	75	75	1500	0.0500	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	7	7	3150	0.0022	
	LEFT (L)	154	154	2700	0.0570	0.0570
	T + R		7	3150	0.0022	
WB	RIGHT (R)	86	0 *	1500	0.0000	
	THRU (T)	18	18	3150	0.0057	
	LEFT (L)	27	27	1500	0.0180	
	T + L		45	3150	0.0143	0.0143

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.44
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

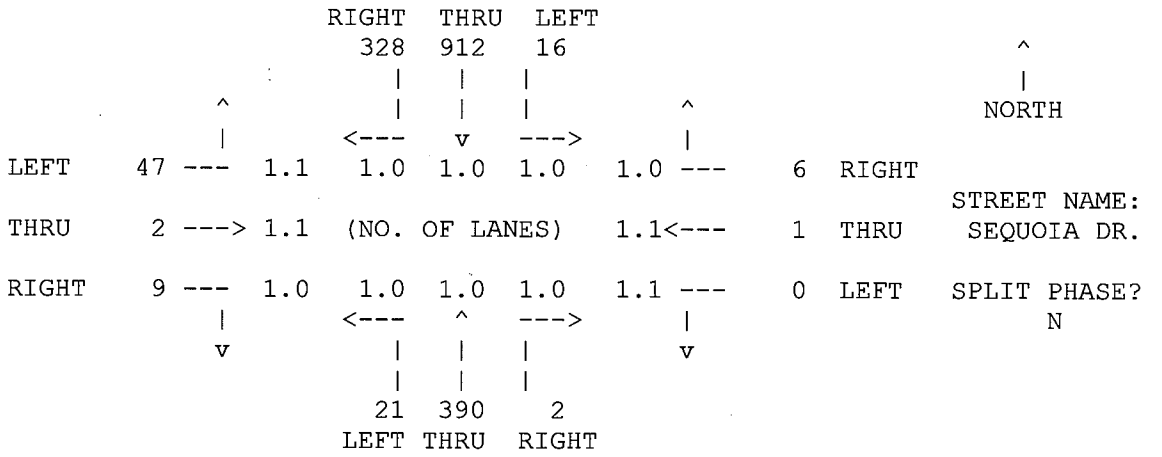
TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	390	390	1650	0.2364	
	LEFT (L)	21	21	1500	0.0140	0.0140
SB	RIGHT (R)	328	225 *	1500	0.1500	
	THRU (T)	912	912	1650	0.5527	0.5527
	LEFT (L)	16	16	1500	0.0107	
EB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	47	47	1500	0.0313	
	T + L		49	1500	0.0327	0.0327
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

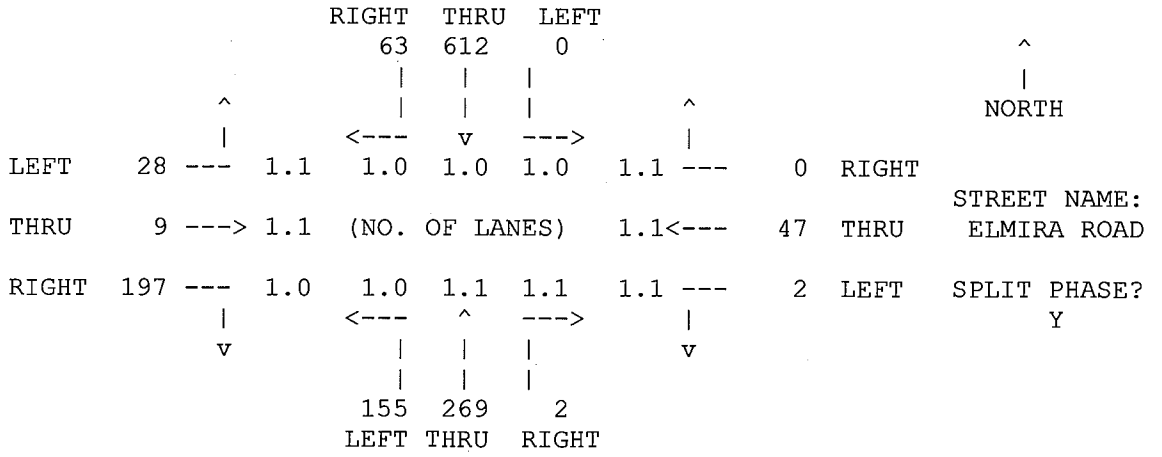
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	269	269	1500	0.1793	
	LEFT (L)	155	155	1500	0.1033	0.1033
	T + R		271	1500	0.1807	
SB	RIGHT (R)	63	0 *	1500	0.0000	
	THRU (T)	612	612	1650	0.3709	0.3709
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	197	40 *	1500	0.0267	0.0267
	THRU (T)	9	9	1500	0.0060	
	LEFT (L)	28	28	1500	0.0187	
	T + L		37	1500	0.0247	
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	47	47	1500	0.0313	
	LEFT (L)	2	2	1500	0.0013	
	T + R		47	1500	0.0313	
	T + L		49	1500	0.0327	0.0327
	T + R + L		49	1500	0.0327	

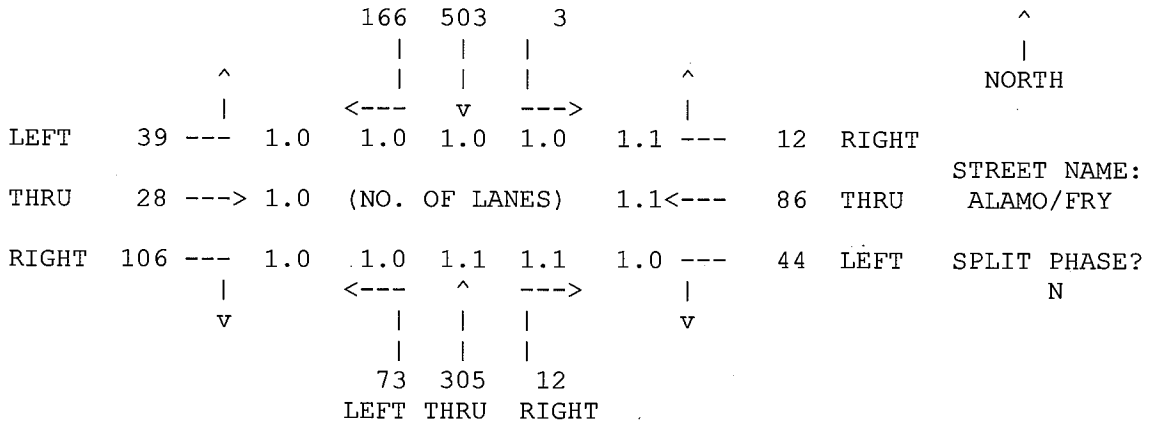
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	305	305	1500	0.2033	
	LEFT (L)	73	73	1500	0.0487	0.0487
	T + R		317	1500	0.2113	
SB	RIGHT (R)	166	67 *	1500	0.0447	
	THRU (T)	503	503	1650	0.3048	0.3048
	LEFT (L)	3	3	1500	0.0020	
EB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	28	28	1650	0.0170	
	LEFT (L)	39	39	1500	0.0260	0.0260
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	86	86	1500	0.0573	
	LEFT (L)	44	44	1500	0.0293	
	T + R		98	1500	0.0653	0.0653

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.44
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI

```
                    RIGHT  THRU  LEFT
                      0     0     0                          ^
                      |     |     |                          |
            ^         |     |     |        ^                NORTH
            |       <---    v    --->      |
LEFT     0 ---  0.0   0.0   0.0   0.0   0.0 ---    0  RIGHT
                                                   STREET NAME:
THRU     7 ---> 1.0  (NO. OF LANES)    1.0<---   29  THRU    LEISURE TOWN

RIGHT  337 ---  1.9   1.0   0.0   1.9   1.0 ---  254  LEFT   SPLIT PHASE?
            |       <---    ^    --->      |                      N
            v         |     |     |        v
                      |     |     |
                     594    0   265
                    LEFT  THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	265	265	1650	0.1606	
LEFT (L)	594	594	1500	0.3960	0.3960
EB RIGHT (R)	337	337	1650	0.2042	
THRU (T)	7	7	1650	0.0042	0.0042
WB THRU (T)	29	29	1650	0.0176	
LEFT (L)	254	254	1500	0.1693	0.1693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI

```
                    RIGHT  THRU  LEFT
                      45    22    12                          ^
                       |     |     |                          |
              ^        |     |     |         ^                NORTH
              |        |     |     |         |
              |       <---   v    --->       |
LEFT    96 ---  1.0   1.0   1.0   1.0   1.1 ---   42  RIGHT
                                                   STREET NAME:
THRU   180 ---> 1.0  (NO. OF LANES)    1.1<---  212  THRU    ALAMO

RIGHT  227 ---  1.0   1.0   1.1   1.1   1.0 ---   48  LEFT   SPLIT PHASE?
              |       <---   ^    --->       |                    N
              v          |     |     |        v
                         |     |     |
                        122    39    15
                       LEFT  THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	39	39	1500	0.0260	
LEFT (L)	122	122	1500	0.0813	0.0813
T + R		54	1500	0.0360	
SB RIGHT (R)	45	0 *	1500	0.0000	
THRU (T)	22	22	1650	0.0133	0.0133
LEFT (L)	12	12	1500	0.0080	
EB RIGHT (R)	227	86 *	1500	0.0573	
THRU (T)	180	180	1650	0.1091	
LEFT (L)	96	96	1500	0.0640	0.0640
WB RIGHT (R)	42	42	1500	0.0280	
THRU (T)	212	212	1500	0.1413	
LEFT (L)	48	48	1500	0.0320	
T + R		254	1500	0.1693	0.1693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.33
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI

```
                    RIGHT  THRU  LEFT                          ^
                      196   547   97                            |
                       |     |     |                            |
              ^        |     |     |          ^                 |
              |        |     |     |          |              NORTH
              |      <---    v     --->       |
LEFT   166 ---  1.0   1.1   2.1   1.0   1.1 ---   64  RIGHT
                                                          STREET NAME:
THRU   659 ---> 2.1  (NO. OF LANES)   2.1<---  334  THRU   ALAMO DR.

RIGHT  364 ---  1.1   1.0   2.1   1.1   1.0 ---   32  LEFT   SPLIT PHASE?
               |      <---    ^    --->      |                    N
               v        |     |     |        v
                        |     |     |
                      311   433   28
                     LEFT  THRU  RIGHT
```

STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	28	28	1500	0.0187	
	THRU (T)	433	433	3150	0.1375	
	LEFT (L)	311	311	1500	0.2073	0.2073
	T + R		461	3150	0.1463	
SB	RIGHT (R)	196	196	1500	0.1307	
	THRU (T)	547	547	3150	0.1737	
	LEFT (L)	97	97	1500	0.0647	
	T + R		743	3150	0.2359	0.2359
EB	RIGHT (R)	364	364	1500	0.2427	
	THRU (T)	659	659	3150	0.2092	
	LEFT (L)	166	166	1500	0.1107	
	T + R		1023	3150	0.3248	0.3248
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	334	334	3150	0.1060	
	LEFT (L)	32	32	1500	0.0213	0.0213
	T + R		398	3150	0.1263	

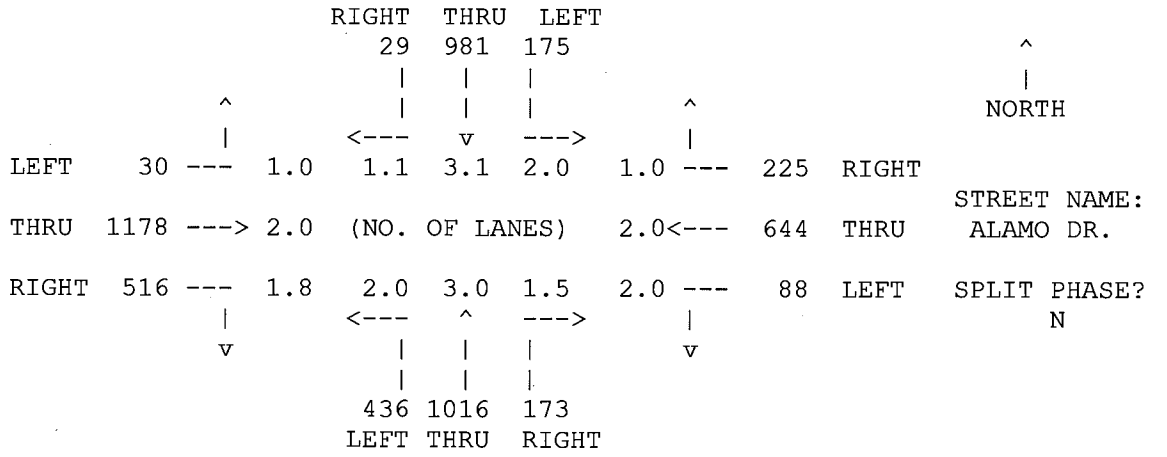
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	173	44 *	1500	0.0293	
	THRU (T)	1016	1016	4950	0.2053	
	LEFT (L)	436	436	2700	0.1615	0.1615
SB	RIGHT (R)	29	29	1500	0.0193	
	THRU (T)	981	981	4800	0.2044	
	LEFT (L)	175	175	2700	0.0648	
	T + R		1010	4800	0.2104	0.2104
EB	RIGHT (R)	516	54 *	1500	0.0360	
	THRU (T)	1178	1178	3300	0.3570	0.3570
	LEFT (L)	30	30	1500	0.0200	
WB	RIGHT (R)	225	96 *	1500	0.0640	
	THRU (T)	644	644	3300	0.1952	
	LEFT (L)	88	88	2700	0.0326	0.0326

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.76
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

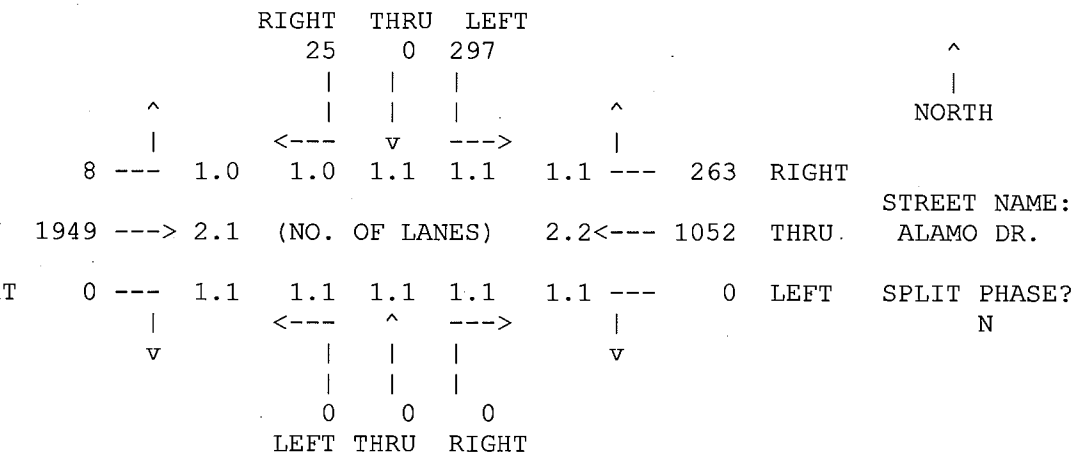
TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION (11) 1100 DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	297	297	1500	0.1980	0.1980
	T + L		297	1500	0.1980	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1949	1949	3150	0.6187	0.6187
	LEFT (L)	8	8	1500	0.0053	
	T + R		1949	3150	0.6187	
WB	RIGHT (R)	263	263	1500	0.1753	
	THRU (T)	1052	1052	3000	0.3507	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1315	3000	0.4383	
	T + L		1052	3000	0.3507	
	T + R + L		1315	3000	0.4383	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.82
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

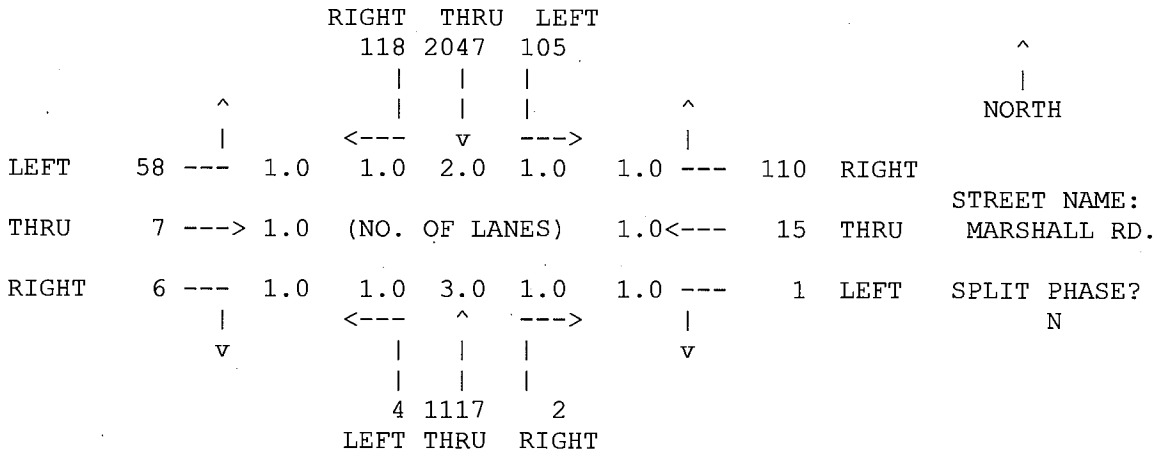
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION (12) 1095 ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1117	1117	4950	0.2257	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	118	9 *	1500	0.0060	
	THRU (T)	2047	2047	3300	0.6203	0.6203
	LEFT (L)	105	105	1500	0.0700	
EB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	7	7	1650	0.0042	
	LEFT (L)	58	58	1500	0.0387	0.0387
WB	RIGHT (R)	110	0 *	1500	0.0000	
	THRU (T)	15	15	1650	0.0091	0.0091
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

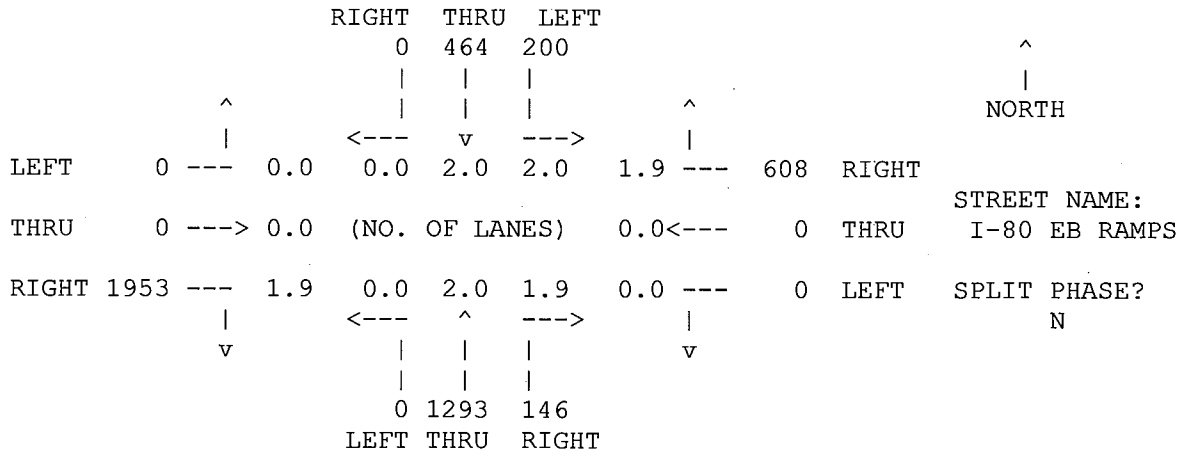
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	146	146	1650	0.0885	
THRU (T)	1293	1293	3300	0.3918	0.3918
SB THRU (T)	464	464	3300	0.1406	
LEFT (L)	200	200	2700	0.0741	0.0741
EB RIGHT (R)	1953	1953	1650	1.1836 **	
WB RIGHT (R)	608	608	1650	0.3685	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

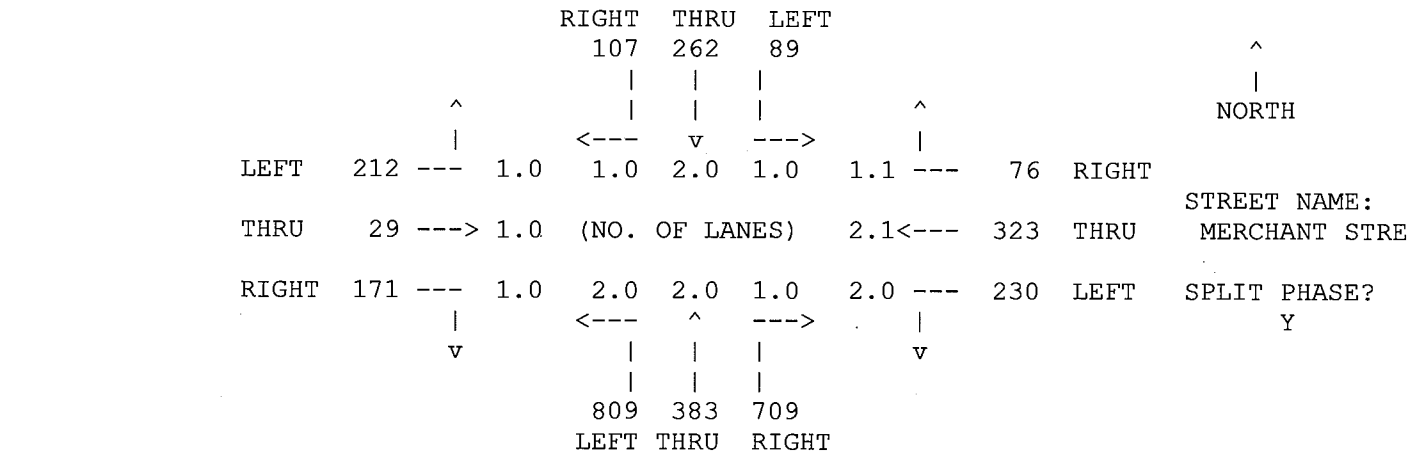
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	709	565 *	1500	0.3767	0.3767
	THRU (T)	383	383	3300	0.1161	
	LEFT (L)	809	809	2700	0.2996	
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	262	262	3300	0.0794	
	LEFT (L)	89	89	1500	0.0593	0.0593
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	29	29	1650	0.0176	
	LEFT (L)	212	212	1500	0.1413	0.1413
WB	RIGHT (R)	76	76	1500	0.0507	
	THRU (T)	323	323	3150	0.1025	
	LEFT (L)	230	230	2700	0.0852	
	T + R		399	3150	0.1267	0.1267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

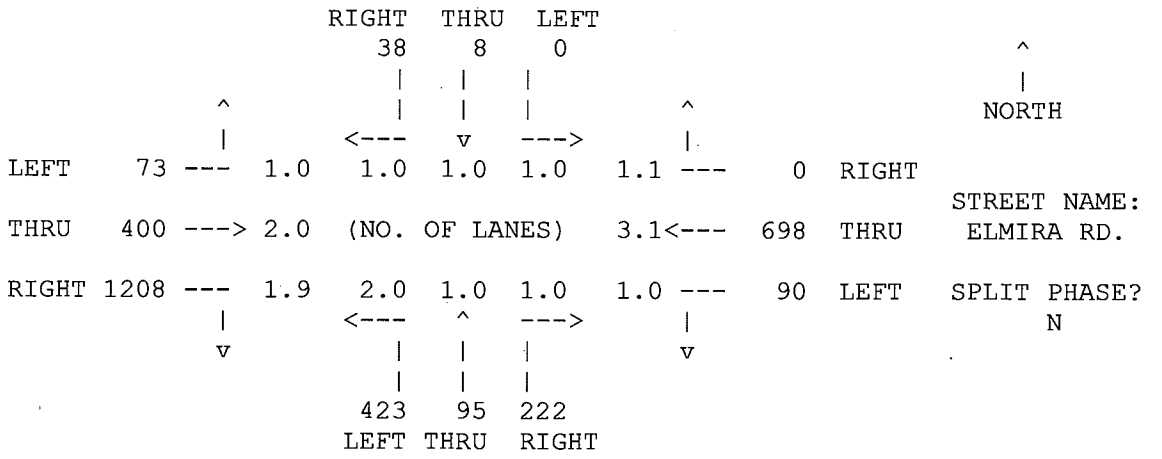
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	222	97 *	1500	0.0647	
	THRU (T)	95	95	1650	0.0576	
	LEFT (L)	423	423	2700	0.1567	0.1567
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	0.0048
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1208	1208	1650	0.7321	
	THRU (T)	400	400	3300	0.1212	
	LEFT (L)	73	73	1500	0.0487	0.0487
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	698	698	4800	0.1454	0.1454
	LEFT (L)	90	90	1500	0.0600	
	T + R		698	4800	0.1454	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.36
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

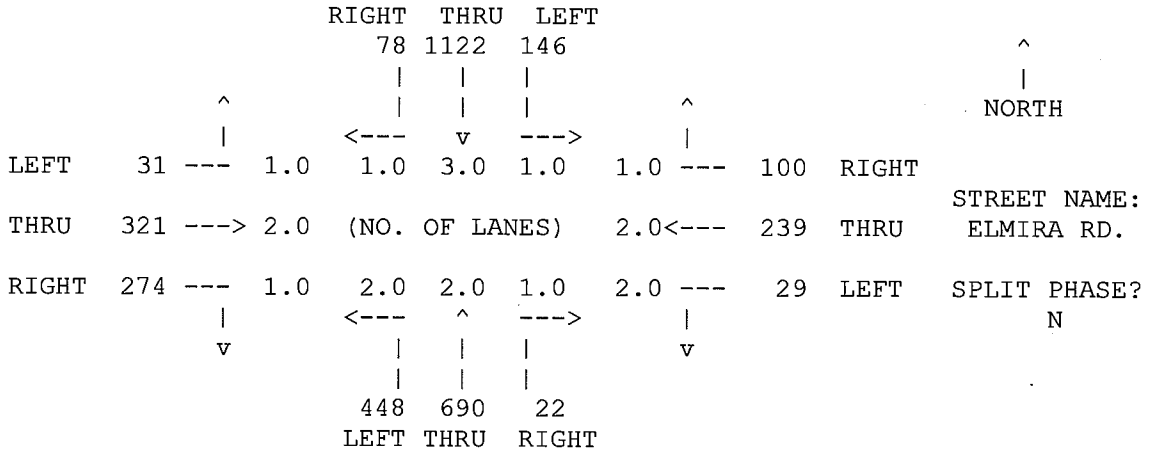
TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	690	690	3300	0.2091	
	LEFT (L)	448	448	2700	0.1659	0.1659
SB	RIGHT (R)	78	0 *	1500	0.0000	
	THRU (T)	1122	1122	4950	0.2267	0.2267
	LEFT (L)	146	146	1500	0.0973	
EB	RIGHT (R)	274	70 *	1500	0.0467	
	THRU (T)	321	321	3300	0.0973	0.0973
	LEFT (L)	31	31	1500	0.0207	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	239	239	3300	0.0724	
	LEFT (L)	29	29	2700	0.0107	0.0107

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

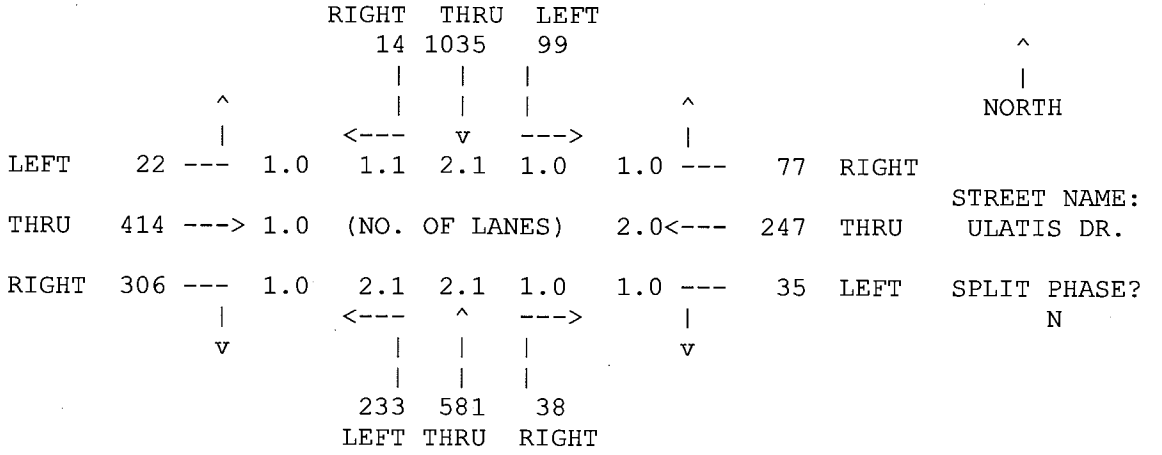
TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	581	581	3150	0.1844	
	LEFT (L)	233	233	2700	0.0863	
	T + L		814	4350	0.1871	0.1871
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1035	1035	3150	0.3286	
	LEFT (L)	99	99	1500	0.0660	
	T + R		1049	3150	0.3330	0.3330
EB	RIGHT (R)	306	161 *	1500	0.1073	
	THRU (T)	414	414	1650	0.2509	0.2509
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	247	247	3300	0.0748	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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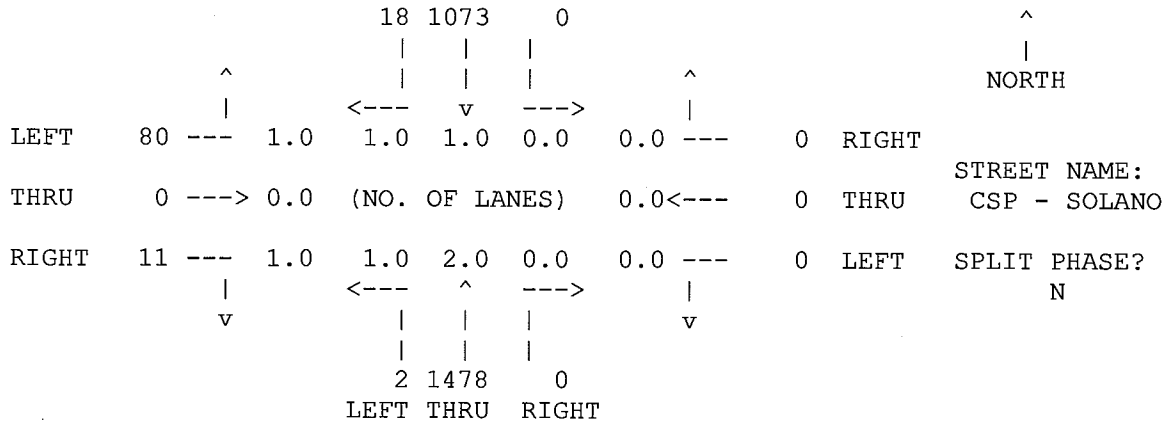
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1478	1478	3300	0.4479	
LEFT (L)	2	2	1500	0.0013	0.0013
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	1073	1073	1650	0.6503	0.6503
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

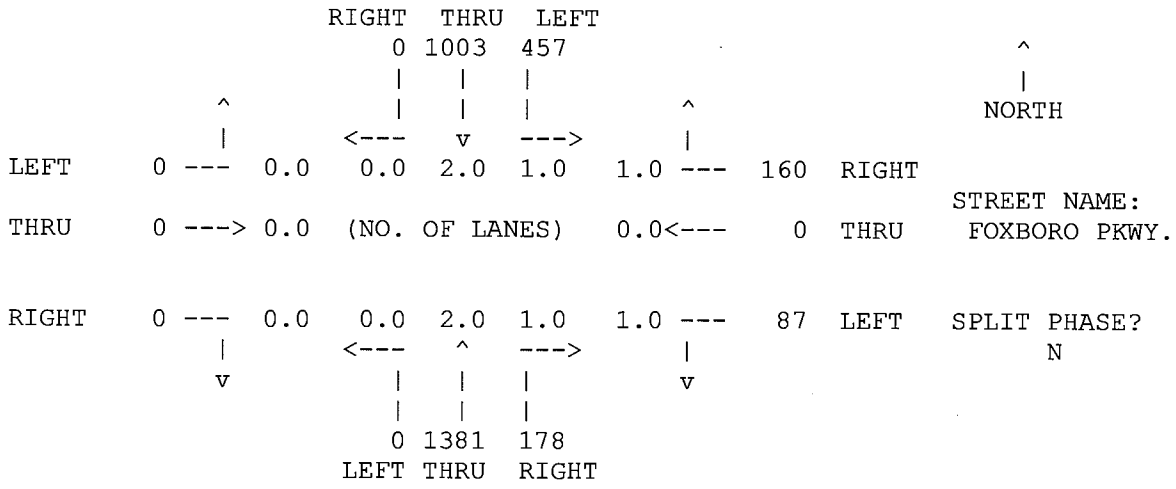
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	178	55 *	1500	0.0367	
THRU (T)	1381	1381	3300	0.4185	0.4185
SB THRU (T)	1003	1003	3300	0.3039	
LEFT (L)	457	457	1500	0.3047	0.3047
WB RIGHT (R)	160	0 *	1500	0.0000	
LEFT (L)	87	87	1500	0.0580	0.0580

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

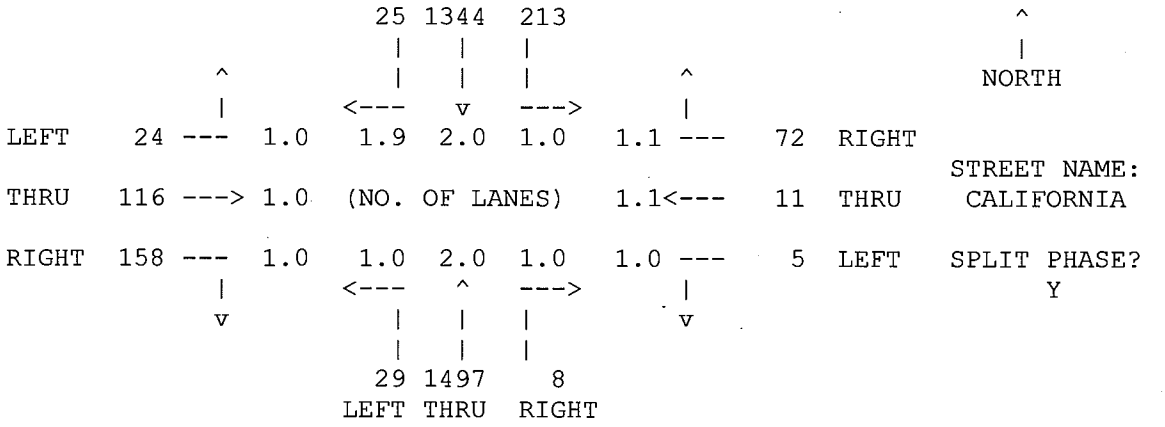
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1497	1497	3300	0.4536	0.4536
	LEFT (L)	29	29	1500	0.0193	
SB	RIGHT (R)	25	25	1650	0.0152	
	THRU (T)	1344	1344	3300	0.4073	
	LEFT (L)	213	213	1500	0.1420	0.1420
EB	RIGHT (R)	158	64 *	1500	0.0427	
	THRU (T)	116	116	1650	0.0703	0.0703
	LEFT (L)	24	24	1500	0.0160	
WB	RIGHT (R)	72	72	1500	0.0480	
	THRU (T)	11	11	1500	0.0073	
	LEFT (L)	5	5	1500	0.0033	
	T + R		83	1500	0.0553	0.0553

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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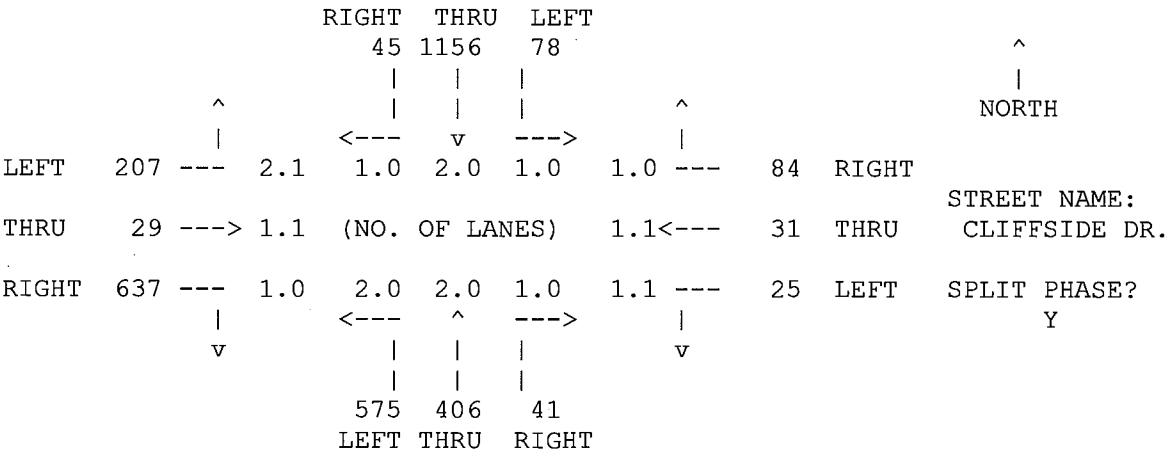
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	41	0 *	1500	0.0000	
THRU (T)	406	406	3300	0.1230	
LEFT (L)	575	575	2700	0.2130	0.2130
SB RIGHT (R)	45	0 *	1500	0.0000	
THRU (T)	1156	1156	3300	0.3503	0.3503
LEFT (L)	78	78	1500	0.0520	
EB RIGHT (R)	637	397 *	1500	0.2647	0.2647
THRU (T)	29	29	1500	0.0193	
LEFT (L)	207	207	2700	0.0767	
T + L		236	2700	0.0874	
WB RIGHT (R)	84	0 *	1500	0.0000	
THRU (T)	31	31	1500	0.0207	
LEFT (L)	25	25	1500	0.0167	
T + L		56	1500	0.0373	0.0373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.87
ADJUSTMENT FOR LOST YELLOW TIME: .0.03

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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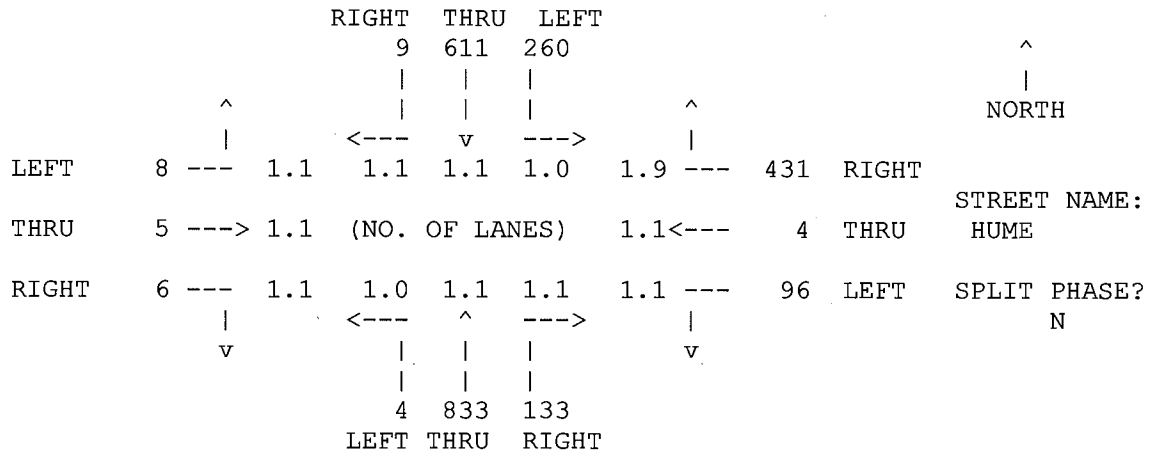
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	133	133	1500	0.0887	
	THRU (T)	833	833	1500	0.5553	
	LEFT (L)	4	4	1500	0.0027	
	T + R		966	1500	0.6440	0.6440
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	611	611	1500	0.4073	
	LEFT (L)	260	260	1500	0.1733	0.1733
	T + R		620	1500	0.4133	
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	8	8	1500	0.0053	
	T + R		11	1500	0.0073	
	T + L		13	1500	0.0087	
	T + R + L		19	1500	0.0127	0.0127
WB	RIGHT (R)	431	431	1650	0.2612	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	96	96	1500	0.0640	0.0640
	T + L		100	1500	0.0667	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.89
ADJUSTMENT FOR LOST YELLOW TIME: 0.02

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED
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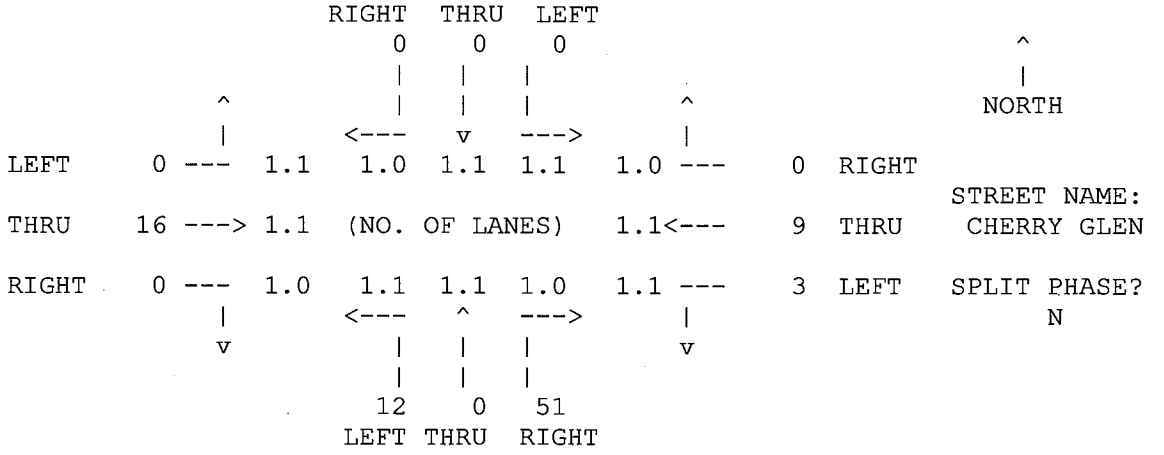
TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	51	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	12	12	1500	0.0080	0.0080
T + L		12	1500	0.0080	
SB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	16	16	1500	0.0107	0.0107
LEFT (L)	0	0	1500	0.0000	
T + L		16	1500	0.0107	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	9	9	1500	0.0060	
LEFT (L)	3	3	1500	0.0020	0.0020
T + L		12	1500	0.0080	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.02
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

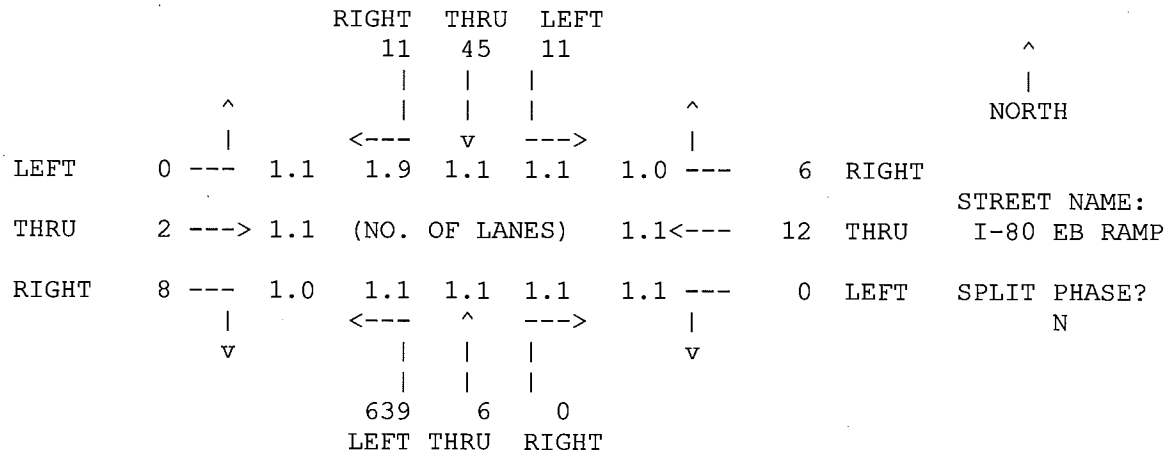
TOTAL VOLUME-TO-CAPACITY RATIO: 0.12
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB PM PEAK HOUR FILE EAP.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	639	639	1500	0.4260	0.4260
	T + R		6	1500	0.0040	
	T + L		645	1500	0.4300	
	T + R + L		645	1500	0.4300	
SB	RIGHT (R)	11	11	1650	0.0067	
	THRU (T)	45	45	1500	0.0300	
	LEFT (L)	11	11	1500	0.0073	
	T + L		56	1500	0.0373	0.0373
EB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		2	1500	0.0013	
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	12	12	1500	0.0080	0.0080
	LEFT (L)	0	0	1500	0.0000	
	T + L		12	1500	0.0080	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

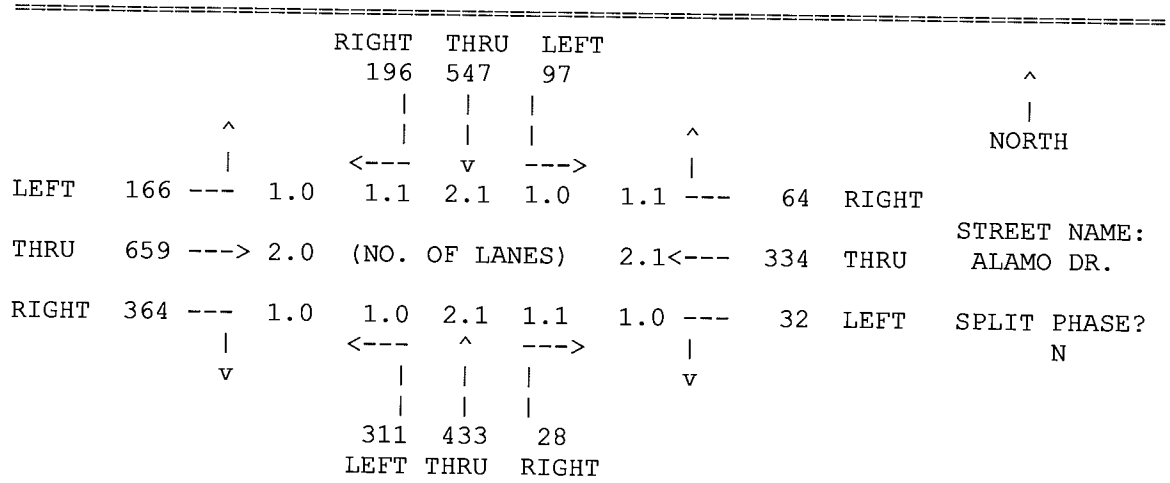
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V

INTERSECTION STUDY	MODEL #	N-S STREET	E-W STREET	V/C	LOS
9	1114	NUT TREE RD.	ALAMO DR.	0.78	C
10	1107	PEABODY RD.	ALAMO DR.	0.74	C
11	1100	DAVIS ST.	ALAMO DR.	0.74	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.65	B
17	1277	NUT TREE RD.	ULATIS DR.	0.78	C
18	1491	PEABODY RD.	CSP - SOLANO	0.6	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.74	C
20	1245	PEABODY	CALIFORNIA	0.68	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.69	B
22	1200	DAVIS	HUME	0.59	A

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	28	28	1500	0.0187	
	THRU (T)	433	433	3150	0.1375	
	LEFT (L)	311	311	1500	0.2073	0.2073
	T + R		461	3150	0.1463	
SB	RIGHT (R)	196	196	1500	0.1307	
	THRU (T)	547	547	3150	0.1737	
	LEFT (L)	97	97	1500	0.0647	
	T + R		743	3150	0.2359	0.2359
EB	RIGHT (R)	364	129 *	1500	0.0860	
	THRU (T)	659	659	3300	0.1997	
	LEFT (L)	166	166	1500	0.1107	0.1107
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	334	334	3150	0.1060	
	LEFT (L)	32	32	1500	0.0213	
	T + R		398	3150	0.1263	0.1263

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

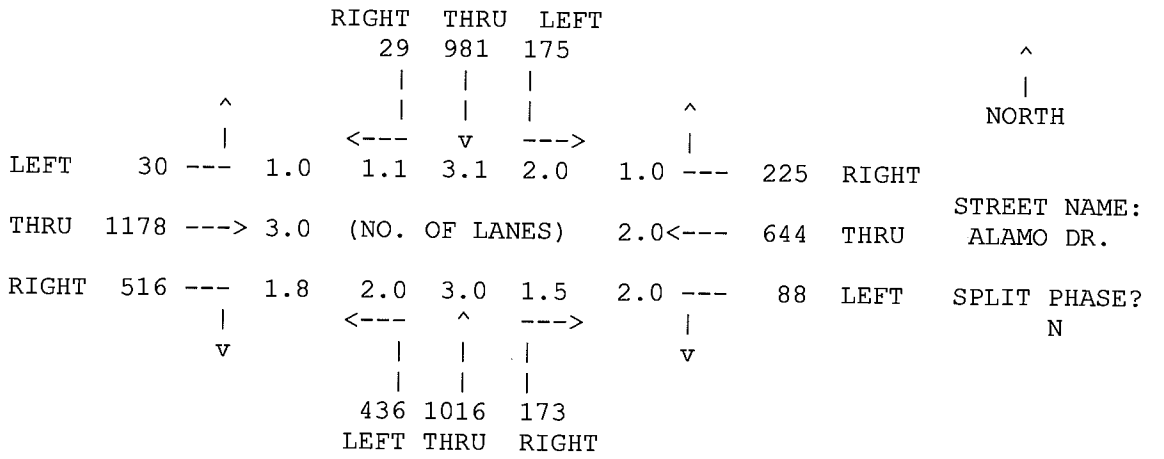
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	173	44 *	1500	0.0293	
	THRU (T)	1016	1016	4950	0.2053	
	LEFT (L)	436	436	2700	0.1615	0.1615
SB	RIGHT (R)	29	29	1500	0.0193	
	THRU (T)	981	981	4800	0.2044	
	LEFT (L)	175	175	2700	0.0648	
	T + R		1010	4800	0.2104	0.2104
EB	RIGHT (R)	516	0 *	1500	0.0000	
	THRU (T)	1178	1178	4950	0.2380	0.2380
	LEFT (L)	30	30	1500	0.0200	
WB	RIGHT (R)	225	96 *	1500	0.0640	
	THRU (T)	644	644	3300	0.1952	
	LEFT (L)	88	88	2700	0.0326	0.0326

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

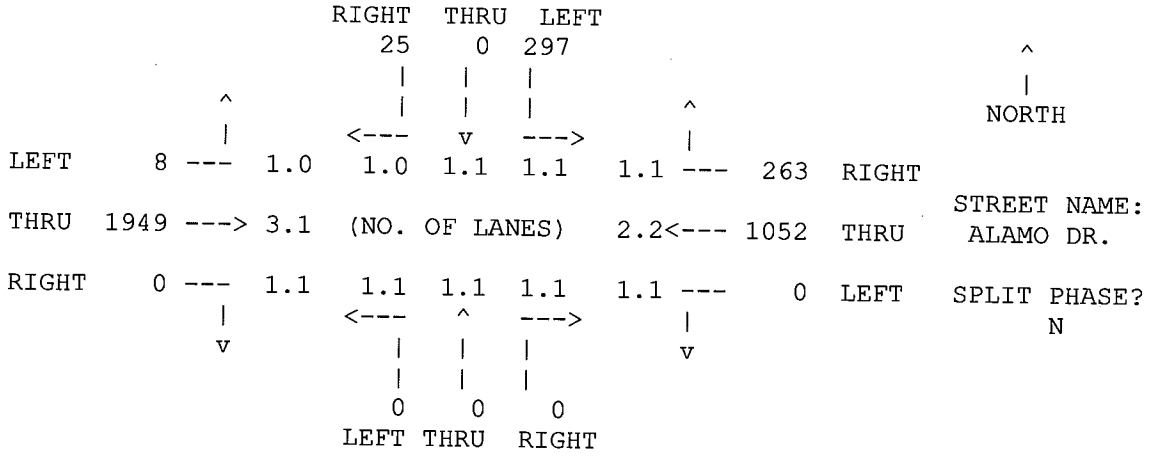
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	25	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	297	297	1500	0.1980	0.1980
	T + L		297	1500	0.1980	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1949	1949	4800	0.4060	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + R		1949	4800	0.4060	
WB	RIGHT (R)	263	263	1500	0.1753	
	THRU (T)	1052	1052	3000	0.3507	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1315	3000	0.4383	0.4383
	T + L		1052	3000	0.3507	
	T + R + L		1315	3000	0.4383	

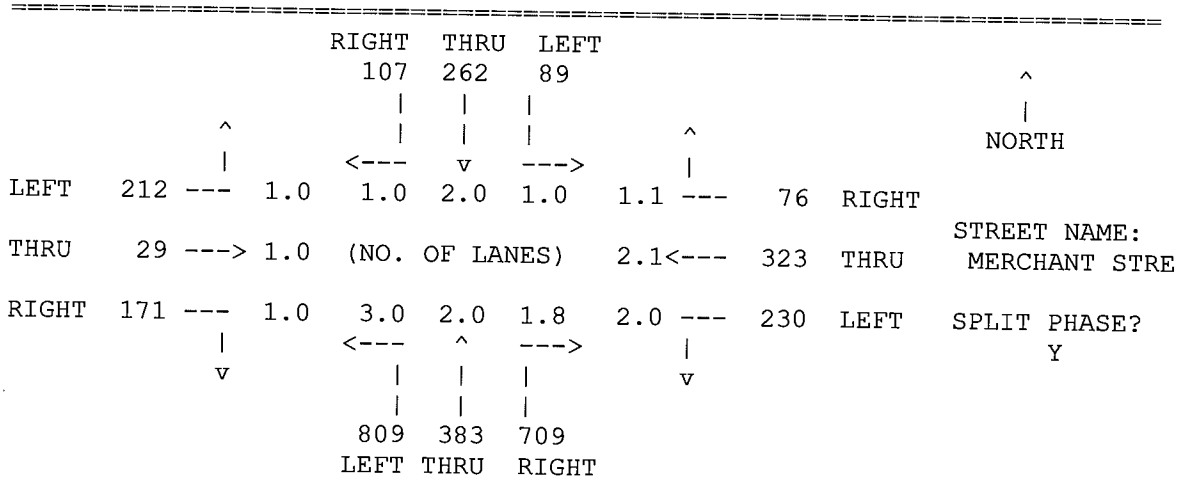
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	709	171 *	1500	0.1140	
	THRU (T)	383	383	3300	0.1161	
	LEFT (L)	809	809	3900	0.2074	0.2074
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	262	262	3300	0.0794	0.0794
	LEFT (L)	89	89	1500	0.0593	
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	29	29	1650	0.0176	
	LEFT (L)	212	212	1500	0.1413	0.1413
WB	RIGHT (R)	76	76	1500	0.0507	
	THRU (T)	323	323	3150	0.1025	
	LEFT (L)	230	230	2700	0.0852	
	T + R		399	3150	0.1267	0.1267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

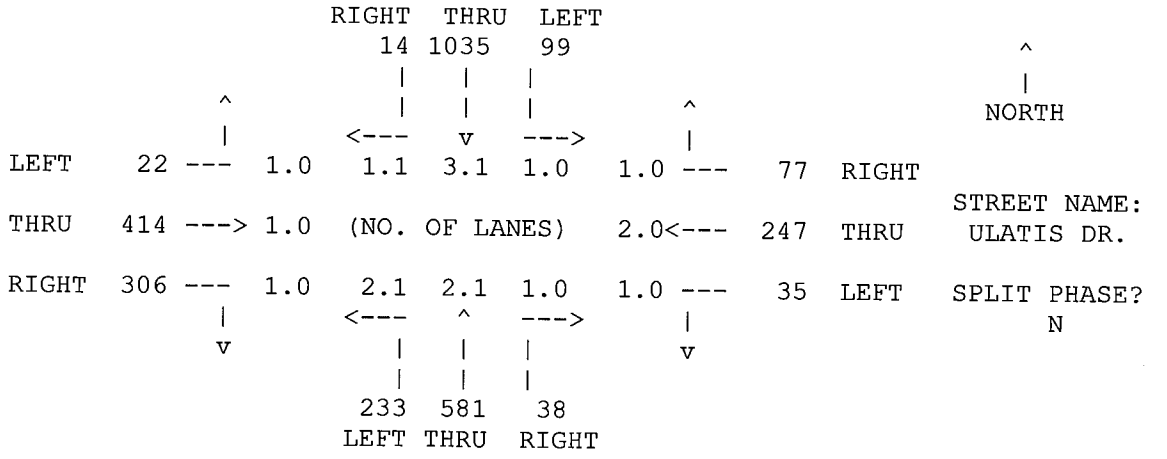
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	581	581	3150	0.1844	
	LEFT (L)	233	233	2700	0.0863	
	T + L		814	4350	0.1871	0.1871
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1035	1035	4800	0.2156	
	LEFT (L)	99	99	1500	0.0660	
	T + R		1049	4800	0.2185	0.2185
EB	RIGHT (R)	306	161 *	1500	0.1073	
	THRU (T)	414	414	1650	0.2509	0.2509
	LEFT (L)	22	22	1500	0.0147	
WB	RIGHT (R)	77	0 *	1500	0.0000	
	THRU (T)	247	247	3300	0.0748	
	LEFT (L)	35	35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

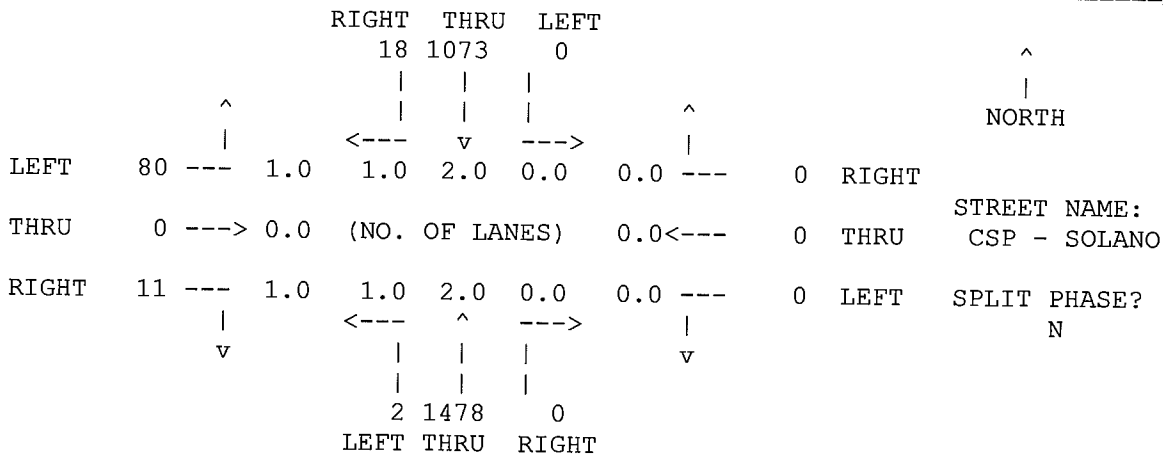
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1478	1478	3300	0.4479	0.4479
LEFT (L)	2	2	1500	0.0013	
SB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	1073	1073	3300	0.3252	
EB RIGHT (R)	11	0 *	1500	0.0000	
LEFT (L)	80	80	1500	0.0533	0.0533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

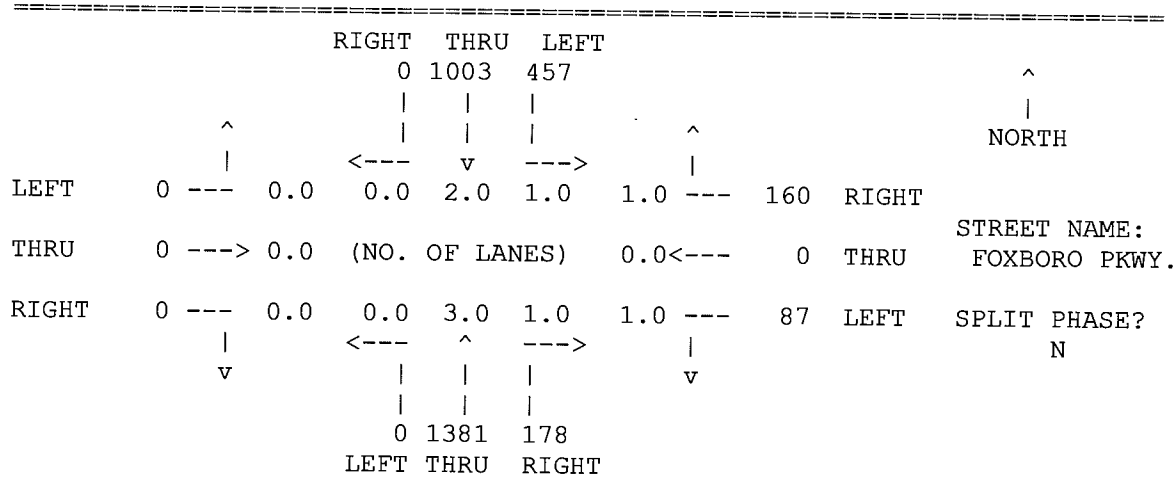
TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	178	55 *	1500	0.0367	
THRU (T)	1381	1381	4950	0.2790	0.2790
SB THRU (T)	1003	1003	3300	0.3039	
LEFT (L)	457	457	1500	0.3047	0.3047
WB RIGHT (R)	160	0 *	1500	0.0000	
LEFT (L)	87	87	1500	0.0580	0.0580

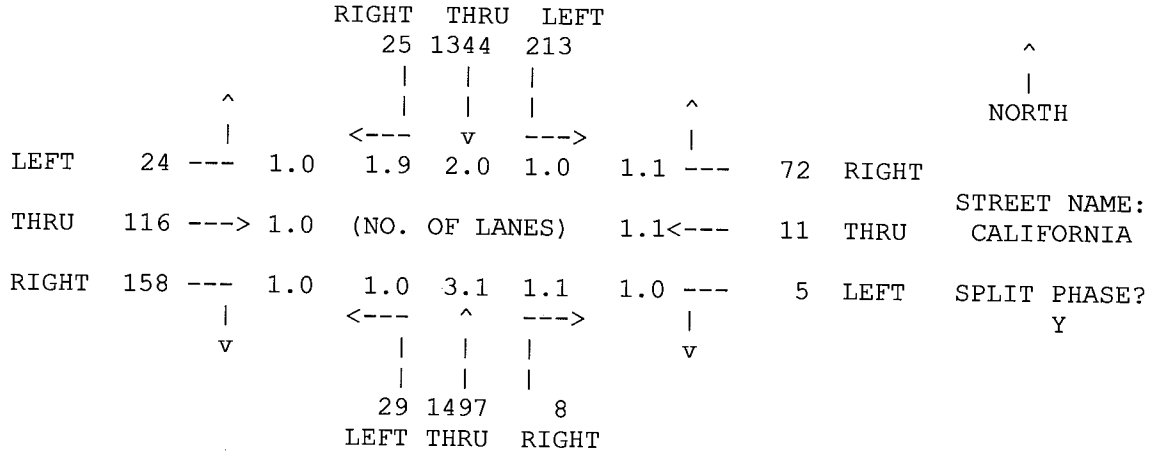
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.64
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.74
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1497	1497	4800	0.3119	
	LEFT (L)	29	29	1500	0.0193	
	T + R		1505	4800	0.3135	0.3135
SB	RIGHT (R)	25	25	1650	0.0152	
	THRU (T)	1344	1344	3300	0.4073	
	LEFT (L)	213	213	1500	0.1420	0.1420
EB	RIGHT (R)	158	64 *	1500	0.0427	
	THRU (T)	116	116	1650	0.0703	0.0703
	LEFT (L)	24	24	1500	0.0160	
WB	RIGHT (R)	72	72	1500	0.0480	
	THRU (T)	11	11	1500	0.0073	
	LEFT (L)	5	5	1500	0.0033	
	T + R		83	1500	0.0553	0.0553

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

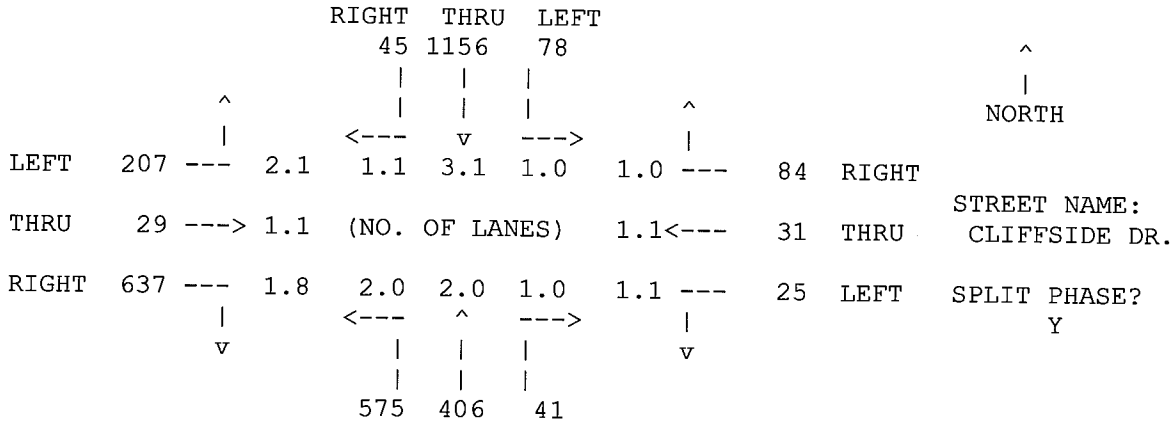
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	406	406	3300	0.1230	
	LEFT (L)	575	575	2700	0.2130	0.2130
SB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	1156	1156	4800	0.2408	
	LEFT (L)	78	78	1500	0.0520	
	T + R		1201	4800	0.2502	0.2502
EB	RIGHT (R)	637	45 *	1500	0.0300	
	THRU (T)	29	29	1500	0.0193	
	LEFT (L)	207	207	2700	0.0767	
	T + L		236	2700	0.0874	0.0874
WB	RIGHT (R)	84	0 *	1500	0.0000	
	THRU (T)	31	31	1500	0.0207	
	LEFT (L)	25	25	1500	0.0167	
	T + L		56	1500	0.0373	0.0373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59

ADJUSTMENT FOR LOST YELLOW TIME: 0.10

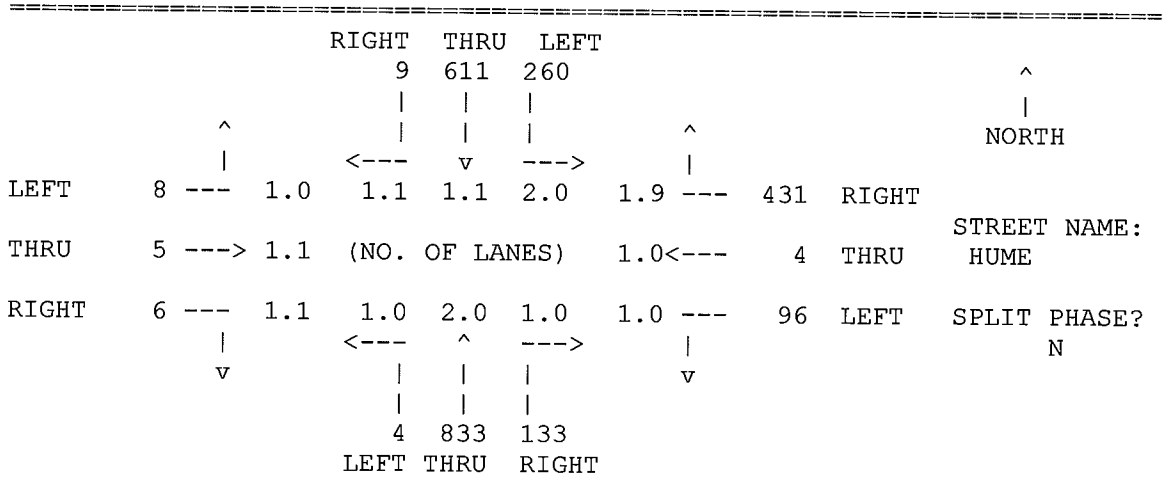
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : EX+AP WITH WO FB WITH MIT PM PK HR FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	133	5 *	1500	0.0033	
	THRU (T)	833	833	3300	0.2524	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	611	611	1500	0.4073	
	LEFT (L)	260	260	2700	0.0963	
	T + R		620	1500	0.4133	0.4133
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	8	8	1500	0.0053	
	T + R		11	1500	0.0073	0.0073
WB	RIGHT (R)	431	431	1650	0.2612	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	96	96	1500	0.0640	0.0640

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

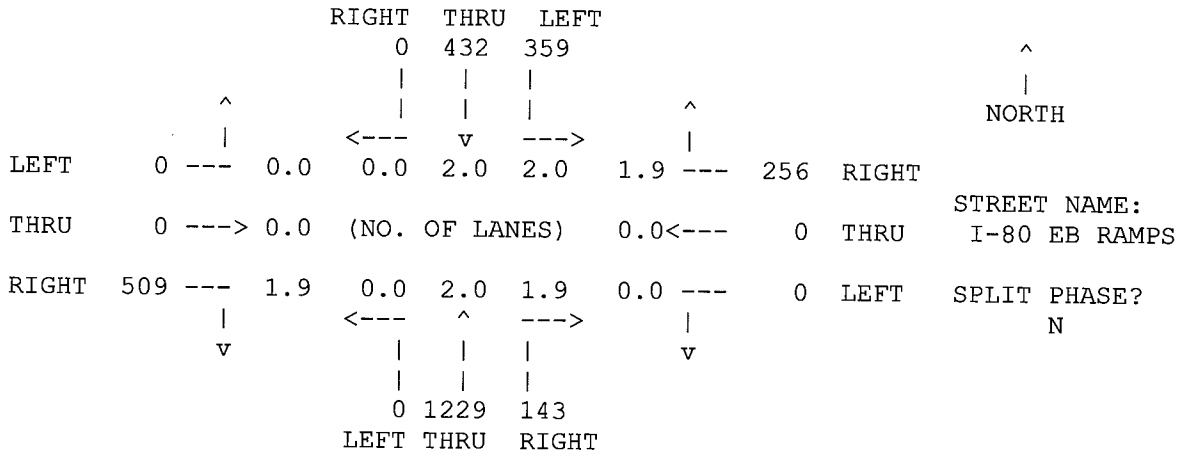
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.89	D
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.70	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.86	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.75	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.75	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.68	B
7	1614	VANDEN	LEISURE TOWN	0.55	A
8	1117	VANDEN	ALAMO	0.47	A
9	1114	NUT TREE RD.	ALAMO DR.	0.57	A
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
11	1100	DAVIS ST.	ALAMO DR.	0.87	D
12	1095	ALAMO DR.	MARSHALL RD.	0.74	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.61	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.86	D
15	1234	PEABODY RD.	ELMIRA RD.	0.48	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	0.45	A
18	1491	PEABODY RD.	CSP - SOLANO	0.84	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	1245	PEABODY	CALIFORNIA	0.78	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.68	B
22	1200	DAVIS	HUME	0.71	C
23	1675	I-80 WB	CHERRY GLEN	0.42	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.23	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	143	143	1650	0.0867	
THRU (T)	1229	1229	3300	0.3724	0.3724
SB THRU (T)	432	432	3300	0.1309	
LEFT (L)	359	359	2700	0.1330	0.1330
EB RIGHT (R)	509	509	1650	0.3085	
WB RIGHT (R)	256	256	1650	0.1552	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

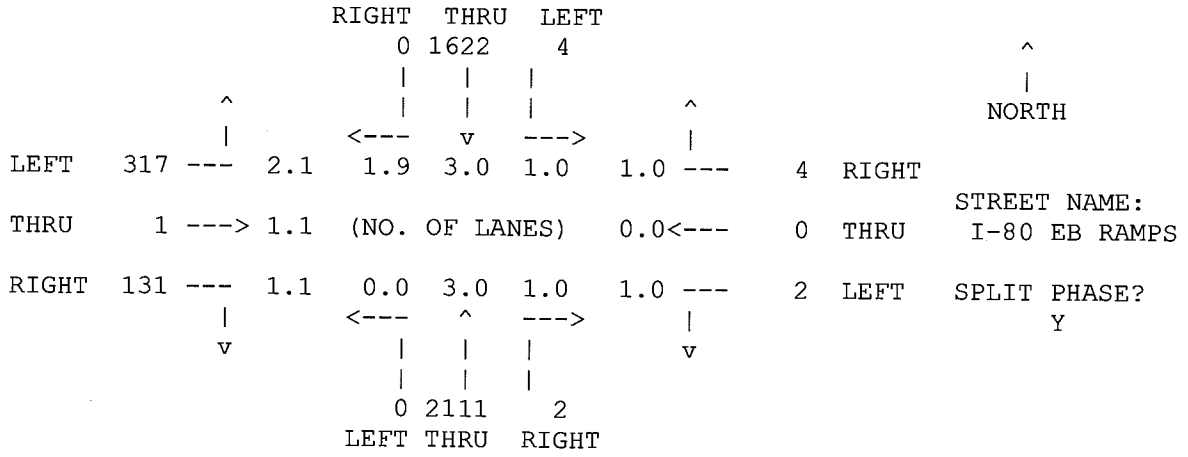
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	2111	2111	4950	0.4265	0.4265
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1622	1622	4950	0.3277	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	131	131	1500	0.0873	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	317	317	2700	0.1174	
T + R		132	1500	0.0880	
T + L		318	2700	0.1178	
T + R + L		449	2700	0.1663	0.1663
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

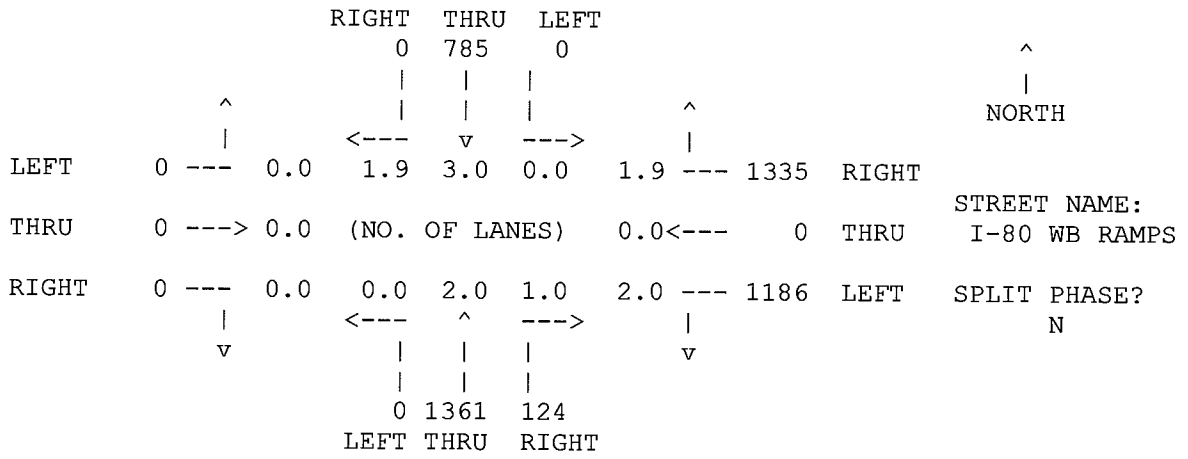
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	0 *	1500	0.0000	
THRU (T)	1361	1361	3300	0.4124	0.4124
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	785	785	4950	0.1586	
WB RIGHT (R)	1335	1335	1650	0.8091	
LEFT (L)	1186	1186	2700	0.4393	0.4393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.85
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

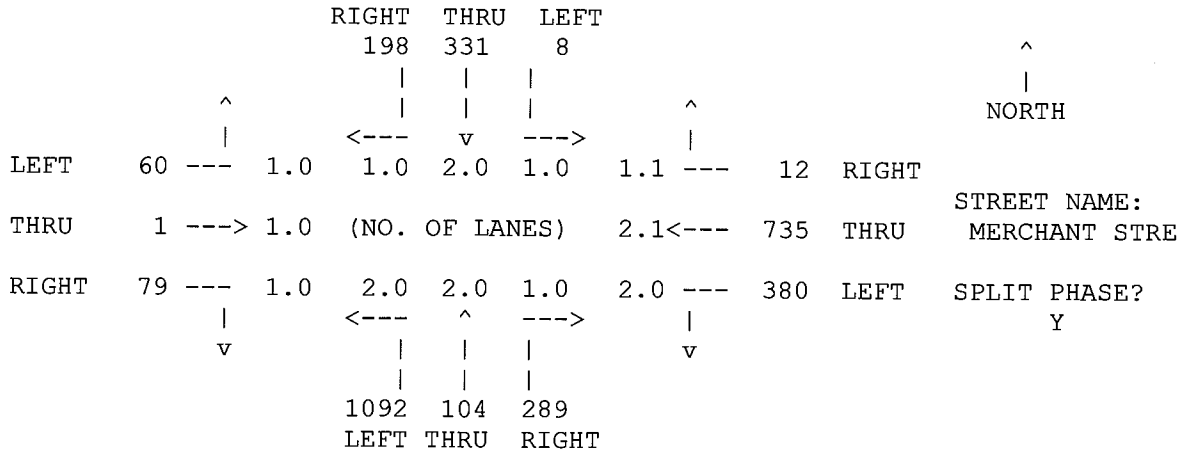
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	289	103 *	1500	0.0687	
	THRU (T)	104	104	3300	0.0315	
	LEFT (L)	1092	1092	2700	0.4044	0.4044
SB	RIGHT (R)	198	88 *	1500	0.0587	
	THRU (T)	331	331	3300	0.1003	0.1003
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	60	60	1500	0.0400	0.0400
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	735	735	3150	0.2333	
	LEFT (L)	380	380	2700	0.1407	
	T + R		747	3150	0.2371	0.2371

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

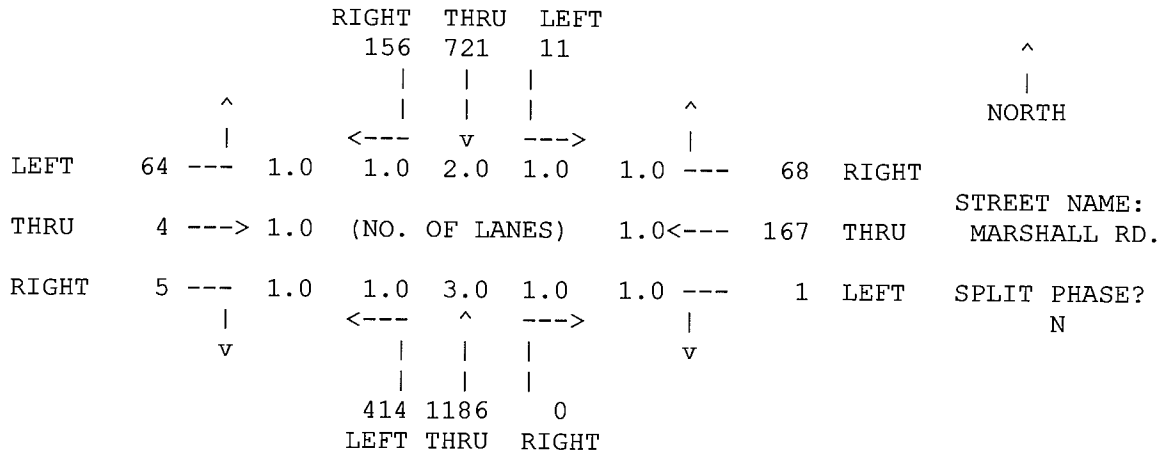
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1186	1186	4950	0.2396	
	LEFT (L)	414	414	1500	0.2760	0.2760
SB	RIGHT (R)	156	44 *	1500	0.0293	
	THRU (T)	721	721	3300	0.2185	0.2185
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	64	64	1500	0.0427	0.0427
WB	RIGHT (R)	68	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

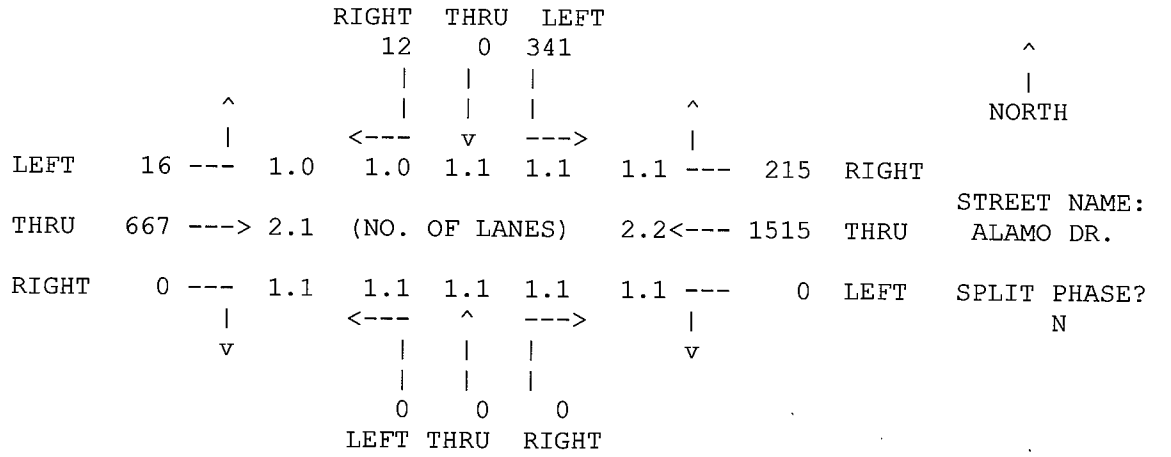
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	341	341	1500	0.2273	0.2273
	T + L		341	1500	0.2273	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	667	667	3150	0.2117	
	LEFT (L)	16	16	1500	0.0107	0.0107
	T + R		667	3150	0.2117	
WB	RIGHT (R)	215	215	1500	0.1433	
	THRU (T)	1515	1515	3000	0.5050	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1730	3000	0.5767	0.5767
	T + L		1515	3000	0.5050	
	T + R + L		1730	3000	0.5767	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

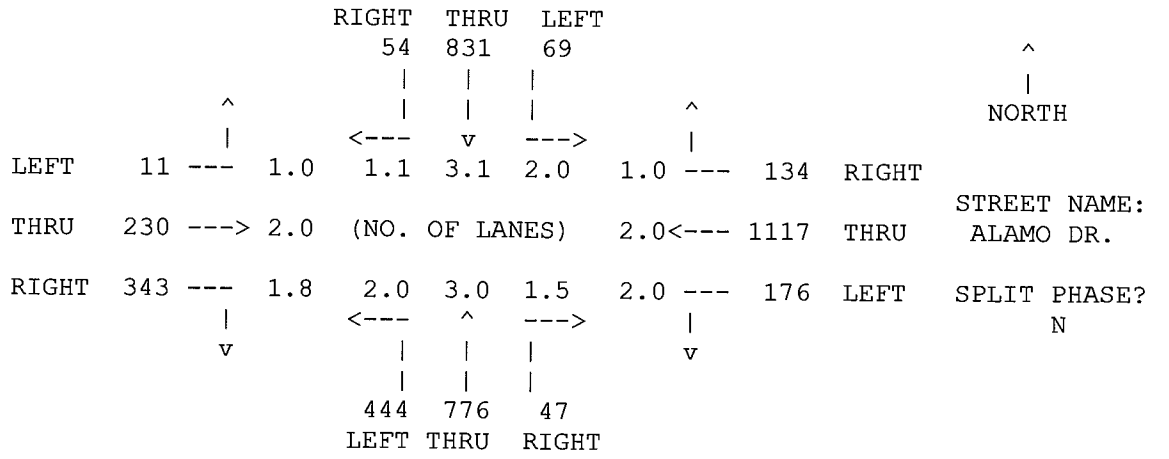
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	47	0 *	1500	0.0000	
	THRU (T)	776	776	4950	0.1568	
	LEFT (L)	444	444	2700	0.1644	0.1644
SB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	69	69	2700	0.0256	
	T + R		885	4800	0.1844	0.1844
EB	RIGHT (R)	343	0 *	1500	0.0000	
	THRU (T)	230	230	3300	0.0697	
	LEFT (L)	11	11	1500	0.0073	0.0073
WB	RIGHT (R)	134	35 *	1500	0.0233	
	THRU (T)	1117	1117	3300	0.3385	0.3385
	LEFT (L)	176	176	2700	0.0652	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

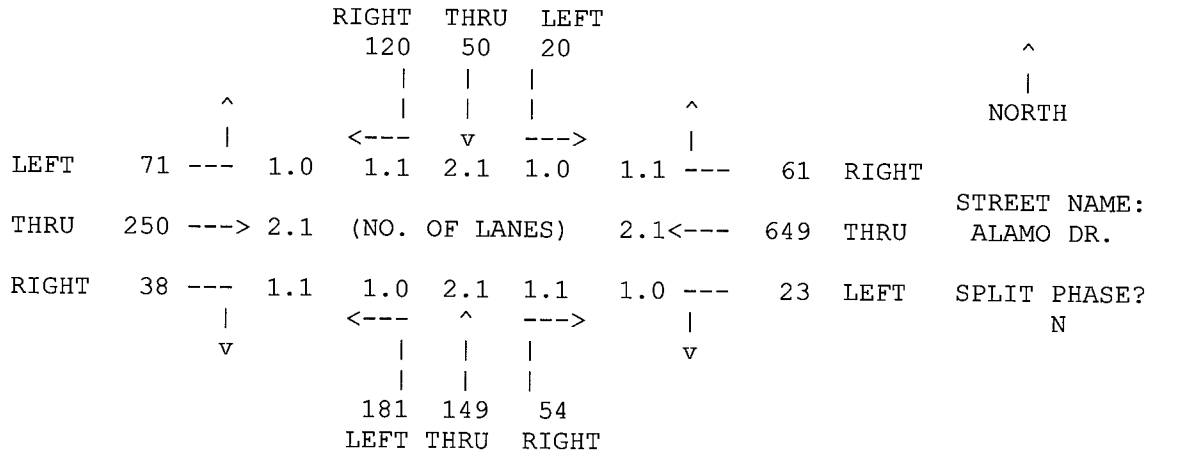
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	149	149	3150	0.0473	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		203	3150	0.0644	
SB	RIGHT (R)	120	120	1500	0.0800	0.0800
	THRU (T)	50	50	3150	0.0159	
	LEFT (L)	20	20	1500	0.0133	
	T + R		170	3150	0.0540	
EB	RIGHT (R)	38	38	1500	0.0253	
	THRU (T)	250	250	3150	0.0794	
	LEFT (L)	71	71	1500	0.0473	0.0473
	T + R		288	3150	0.0914	
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	649	649	3150	0.2060	
	LEFT (L)	23	23	1500	0.0153	
	T + R		710	3150	0.2254	0.2254

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

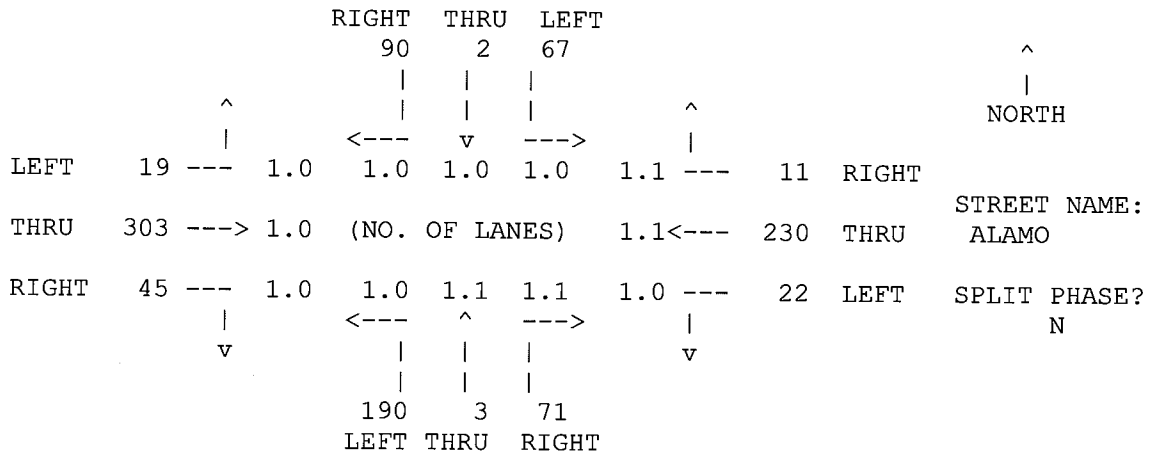
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	71	1500	0.0473	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	190	190	1500	0.1267	0.1267
	T + R		74	1500	0.0493	
SB	RIGHT (R)	90	1 *	1500	0.0007	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	67	67	1500	0.0447	0.0447
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	303	303	1650	0.1836	0.1836
	LEFT (L)	19	19	1500	0.0127	
WB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	230	230	1500	0.1533	
	LEFT (L)	22	22	1500	0.0147	0.0147
	T + R		241	1500	0.1607	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.37
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

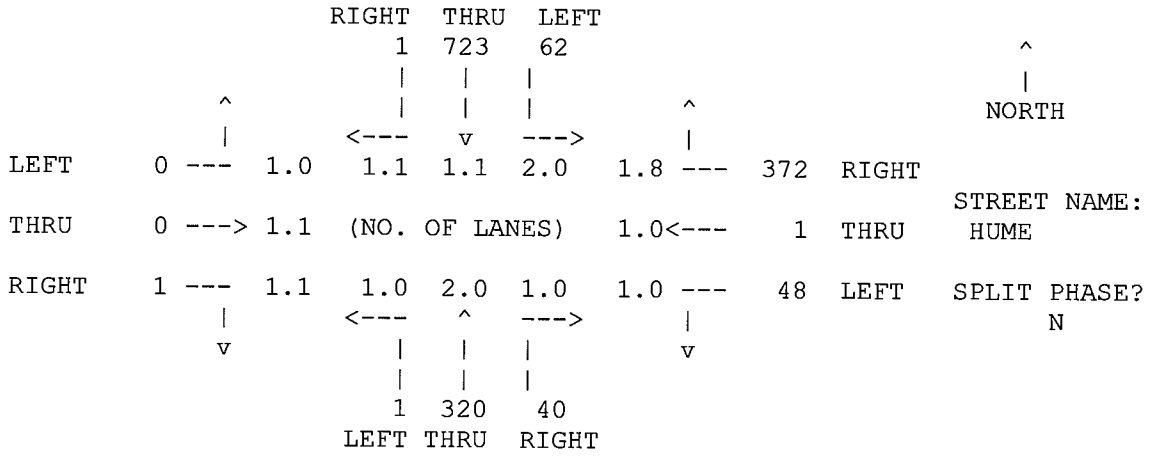
TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	320	320	3300	0.0970	0.0970
	LEFT (L)	1	1	1500	0.0007	
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	723	723	1500	0.4820	
	LEFT (L)	62	62	2700	0.0230	
	T + R		724	1500	0.4827	0.4827
EB	RIGHT (R)	1	1	1500	0.0007	0.0007
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1	1500	0.0007	
WB	RIGHT (R)	372	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	48	48	1500	0.0320	0.0320

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

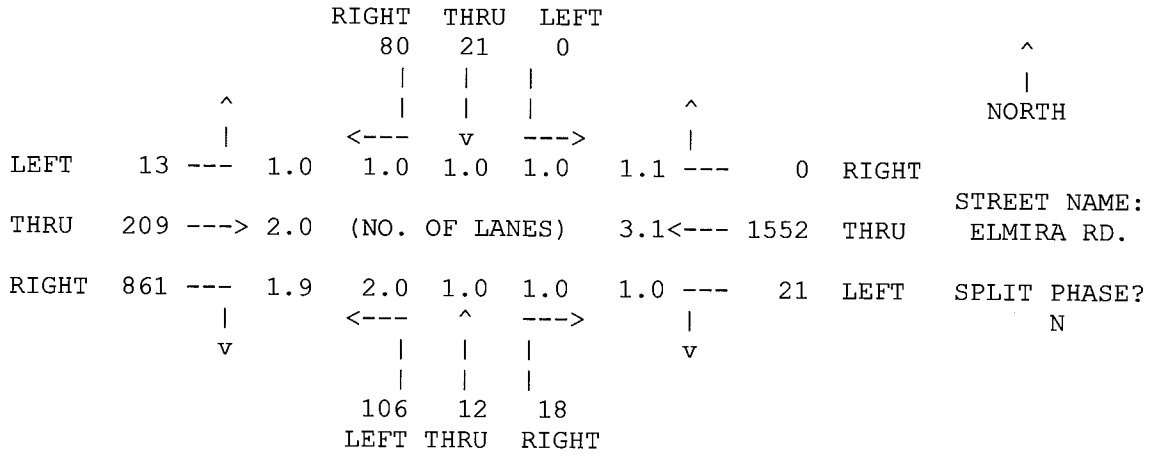
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	18	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	106	106	2700	0.0393	0.0393
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	21	21	1650	0.0127	0.0127
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	861	861	1650	0.5218	
	THRU (T)	209	209	3300	0.0633	
	LEFT (L)	13	13	1500	0.0087	0.0087
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1552	1552	4800	0.3233	0.3233
	LEFT (L)	21	21	1500	0.0140	
	T + R		1552	4800	0.3233	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

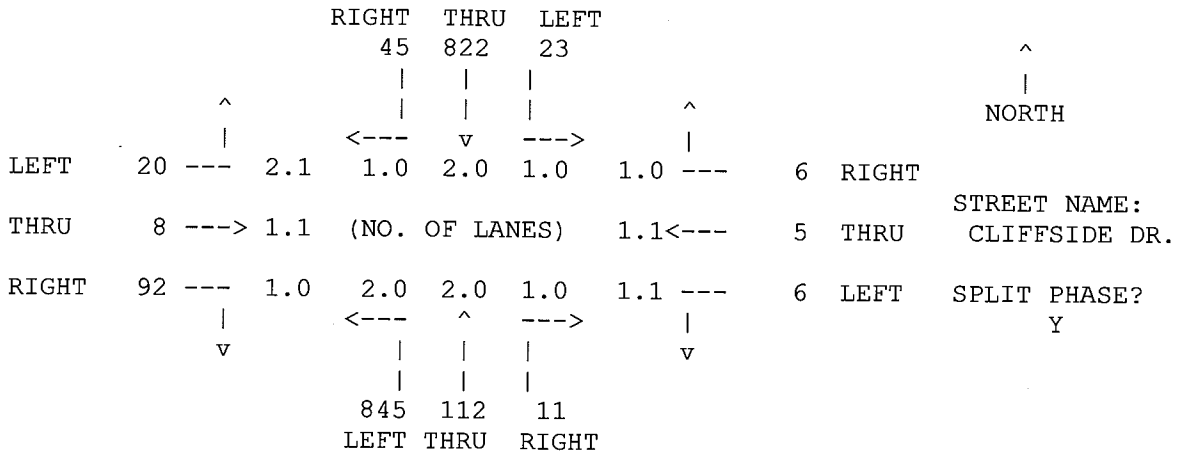
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	11	0 *	1500	0.0000	
THRU (T)	112	112	3300	0.0339	
LEFT (L)	845	845	2700	0.3130	0.3130
SB RIGHT (R)	45	0 *	1500	0.0000	
THRU (T)	822	822	3300	0.2491	0.2491
LEFT (L)	23	23	1500	0.0153	
EB RIGHT (R)	92	0 *	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	20	20	2700	0.0074	
T + L		28	2700	0.0104	0.0104
WB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	6	6	1500	0.0040	
T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

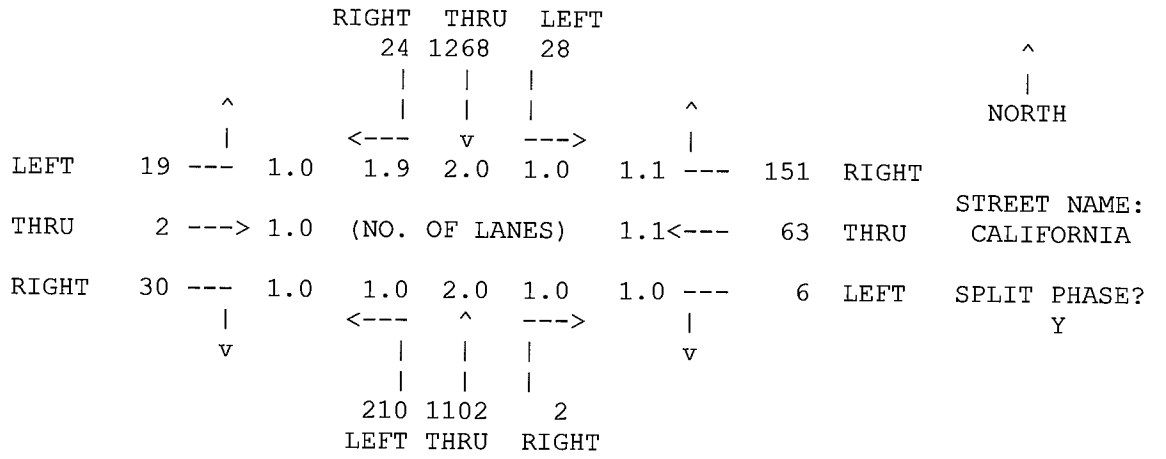
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1102	1102	3300	0.3339	
	LEFT (L)	210	210	1500	0.1400	0.1400
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1268	1268	3300	0.3842	0.3842
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	151	151	1500	0.1007	
	THRU (T)	63	63	1500	0.0420	
	LEFT (L)	6	6	1500	0.0040	
	T + R		214	1500	0.1427	0.1427

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

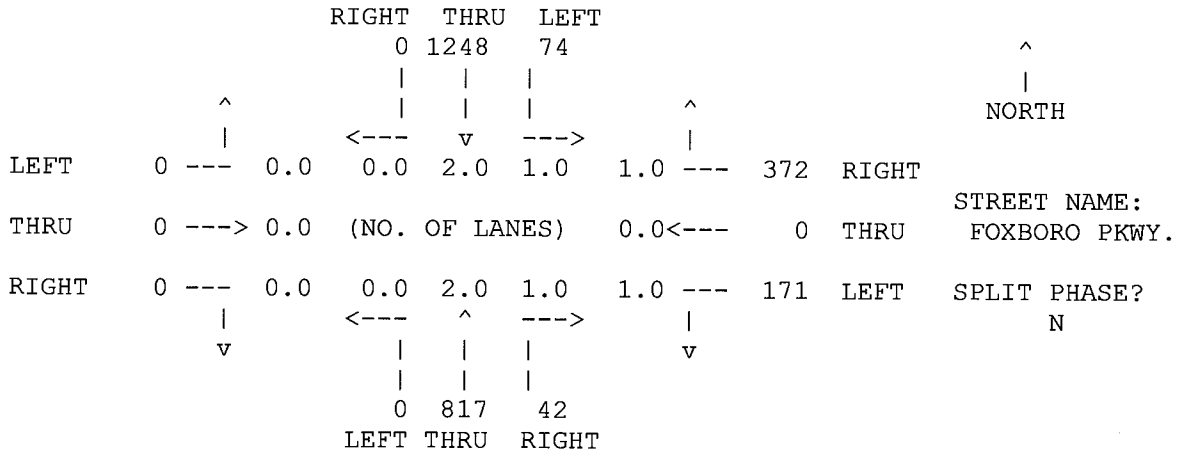
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	817	817	3300	0.2476	
SB	THRU (T)	1248	1248	3300	0.3782	0.3782
	LEFT (L)	74	74	1500	0.0493	
WB	RIGHT (R)	372	255 *	1500	0.1700	0.1700
	LEFT (L)	171	171	1500	0.1140	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

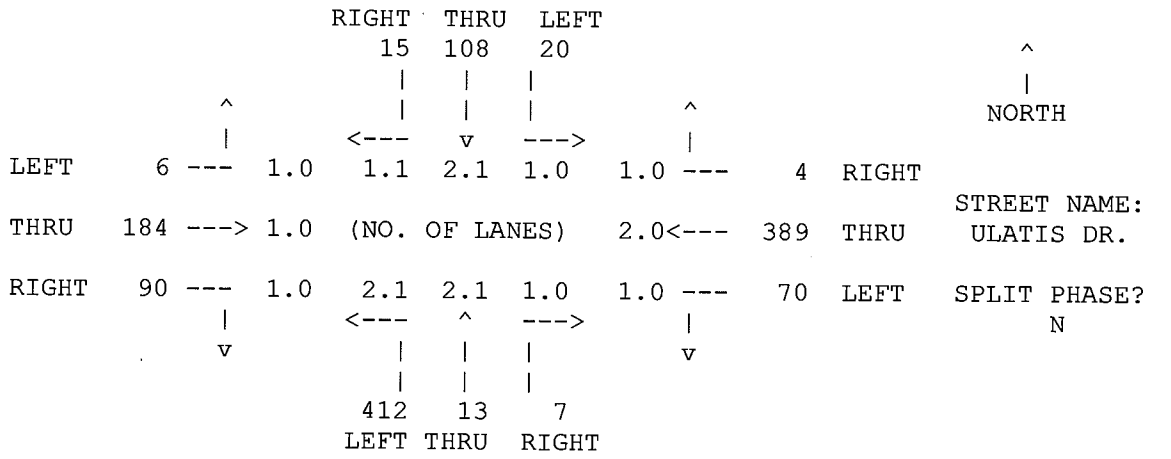
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	13	13	3150	0.0041	
LEFT (L)	412	412	2700	0.1526	0.1526
T + L		425	4350	0.0977	
SB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	108	108	3150	0.0343	
LEFT (L)	20	20	1500	0.0133	
T + R		123	3150	0.0390	0.0390
EB RIGHT (R)	90	0 *	1500	0.0000	
THRU (T)	184	184	1650	0.1115	0.1115
LEFT (L)	6	6	1500	0.0040	
WB RIGHT (R)	4	0 *	1500	0.0000	
THRU (T)	389	389	3300	0.1179	
LEFT (L)	70	70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

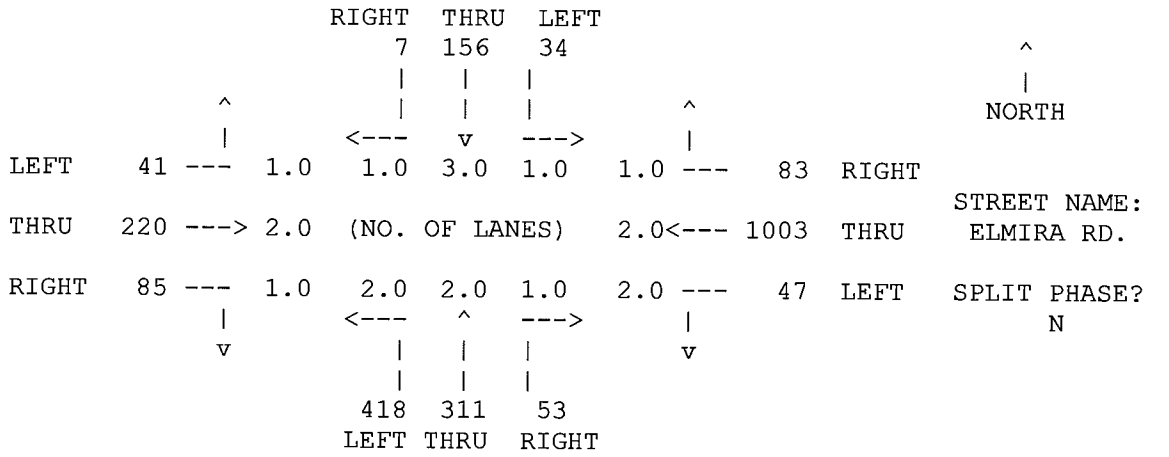
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	53	0 *	1500	0.0000	
THRU (T)	311	311	3300	0.0942	
LEFT (L)	418	418	2700	0.1548	0.1548
SB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	156	156	4950	0.0315	0.0315
LEFT (L)	34	34	1500	0.0227	
EB RIGHT (R)	85	0 *	1500	0.0000	
THRU (T)	220	220	3300	0.0667	
LEFT (L)	41	41	1500	0.0273	0.0273
WB RIGHT (R)	83	0 *	1500	0.0000	
THRU (T)	1003	1003	3300	0.3039	0.3039
LEFT (L)	47	47	2700	0.0174	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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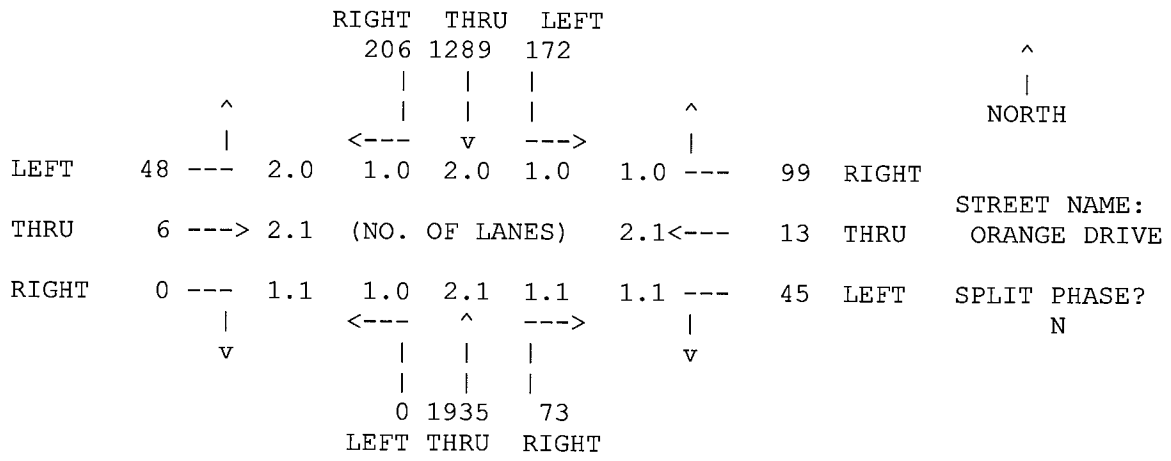
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	73	73	1500	0.0487	
	THRU (T)	1935	1935	3150	0.6143	
	LEFT (L)	0	0	1500	0.0000	
	T + R		2008	3150	0.6375	0.6375
SB	RIGHT (R)	206	113 *	1500	0.0753	
	THRU (T)	1289	1289	3300	0.3906	
	LEFT (L)	172	172	1500	0.1147	0.1147
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	3150	0.0019	
	LEFT (L)	48	48	2700	0.0178	0.0178
	T + R		6	3150	0.0019	
WB	RIGHT (R)	99	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	45	45	1500	0.0300	
	T + L		58	3150	0.0184	0.0184

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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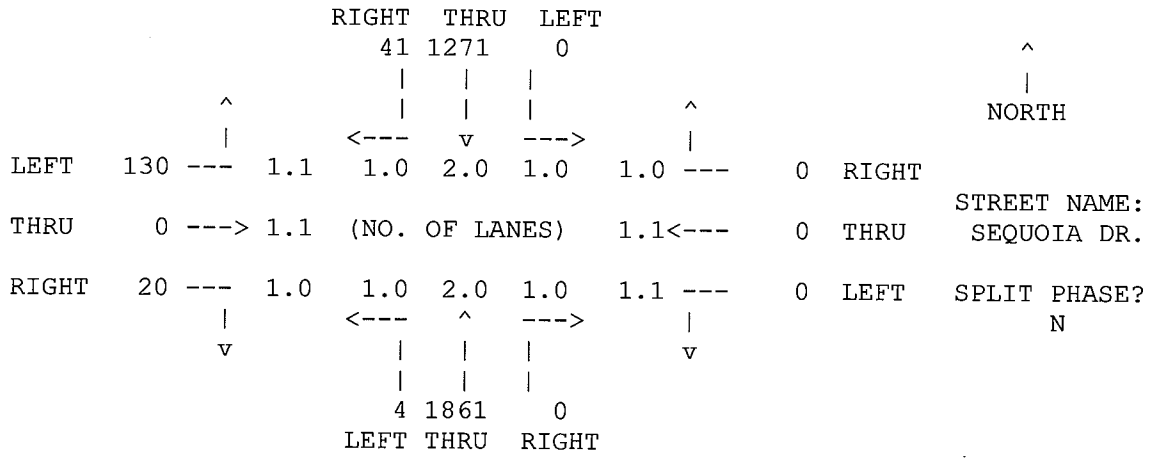
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1861	1861	3300	0.5639	0.5639
LEFT (L)	4	4	1500	0.0027	
SB RIGHT (R)	41	0 *	1500	0.0000	
THRU (T)	1271	1271	3300	0.3852	
LEFT (L)	0	0	1500	0.0000	0.0000
EB RIGHT (R)	20	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	130	130	1500	0.0867	0.0867
T + L		130	1500	0.0867	
WB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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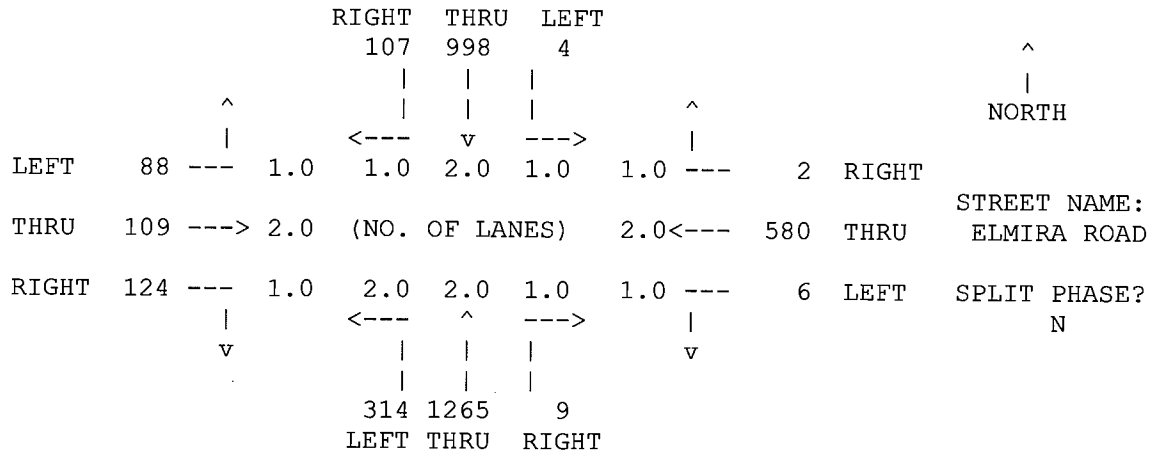
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	9	0	*	1500	0.0000	
	THRU (T)	1265	1265		3300	0.3833	
	LEFT (L)	314	314		2700	0.1163	0.1163
SB	RIGHT (R)	107	0	*	1500	0.0000	
	THRU (T)	998	998		3300	0.3024	0.3024
	LEFT (L)	4	4		1500	0.0027	
EB	RIGHT (R)	124	0	*	1500	0.0000	
	THRU (T)	109	109		3300	0.0330	
	LEFT (L)	88	88		1500	0.0587	0.0587
WB	RIGHT (R)	2	0	*	1500	0.0000	
	THRU (T)	580	580		3300	0.1758	0.1758
	LEFT (L)	6	6		1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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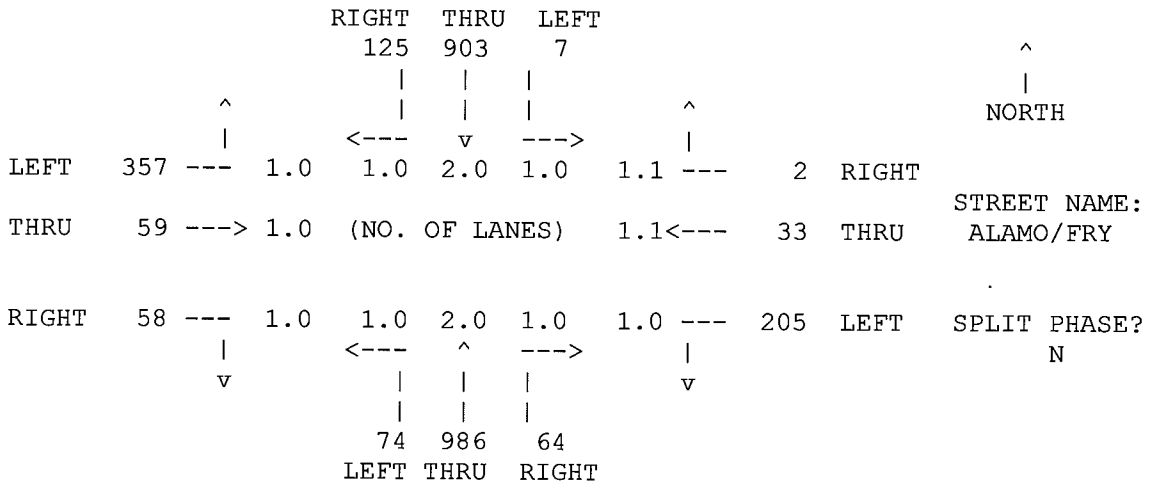
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	64	0 *	1500	0.0000	
THRU (T)	986	986	3300	0.2988	
LEFT (L)	74	74	1500	0.0493	0.0493
SB RIGHT (R)	125	0 *	1500	0.0000	
THRU (T)	903	903	3300	0.2736	0.2736
LEFT (L)	7	7	1500	0.0047	
EB RIGHT (R)	58	0 *	1500	0.0000	
THRU (T)	59	59	1650	0.0358	
LEFT (L)	357	357	1500	0.2380	0.2380
WB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	33	33	1500	0.0220	
LEFT (L)	205	205	1500	0.1367	
T + R		35	1500	0.0233	0.0233

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

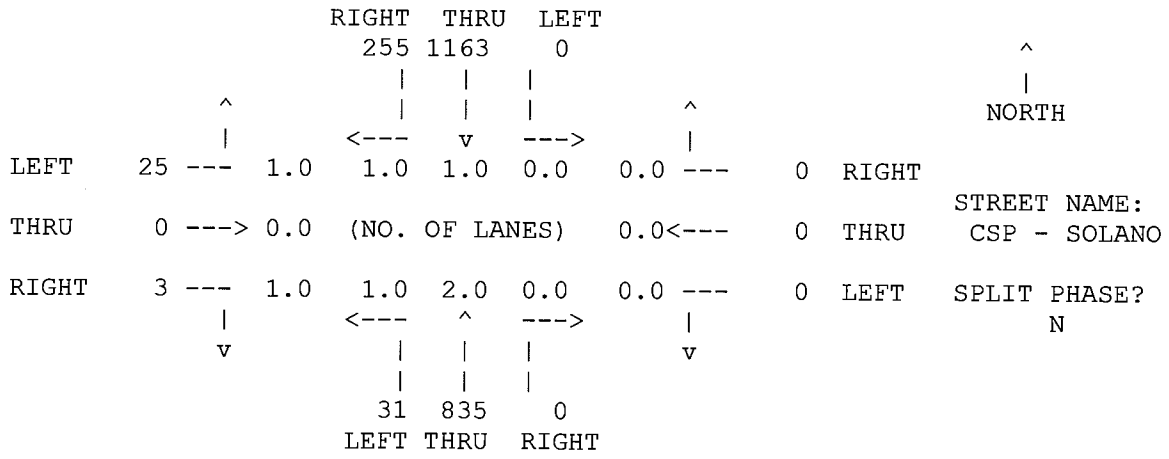
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	835	835	3300	0.2530	
LEFT (L)	31	31	1500	0.0207	0.0207
SB RIGHT (R)	255	163 *	1500	0.1087	
THRU (T)	1163	1163	1650	0.7048	0.7048
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

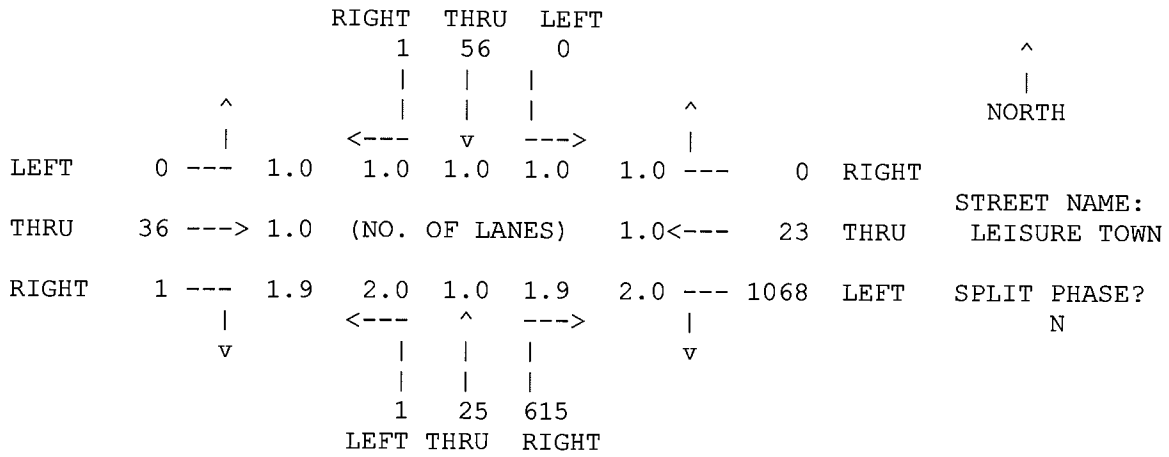
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.74
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	615	615	1650	0.3727	
THRU (T)	25	25	1650	0.0152	
LEFT (L)	1	1	2700	0.0004	0.0004
SB RIGHT (R)	1	0 *	1500	0.0000	
THRU (T)	56	56	1650	0.0339	0.0339
LEFT (L)	0	0	1500	0.0000	
EB RIGHT (R)	1	1	1650	0.0006	
THRU (T)	36	36	1650	0.0218	0.0218
LEFT (L)	0	0	1500	0.0000	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	23	23	1650	0.0139	
LEFT (L)	1068	1068	2700	0.3956	0.3956

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

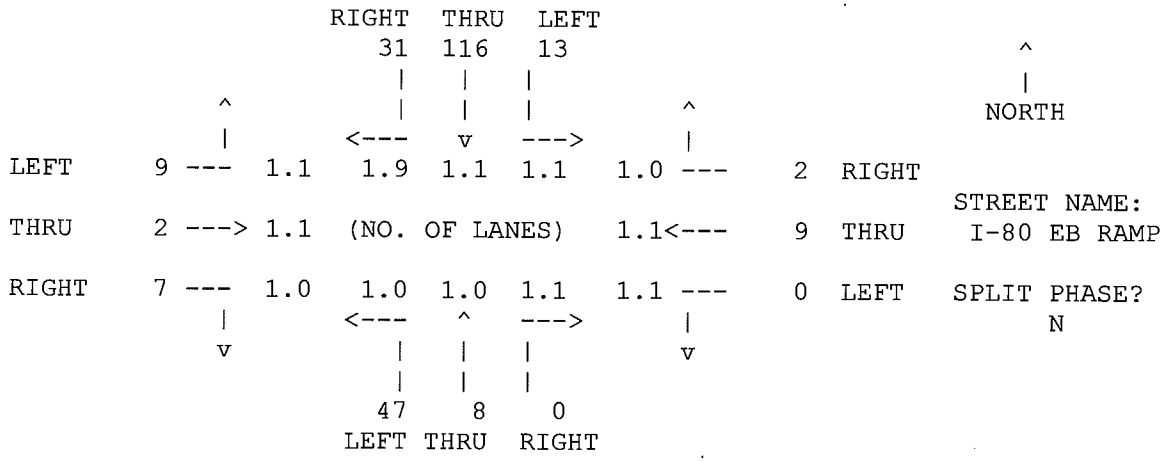
TOTAL VOLUME-TO-CAPACITY RATIO: 0.55
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	
	LEFT (L)	47	47	1500	0.0313	0.0313
SB	RIGHT (R)	31	31	1650	0.0188	
	THRU (T)	116	116	1500	0.0773	
	LEFT (L)	13	13	1500	0.0087	
	T + L		129	1500	0.0860	0.0860
EB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		11	1500	0.0073	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	9	9	1500	0.0060	0.0060
	LEFT (L)	0	0	1500	0.0000	
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.13
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.23
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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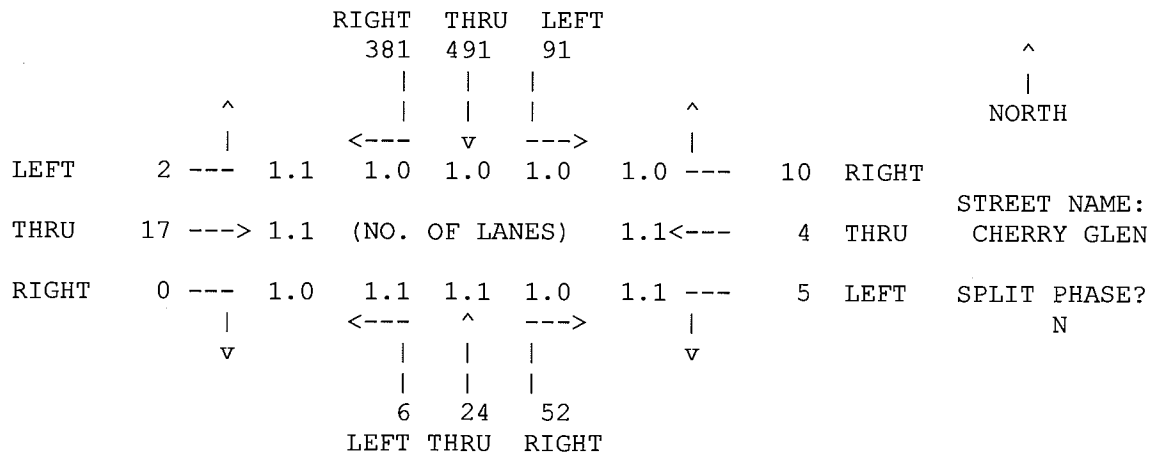
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	52	0 *	1500	0.0000	
THRU (T)	24	24	1500	0.0160	
LEFT (L)	6	6	1500	0.0040	0.0040
T + L		30	1500	0.0200	
SB RIGHT (R)	381	300 *	1500	0.2000	
THRU (T)	491	491	1650	0.2976	0.2976
LEFT (L)	91	91	1500	0.0607	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	17	17	1500	0.0113	
LEFT (L)	2	2	1500	0.0013	
T + L		19	1500	0.0127	0.0127
WB RIGHT (R)	10	0 *	1500	0.0000	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	5	5	1500	0.0033	0.0033
T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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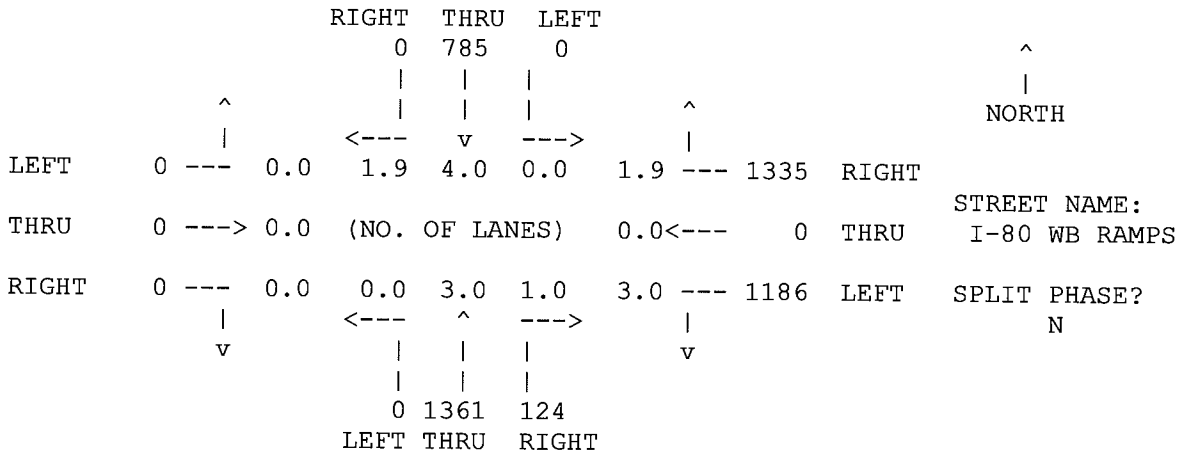
TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030.vci

INTERSECTIO STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.68	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.59	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.59	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.75	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.72	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.66	B
9	1114	NUT TREE RD.	ALAMO DR.	0.57	A
9	1114	NUT TREE RD.	ALAMO DR.	0.51	A
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
10	1107	PEABODY RD.	ALAMO DR.	0.72	C
11	1100	DAVIS ST.	ALAMO DR.	0.87	D
11	1100	DAVIS ST.	ALAMO DR.	0.65	B
12	1095	ALAMO DR.	MARSHALL RD.	0.67	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.76	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.76	C
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
17	1277	NUT TREE RD.	ULATIS DR.	0.40	A
17	1277	NUT TREE RD.	ULATIS DR.	0.40	A
18	1491	PEABODY RD.	CSP - SOLANO	0.49	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.65	B
20	1245	PEABODY	CALIFORNIA	0.78	C
20	1245	PEABODY	CALIFORNIA	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.61	B
22	1200	DAVIS	HUME	0.76	C
23	1675	I-80 WB	CHERRY GLEN	0.40	A
24	1674	CHERRY GLEN	I-80 EB RAMP	0.22	A

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	0 *	1500	0.0000	
THRU (T)	1361	1361	4950	0.2749	0.2749
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	785	785	6600	0.1189	
WB RIGHT (R)	1335	1335	1650	0.8091	
LEFT (L)	1186	1186	3900	0.3041	0.3041

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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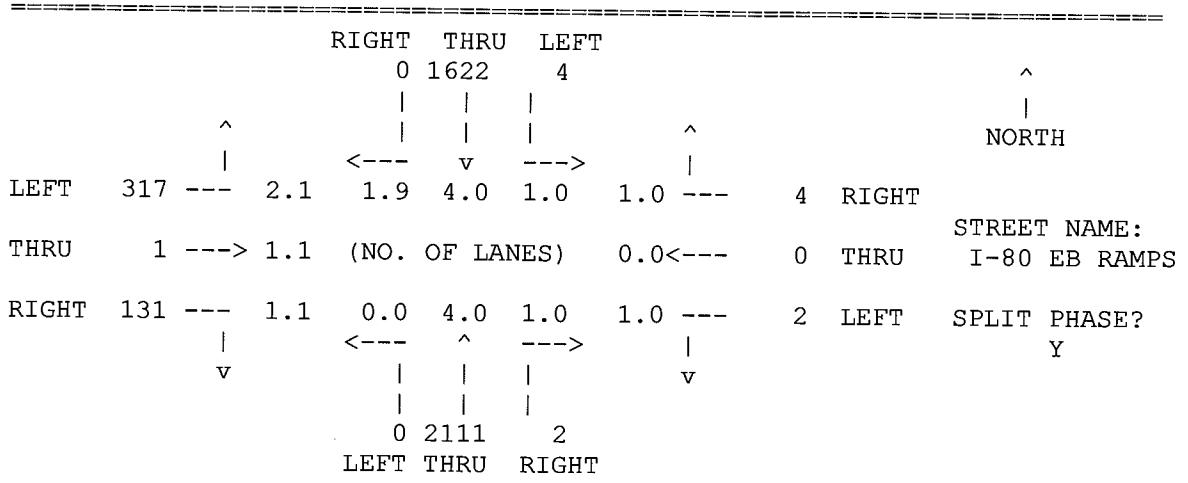
TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	2111	2111	6600	0.3198	0.3198
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1622	1622	6600	0.2458	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	131	131	1500	0.0873	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	317	317	2700	0.1174	
T + R		132	1500	0.0880	
T + L		318	2700	0.1178	
T + R + L		449	2700	0.1663	0.1663
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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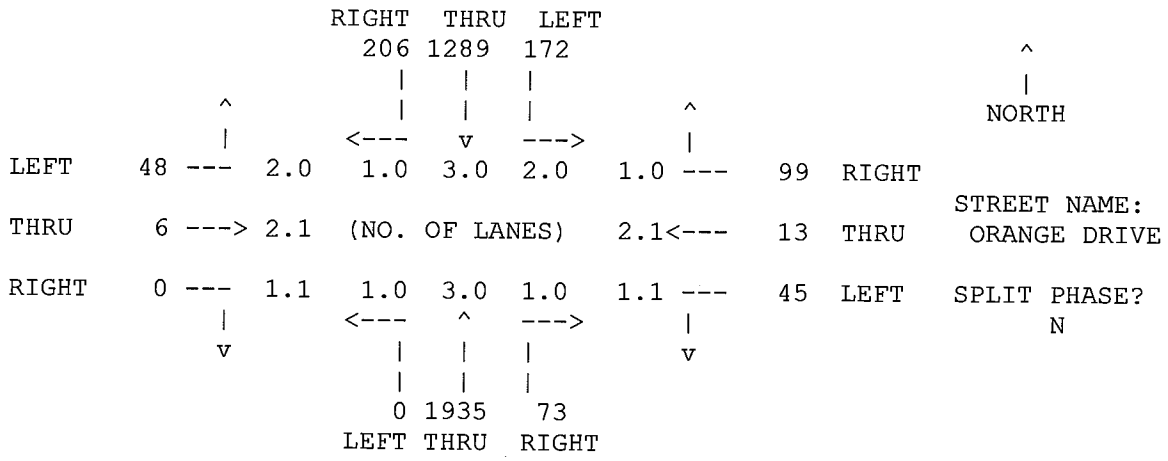
TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	1935	1935	4950	0.3909	0.3909
	LEFT (L)	0	0	1500	0.0000	
SB	RIGHT (R)	206	113 *	1500	0.0753	
	THRU (T)	1289	1289	4950	0.2604	
	LEFT (L)	172	172	2700	0.0637	0.0637
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	3150	0.0019	
	LEFT (L)	48	48	2700	0.0178	0.0178
	T + R		6	3150	0.0019	
WB	RIGHT (R)	99	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	45	45	1500	0.0300	
	T + L		58	3150	0.0184	0.0184

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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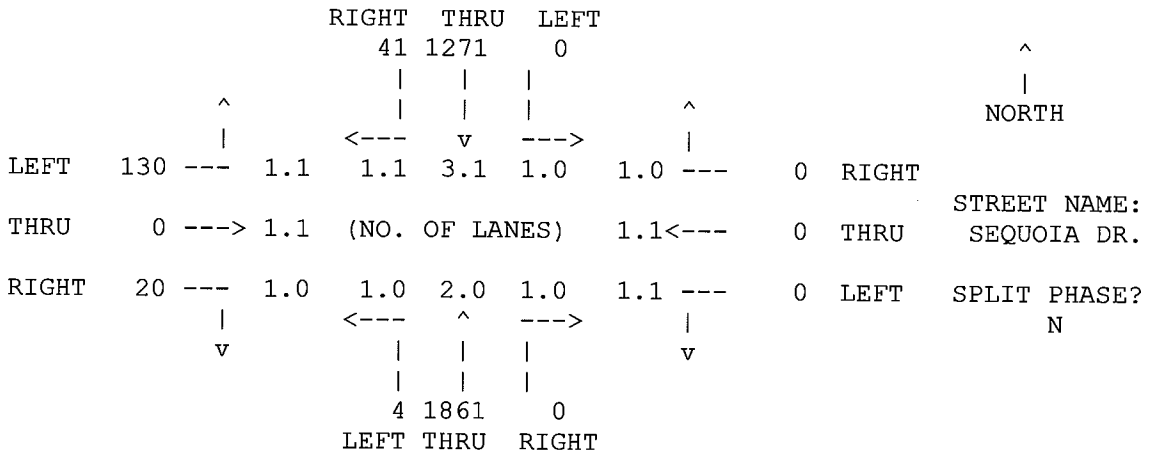
TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1861	1861	3300	0.5639	0.5639
LEFT (L)	4	4	1500	0.0027	
SB RIGHT (R)	41	41	1500	0.0273	
THRU (T)	1271	1271	4800	0.2648	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1312	4800	0.2733	
EB RIGHT (R)	20	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	130	130	1500	0.0867	0.0867
T + L		130	1500	0.0867	
WB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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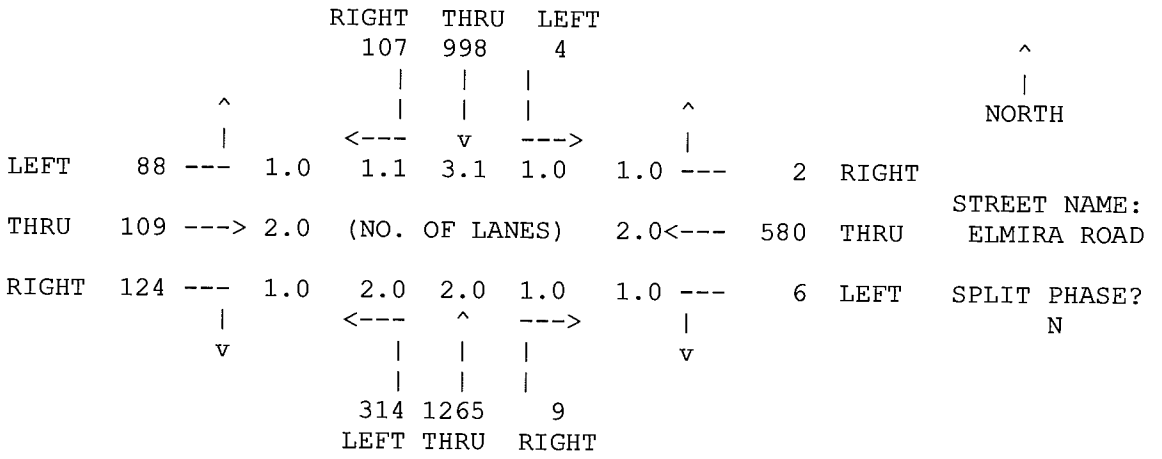
TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	1265	1265	3300	0.3833	0.3833
	LEFT (L)	314	314	2700	0.1163	
SB	RIGHT (R)	107	107	1500	0.0713	
	THRU (T)	998	998	4800	0.2079	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + R		1105	4800	0.2302	
EB	RIGHT (R)	124	0 *	1500	0.0000	
	THRU (T)	109	109	3300	0.0330	
	LEFT (L)	88	88	1500	0.0587	0.0587
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	580	580	3300	0.1758	0.1758
	LEFT (L)	6	6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

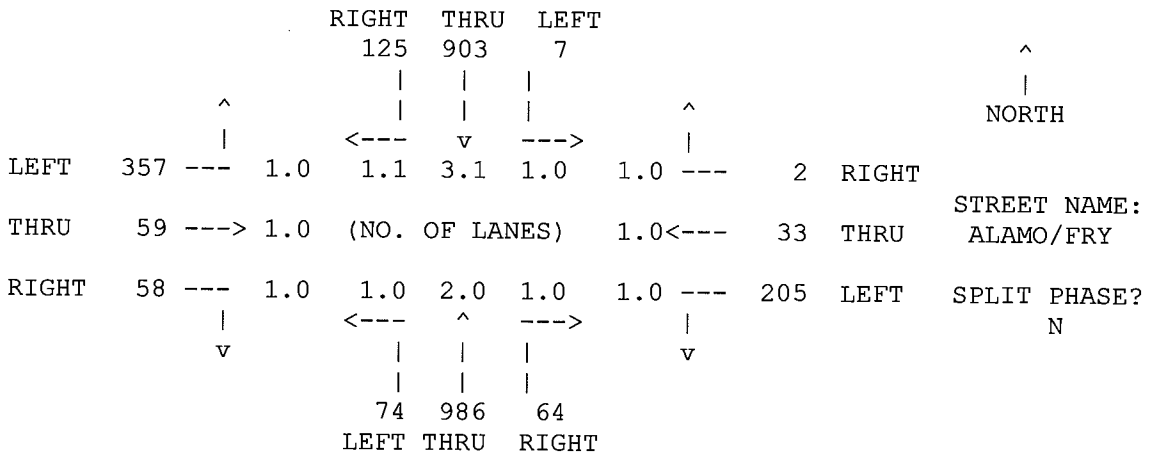
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	64	0 *	1500	0.0000	
	THRU (T)	986	986	3300	0.2988	0.2988
	LEFT (L)	74	74	1500	0.0493	
SB	RIGHT (R)	125	125	1500	0.0833	
	THRU (T)	903	903	4800	0.1881	
	LEFT (L)	7	7	1500	0.0047	0.0047
	T + R		1028	4800	0.2142	
EB	RIGHT (R)	58	0 *	1500	0.0000	
	THRU (T)	59	59	1650	0.0358	
	LEFT (L)	357	357	1500	0.2380	0.2380
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	33	33	1650	0.0200	0.0200
	LEFT (L)	205	205	1500	0.1367	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v

```
                        RIGHT  THRU  LEFT
                          120    50    20                          ^
                           |     |     |                           |
                  ^        |     |     |        ^                NORTH
                  |        <---   v     --->     |
LEFT     71 ---  1.0   1.1   2.1   1.0   1.1 ---    61  RIGHT
                                                              STREET NAME:
THRU    250 ---> 2.0   (NO. OF LANES)    2.1<---   649  THRU   ALAMO DR.

RIGHT    38 ---  1.0   1.0   2.1   1.1   1.0 ---    23  LEFT   SPLIT PHASE?
                  |     <---   ^     --->     |                      N
                  v        |     |     |     v
                           |     |     |
                          181   149    54
                         LEFT  THRU  RIGHT
```

STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	149	149	3150	0.0473	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		203	3150	0.0644	
SB	RIGHT (R)	120	120	1500	0.0800	0.0800
	THRU (T)	50	50	3150	0.0159	
	LEFT (L)	20	20	1500	0.0133	
	T + R		170	3150	0.0540	
EB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	250	250	3300	0.0758	
	LEFT (L)	71	71	1500	0.0473	0.0473
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	649	649	3150	0.2060	
	LEFT (L)	23	23	1500	0.0153	
	T + R		710	3150	0.2254	0.2254

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

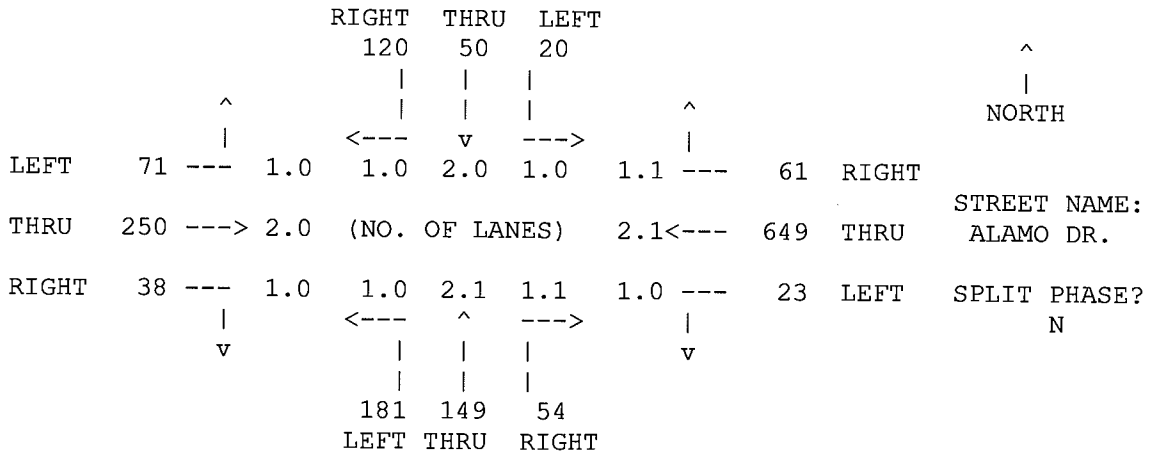
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	149	149	3150	0.0473	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		203	3150	0.0644	
SB	RIGHT (R)	120	5 *	1500	0.0033	
	THRU (T)	50	50	3300	0.0152	0.0152
	LEFT (L)	20	20	1500	0.0133	
EB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	250	250	3300	0.0758	
	LEFT (L)	71	71	1500	0.0473	0.0473
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	649	649	3150	0.2060	
	LEFT (L)	23	23	1500	0.0153	
	T + R		710	3150	0.2254	0.2254

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

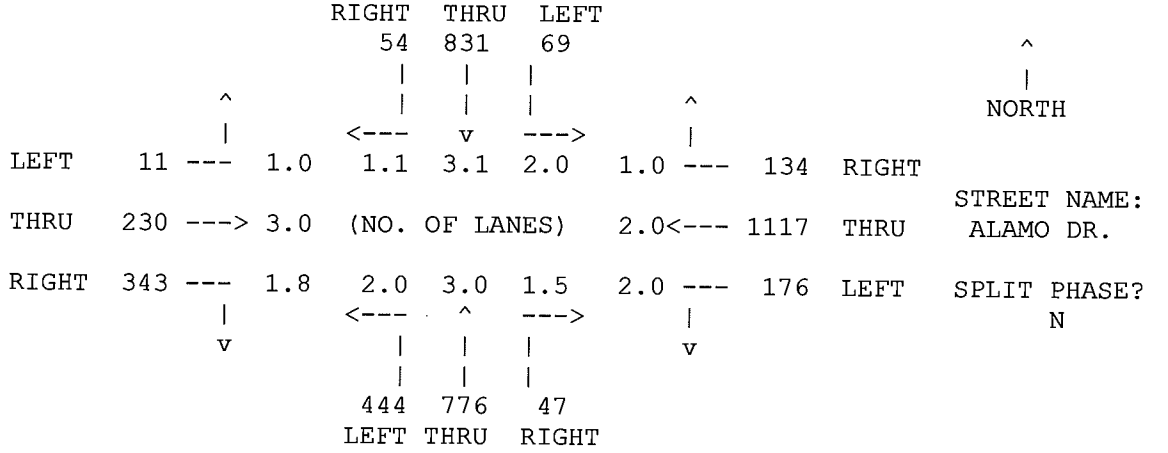
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	47	0 *	1500	0.0000	
	THRU (T)	776	776	4950	0.1568	
	LEFT (L)	444	444	2700	0.1644	0.1644
SB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	69	69	2700	0.0256	
	T + R		885	4800	0.1844	0.1844
EB	RIGHT (R)	343	0 *	1500	0.0000	
	THRU (T)	230	230	4950	0.0465	
	LEFT (L)	11	11	1500	0.0073	0.0073
WB	RIGHT (R)	134	35 *	1500	0.0233	
	THRU (T)	1117	1117	3300	0.3385	0.3385
	LEFT (L)	176	176	2700	0.0652	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

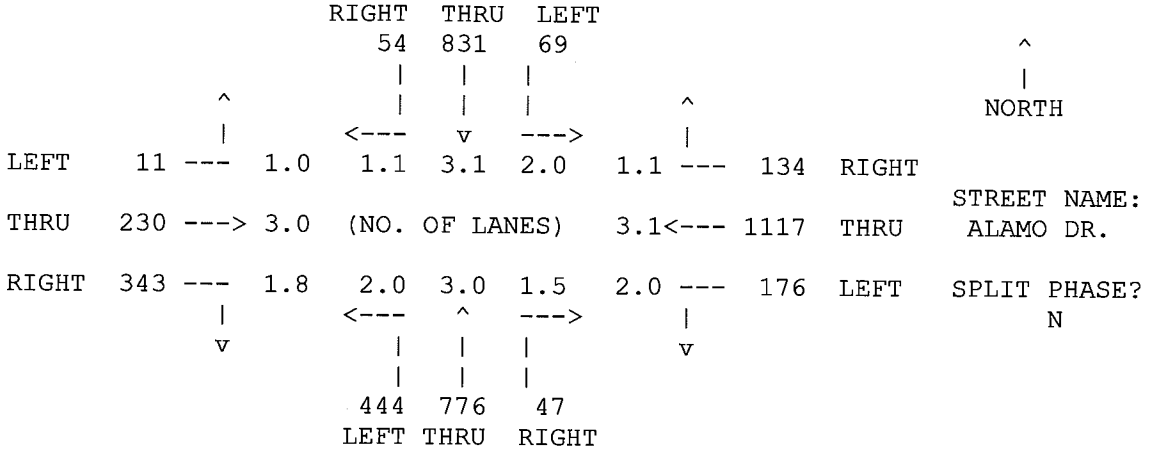
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	47	0 *	1500	0.0000	
	THRU (T)	776	776	4950	0.1568	
	LEFT (L)	444	444	2700	0.1644	0.1644
SB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	69	69	2700	0.0256	
	T + R		885	4800	0.1844	0.1844
EB	RIGHT (R)	343	0 *	1500	0.0000	
	THRU (T)	230	230	4950	0.0465	
	LEFT (L)	11	11	1500	0.0073	0.0073
WB	RIGHT (R)	134	134	1500	0.0893	
	THRU (T)	1117	1117	4800	0.2327	
	LEFT (L)	176	176	2700	0.0652	
	T + R		1251	4800	0.2606	0.2606

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

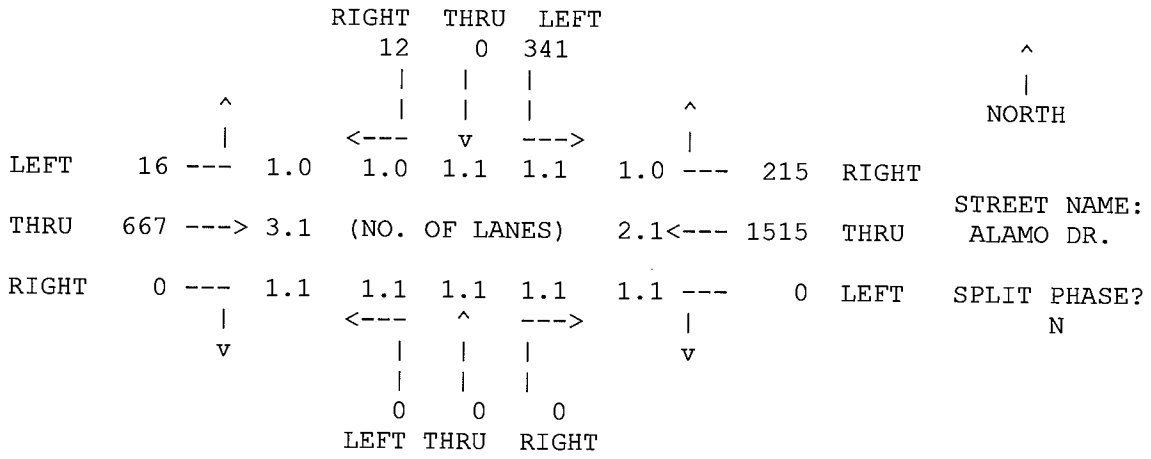
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	341	341	1500	0.2273	0.2273
T + L		341	1500	0.2273	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	667	667	4800	0.1390	
LEFT (L)	16	16	1500	0.0107	0.0107
T + R		667	4800	0.1390	
WB RIGHT (R)	215	0 *	1500	0.0000	
THRU (T)	1515	1515	3150	0.4810	0.4810
LEFT (L)	0	0	1500	0.0000	
T + L		1515	3150	0.4810	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

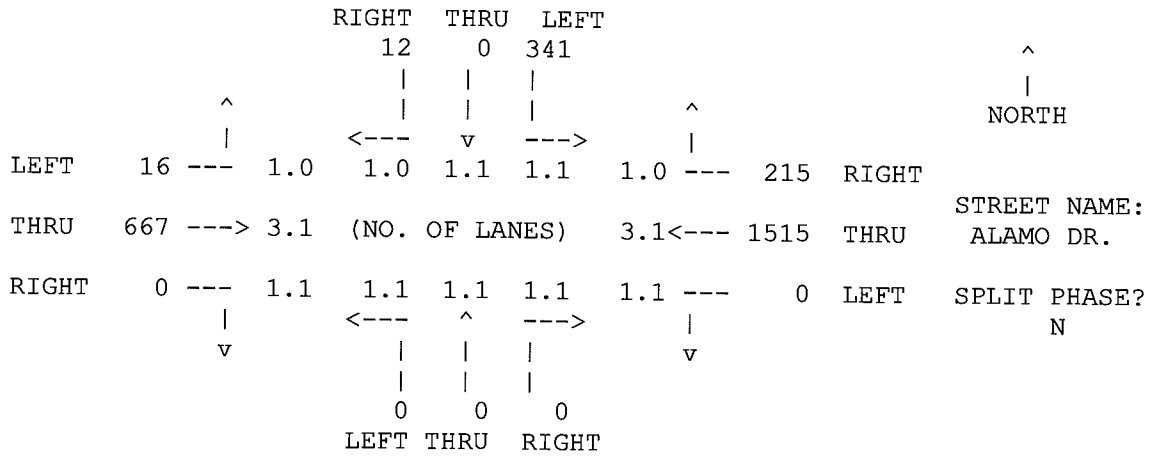
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82

INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 1100 DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit2



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	341	341	1500	0.2273	0.2273
	T + L		341	1500	0.2273	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	667	667	4800	0.1390	
	LEFT (L)	16	16	1500	0.0107	0.0107
	T + R		667	4800	0.1390	
WB	RIGHT (R)	215	0 *	1500	0.0000	
	THRU (T)	1515	1515	4800	0.3156	0.3156
	LEFT (L)	0	0	1500	0.0000	
	T + L		1515	4800	0.3156	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

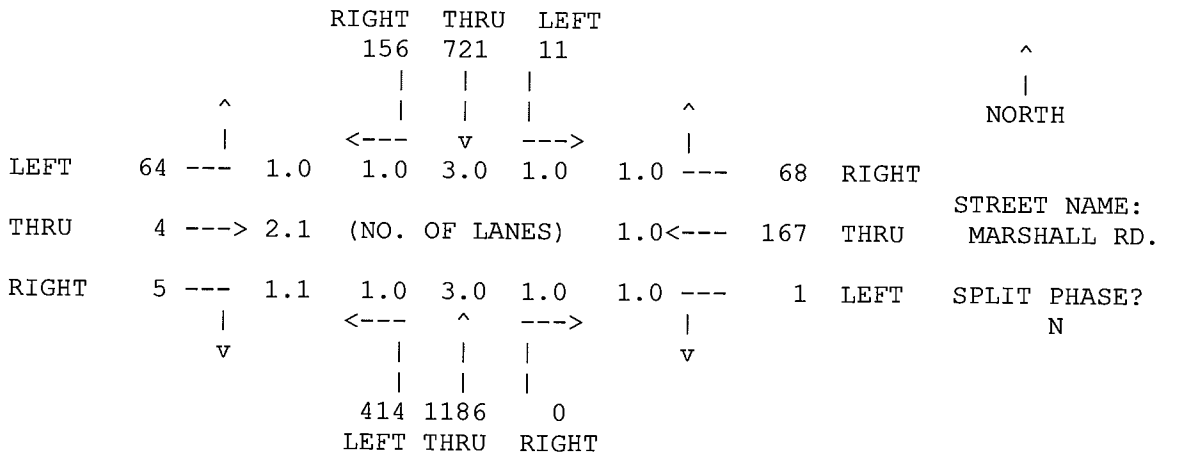
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1186	1186	4950	0.2396	
	LEFT (L)	414	414	1500	0.2760	0.2760
SB	RIGHT (R)	156	44 *	1500	0.0293	
	THRU (T)	721	721	4950	0.1457	0.1457
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	4	4	3150	0.0013	
	LEFT (L)	64	64	1500	0.0427	0.0427
	T + R		9	3150	0.0029	
WB	RIGHT (R)	68	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

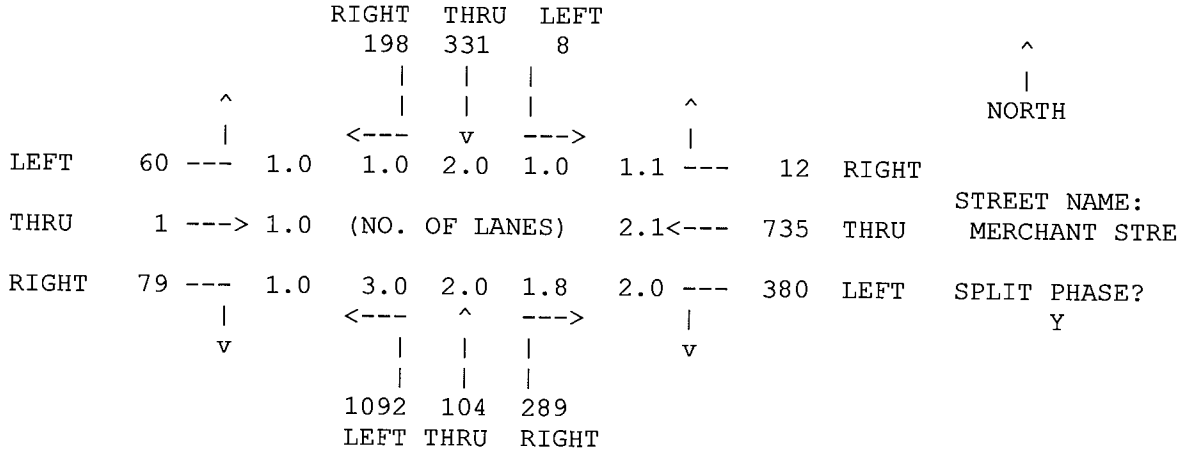
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	289	0 *	1500	0.0000	
THRU (T)	104	104	3300	0.0315	
LEFT (L)	1092	1092	3900	0.2800	0.2800
SB RIGHT (R)	198	88 *	1500	0.0587	
THRU (T)	331	331	3300	0.1003	0.1003
LEFT (L)	8	8	1500	0.0053	
EB RIGHT (R)	79	0 *	1500	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	60	60	1500	0.0400	0.0400
WB RIGHT (R)	12	12	1500	0.0080	
THRU (T)	735	735	3150	0.2333	
LEFT (L)	380	380	2700	0.1407	
T + R		747	3150	0.2371	0.2371

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

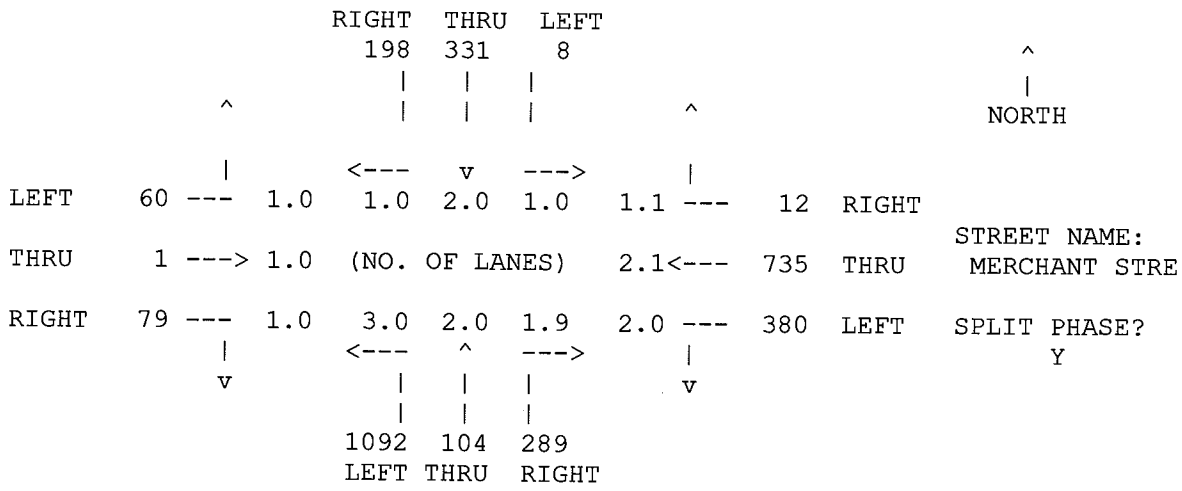
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	289	289	1650	0.1752	
	THRU (T)	104	104	3300	0.0315	
	LEFT (L)	1092	1092	3900	0.2800	0.2800
SB	RIGHT (R)	198	88 *	1500	0.0587	
	THRU (T)	331	331	3300	0.1003	0.1003
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	60	60	1500	0.0400	0.0400
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	735	735	3150	0.2333	
	LEFT (L)	380	380	2700	0.1407	
	T + R		747	3150	0.2371	0.2371

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

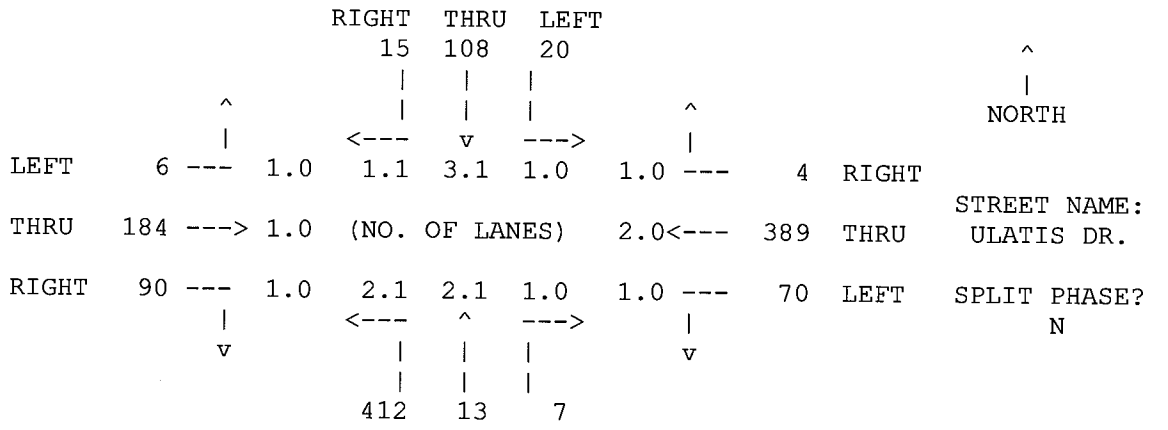
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	412	412	2700	0.1526	0.1526
	T + L		425	4350	0.0977	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	108	108	4800	0.0225	
	LEFT (L)	20	20	1500	0.0133	
	T + R		123	4800	0.0256	0.0256
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	1650	0.1115	0.1115
	LEFT (L)	6	6	1500	0.0040	
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	
	LEFT (L)	70	70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

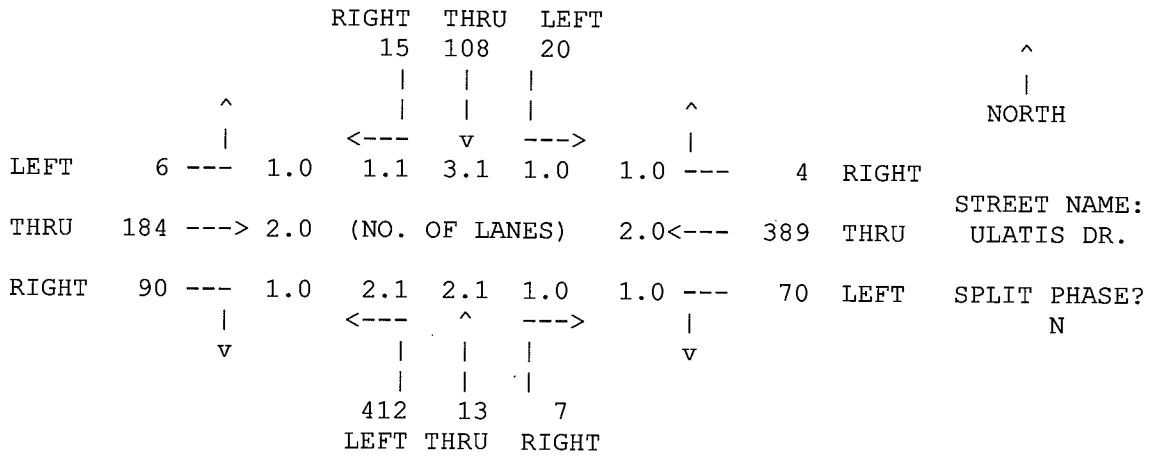
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	412	412	2700	0.1526	0.1526
	T + L		425	4350	0.0977	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	108	108	4800	0.0225	
	LEFT (L)	20	20	1500	0.0133	
	T + R		123	4800	0.0256	0.0256
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	3300	0.0558	
	LEFT (L)	6	6	1500	0.0040	0.0040
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	0.1179
	LEFT (L)	70	70	1500	0.0467	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

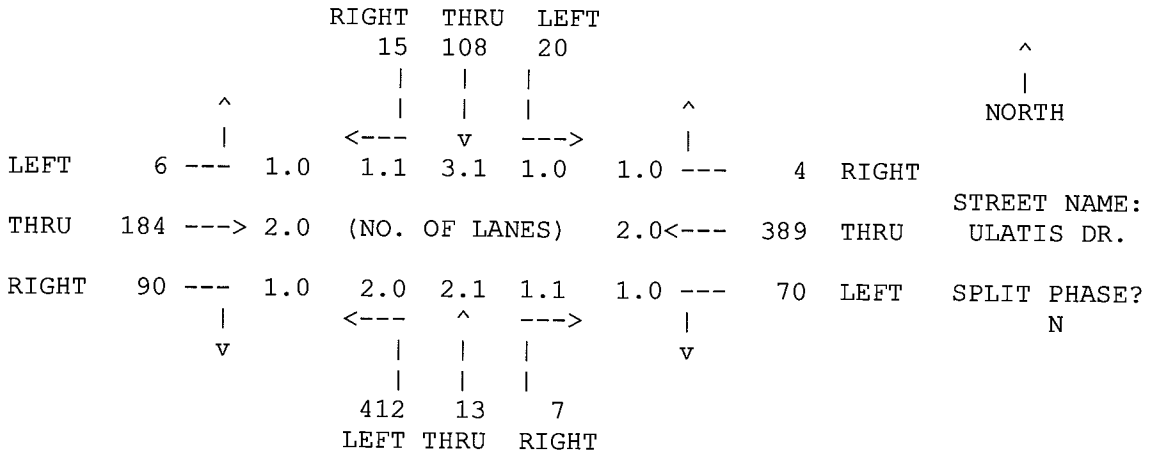
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	7	1500	0.0047	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	412	412	2700	0.1526	0.1526
	T + R		20	3150	0.0063	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	108	108	4800	0.0225	
	LEFT (L)	20	20	1500	0.0133	
	T + R		123	4800	0.0256	0.0256
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	3300	0.0558	
	LEFT (L)	6	6	1500	0.0040	0.0040
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	0.1179
	LEFT (L)	70	70	1500	0.0467	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

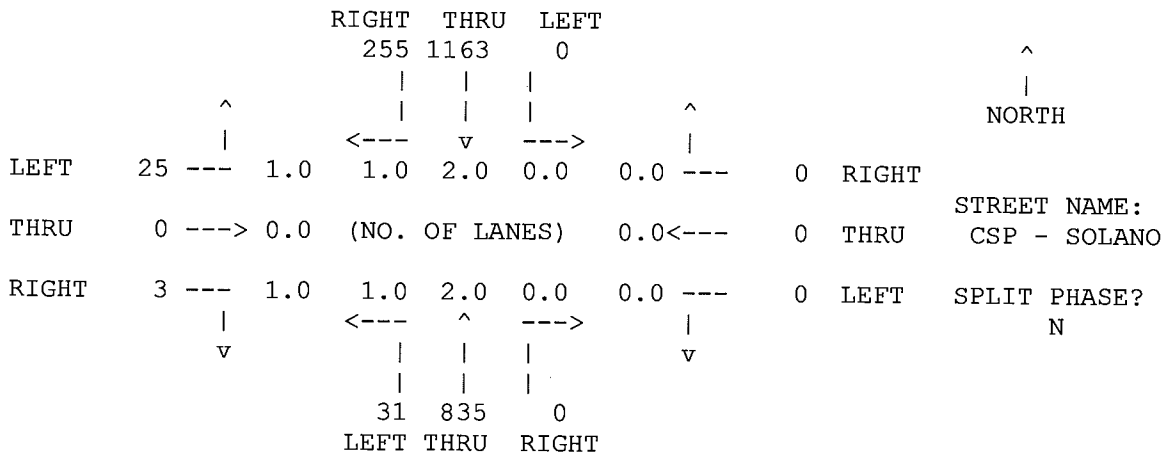
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	835	835	3300	0.2530	
LEFT (L)	31	31	1500	0.0207	0.0207
SB RIGHT (R)	255	163 *	1500	0.1087	
THRU (T)	1163	1163	3300	0.3524	0.3524
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

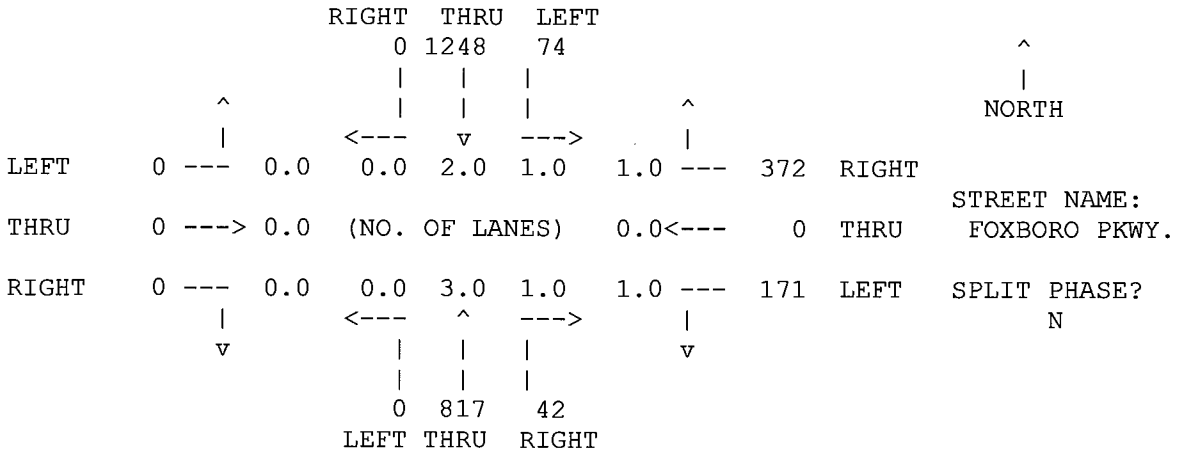
TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 18 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	42	0 *	1500	0.0000	
THRU (T)	817	817	4950	0.1651	
SB THRU (T)	1248	1248	3300	0.3782	0.3782
LEFT (L)	74	74	1500	0.0493	
WB RIGHT (R)	372	255 *	1500	0.1700	0.1700
LEFT (L)	171	171	1500	0.1140	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

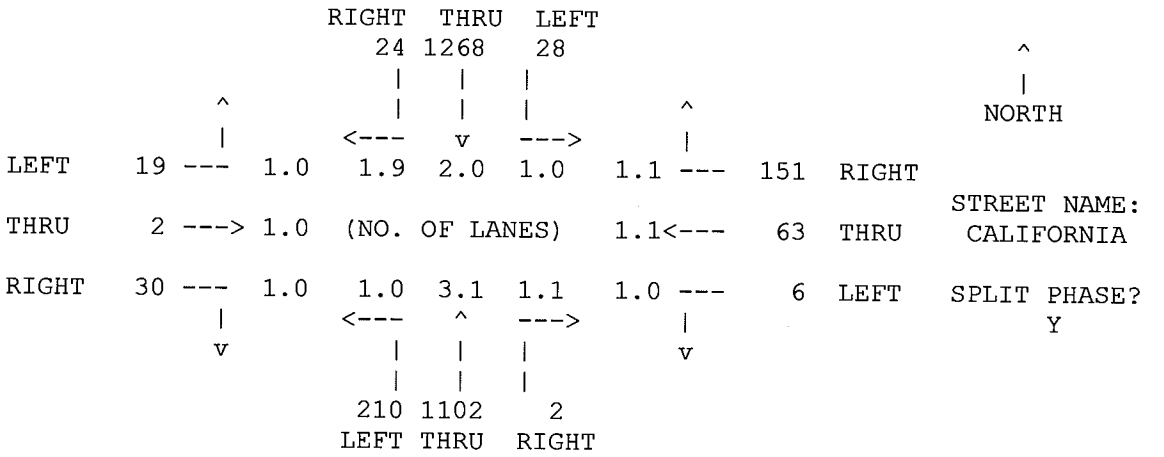
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1102	1102	4800	0.2296	
	LEFT (L)	210	210	1500	0.1400	0.1400
	T + R		1104	4800	0.2300	
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1268	1268	3300	0.3842	0.3842
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	151	151	1500	0.1007	
	THRU (T)	63	63	1500	0.0420	
	LEFT (L)	6	6	1500	0.0040	
	T + R		214	1500	0.1427	0.1427

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

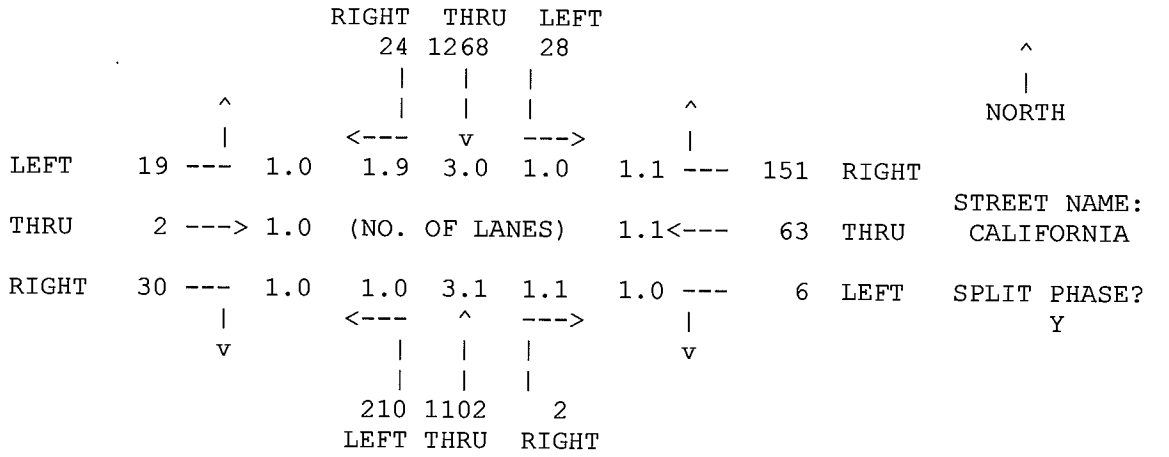
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1102	1102	4800	0.2296	
	LEFT (L)	210	210	1500	0.1400	0.1400
	T + R		1104	4800	0.2300	
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1268	1268	4950	0.2562	0.2562
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	151	151	1500	0.1007	
	THRU (T)	63	63	1500	0.0420	
	LEFT (L)	6	6	1500	0.0040	
	T + R		214	1500	0.1427	0.1427

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

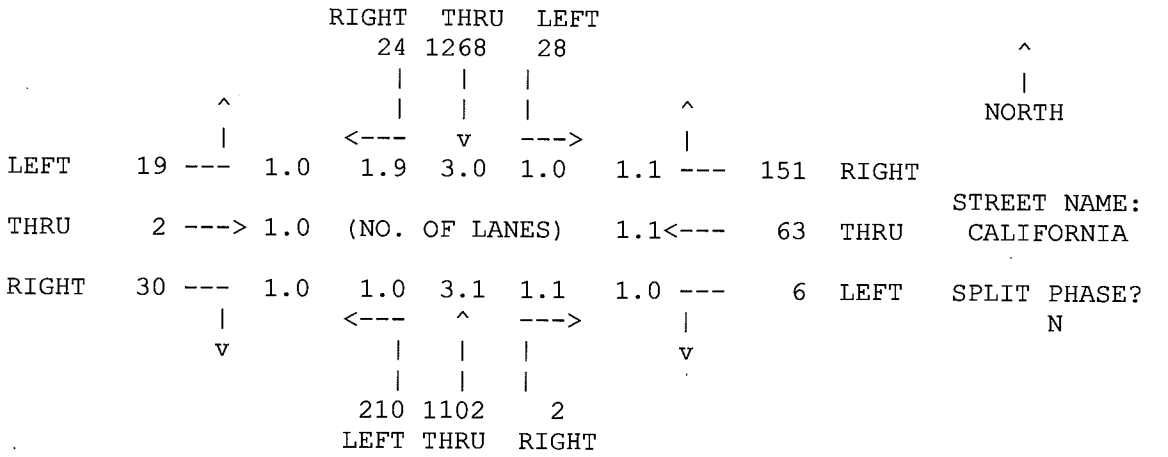
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit2



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1102	1102	4800	0.2296	
	LEFT (L)	210	210	1500	0.1400	0.1400
	T + R		1104	4800	0.2300	
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1268	1268	4950	0.2562	0.2562
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	151	151	1500	0.1007	
	THRU (T)	63	63	1500	0.0420	
	LEFT (L)	6	6	1500	0.0040	
	T + R		214	1500	0.1427	0.1427

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

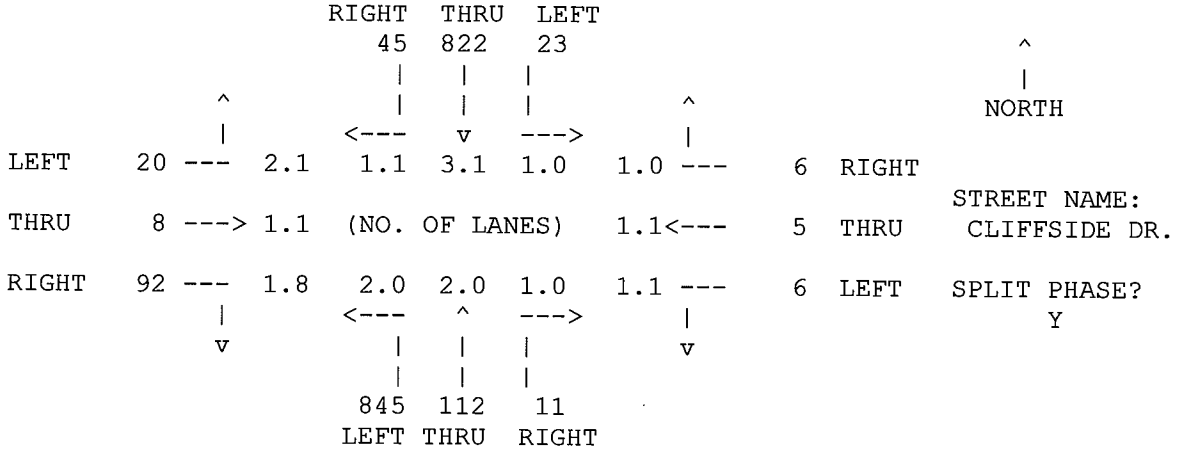
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	112	112	3300	0.0339	
	LEFT (L)	845	845	2700	0.3130	0.3130
SB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	822	822	4800	0.1713	
	LEFT (L)	23	23	1500	0.0153	
	T + R		867	4800	0.1806	0.1806
EB	RIGHT (R)	92	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	20	20	2700	0.0074	
	T + L		28	2700	0.0104	0.0104
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	6	6	1500	0.0040	
	T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

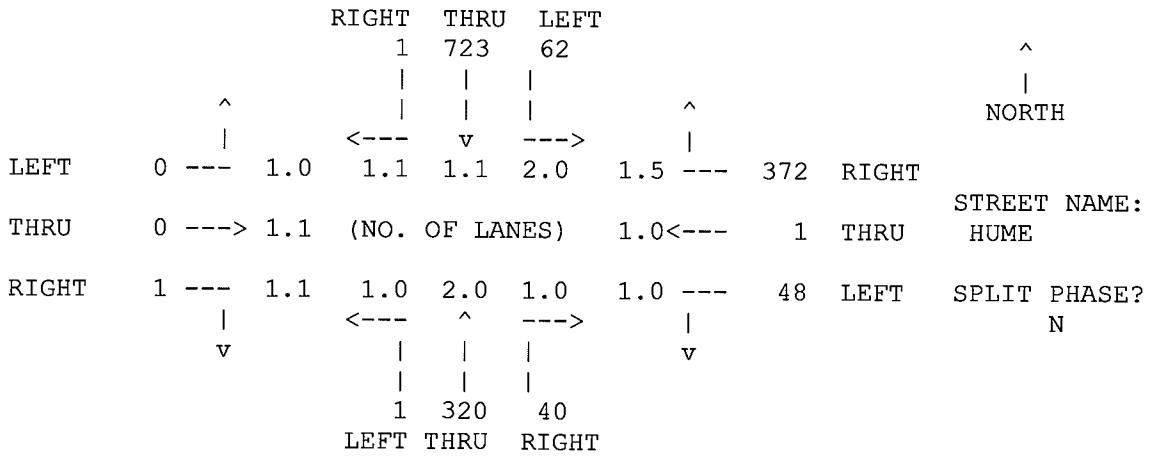
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	40	0 *	1500	0.0000	
THRU (T)	320	320	3300	0.0970	
LEFT (L)	1	1	1500	0.0007	0.0007
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	723	723	1500	0.4820	
LEFT (L)	62	62	2700	0.0230	
T + R		724	1500	0.4827	0.4827
EB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1	1500	0.0007	
WB RIGHT (R)	372	258 *	1500	0.1720	0.1720
THRU (T)	1	1	1650	0.0006	
LEFT (L)	48	48	1500	0.0320	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

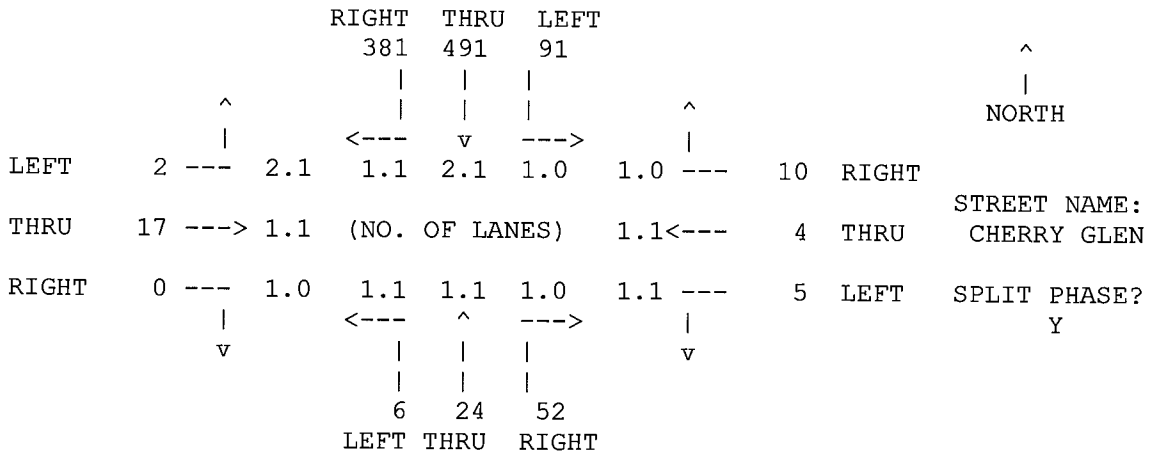
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + L		30	1500	0.0200	
SB	RIGHT (R)	381	381	1500	0.2540	
	THRU (T)	491	491	3150	0.1559	
	LEFT (L)	91	91	1500	0.0607	
	T + R		872	3150	0.2768	0.2768
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	2	2	2700	0.0007	
	T + L		19	2700	0.0070	
WB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	
	T + L		9	1500	0.0060	0.0060

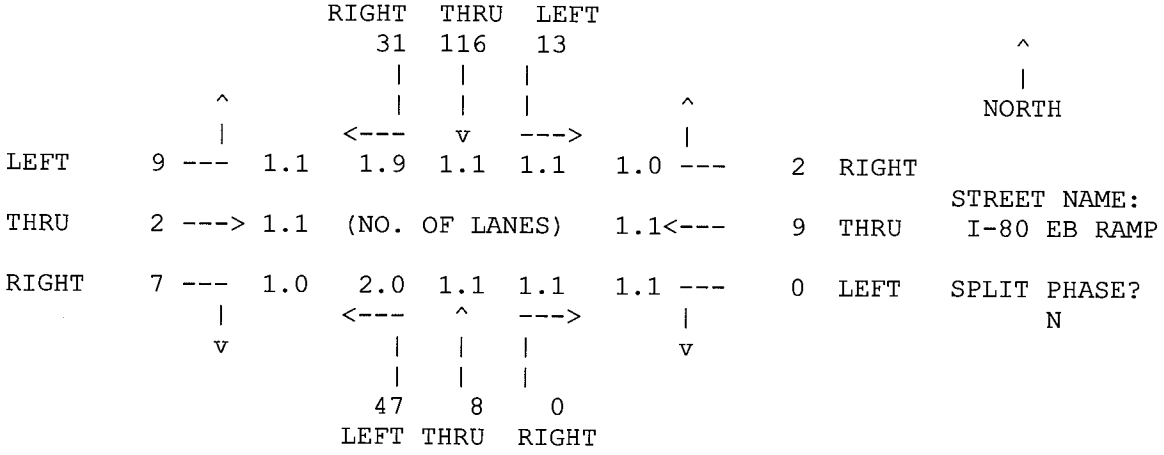
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 11/29/11

INTERSECTION 24 (1674) CHERRY GLEN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT AM PK HR W/MITIGATION FILE 2030mit.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	47	47	2700	0.0174	0.0174
	T + R		8	1500	0.0053	
SB	RIGHT (R)	31	31	1650	0.0188	
	THRU (T)	116	116	1500	0.0773	
	LEFT (L)	13	13	1500	0.0087	
	T + L		129	1500	0.0860	0.0860
EB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		11	1500	0.0073	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	9	9	1500	0.0060	0.0060
	LEFT (L)	0	0	1500	0.0000	
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.12
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.22
INTERSECTION LEVEL OF SERVICE: A

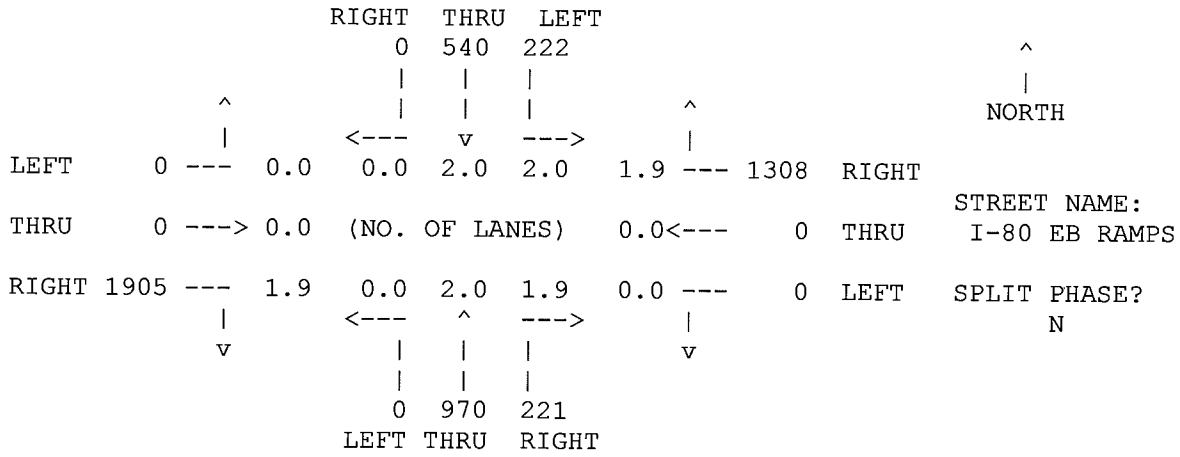
* ADJUSTED FOR RIGHT TURN ON RED

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	1.05	F
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.89	D
3	1295	LEISURE TOWN	ORANGE DRIVE	1.14	F
4	1299	LEISURE TOWN	SEQUOIA DR.	0.82	D
5	1306	LEISURE TOWN	ELMIRA ROAD	0.81	D
6	1310	LEISURE TOWN	ALAMO/FRY	0.90	D
7	1614	VANDEN	LEISURE TOWN	0.52	A
8	1117	VANDEN	ALAMO	0.58	A
9	1114	NUT TREE RD.	ALAMO DR.	0.79	C
10	1107	PEABODY RD.	ALAMO DR.	0.87	D
11	1100	DAVIS ST.	ALAMO DR.	0.87	D
12	1095	ALAMO DR.	MARSHALL RD.	0.92	E
13	1007	ALAMO DR.	I-80 EB RAMPS	0.48	A
14	1093	ALAMO DRIVE	MERCHANT STRE	1.23	F
15	1234	PEABODY RD.	ELMIRA RD.	0.50	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.75	C
17	1277	NUT TREE RD.	ULATIS DR.	1.18	F
18	1491	PEABODY RD.	CSP - SOLANO	0.96	E
19	1247	PEABODY RD.	FOXBORO PKWY.	0.87	D
20	1245	PEABODY	CALIFORNIA	0.90	D
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.87	D
22	1200	DAVIS	HUME	0.86	D
23	1675	I-80 WB	CHERRY GLEN	0.86	D
24	1674	CHERRY GLENN	I-80 EB RAMP	0.78	C

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	221	221	1650	0.1339	
THRU (T)	970	970	3300	0.2939	0.2939
SB THRU (T)	540	540	3300	0.1636	
LEFT (L)	222	222	2700	0.0822	0.0822
EB RIGHT (R)	1905	1905	1650	1.1545 **	
WB RIGHT (R)	1308	1308	1650	0.7927	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

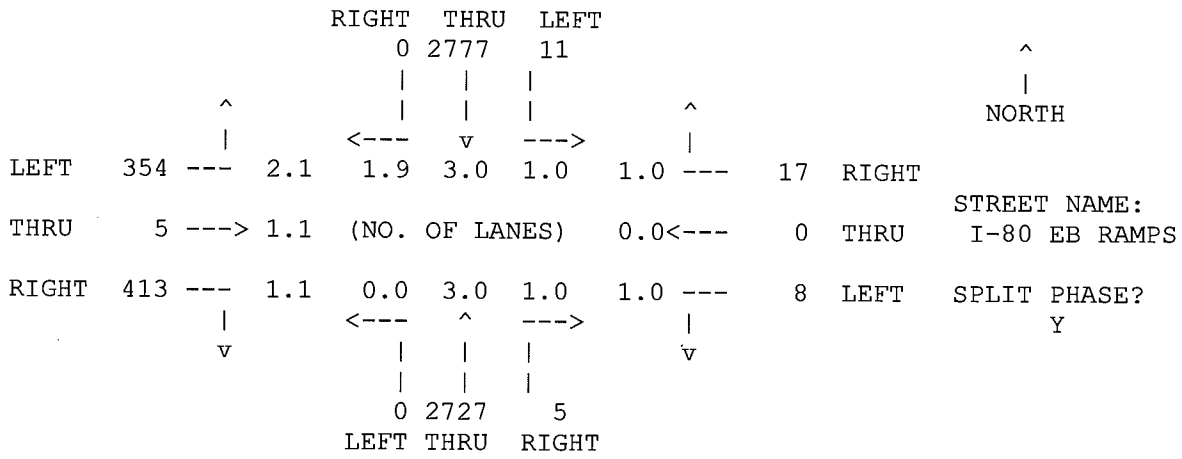
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	2727	2727	4950	0.5509	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	2777	2777	4950	0.5610	0.5610
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	413	413	1500	0.2753	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	354	354	2700	0.1311	
	T + R		418	1500	0.2787	
	T + L		359	2700	0.1330	
	T + R + L		772	2700	0.2859	0.2859
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.85
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

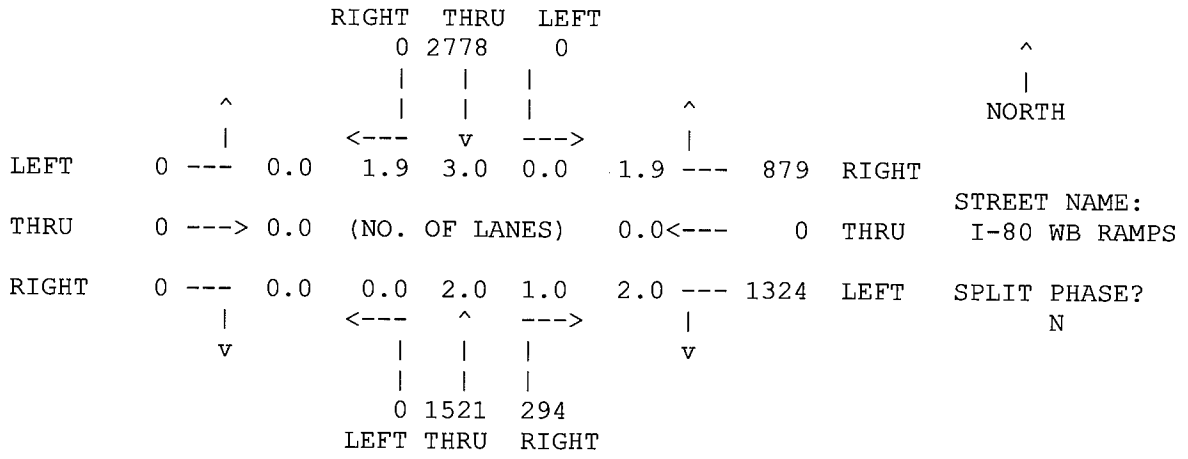
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	294	0 *	1500	0.0000	
THRU (T)	1521	1521	3300	0.4609	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2778	2778	4950	0.5612	0.5612
WB RIGHT (R)	879	879	1650	0.5327	
LEFT (L)	1324	1324	2700	0.4904	0.4904

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.05
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

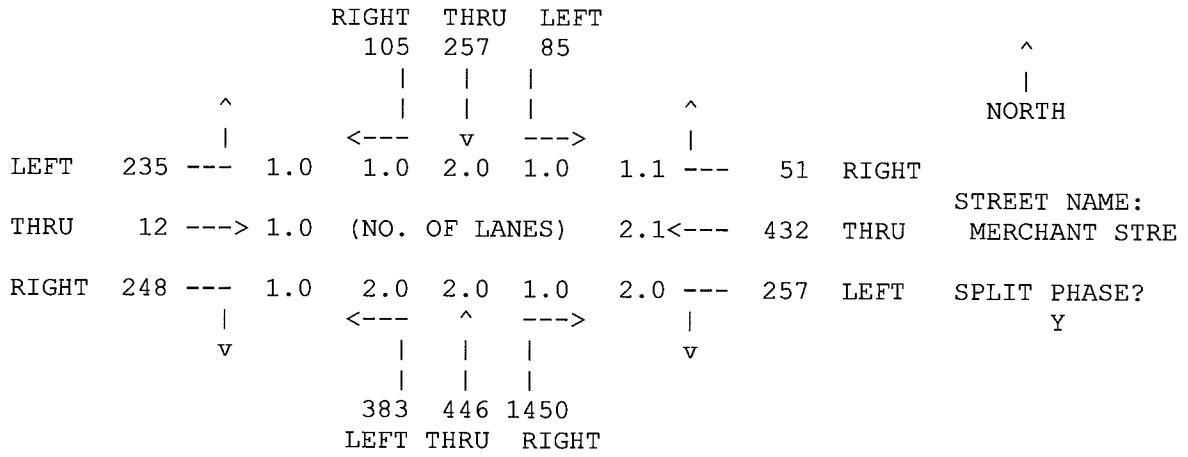
TOTAL VOLUME-TO-CAPACITY RATIO: 1.05
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1450	1299 *	1500	0.8660	0.8660
	THRU (T)	446	446	3300	0.1352	
	LEFT (L)	383	383	2700	0.1419	
SB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	257	257	3300	0.0779	
	LEFT (L)	85	85	1500	0.0567	0.0567
EB	RIGHT (R)	248	62 *	1500	0.0413	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	235	235	1500	0.1567	0.1567
WB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	432	432	3150	0.1371	
	LEFT (L)	257	257	2700	0.0952	
	T + R		483	3150	0.1533	0.1533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.23
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

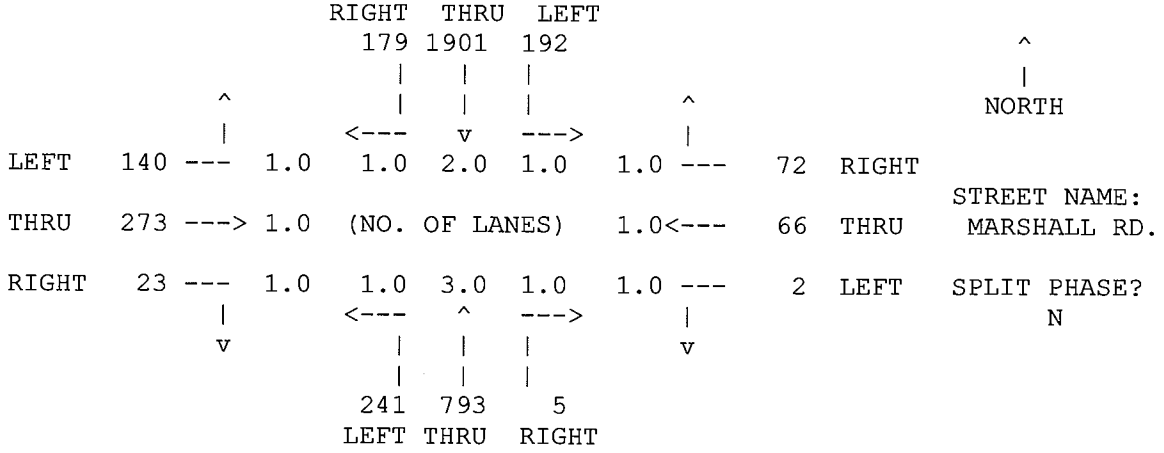
TOTAL VOLUME-TO-CAPACITY RATIO: 1.23
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	793	793	4950	0.1602	
LEFT (L)	241	241	1500	0.1607	0.1607
SB RIGHT (R)	179	29 *	1500	0.0193	
THRU (T)	1901	1901	3300	0.5761	0.5761
LEFT (L)	192	192	1500	0.1280	
EB RIGHT (R)	23	0 *	1500	0.0000	
THRU (T)	273	273	1650	0.1655	0.1655
LEFT (L)	140	140	1500	0.0933	
WB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	66	66	1650	0.0400	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.90
ADJUSTMENT FOR LOST YELLOW TIME: 0.02

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92

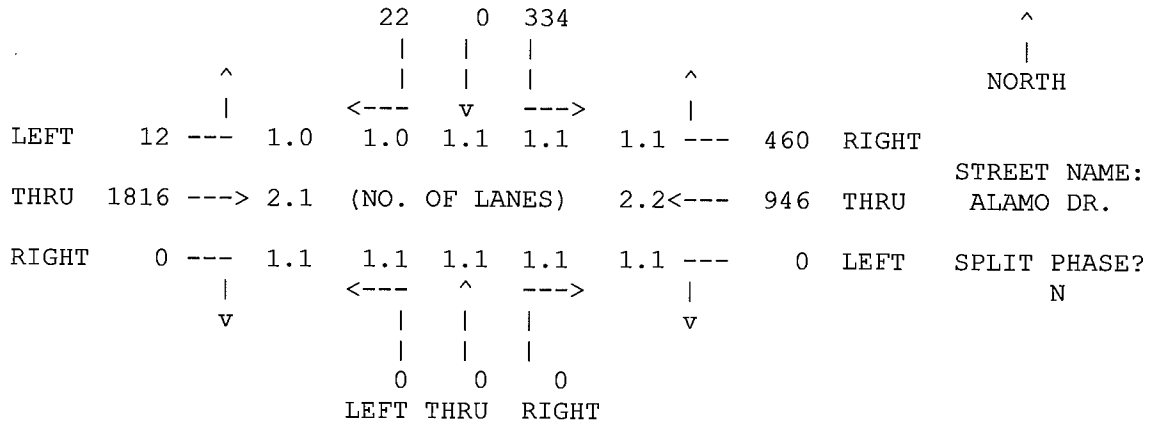
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	334	334	1500	0.2227	0.2227
	T + L		334	1500	0.2227	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1816	1816	3150	0.5765	0.5765
	LEFT (L)	12	12	1500	0.0080	
	T + R		1816	3150	0.5765	
WB	RIGHT (R)	460	460	1500	0.3067	
	THRU (T)	946	946	3000	0.3153	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1406	3000	0.4687	
	T + L		946	3000	0.3153	
	T + R + L		1406	3000	0.4687	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

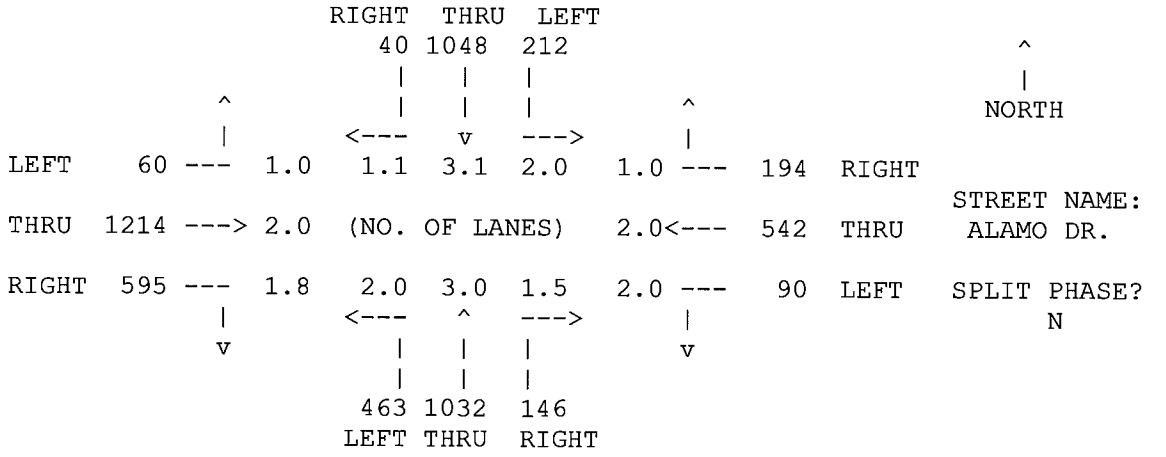
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	16 *	1500	0.0107	
	THRU (T)	1032	1032	4950	0.2085	
	LEFT (L)	463	463	2700	0.1715	0.1715
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1048	1048	4800	0.2183	
	LEFT (L)	212	212	2700	0.0785	
	T + R		1088	4800	0.2267	0.2267
EB	RIGHT (R)	595	114 *	1500	0.0760	
	THRU (T)	1214	1214	3300	0.3679	0.3679
	LEFT (L)	60	60	1500	0.0400	
WB	RIGHT (R)	194	55 *	1500	0.0367	
	THRU (T)	542	542	3300	0.1642	
	LEFT (L)	90	90	2700	0.0333	0.0333

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

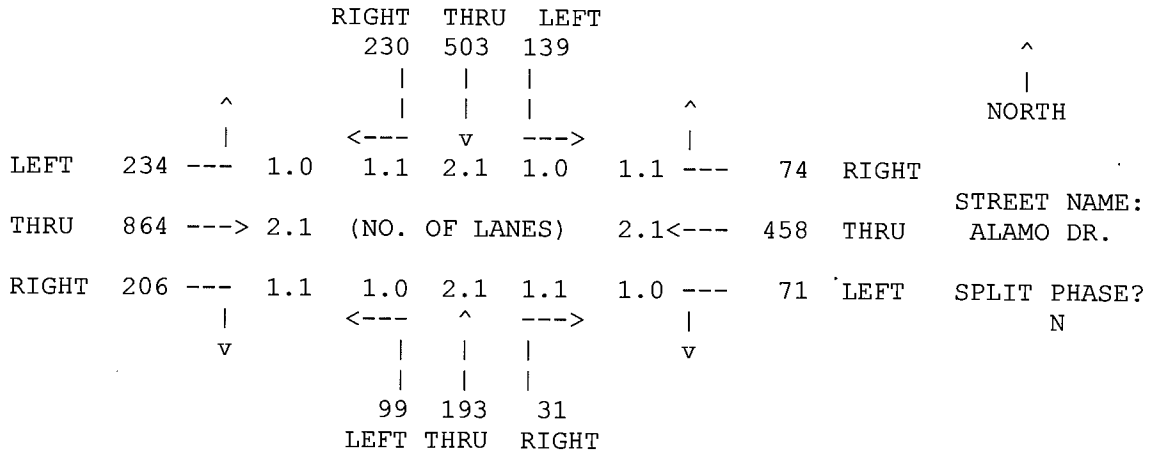
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	31	31	1500	0.0207	
	THRU (T)	193	193	3150	0.0613	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + R		224	3150	0.0711	
SB	RIGHT (R)	230	230	1500	0.1533	
	THRU (T)	503	503	3150	0.1597	
	LEFT (L)	139	139	1500	0.0927	
	T + R		733	3150	0.2327	0.2327
EB	RIGHT (R)	206	206	1500	0.1373	
	THRU (T)	864	864	3150	0.2743	
	LEFT (L)	234	234	1500	0.1560	
	T + R		1070	3150	0.3397	0.3397
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	458	458	3150	0.1454	
	LEFT (L)	71	71	1500	0.0473	0.0473
	T + R		532	3150	0.1689	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

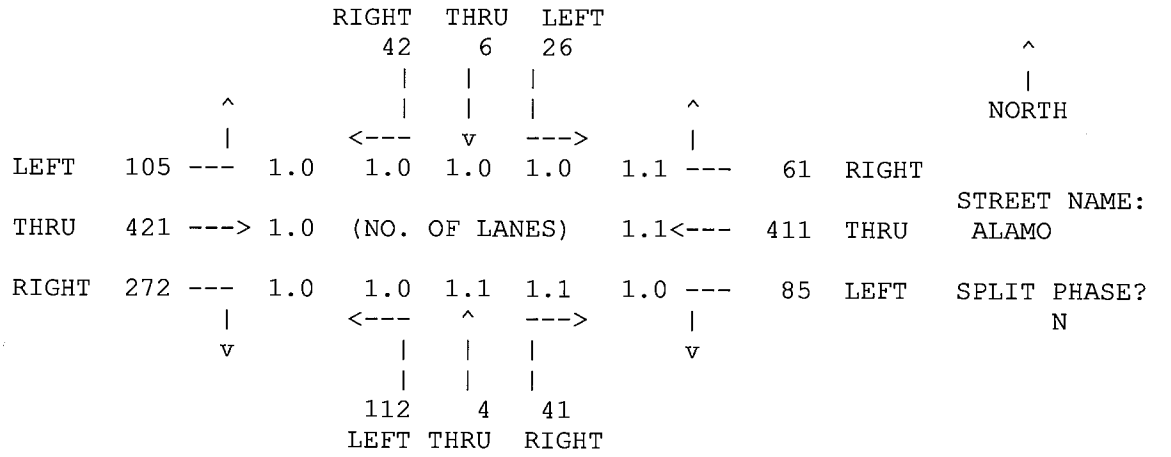
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	41	1500	0.0273	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	112	112	1500	0.0747	0.0747
	T + R		45	1500	0.0300	
SB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	6	6	1650	0.0036	
	LEFT (L)	26	26	1500	0.0173	0.0173
EB	RIGHT (R)	272	136 *	1500	0.0907	
	THRU (T)	421	421	1650	0.2552	
	LEFT (L)	105	105	1500	0.0700	0.0700
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	411	411	1500	0.2740	
	LEFT (L)	85	85	1500	0.0567	
	T + R		472	1500	0.3147	0.3147

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

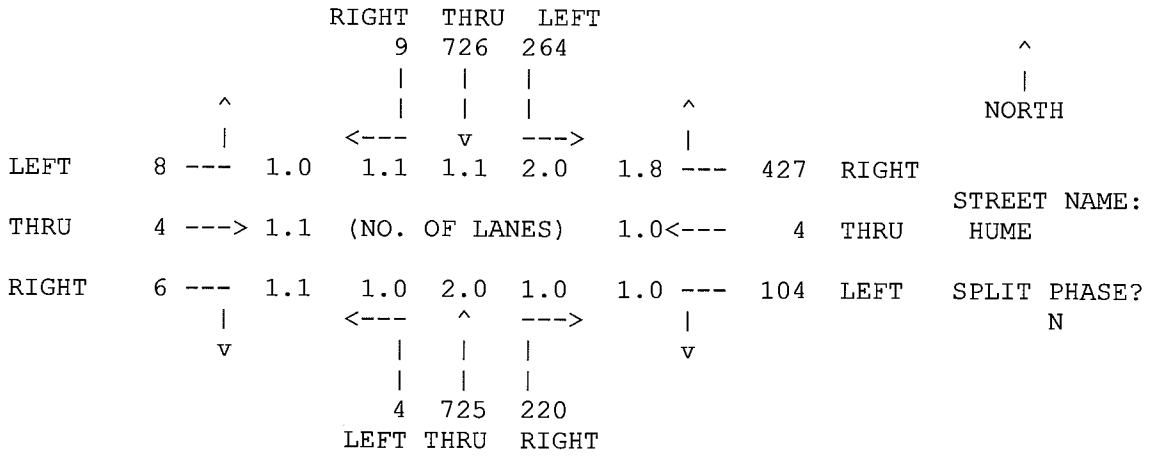
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	220	88 *	1500	0.0587	
	THRU (T)	725	725	3300	0.2197	0.2197
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	726	726	1500	0.4840	
	LEFT (L)	264	264	2700	0.0978	
	T + R		735	1500	0.4900	0.4900
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	
	T + R		10	1500	0.0067	0.0067
WB	RIGHT (R)	427	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	104	104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      38     8     0
                       |     |     |                          ^
                       |     |     |                          |
             ^         |     |     |         ^                NORTH
             |       <---    v     --->      |
LEFT    84 ---  1.0   1.0   1.0   1.0   1.1 ---    0  RIGHT
                                                    STREET NAME:
THRU   535 ---> 2.0  (NO. OF LANES)    3.1<---  924  THRU    ELMIRA RD.

RIGHT 1359 ---  1.9   2.0   1.0   1.0   1.0 ---   95  LEFT   SPLIT PHASE?
              |       <---    ^     --->      |                    N
              v         |     |     |         v
                        |     |     |
                      406    81   311
                     LEFT  THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	311	184 *	1500	0.1227	
THRU (T)	81	81	1650	0.0491	
LEFT (L)	406	406	2700	0.1504	0.1504
SB RIGHT (R)	38	0 *	1500	0.0000	
THRU (T)	8	8	1650	0.0048	0.0048
LEFT (L)	0	0	1500	0.0000	
EB RIGHT (R)	1359	1359	1650	0.8236	
THRU (T)	535	535	3300	0.1621	
LEFT (L)	84	84	1500	0.0560	0.0560
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	924	924	4800	0.1925	0.1925
LEFT (L)	95	95	1500	0.0633	
T + R		924	4800	0.1925	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

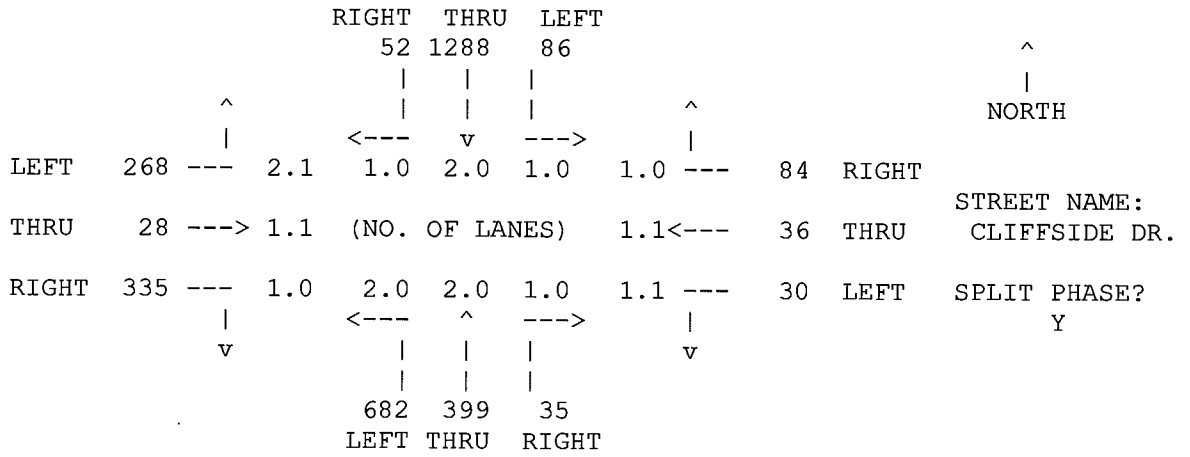
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	399	399	3300	0.1209	
	LEFT (L)	682	682	2700	0.2526	0.2526
SB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	1288	1288	3300	0.3903	0.3903
	LEFT (L)	86	86	1500	0.0573	
EB	RIGHT (R)	335	66 *	1500	0.0440	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	268	268	2700	0.0993	
	T + L		296	2700	0.1096	0.1096
WB	RIGHT (R)	84	0 *	1500	0.0000	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	30	30	1500	0.0200	
	T + L		66	1500	0.0440	0.0440

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

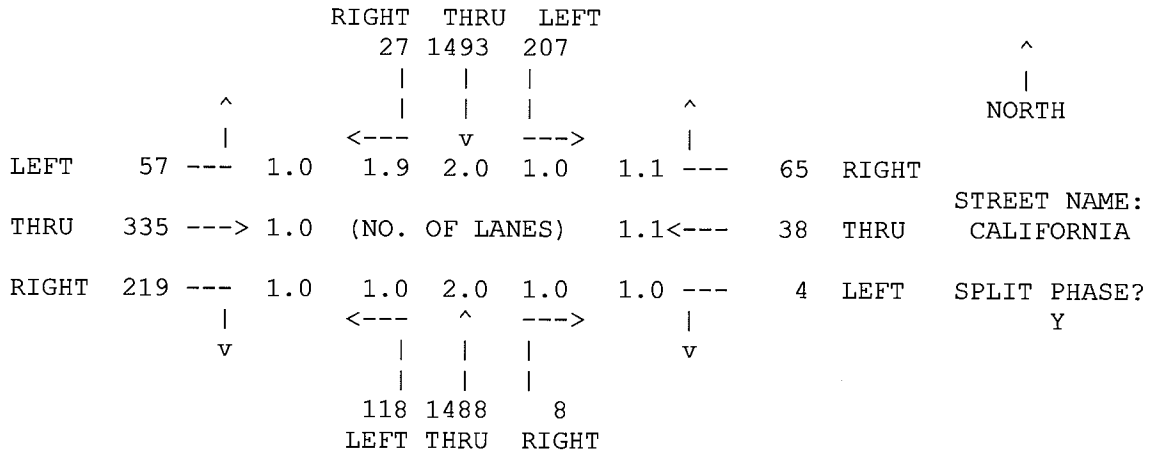
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1488	1488	3300	0.4509	0.4509
	LEFT (L)	118	118	1500	0.0787	
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1493	1493	3300	0.4524	
	LEFT (L)	207	207	1500	0.1380	0.1380
EB	RIGHT (R)	219	80 *	1500	0.0533	
	THRU (T)	335	335	1650	0.2030	0.2030
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	38	38	1500	0.0253	
	LEFT (L)	4	4	1500	0.0027	
	T + R		103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

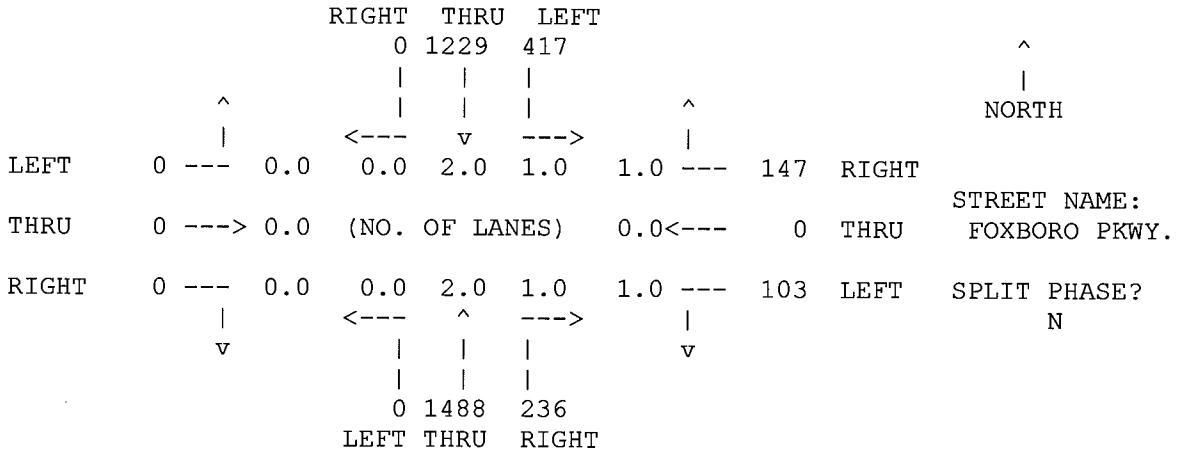
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	236	105 *	1500	0.0700	
	THRU (T)	1488	1488	3300	0.4509	0.4509
SB	THRU (T)	1229	1229	3300	0.3724	
	LEFT (L)	417	417	1500	0.2780	0.2780
WB	RIGHT (R)	147	0 *	1500	0.0000	
	LEFT (L)	103	103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

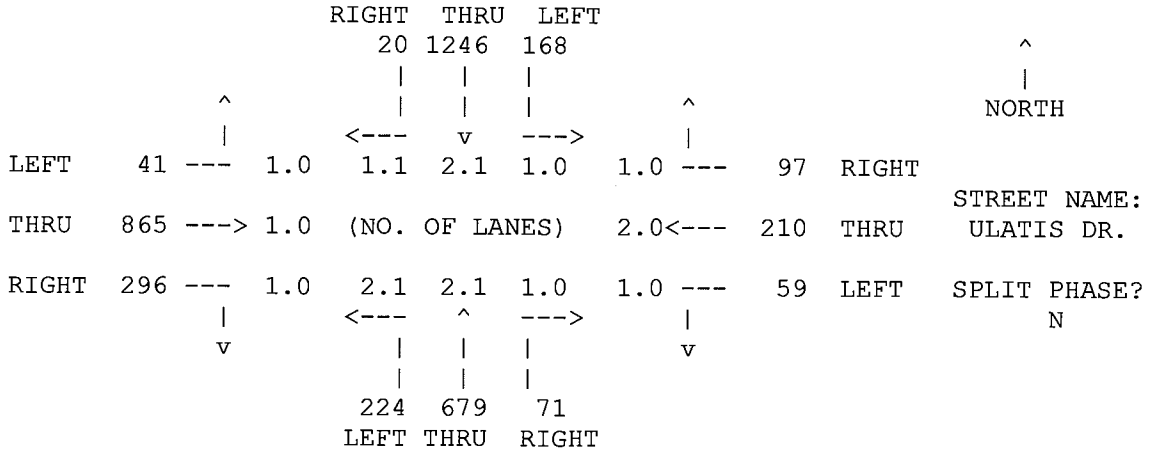
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	0 *	1500	0.0000	
	THRU (T)	679	679	3150	0.2156	0.2156
	LEFT (L)	224	224	2700	0.0830	
	T + L		903	4350	0.2076	
SB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	1246	1246	3150	0.3956	
	LEFT (L)	168	168	1500	0.1120	
	T + R		1266	3150	0.4019	0.4019
EB	RIGHT (R)	296	154 *	1500	0.1027	
	THRU (T)	865	865	1650	0.5242	0.5242
	LEFT (L)	41	41	1500	0.0273	
WB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.18
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

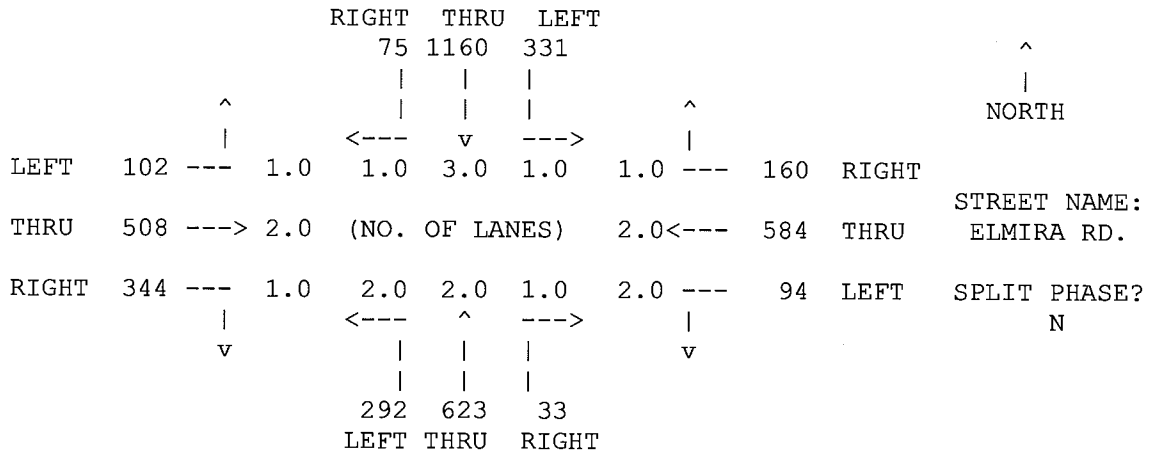
TOTAL VOLUME-TO-CAPACITY RATIO: 1.18
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	33	0 *	1500	0.0000	
	THRU (T)	623	623	3300	0.1888	0.1888
	LEFT (L)	292	292	2700	0.1081	
SB	RIGHT (R)	75	0 *	1500	0.0000	
	THRU (T)	1160	1160	4950	0.2343	
	LEFT (L)	331	331	1500	0.2207	0.2207
EB	RIGHT (R)	344	183 *	1500	0.1220	
	THRU (T)	508	508	3300	0.1539	
	LEFT (L)	102	102	1500	0.0680	0.0680
WB	RIGHT (R)	160	0 *	1500	0.0000	
	THRU (T)	584	584	3300	0.1770	0.1770
	LEFT (L)	94	94	2700	0.0348	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

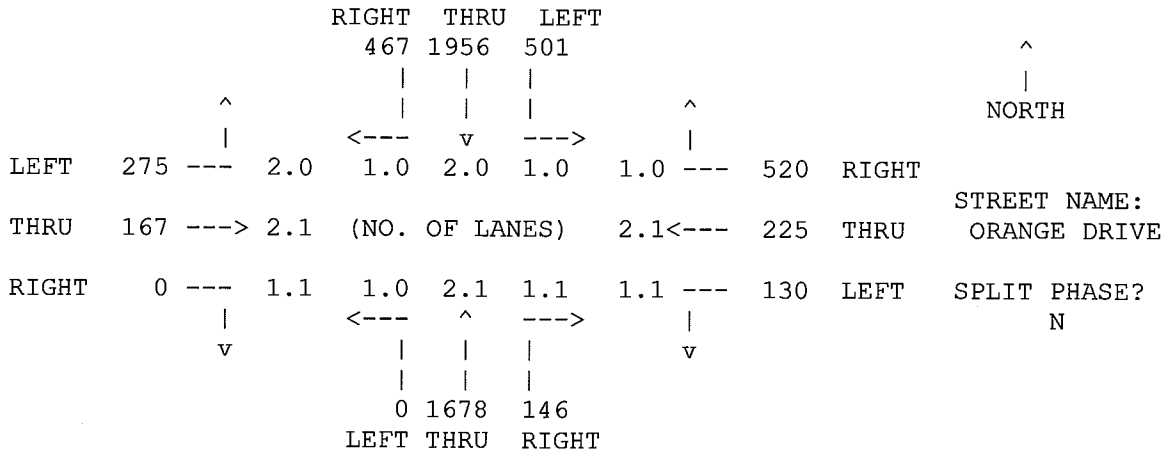
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	146	1500	0.0973	
	THRU (T)	1678	1678	3150	0.5327	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1824	3150	0.5790	0.5790
SB	RIGHT (R)	467	311 *	1500	0.2073	
	THRU (T)	1956	1956	3300	0.5927	
	LEFT (L)	501	501	1500	0.3340	0.3340
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	167	167	3150	0.0530	
	LEFT (L)	275	275	2700	0.1019	0.1019
	T + R		167	3150	0.0530	
WB	RIGHT (R)	520	190 *	1500	0.1267	0.1267
	THRU (T)	225	225	3150	0.0714	
	LEFT (L)	130	130	1500	0.0867	
	T + L		355	3150	0.1127	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.14
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

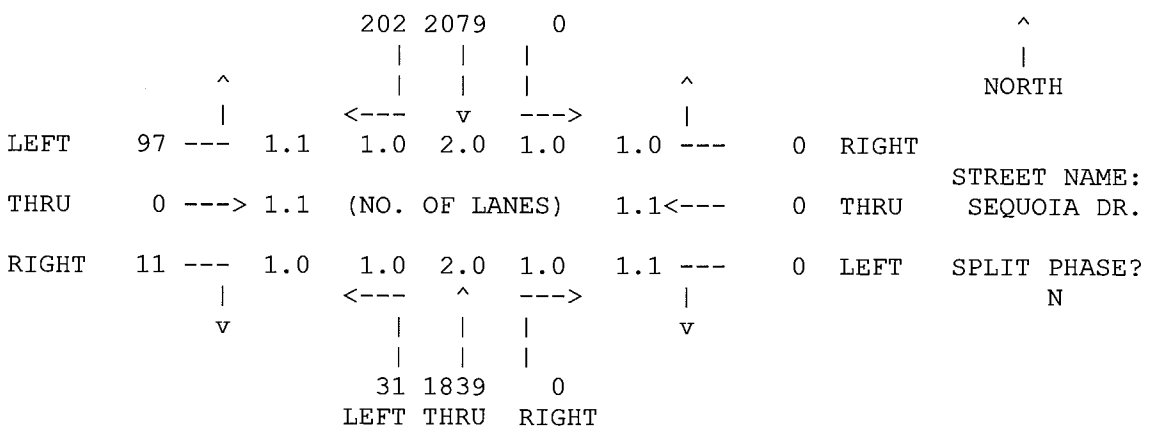
TOTAL VOLUME-TO-CAPACITY RATIO: 1.14
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1839	1839	3300	0.5573	
LEFT (L)	31	31	1500	0.0207	0.0207
SB RIGHT (R)	202	74 *	1500	0.0493	
THRU (T)	2079	2079	3300	0.6300	0.6300
LEFT (L)	0	0	1500	0.0000	
EB RIGHT (R)	11	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	97	97	1500	0.0647	0.0647
T + L		97	1500	0.0647	
WB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

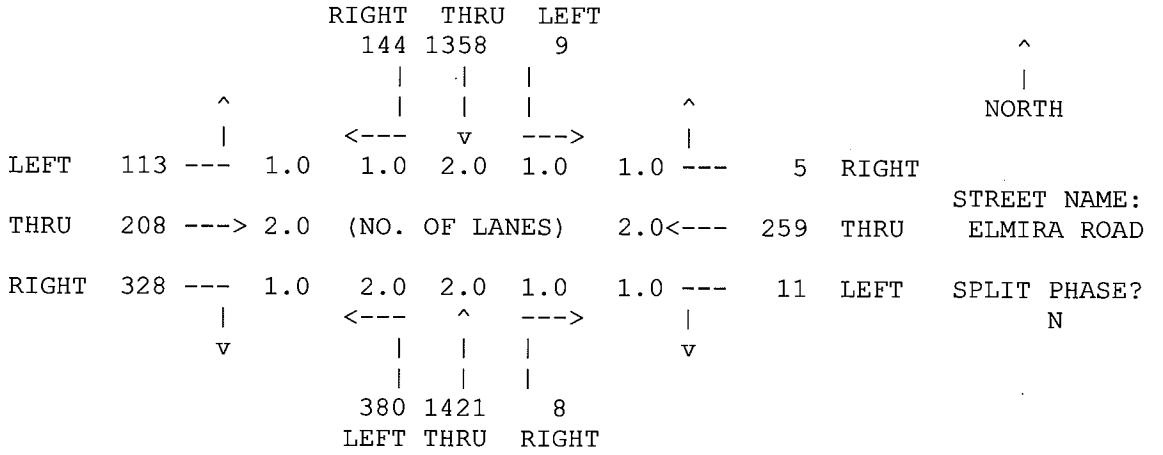
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0	*	1500	0.0000	
	THRU (T)	1421	1421		3300	0.4306	
	LEFT (L)	380	380		2700	0.1407	0.1407
SB	RIGHT (R)	144	8	*	1500	0.0053	
	THRU (T)	1358	1358		3300	0.4115	0.4115
	LEFT (L)	9	9		1500	0.0060	
EB	RIGHT (R)	328	142	*	1500	0.0947	
	THRU (T)	208	208		3300	0.0630	
	LEFT (L)	113	113		1500	0.0753	0.0753
WB	RIGHT (R)	5	0	*	1500	0.0000	
	THRU (T)	259	259		3300	0.0785	0.0785
	LEFT (L)	11	11		1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      342  1078    3
                       |    |     |                          ^
                       |    |     |                          |
              ^        |    |     |         ^                NORTH
              |        |    |     |         |
              |       <---   v    --->       |
LEFT   209 ---  1.0    1.0  2.0   1.0   1.1 ---  338  RIGHT
                                                        STREET NAME:
THRU    43 ---> 1.0  (NO. OF LANES)    1.1<---  187  THRU    ALAMO/FRY

RIGHT  198 ---  1.0    1.0  2.0   1.0   1.0 ---  116  LEFT   SPLIT PHASE?
               |       <---   ^    --->       |                    N
               v          |    |     |         v
                          |    |     |
                         62  1098   244
                        LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	244	106 *	1500	0.0707	
	THRU (T)	1098	1098	3300	0.3327	
	LEFT (L)	62	62	1500	0.0413	0.0413
SB	RIGHT (R)	342	158 *	1500	0.1053	
	THRU (T)	1078	1078	3300	0.3267	0.3267
	LEFT (L)	3	3	1500	0.0020	
EB	RIGHT (R)	198	87 *	1500	0.0580	
	THRU (T)	43	43	1650	0.0261	
	LEFT (L)	209	209	1500	0.1393	0.1393
WB	RIGHT (R)	338	338	1500	0.2253	
	THRU (T)	187	187	1500	0.1247	
	LEFT (L)	116	116	1500	0.0773	
	T + R		525	1500	0.3500	0.3500

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                       60  1272    0                          ^
                        |    |    |                           |
                  ^     |    |    |     ^                   NORTH
                  |     |    |    |     |
                  |    <---   v   --->   |
LEFT    270 ---  1.0   1.0   1.0   0.0   0.0 ---     0  RIGHT
                                                    STREET NAME:
THRU      0 ---> 0.0  (NO. OF LANES)     0.0<---     0  THRU     CSP - SOLANO

RIGHT    32 ---  1.0   1.0   2.0   0.0   0.0 ---     0  LEFT     SPLIT PHASE?
                  |    <---   ^   --->   |                          N
                  v     |    |    |     v
                        |    |    |
                        |    |    |
                        7  1454    0
                     LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1454	1454	3300	0.4406	
LEFT (L)	7	7	1500	0.0047	0.0047
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1272	1272	1650	0.7709	0.7709
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

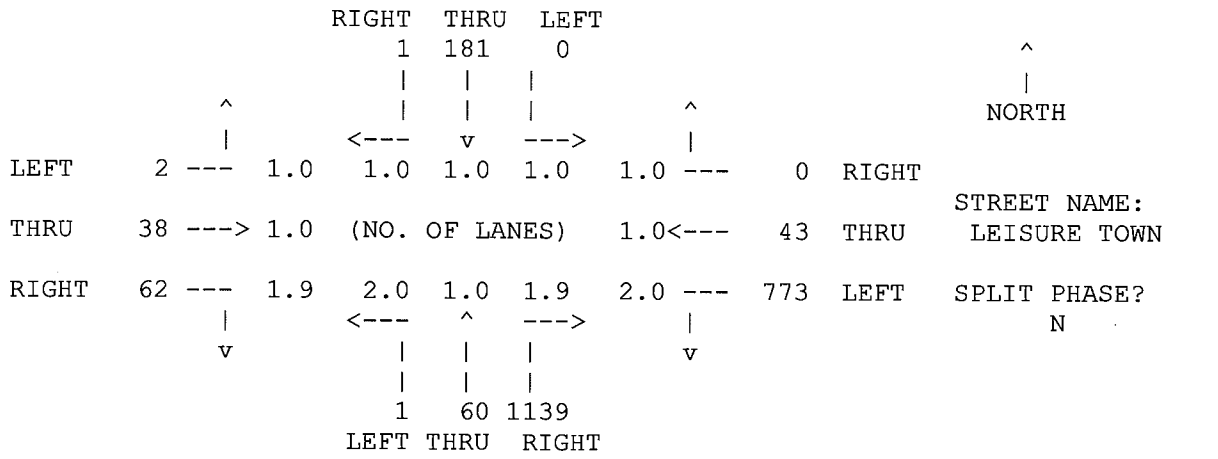
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.96
ADJUSTMENT FOR LOST YELLOW TIME:	0.00
TOTAL VOLUME-TO-CAPACITY RATIO:	0.96
INTERSECTION LEVEL OF SERVICE:	E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1139	1139	1650	0.6903	
THRU (T)	60	60	1650	0.0364	
LEFT (L)	1	1	2700	0.0004	0.0004
SB RIGHT (R)	1	0 *	1500	0.0000	
THRU (T)	181	181	1650	0.1097	0.1097
LEFT (L)	0	0	1500	0.0000	
EB RIGHT (R)	62	62	1650	0.0376	
THRU (T)	38	38	1650	0.0230	0.0230
LEFT (L)	2	2	1500	0.0013	
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	43	43	1650	0.0261	
LEFT (L)	773	773	2700	0.2863	0.2863

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.42
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

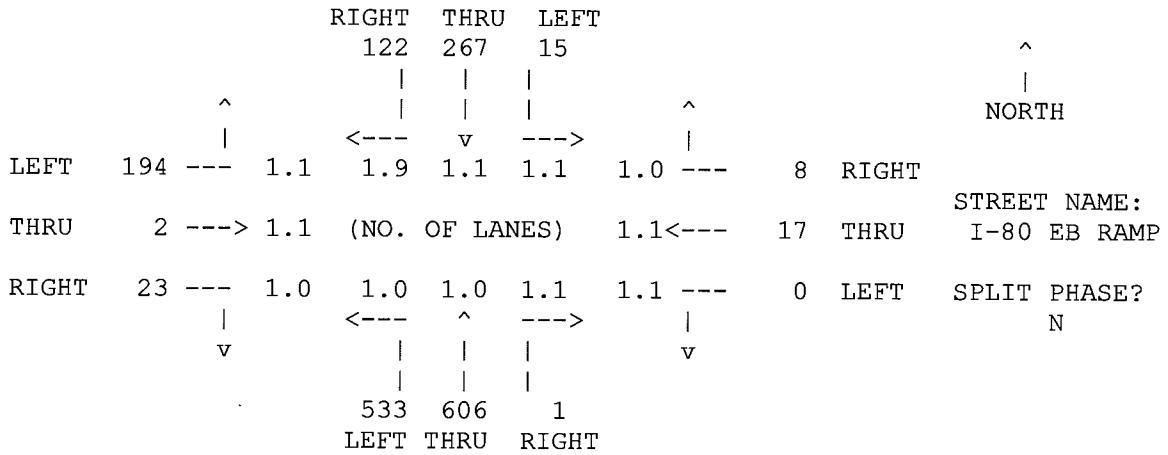
TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	606	606	1650	0.3673	
	LEFT (L)	533	533	1500	0.3553	0.3553
SB	RIGHT (R)	122	122	1650	0.0739	
	THRU (T)	267	267	1500	0.1780	
	LEFT (L)	15	15	1500	0.0100	
	T + L		282	1500	0.1880	0.1880
EB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	194	194	1500	0.1293	0.1293
	T + L		196	1500	0.1307	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78

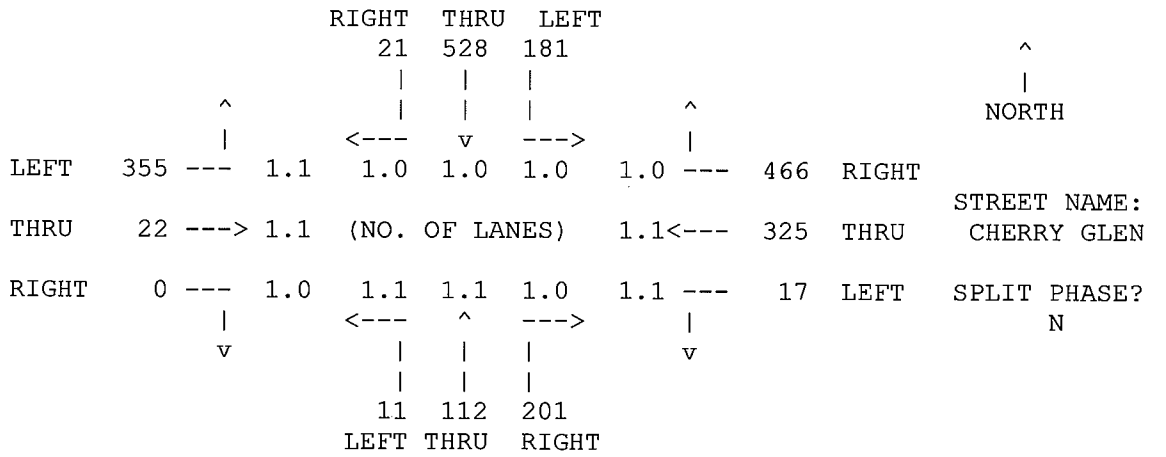
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT PM PEAK HOUR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	201	113 *	1500	0.0753	
	THRU (T)	112	112	1500	0.0747	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + L		123	1500	0.0820	
SB	RIGHT (R)	21	0 *	1500	0.0000	
	THRU (T)	528	528	1650	0.3200	0.3200
	LEFT (L)	181	181	1500	0.1207	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	22	22	1500	0.0147	
	LEFT (L)	355	355	1500	0.2367	0.2367
	T + L		377	1500	0.2513	
WB	RIGHT (R)	466	296 *	1500	0.1973	
	THRU (T)	325	325	1500	0.2167	
	LEFT (L)	17	17	1500	0.0113	
	T + L		342	1500	0.2280	0.2280

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.85	D
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.81	D
3	1295	LEISURE TOWN	ORANGE DRIVE	0.88	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.72	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.71	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.75	C
9	1114	NUT TREE RD.	ALAMO DR.	0.72	C
9	1114	NUT TREE RD.	ALAMO DR.	0.64	B
10	1107	PEABODY RD.	ALAMO DR.	0.78	C
10	1107	PEABODY RD.	ALAMO DR.	0.78	C
11	1100	DAVIS ST.	ALAMO DR.	0.80	C
11	1100	DAVIS ST.	ALAMO DR.	0.70	B
12	1095	ALAMO DR.	MARSHALL RD.	0.78	C
14	1093	ALAMO DRIVE	MERCHANT STRE	1.09	F
14	1093	ALAMO DRIVE	MERCHANT STRE	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	1.04	F
17	1277	NUT TREE RD.	ULATIS DR.	0.86	D
17	1277	NUT TREE RD.	ULATIS DR.	0.75	C
18	1491	PEABODY RD.	CSP - SOLANO	0.72	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.75	C
20	1245	PEABODY	CALIFORNIA	0.87	D
20	1245	PEABODY	CALIFORNIA	0.82	D
20	1245	PEABODY	CALIFORNIA	0.76	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.79	C
22	1200	DAVIS	HUME	0.73	C
23	1675	I-80 WB	CHERRY GLEN	0.67	B
24	1674	CHERRY GLENN	I-80 EB RAMP	0.66	B

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.

```
                    RIGHT  THRU  LEFT
                        0  2778     0                          ^
                        |     |     |                          |
                  ^     |     |     |          ^            NORTH
                  |     |     |     |          |
                  |   <---    v   --->         |
LEFT      0 ---  0.0   1.9   4.0   0.0   1.9 ---  879  RIGHT
                                                        STREET NAME:
THRU      0 ---> 0.0  (NO. OF LANES)    0.0<---    0  THRU    I-80 WB RAMPS

RIGHT     0 ---  0.0   0.0   3.0   1.0   3.0 --- 1324  LEFT   SPLIT PHASE?
                  |     <---    ^   --->         |                    N
                  v           |     |          v
                              |     |
                              0  1521   294
                             LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	294	0 *	1500	0.0000	
THRU (T)	1521	1521	4950	0.3073	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2778	2778	6600	0.4209	0.4209
WB RIGHT (R)	879	879	1650	0.5327	
LEFT (L)	1324	1324	3900	0.3395	0.3395

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.76
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

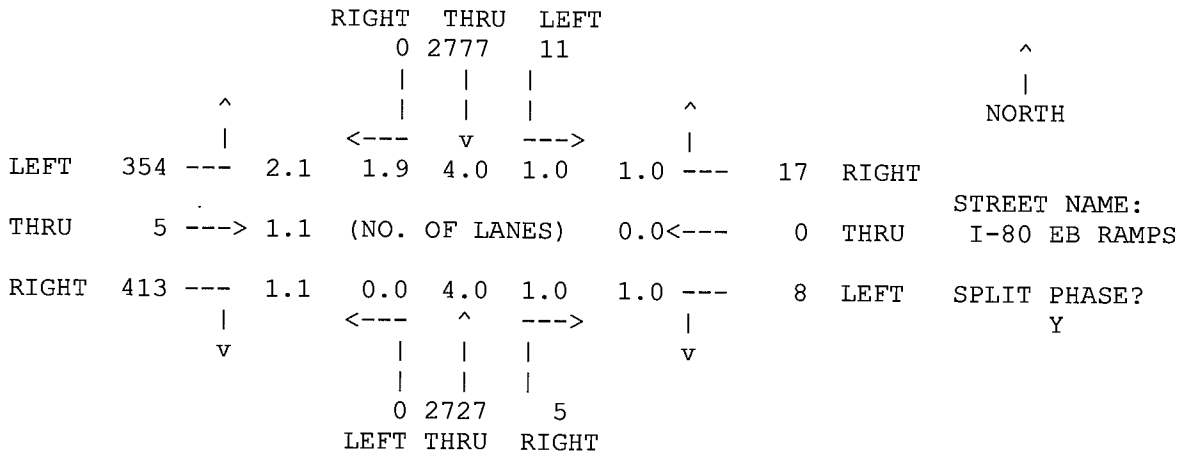
TOTAL VOLUME-TO-CAPACITY RATIO: 0.85
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	2727	2727	6600	0.4132	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2777	2777	6600	0.4208	0.4208
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	413	413	1500	0.2753	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	354	354	2700	0.1311	
T + R		418	1500	0.2787	
T + L		359	2700	0.1330	
T + R + L		772	2700	0.2859	0.2859
WB RIGHT (R)	17	0 *	1500	0.0000	
LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

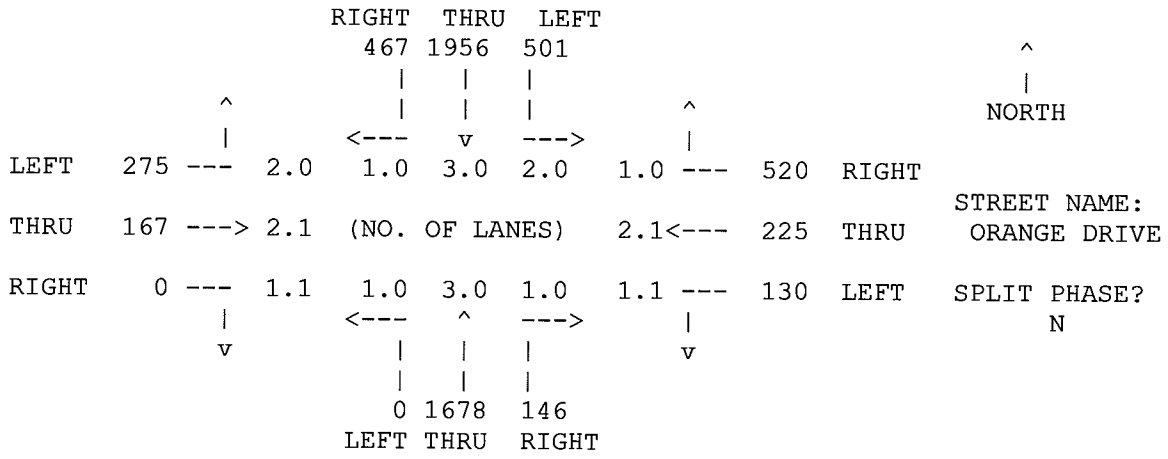
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	1 *	1500	0.0007	
	THRU (T)	1678	1678	4950	0.3390	0.3390
	LEFT (L)	0	0	1500	0.0000	
SB	RIGHT (R)	467	311 *	1500	0.2073	
	THRU (T)	1956	1956	4950	0.3952	
	LEFT (L)	501	501	2700	0.1856	0.1856
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	167	167	3150	0.0530	
	LEFT (L)	275	275	2700	0.1019	0.1019
	T + R		167	3150	0.0530	
WB	RIGHT (R)	520	301 *	1500	0.2007	0.2007
	THRU (T)	225	225	3150	0.0714	
	LEFT (L)	130	130	1500	0.0867	
	T + L		355	3150	0.1127	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.83
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

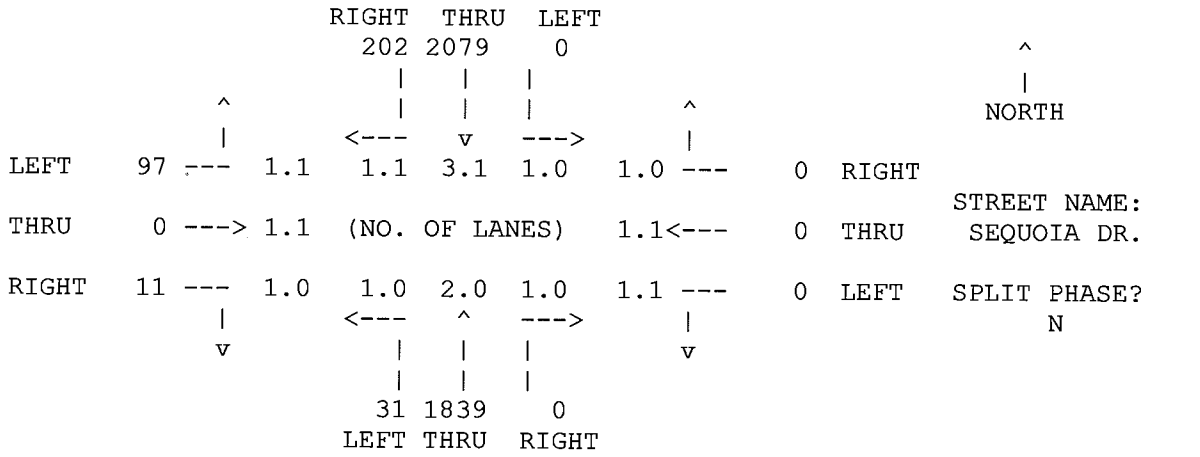
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1839	1839	3300	0.5573	0.5573
	LEFT (L)	31	31	1500	0.0207	
SB	RIGHT (R)	202	202	1500	0.1347	
	THRU (T)	2079	2079	4800	0.4331	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		2281	4800	0.4752	
EB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	97	97	1500	0.0647	0.0647
	T + L		97	1500	0.0647	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

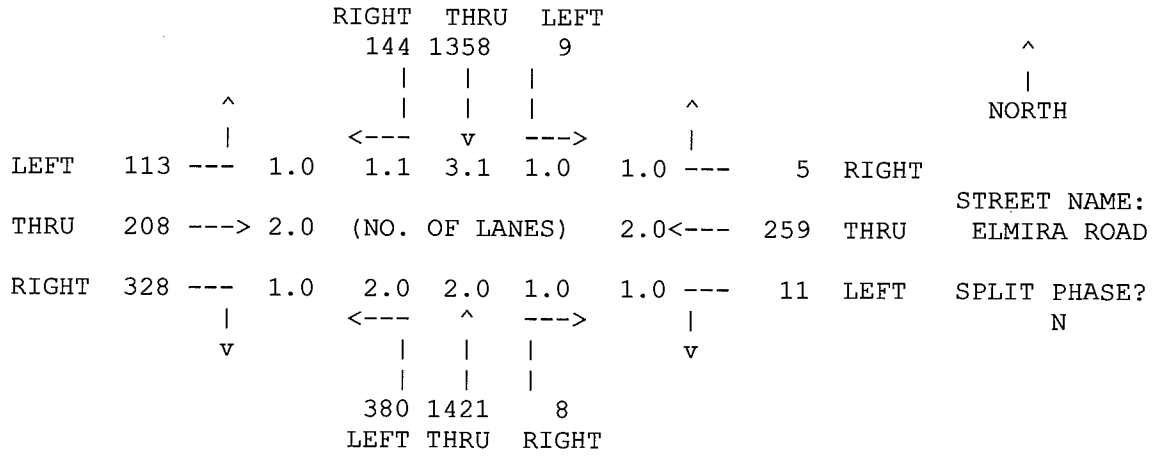
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1421	1421	3300	0.4306	
	LEFT (L)	380	380	2700	0.1407	0.1407
SB	RIGHT (R)	144	144	1500	0.0960	
	THRU (T)	1358	1358	4800	0.2829	
	LEFT (L)	9	9	1500	0.0060	
	T + R		1502	4800	0.3129	0.3129
EB	RIGHT (R)	328	142 *	1500	0.0947	
	THRU (T)	208	208	3300	0.0630	
	LEFT (L)	113	113	1500	0.0753	0.0753
WB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	259	259	3300	0.0785	0.0785
	LEFT (L)	11	11	1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

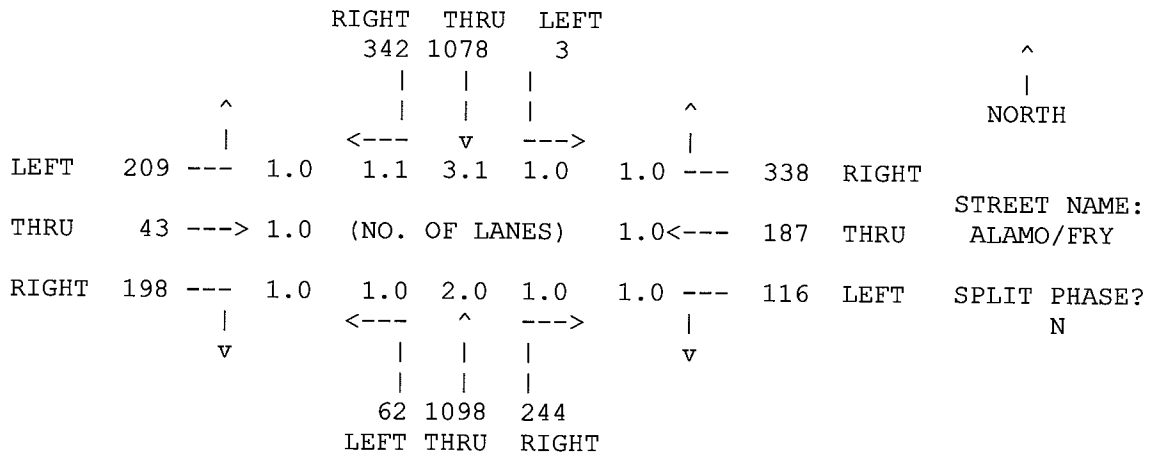
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	244	106 *	1500	0.0707	
	THRU (T)	1098	1098	3300	0.3327	
	LEFT (L)	62	62	1500	0.0413	0.0413
SB	RIGHT (R)	342	342	1500	0.2280	
	THRU (T)	1078	1078	4800	0.2246	
	LEFT (L)	3	3	1500	0.0020	
	T + R		1420	4800	0.2958	0.2958
EB	RIGHT (R)	198	87 *	1500	0.0580	
	THRU (T)	43	43	1650	0.0261	
	LEFT (L)	209	209	1500	0.1393	0.1393
WB	RIGHT (R)	338	257 *	1500	0.1713	0.1713
	THRU (T)	187	187	1650	0.1133	
	LEFT (L)	116	116	1500	0.0773	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

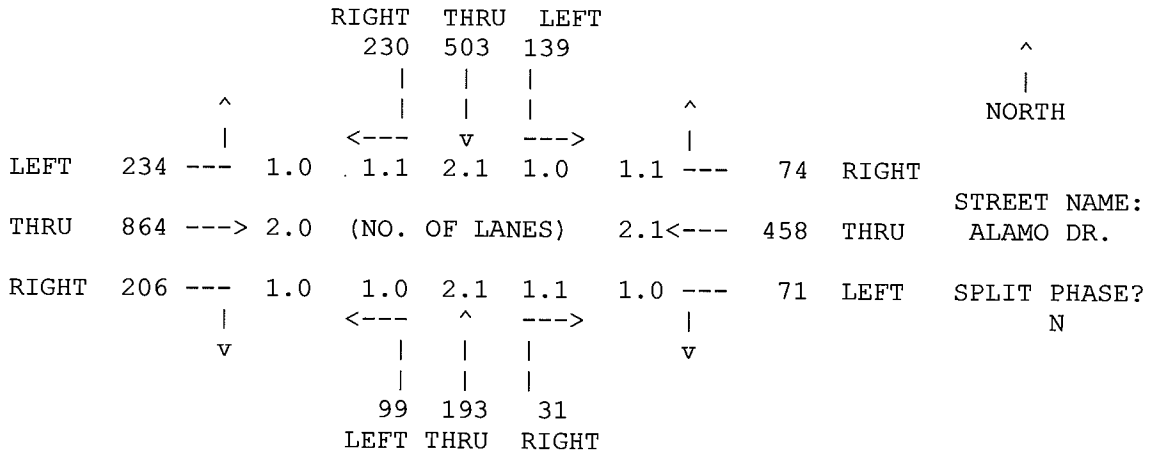
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	31	31	1500	0.0207	
THRU (T)	193	193	3150	0.0613	
LEFT (L)	99	99	1500	0.0660	0.0660
T + R		224	3150	0.0711	
SB RIGHT (R)	230	230	1500	0.1533	
THRU (T)	503	503	3150	0.1597	
LEFT (L)	139	139	1500	0.0927	
T + R		733	3150	0.2327	0.2327
EB RIGHT (R)	206	77 *	1500	0.0513	
THRU (T)	864	864	3300	0.2618	
LEFT (L)	234	234	1500	0.1560	0.1560
WB RIGHT (R)	74	74	1500	0.0493	
THRU (T)	458	458	3150	0.1454	
LEFT (L)	71	71	1500	0.0473	
T + R		532	3150	0.1689	0.1689

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

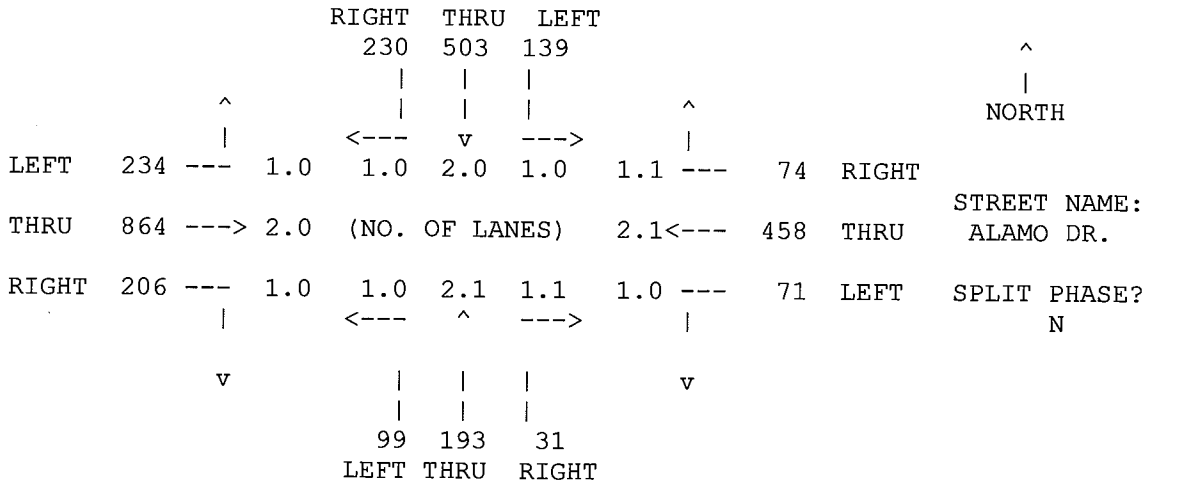
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	31	31	1500	0.0207	
	THRU (T)	193	193	3150	0.0613	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + R		224	3150	0.0711	
SB	RIGHT (R)	230	33 *	1500	0.0220	
	THRU (T)	503	503	3300	0.1524	0.1524
	LEFT (L)	139	139	1500	0.0927	
EB	RIGHT (R)	206	77 *	1500	0.0513	
	THRU (T)	864	864	3300	0.2618	
	LEFT (L)	234	234	1500	0.1560	0.1560
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	458	458	3150	0.1454	
	LEFT (L)	71	71	1500	0.0473	
	T + R		532	3150	0.1689	0.1689

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v

```
                    RIGHT  THRU  LEFT
                       40  1048   212
                        |    |     |                          ^
                        |    |     |                          |
                  ^     |    |     |          ^               NORTH
                  |     |    v     |          |
                  |    <---         --->      |
LEFT     60 ---  1.0   1.1  3.1     2.0   1.0 ---   194  RIGHT
                                                          STREET NAME:
THRU   1214 ---> 3.0   (NO. OF LANES)     2.0<---   542  THRU    ALAMO DR.

RIGHT   595 ---  1.8   2.0  3.0     1.5   2.0 ---    90  LEFT    SPLIT PHASE?
                  |    <---  ^      --->      |                       N
                  v         |     |          v
                            |     |
                            |     |
                           463   1032   146
                          LEFT  THRU   RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	16 *	1500	0.0107	
	THRU (T)	1032	1032	4950	0.2085	
	LEFT (L)	463	463	2700	0.1715	0.1715
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1048	1048	4800	0.2183	
	LEFT (L)	212	212	2700	0.0785	
	T + R		1088	4800	0.2267	0.2267
EB	RIGHT (R)	595	47 *	1500	0.0313	
	THRU (T)	1214	1214	4950	0.2453	0.2453
	LEFT (L)	60	60	1500	0.0400	
WB	RIGHT (R)	194	55 *	1500	0.0367	
	THRU (T)	542	542	3300	0.1642	
	LEFT (L)	90	90	2700	0.0333	0.0333

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

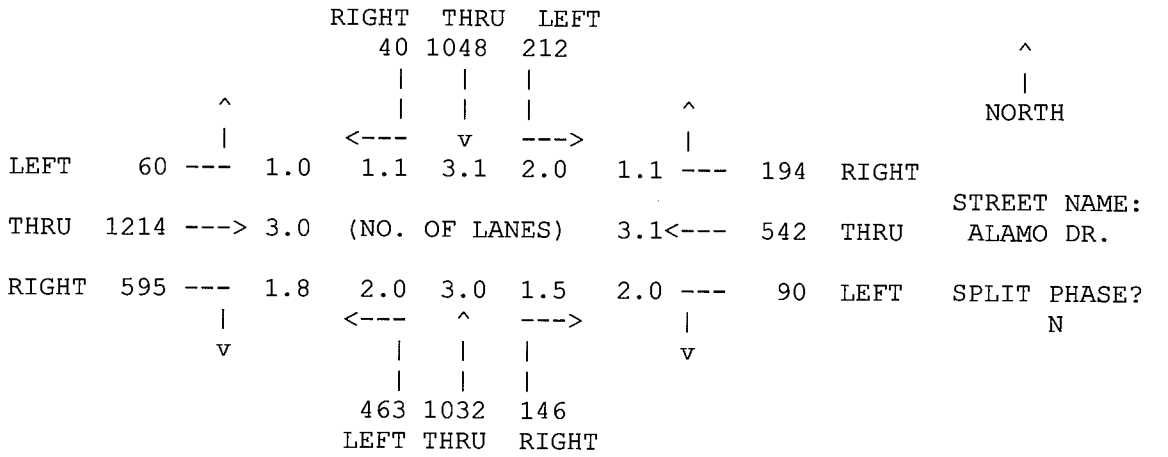
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	16 *	1500	0.0107	
	THRU (T)	1032	1032	4950	0.2085	
	LEFT (L)	463	463	2700	0.1715	0.1715
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1048	1048	4800	0.2183	
	LEFT (L)	212	212	2700	0.0785	
	T + R		1088	4800	0.2267	0.2267
EB	RIGHT (R)	595	47 *	1500	0.0313	
	THRU (T)	1214	1214	4950	0.2453	0.2453
	LEFT (L)	60	60	1500	0.0400	
WB	RIGHT (R)	194	194	1500	0.1293	
	THRU (T)	542	542	4800	0.1129	
	LEFT (L)	90	90	2700	0.0333	0.0333
	T + R		736	4800	0.1533	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

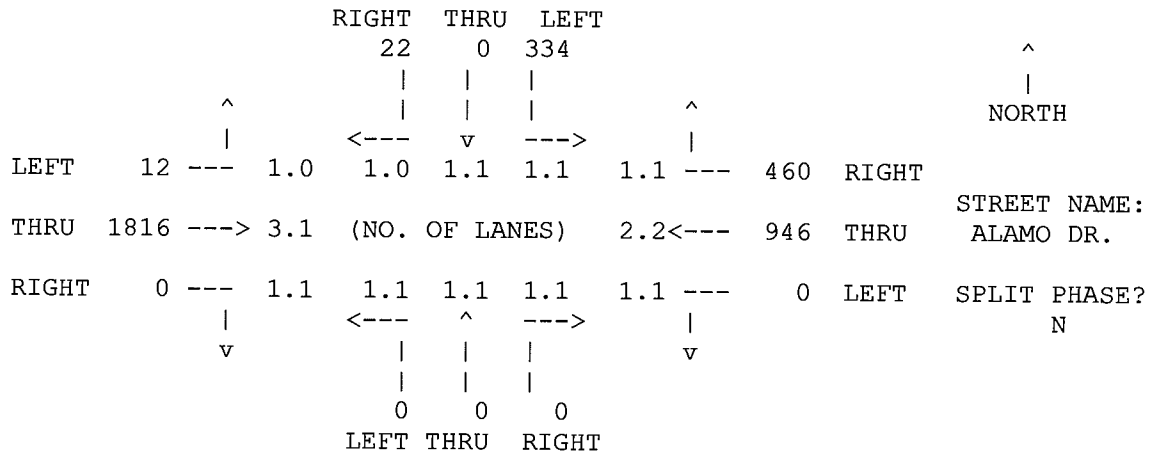
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	334	334	1500	0.2227	0.2227
	T + L		334	1500	0.2227	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1816	1816	4800	0.3783	
	LEFT (L)	12	12	1500	0.0080	0.0080
	T + R		1816	4800	0.3783	
WB	RIGHT (R)	460	460	1500	0.3067	
	THRU (T)	946	946	3000	0.3153	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1406	3000	0.4687	0.4687
	T + L		946	3000	0.3153	
	T + R + L		1406	3000	0.4687	

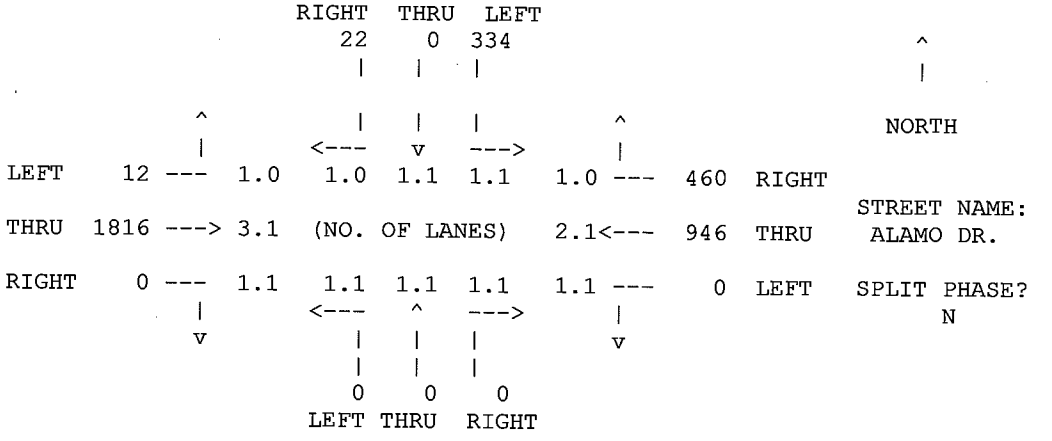
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	334	334	1500	0.2227	0.2227
	T + L		334	1500	0.2227	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1816	1816	4800	0.3783	0.3783
	LEFT (L)	12	12	1500	0.0080	
	T + R		1816	4800	0.3783	
WB	RIGHT (R)	460	213 *	1500	0.1420	
	THRU (T)	946	946	3150	0.3003	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		946	3150	0.3003	

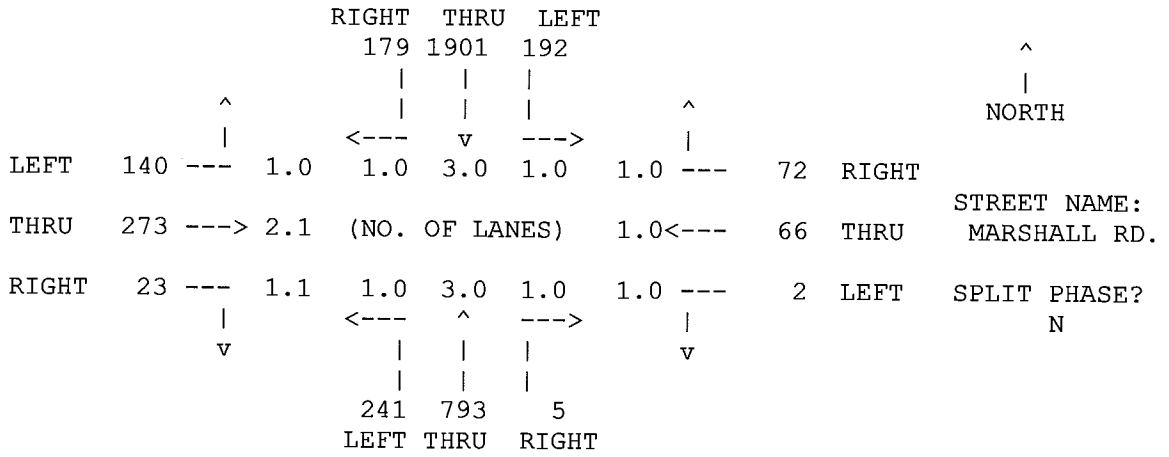
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	793	793	4950	0.1602	
LEFT (L)	241	241	1500	0.1607	0.1607
SB RIGHT (R)	179	29 *	1500	0.0193	
THRU (T)	1901	1901	4950	0.3840	0.3840
LEFT (L)	192	192	1500	0.1280	
EB RIGHT (R)	23	23	1500	0.0153	
THRU (T)	273	273	3150	0.0867	
LEFT (L)	140	140	1500	0.0933	0.0933
T + R		296	3150	0.0940	
WB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	66	66	1650	0.0400	0.0400
LEFT (L)	2	2	1500	0.0013	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

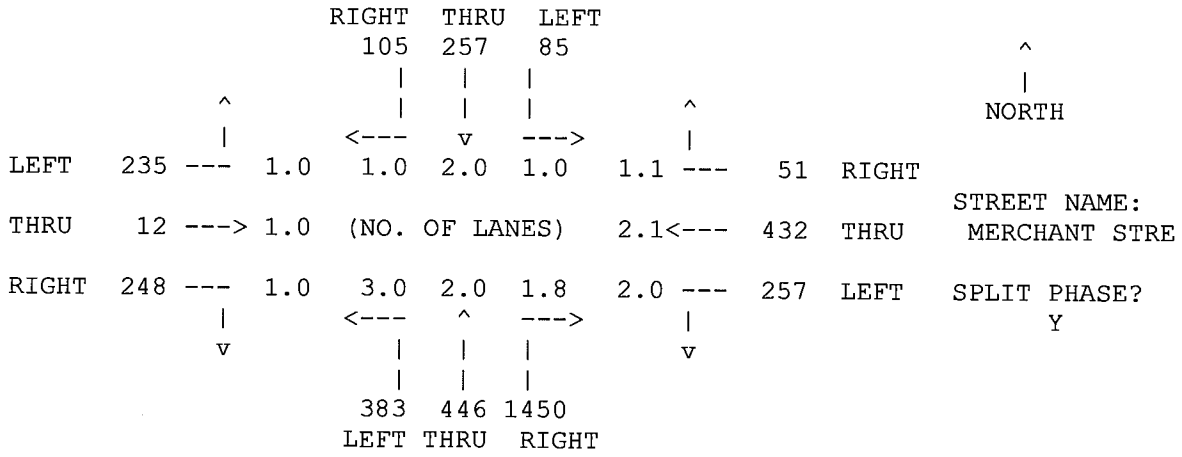
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1450	1050 *	1500	0.7000	0.7000
	THRU (T)	446	446	3300	0.1352	
	LEFT (L)	383	383	3900	0.0982	
SB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	257	257	3300	0.0779	0.0779
	LEFT (L)	85	85	1500	0.0567	
EB	RIGHT (R)	248	94 *	1500	0.0627	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	235	235	1500	0.1567	0.1567
WB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	432	432	3150	0.1371	
	LEFT (L)	257	257	2700	0.0952	
	T + R		483	3150	0.1533	0.1533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.09
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

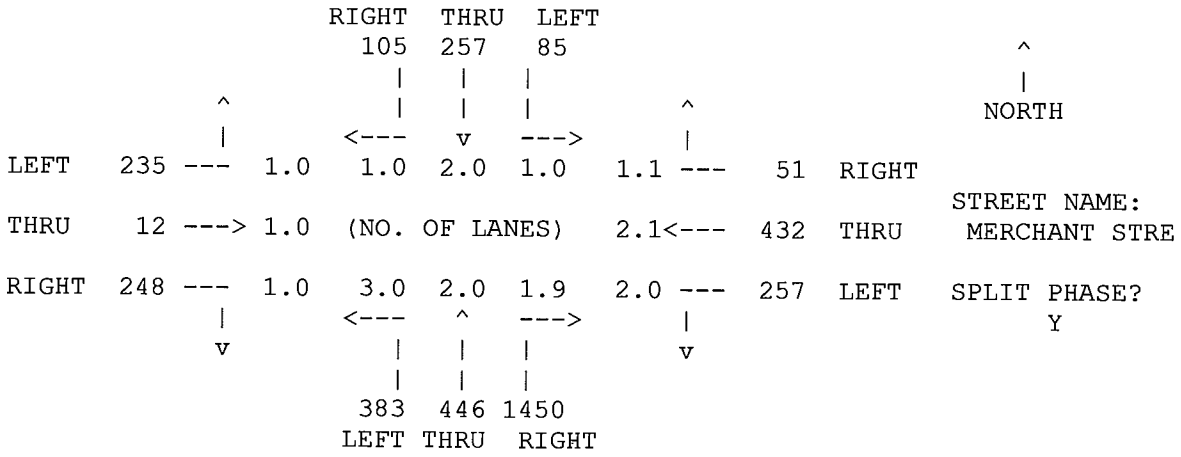
TOTAL VOLUME-TO-CAPACITY RATIO: 1.09
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1450	1450	1650	0.8788	
	THRU (T)	446	446	3300	0.1352	0.1352
	LEFT (L)	383	383	3900	0.0982	
SB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	257	257	3300	0.0779	0.0779
	LEFT (L)	85	85	1500	0.0567	
EB	RIGHT (R)	248	94 *	1500	0.0627	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	235	235	1500	0.1567	0.1567
WB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	432	432	3150	0.1371	
	LEFT (L)	257	257	2700	0.0952	
	T + R		483	3150	0.1533	0.1533

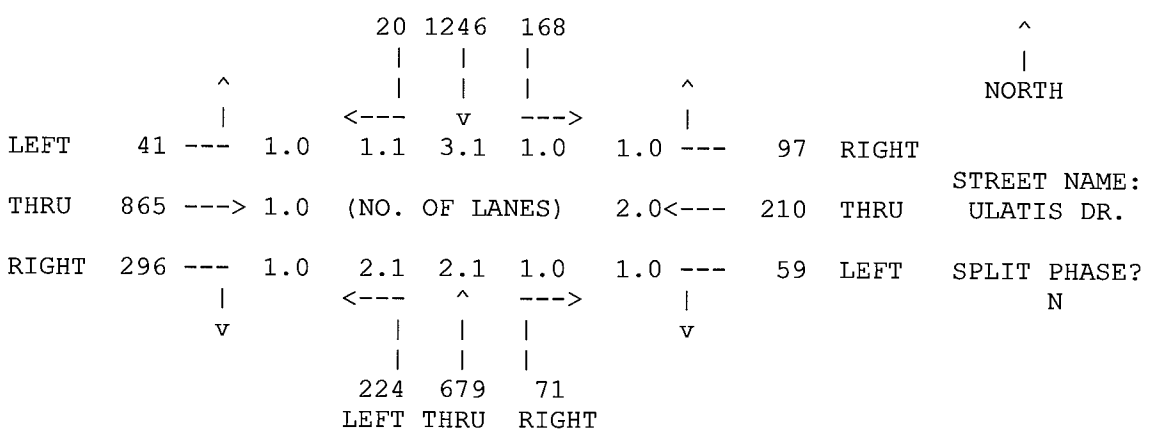
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.52
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.62
INTERSECTION LEVEL OF SERVICE:	B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	71	0 *	1500	0.0000	
THRU (T)	679	679	3150	0.2156	0.2156
LEFT (L)	224	224	2700	0.0830	
T + L		903	4350	0.2076	
SB RIGHT (R)	20	20	1500	0.0133	
THRU (T)	1246	1246	4800	0.2596	
LEFT (L)	168	168	1500	0.1120	
T + R		1266	4800	0.2638	0.2638
EB RIGHT (R)	296	154 *	1500	0.1027	
THRU (T)	865	865	1650	0.5242	0.5242
LEFT (L)	41	41	1500	0.0273	
WB RIGHT (R)	97	0 *	1500	0.0000	
THRU (T)	210	210	3300	0.0636	
LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.04
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

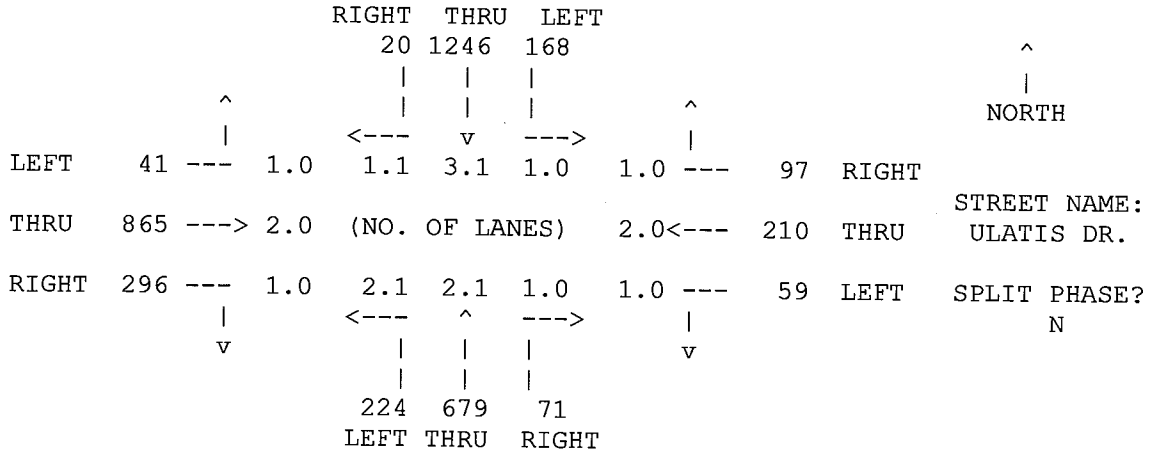
TOTAL VOLUME-TO-CAPACITY RATIO: 1.04
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	0 *	1500	0.0000	
	THRU (T)	679	679	3150	0.2156	0.2156
	LEFT (L)	224	224	2700	0.0830	
	T + L		903	4350	0.2076	
SB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	1246	1246	4800	0.2596	
	LEFT (L)	168	168	1500	0.1120	
	T + R		1266	4800	0.2638	0.2638
EB	RIGHT (R)	296	154 *	1500	0.1027	
	THRU (T)	865	865	3300	0.2621	0.2621
	LEFT (L)	41	41	1500	0.0273	
WB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

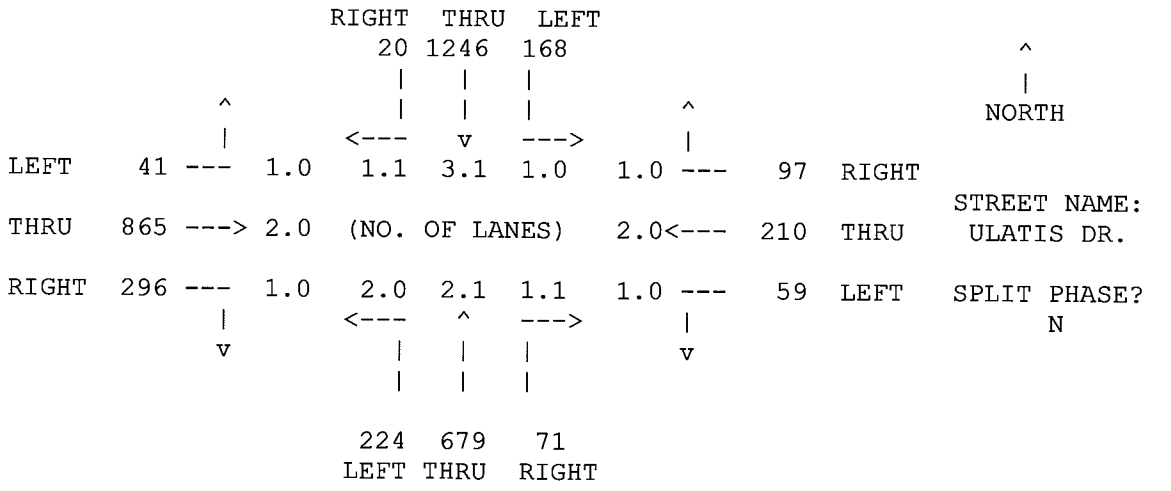
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	71	1500	0.0473	
	THRU (T)	679	679	3150	0.2156	
	LEFT (L)	224	224	2700	0.0830	
	T + R		750	3150	0.2381	0.2381
SB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	1246	1246	4800	0.2596	
	LEFT (L)	168	168	1500	0.1120	0.1120
	T + R		1266	4800	0.2638	
EB	RIGHT (R)	296	154 *	1500	0.1027	
	THRU (T)	865	865	3300	0.2621	0.2621
	LEFT (L)	41	41	1500	0.0273	
WB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

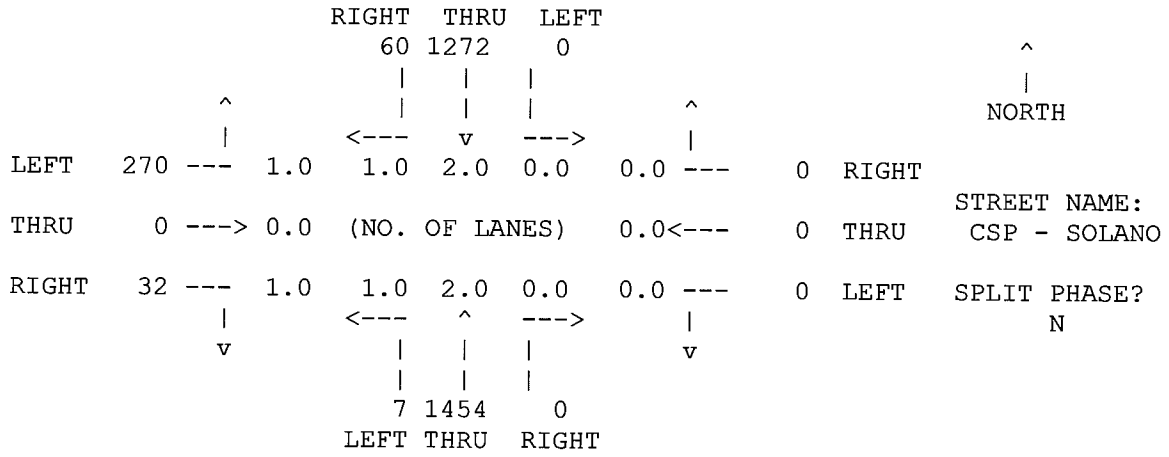
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1454	1454	3300	0.4406	0.4406
LEFT (L)	7	7	1500	0.0047	
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1272	1272	3300	0.3855	
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

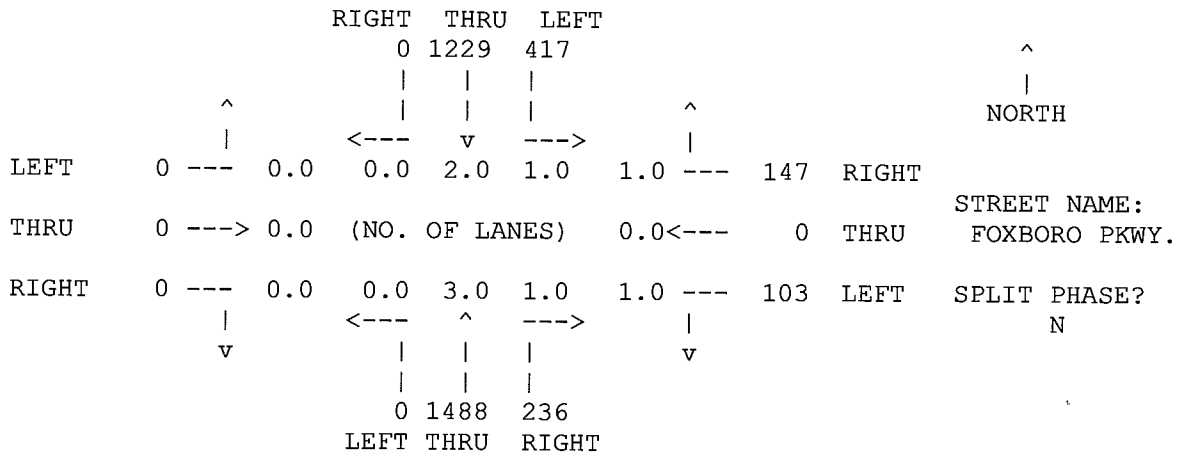
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.62
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	236	105 *	1500	0.0700	
THRU (T)	1488	1488	4950	0.3006	0.3006
SB THRU (T)	1229	1229	3300	0.3724	
LEFT (L)	417	417	1500	0.2780	0.2780
WB RIGHT (R)	147	0 *	1500	0.0000	
LEFT (L)	103	103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

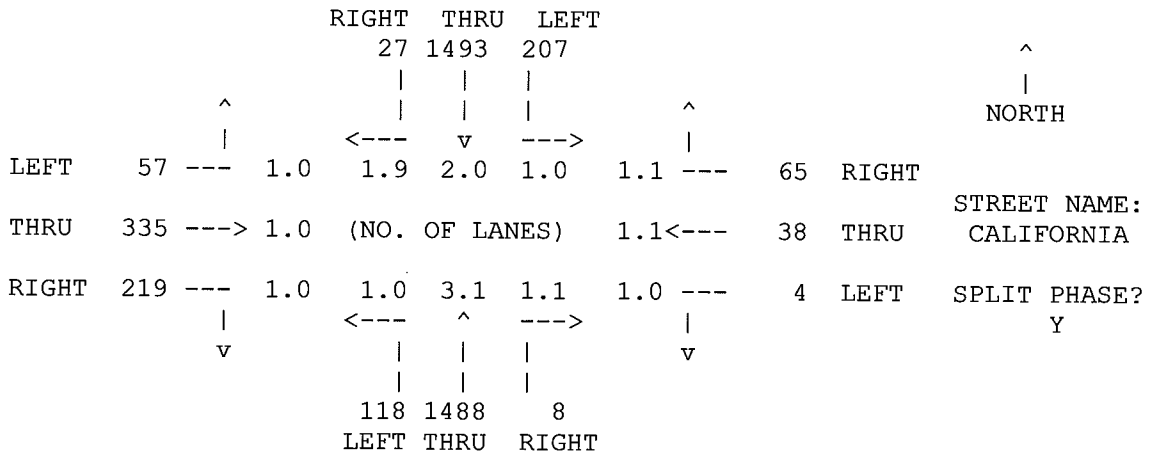
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1488	1488	4800	0.3100	
	LEFT (L)	118	118	1500	0.0787	0.0787
	T + R		1496	4800	0.3117	
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1493	1493	3300	0.4524	0.4524
	LEFT (L)	207	207	1500	0.1380	
EB	RIGHT (R)	219	80 *	1500	0.0533	
	THRU (T)	335	335	1650	0.2030	0.2030
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	38	38	1500	0.0253	
	LEFT (L)	4	4	1500	0.0027	
	T + R		103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

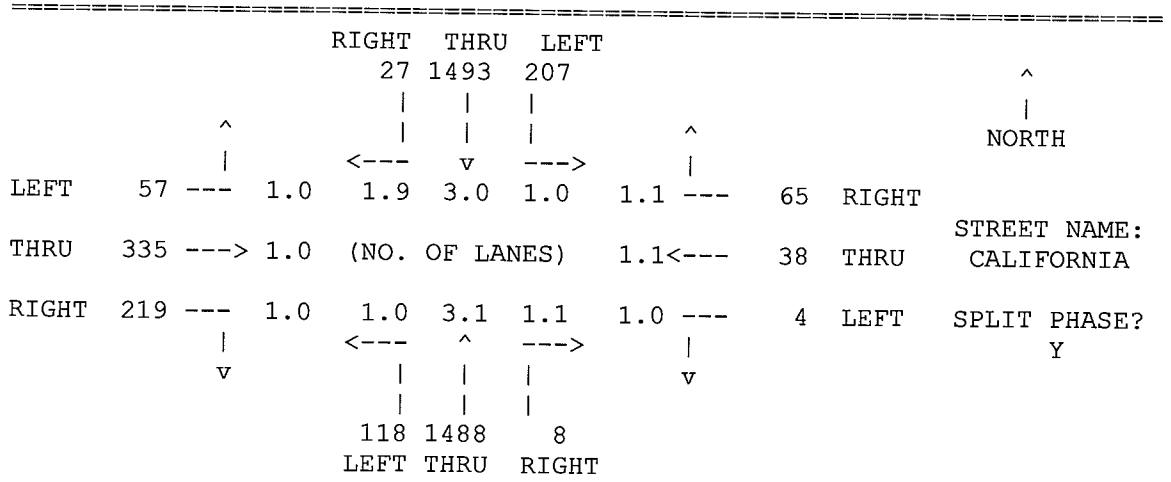
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1488	1488	4800	0.3100	
	LEFT (L)	118	118	1500	0.0787	
	T + R		1496	4800	0.3117	0.3117
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1493	1493	4950	0.3016	
	LEFT (L)	207	207	1500	0.1380	0.1380
EB	RIGHT (R)	219	80 *	1500	0.0533	
	THRU (T)	335	335	1650	0.2030	0.2030
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	38	38	1500	0.0253	
	LEFT (L)	4	4	1500	0.0027	
	T + R		103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

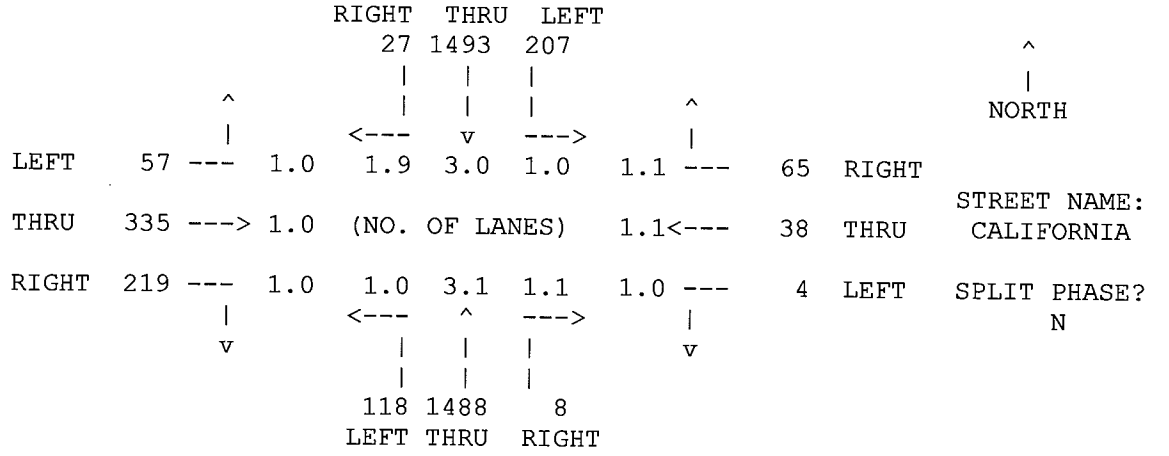
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit2



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1488	1488	4800	0.3100	
	LEFT (L)	118	118	1500	0.0787	
	T + R		1496	4800	0.3117	0.3117
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1493	1493	4950	0.3016	
	LEFT (L)	207	207	1500	0.1380	0.1380
EB	RIGHT (R)	219	80 *	1500	0.0533	
	THRU (T)	335	335	1650	0.2030	0.2030
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	38	38	1500	0.0253	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + R		103	1500	0.0687	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

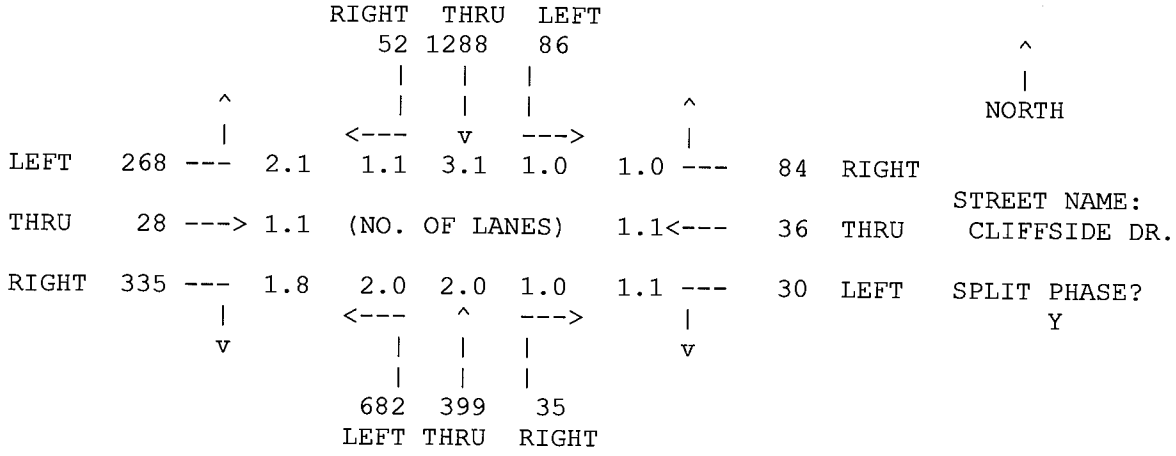
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	399	399	3300	0.1209	
	LEFT (L)	682	682	2700	0.2526	0.2526
SB	RIGHT (R)	52	52	1500	0.0347	
	THRU (T)	1288	1288	4800	0.2683	
	LEFT (L)	86	86	1500	0.0573	
	T + R		1340	4800	0.2792	0.2792
EB	RIGHT (R)	335	0 *	1500	0.0000	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	268	268	2700	0.0993	
	T + L		296	2700	0.1096	0.1096
WB	RIGHT (R)	84	0 *	1500	0.0000	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	30	30	1500	0.0200	
	T + L		66	1500	0.0440	0.0440

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

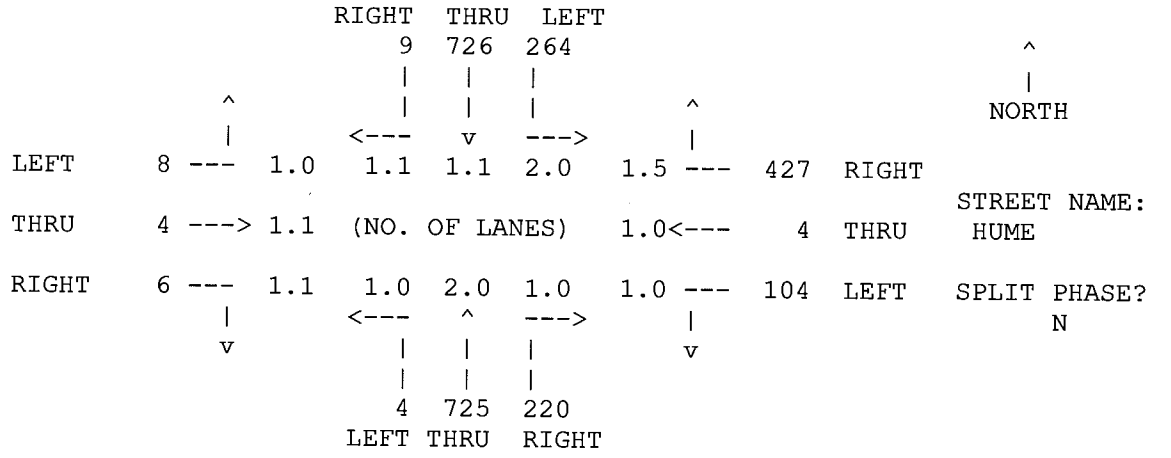
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	220	88 *	1500	0.0587	
	THRU (T)	725	725	3300	0.2197	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	726	726	1500	0.4840	
	LEFT (L)	264	264	2700	0.0978	
	T + R		735	1500	0.4900	0.4900
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + R		10	1500	0.0067	
WB	RIGHT (R)	427	200 *	1500	0.1333	0.1333
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	104	104	1500	0.0693	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

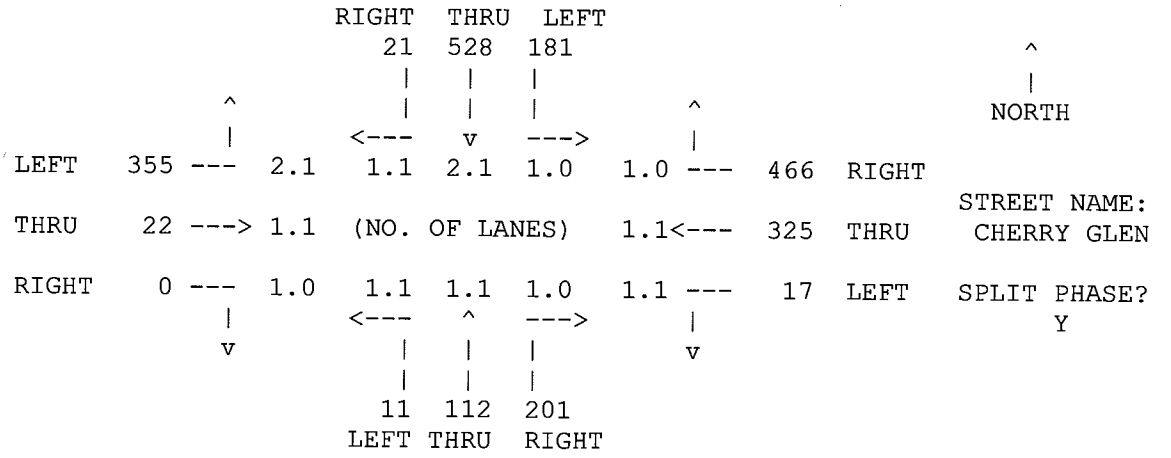
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	201	113 *	1500	0.0753	
	THRU (T)	112	112	1500	0.0747	
	LEFT (L)	11	11	1500	0.0073	
	T + L		123	1500	0.0820	0.0820
SB	RIGHT (R)	21	21	1500	0.0140	
	THRU (T)	528	528	3150	0.1676	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		549	3150	0.1743	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	22	22	1500	0.0147	
	LEFT (L)	355	355	2700	0.1315	
	T + L		377	2700	0.1396	0.1396
WB	RIGHT (R)	466	296 *	1500	0.1973	
	THRU (T)	325	325	1500	0.2167	
	LEFT (L)	17	17	1500	0.0113	
	T + L		342	1500	0.2280	0.2280

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

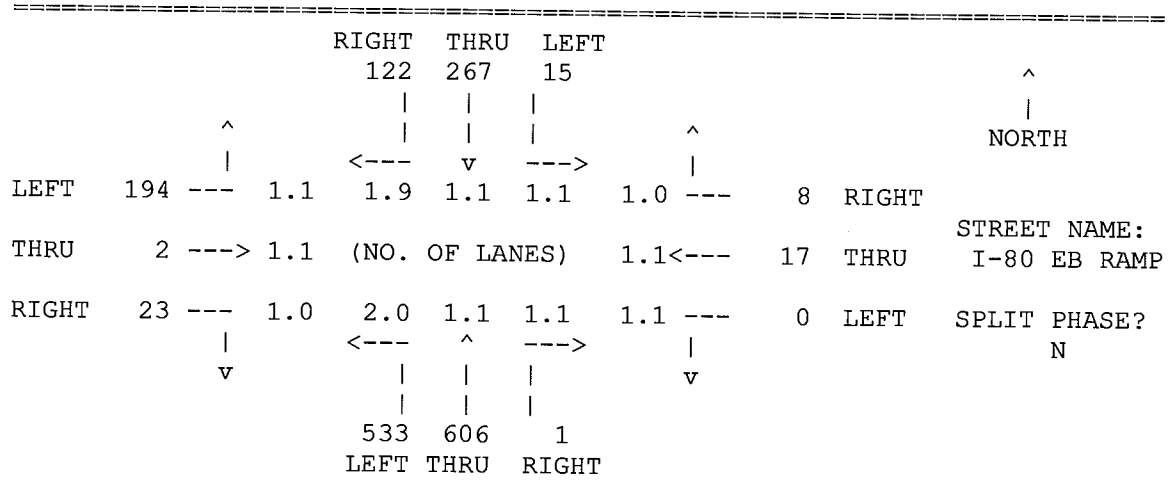
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT PM PK HR WITH MITIGATION FILE 2030mit.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	606	606	1500	0.4040	
	LEFT (L)	533	533	2700	0.1974	
	T + R		607	1500	0.4047	0.4047
SB	RIGHT (R)	122	122	1650	0.0739	
	THRU (T)	267	267	1500	0.1780	
	LEFT (L)	15	15	1500	0.0100	0.0100
	T + L		282	1500	0.1880	
EB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	194	194	1500	0.1293	0.1293
	T + L		196	1500	0.1307	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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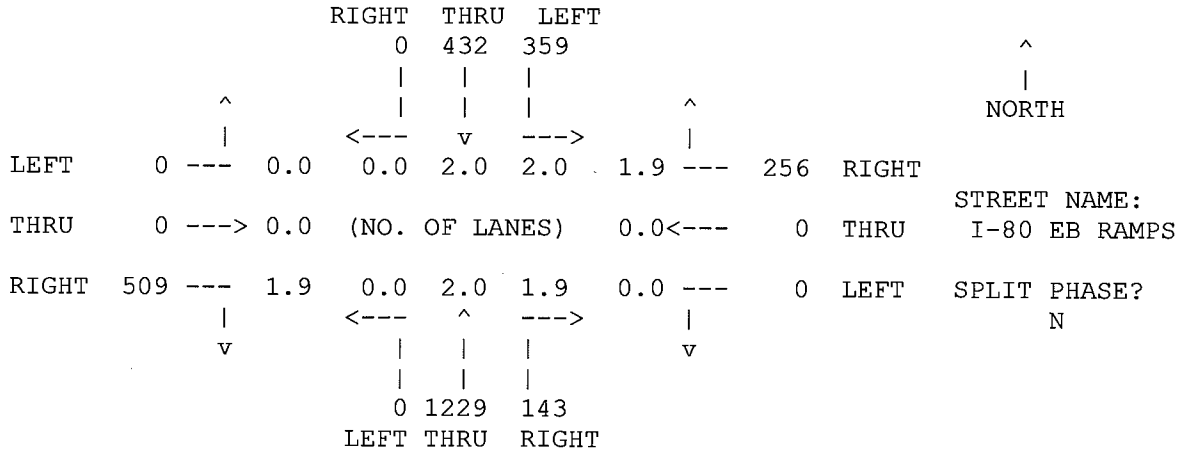
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.89	D
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.70	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.86	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.75	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.75	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.69	B
7	1614	VANDEN	LEISURE TOWN	0.53	A
8	1117	VANDEN	ALAMO	0.48	A
9	1114	NUT TREE RD.	ALAMO DR.	0.58	A
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
11	1100	DAVIS ST.	ALAMO DR.	0.87	D
12	1095	ALAMO DR.	MARSHALL RD.	0.74	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.61	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.86	D
15	1234	PEABODY RD.	ELMIRA RD.	0.48	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	0.45	A
18	1491	PEABODY RD.	CSP - SOLANO	0.84	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.66	B
20	1245	PEABODY	CALIFORNIA	0.78	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.68	B
22	1200	DAVIS	HUME	0.71	C
23	1675	I-80 WB	CHERRY GLEN	0.42	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.23	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	143	143	1650	0.0867	
THRU (T)	1229	1229	3300	0.3724	0.3724
SB THRU (T)	432	432	3300	0.1309	
LEFT (L)	359	359	2700	0.1330	0.1330
EB RIGHT (R)	509	509	1650	0.3085	
WB RIGHT (R)	256	256	1650	0.1552	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.51
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

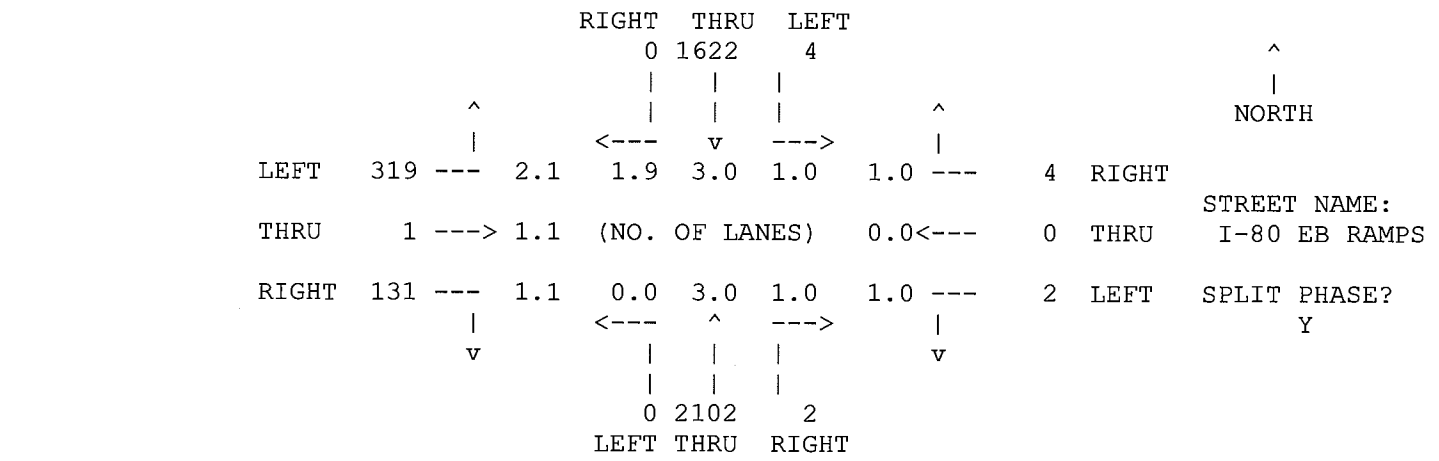
TOTAL VOLUME-TO-CAPACITY RATIO: 0.61
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	2102	2102	4950	0.4246	0.4246
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1622	1622	4950	0.3277	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	131	131	1500	0.0873	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	319	319	2700	0.1181	
T + R		132	1500	0.0880	
T + L		320	2700	0.1185	
T + R + L		451	2700	0.1670	0.1670
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

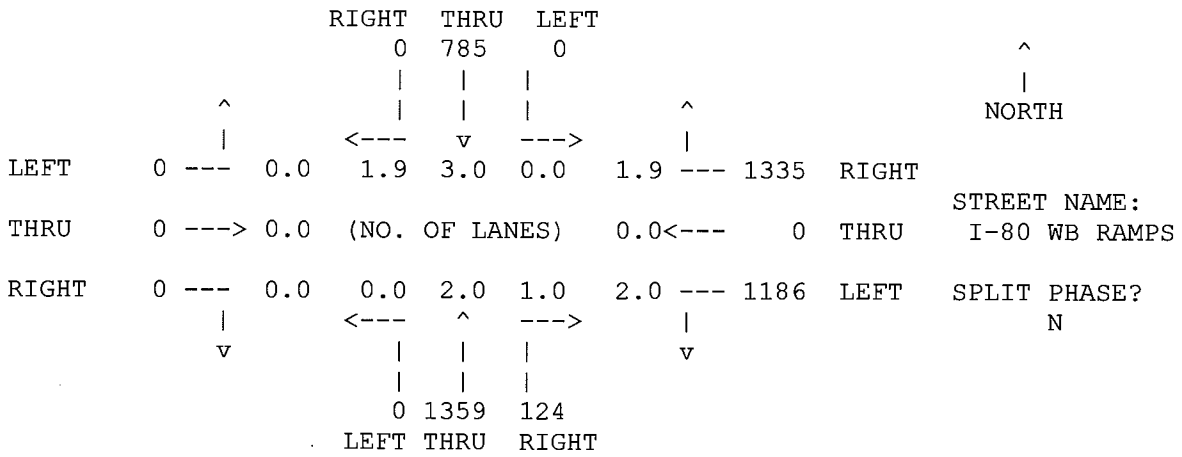
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	0 *	1500	0.0000	
THRU (T)	1359	1359	3300	0.4118	0.4118
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	785	785	4950	0.1586	
WB RIGHT (R)	1335	1335	1650	0.8091	
LEFT (L)	1186	1186	2700	0.4393	0.4393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.85
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

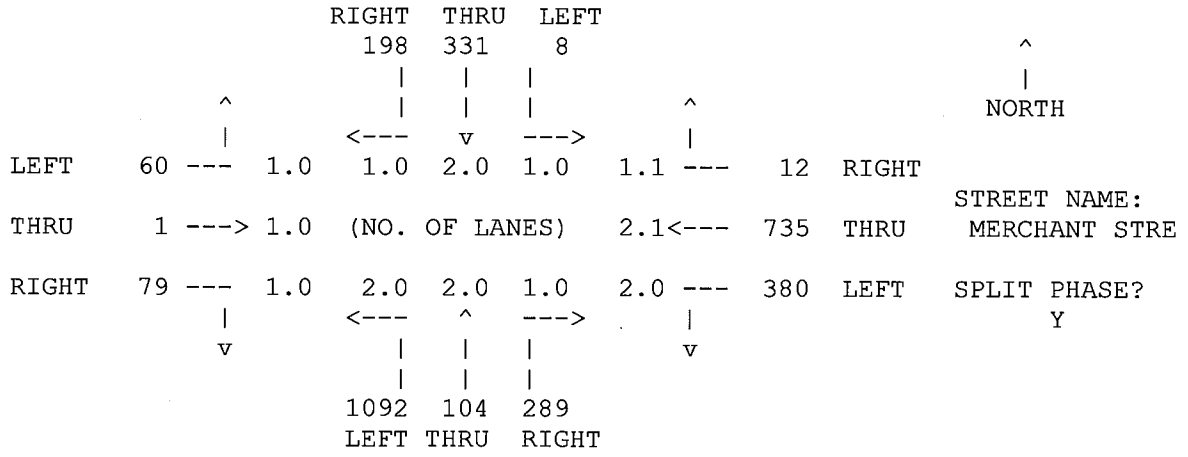
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	289	103 *	1500	0.0687	
	THRU (T)	104	104	3300	0.0315	
	LEFT (L)	1092	1092	2700	0.4044	0.4044
SB	RIGHT (R)	198	88 *	1500	0.0587	
	THRU (T)	331	331	3300	0.1003	0.1003
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	60	60	1500	0.0400	0.0400
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	735	735	3150	0.2333	
	LEFT (L)	380	380	2700	0.1407	
	T + R		747	3150	0.2371	0.2371

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

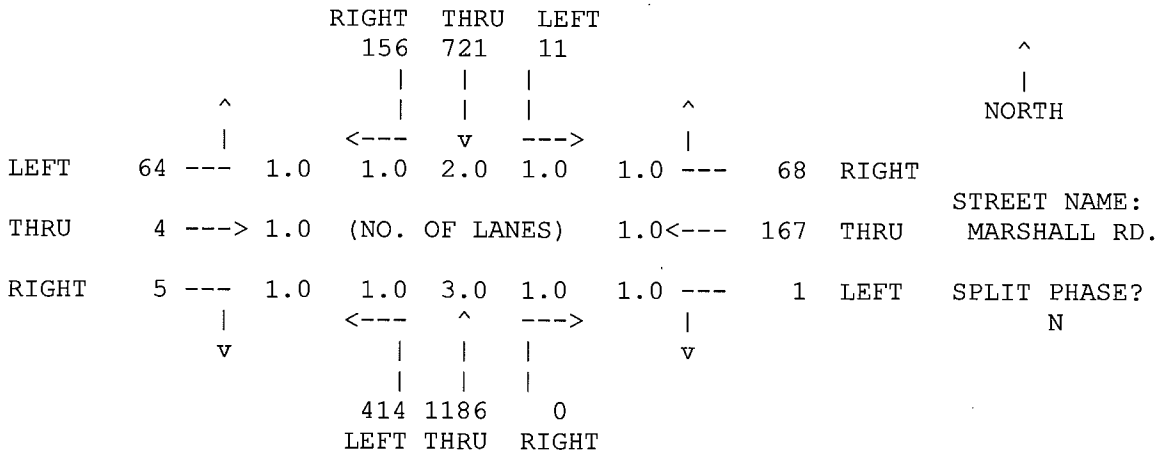
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1186	1186	4950	0.2396	
	LEFT (L)	414	414	1500	0.2760	0.2760
SB	RIGHT (R)	156	44 *	1500	0.0293	
	THRU (T)	721	721	3300	0.2185	0.2185
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	64	64	1500	0.0427	0.0427
WB	RIGHT (R)	68	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

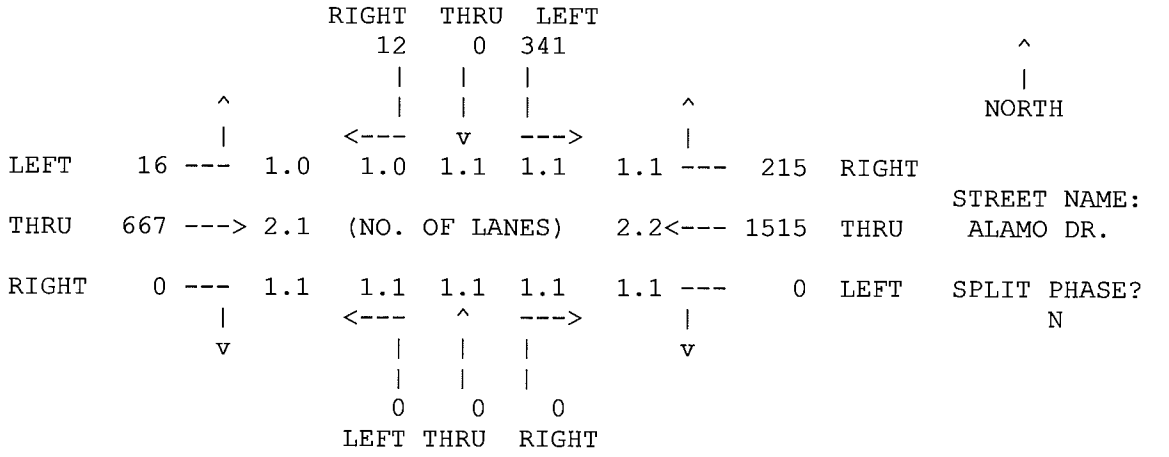
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	341	341	1500	0.2273	0.2273
	T + L		341	1500	0.2273	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	667	667	3150	0.2117	
	LEFT (L)	16	16	1500	0.0107	0.0107
	T + R		667	3150	0.2117	
WB	RIGHT (R)	215	215	1500	0.1433	
	THRU (T)	1515	1515	3000	0.5050	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1730	3000	0.5767	0.5767
	T + L		1515	3000	0.5050	
	T + R + L		1730	3000	0.5767	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

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* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY
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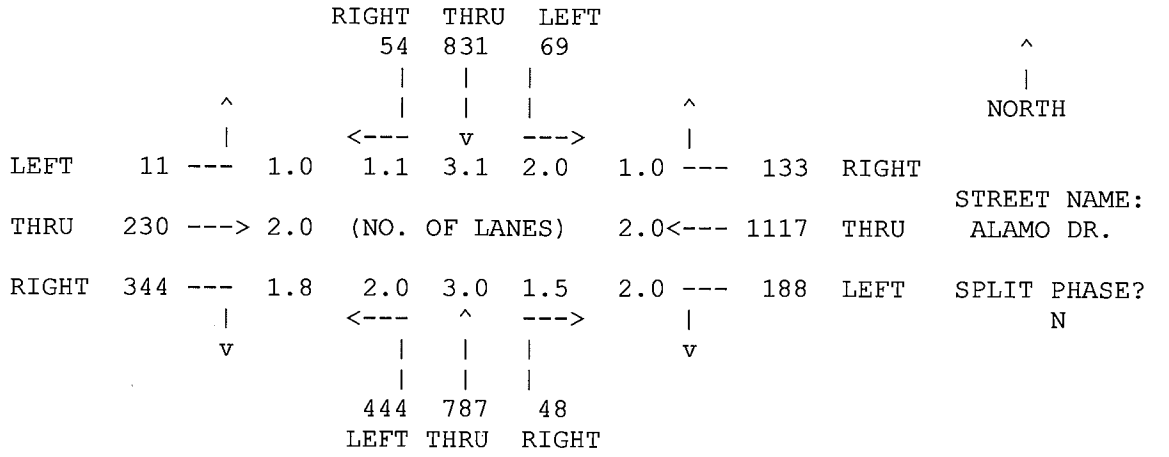
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	48	0 *	1500	0.0000	
	THRU (T)	787	787	4950	0.1590	
	LEFT (L)	444	444	2700	0.1644	0.1644
SB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	69	69	2700	0.0256	
	T + R		885	4800	0.1844	0.1844
EB	RIGHT (R)	344	0 *	1500	0.0000	
	THRU (T)	230	230	3300	0.0697	
	LEFT (L)	11	11	1500	0.0073	0.0073
WB	RIGHT (R)	133	34 *	1500	0.0227	
	THRU (T)	1117	1117	3300	0.3385	0.3385
	LEFT (L)	188	188	2700	0.0696	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

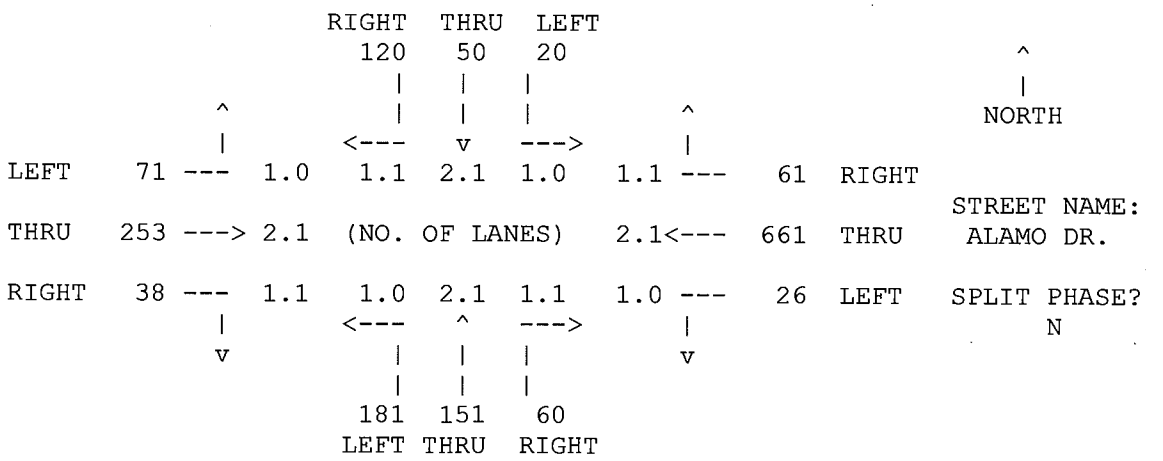
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	60	60	1500	0.0400	
	THRU (T)	151	151	3150	0.0479	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		211	3150	0.0670	
SB	RIGHT (R)	120	120	1500	0.0800	0.0800
	THRU (T)	50	50	3150	0.0159	
	LEFT (L)	20	20	1500	0.0133	
	T + R		170	3150	0.0540	
EB	RIGHT (R)	38	38	1500	0.0253	
	THRU (T)	253	253	3150	0.0803	
	LEFT (L)	71	71	1500	0.0473	0.0473
	T + R		291	3150	0.0924	
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	661	661	3150	0.2098	
	LEFT (L)	26	26	1500	0.0173	
	T + R		722	3150	0.2292	0.2292

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

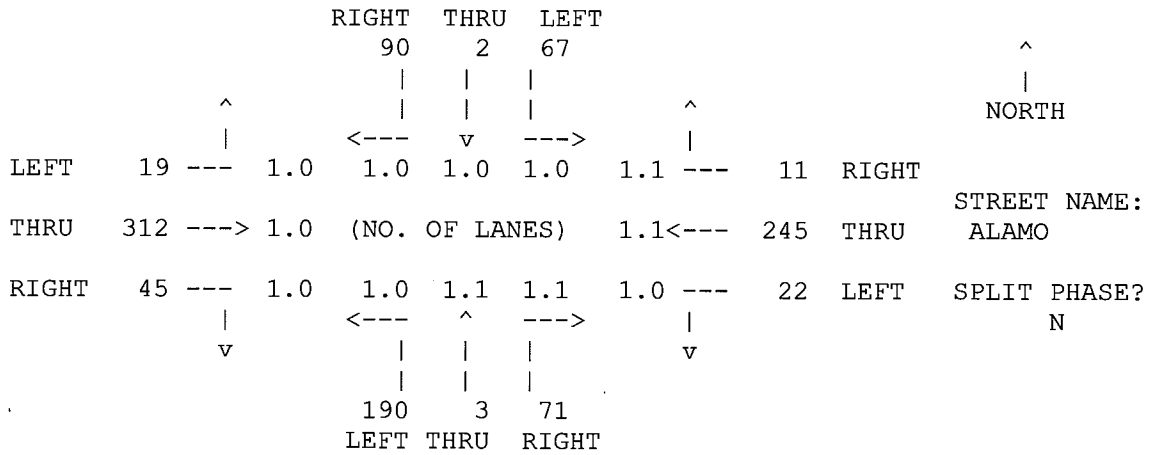
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	71	1500	0.0473	
	THRU (T)	3	3	1500	0.0020	
	LEFT (L)	190	190	1500	0.1267	0.1267
	T + R		74	1500	0.0493	
SB	RIGHT (R)	90	1 *	1500	0.0007	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	67	67	1500	0.0447	0.0447
EB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	312	312	1650	0.1891	0.1891
	LEFT (L)	19	19	1500	0.0127	
WB	RIGHT (R)	11	11	1500	0.0073	
	THRU (T)	245	245	1500	0.1633	
	LEFT (L)	22	22	1500	0.0147	0.0147
	T + R		256	1500	0.1707	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

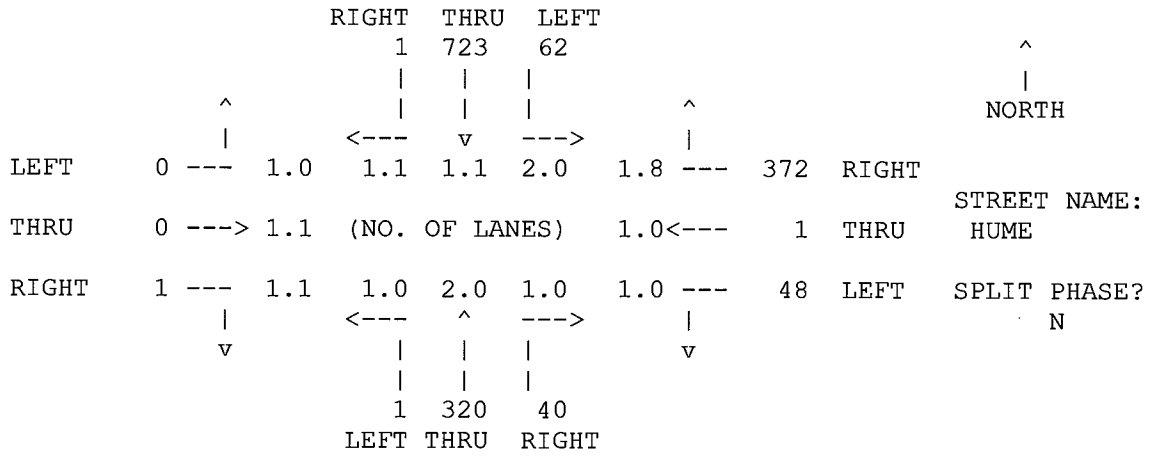
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	320	320	3300	0.0970	0.0970
	LEFT (L)	1	1	1500	0.0007	
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	723	723	1500	0.4820	
	LEFT (L)	62	62	2700	0.0230	
	T + R		724	1500	0.4827	0.4827
EB	RIGHT (R)	1	1	1500	0.0007	0.0007
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1	1500	0.0007	
WB	RIGHT (R)	372	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	48	48	1500	0.0320	0.0320

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

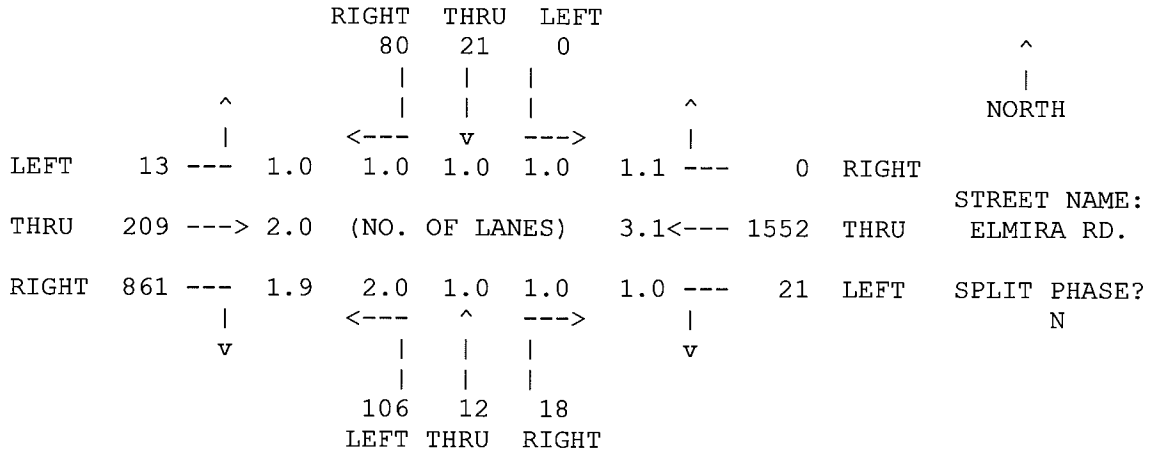
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	18	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	106	106	2700	0.0393	0.0393
SB	RIGHT (R)	80	0 *	1500	0.0000	
	THRU (T)	21	21	1650	0.0127	0.0127
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	861	861	1650	0.5218	
	THRU (T)	209	209	3300	0.0633	
	LEFT (L)	13	13	1500	0.0087	0.0087
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1552	1552	4800	0.3233	0.3233
	LEFT (L)	21	21	1500	0.0140	
	T + R		1552	4800	0.3233	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

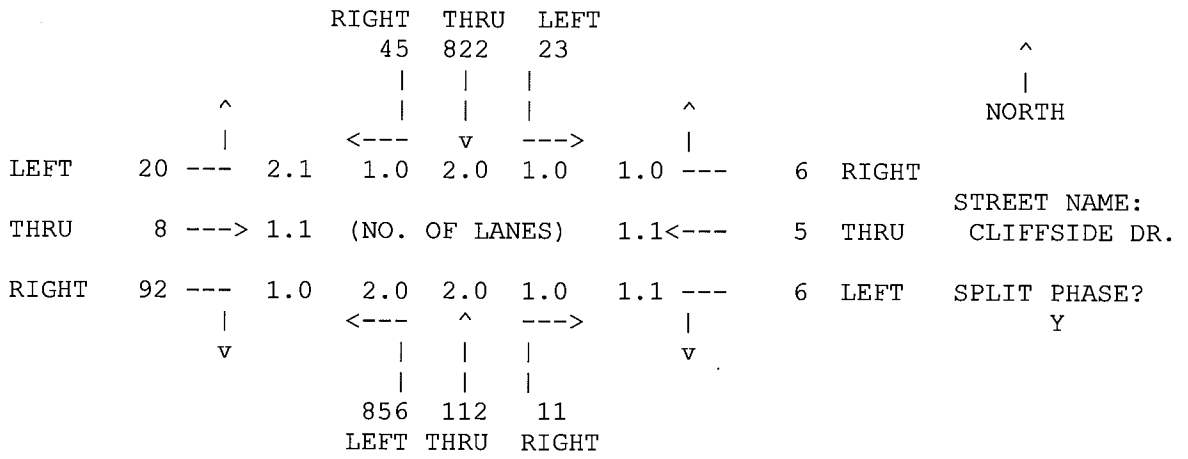
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	112	112	3300	0.0339	
	LEFT (L)	856	856	2700	0.3170	0.3170
SB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	822	822	3300	0.2491	0.2491
	LEFT (L)	23	23	1500	0.0153	
EB	RIGHT (R)	92	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	20	20	2700	0.0074	
	T + L		28	2700	0.0104	0.0104
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	6	6	1500	0.0040	
	T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

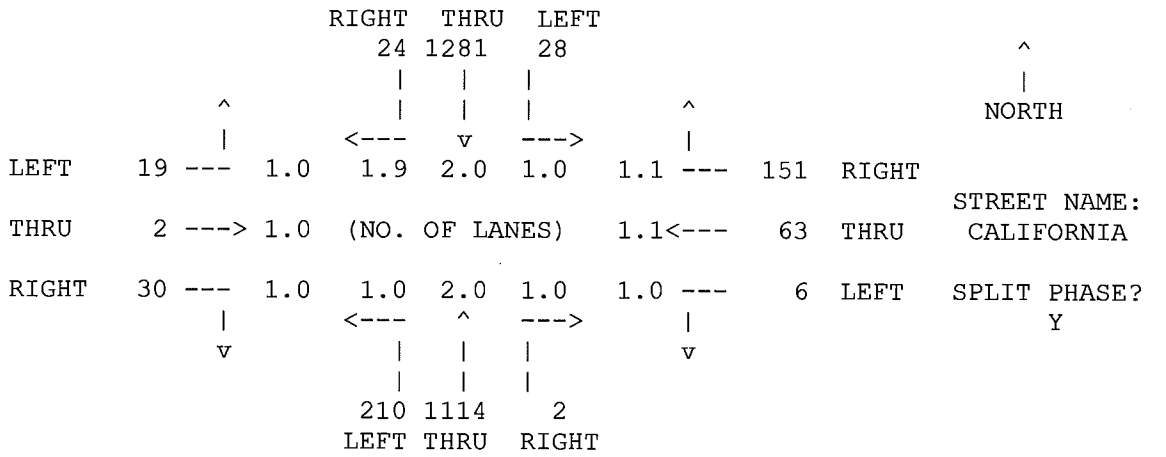
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	1114	1114	3300	0.3376	
LEFT (L)	210	210	1500	0.1400	0.1400
SB RIGHT (R)	24	24	1650	0.0145	
THRU (T)	1281	1281	3300	0.3882	0.3882
LEFT (L)	28	28	1500	0.0187	
EB RIGHT (R)	30	0 *	1500	0.0000	
THRU (T)	2	2	1650	0.0012	
LEFT (L)	19	19	1500	0.0127	0.0127
WB RIGHT (R)	151	151	1500	0.1007	
THRU (T)	63	63	1500	0.0420	
LEFT (L)	6	6	1500	0.0040	
T + R		214	1500	0.1427	0.1427

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

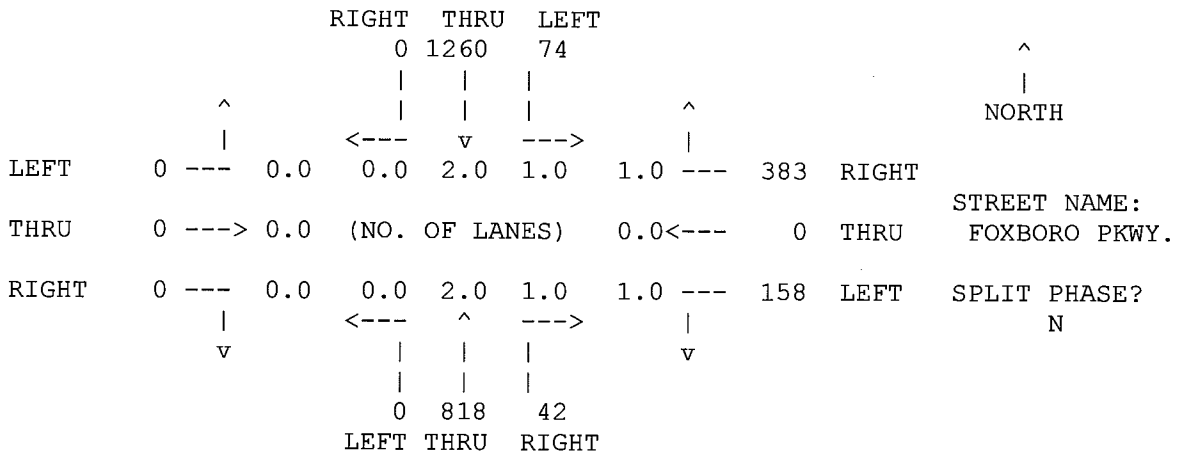
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	42	0 *	1500	0.0000	
THRU (T)	818	818	3300	0.2479	
SB THRU (T)	1260	1260	3300	0.3818	0.3818
LEFT (L)	74	74	1500	0.0493	
WB RIGHT (R)	383	266 *	1500	0.1773	0.1773
LEFT (L)	158	158	1500	0.1053	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

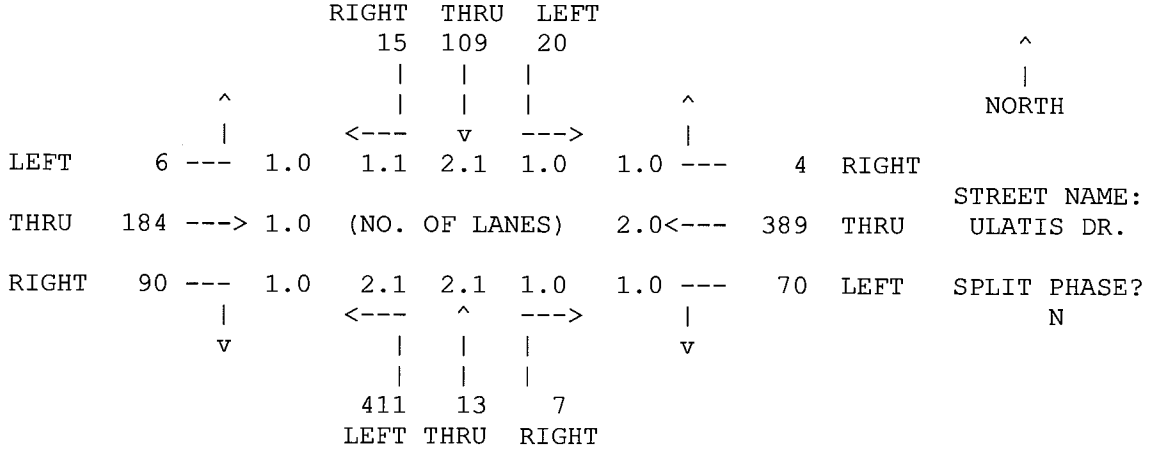
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	411	411	2700	0.1522	0.1522
	T + L		424	4350	0.0975	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	109	109	3150	0.0346	
	LEFT (L)	20	20	1500	0.0133	
	T + R		124	3150	0.0394	0.0394
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	1650	0.1115	0.1115
	LEFT (L)	6	6	1500	0.0040	
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	
	LEFT (L)	70	70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

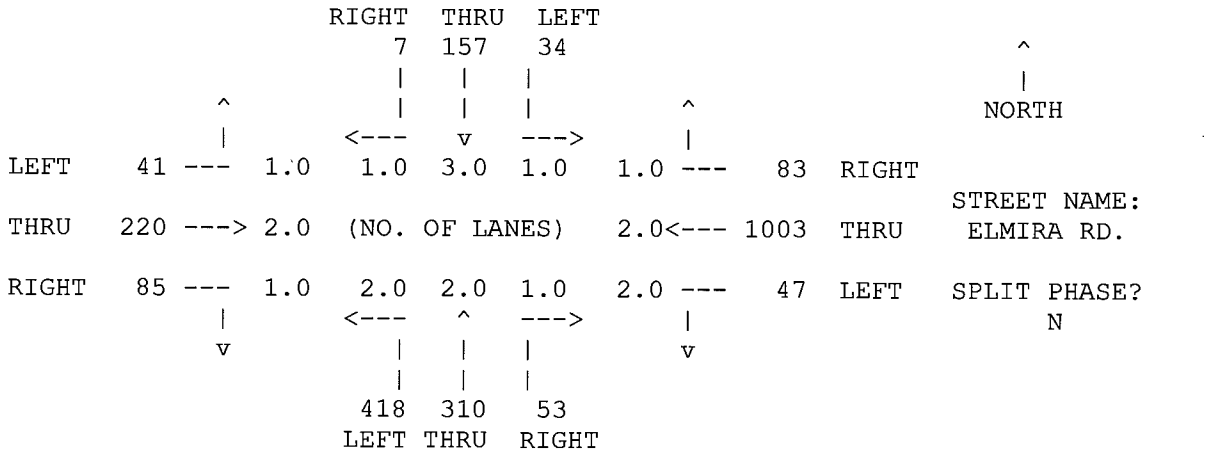
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	53	0 *	1500	0.0000	
THRU (T)	310	310	3300	0.0939	
LEFT (L)	418	418	2700	0.1548	0.1548
SB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	157	157	4950	0.0317	0.0317
LEFT (L)	34	34	1500	0.0227	
EB RIGHT (R)	85	0 *	1500	0.0000	
THRU (T)	220	220	3300	0.0667	
LEFT (L)	41	41	1500	0.0273	0.0273
WB RIGHT (R)	83	0 *	1500	0.0000	
THRU (T)	1003	1003	3300	0.3039	0.3039
LEFT (L)	47	47	2700	0.0174	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

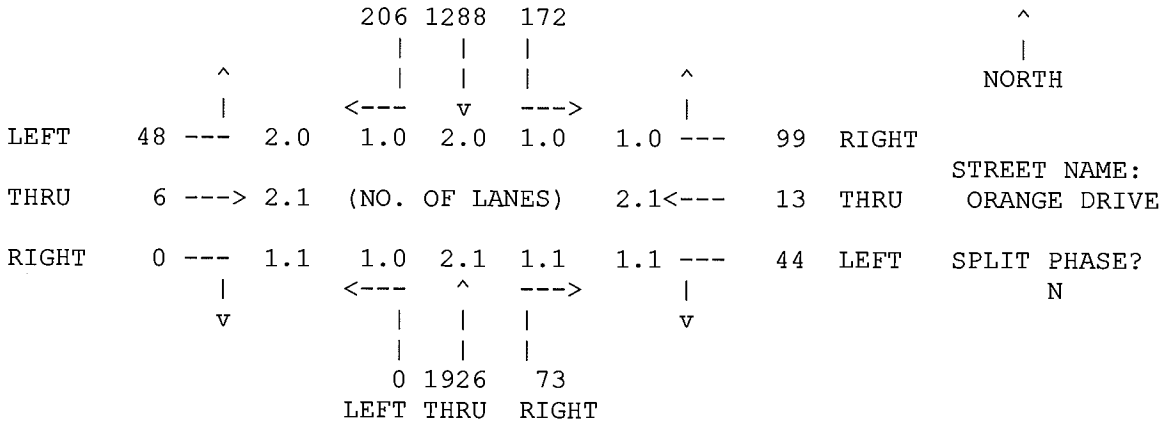
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	73	73	1500	0.0487	
THRU (T)	1926	1926	3150	0.6114	
LEFT (L)	0	0	1500	0.0000	
T + R		1999	3150	0.6346	0.6346
SB RIGHT (R)	206	113 *	1500	0.0753	
THRU (T)	1288	1288	3300	0.3903	
LEFT (L)	172	172	1500	0.1147	0.1147
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	6	6	3150	0.0019	
LEFT (L)	48	48	2700	0.0178	0.0178
T + R		6	3150	0.0019	
WB RIGHT (R)	99	0 *	1500	0.0000	
THRU (T)	13	13	3150	0.0041	
LEFT (L)	44	44	1500	0.0293	
T + L		57	3150	0.0181	0.0181

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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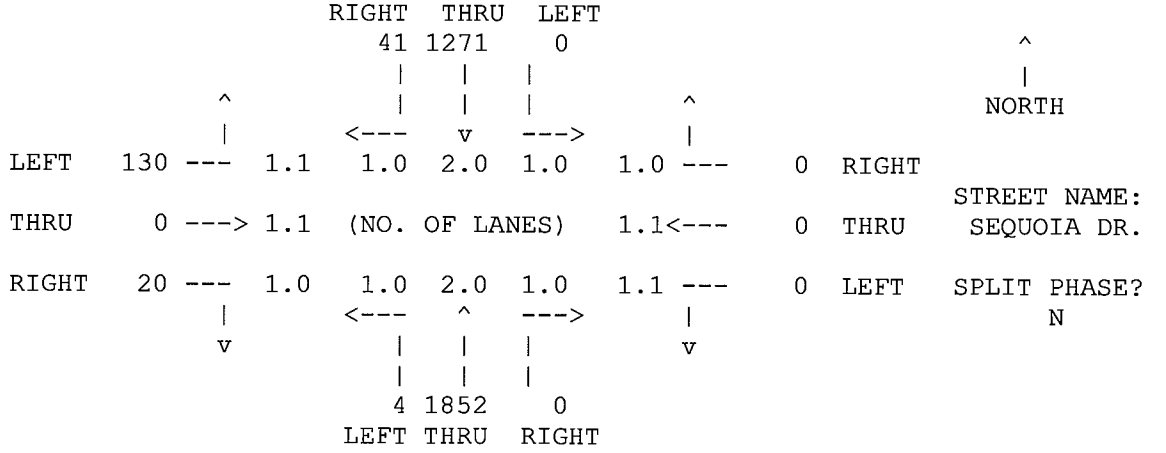
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1852	1852	3300	0.5612	0.5612
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	1271	1271	3300	0.3852	
	LEFT (L)	0	0	1500	0.0000	0.0000
EB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	130	130	1500	0.0867	0.0867
	T + L		130	1500	0.0867	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

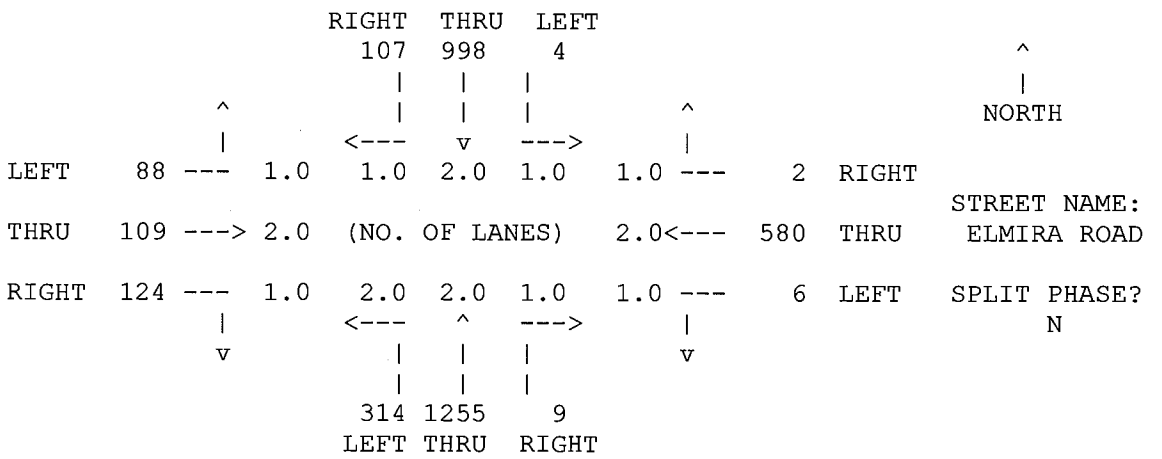
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	9	0 *	1500	0.0000	
THRU (T)	1255	1255	3300	0.3803	
LEFT (L)	314	314	2700	0.1163	0.1163
SB RIGHT (R)	107	0 *	1500	0.0000	
THRU (T)	998	998	3300	0.3024	0.3024
LEFT (L)	4	4	1500	0.0027	
EB RIGHT (R)	124	0 *	1500	0.0000	
THRU (T)	109	109	3300	0.0330	
LEFT (L)	88	88	1500	0.0587	0.0587
WB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	580	580	3300	0.1758	0.1758
LEFT (L)	6	6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

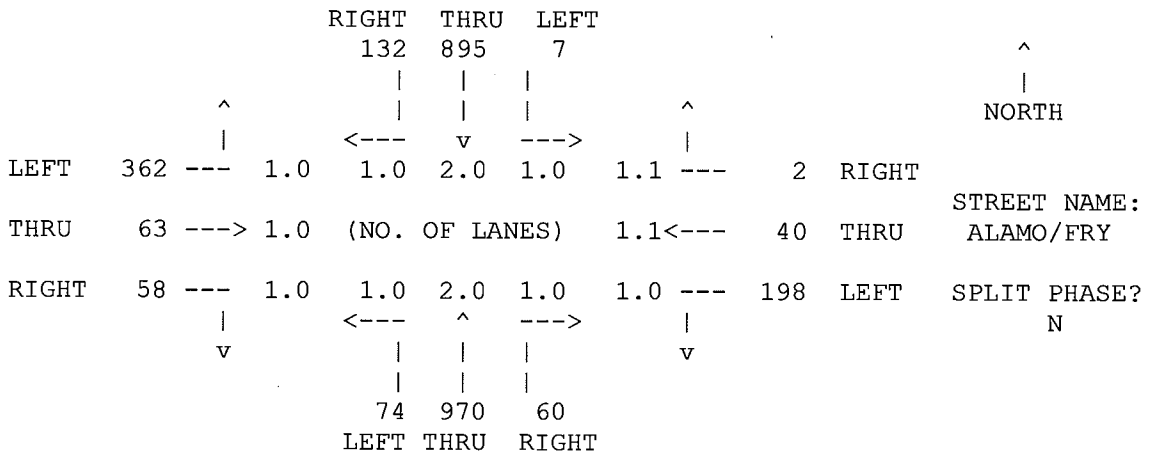
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	60	0 *	1500	0.0000	
	THRU (T)	970	970	3300	0.2939	
	LEFT (L)	74	74	1500	0.0493	0.0493
SB	RIGHT (R)	132	0 *	1500	0.0000	
	THRU (T)	895	895	3300	0.2712	0.2712
	LEFT (L)	7	7	1500	0.0047	
EB	RIGHT (R)	58	0 *	1500	0.0000	
	THRU (T)	63	63	1650	0.0382	
	LEFT (L)	362	362	1500	0.2413	0.2413
WB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	198	198	1500	0.1320	
	T + R		42	1500	0.0280	0.0280

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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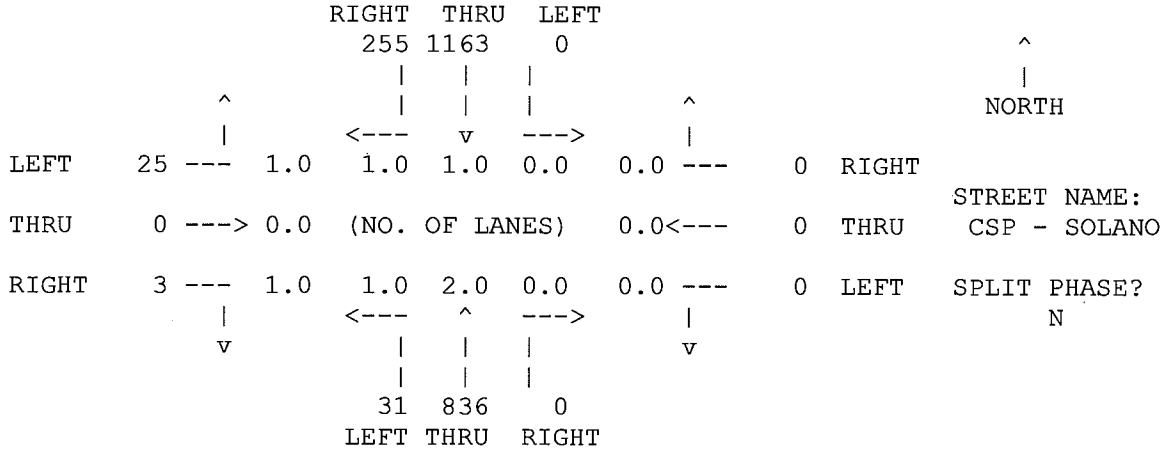
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	836	836	3300	0.2533	
LEFT (L)	31	31	1500	0.0207	0.0207
SB RIGHT (R)	255	163 *	1500	0.1087	
THRU (T)	1163	1163	1650	0.7048	0.7048
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.74
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

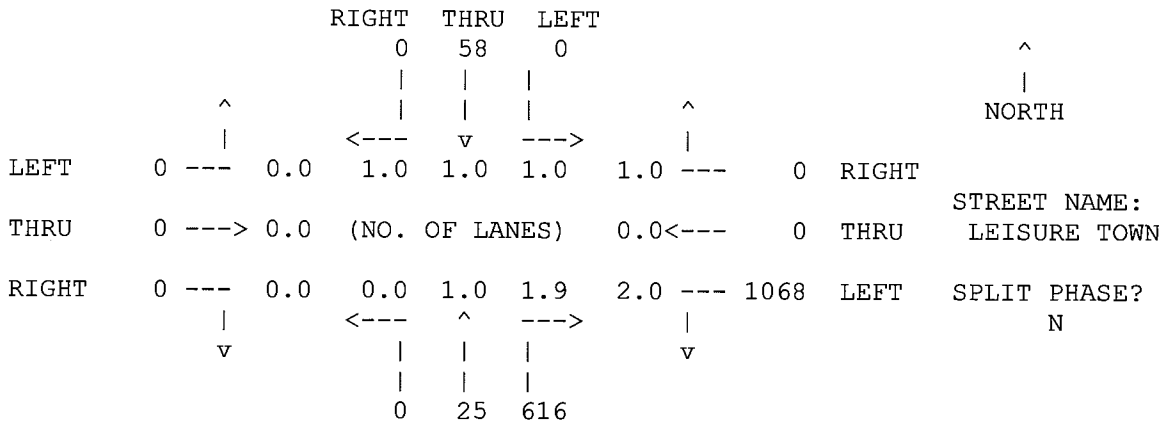
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	616	616	1650	0.3733	
THRU (T)	25	25	1650	0.0152	
SB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	58	58	1650	0.0352	0.0352
LEFT (L)	0	0	1500	0.0000	
WB RIGHT (R)	0	0	1500	0.0000	
LEFT (L)	1068	1068	2700	0.3956	0.3956

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.43
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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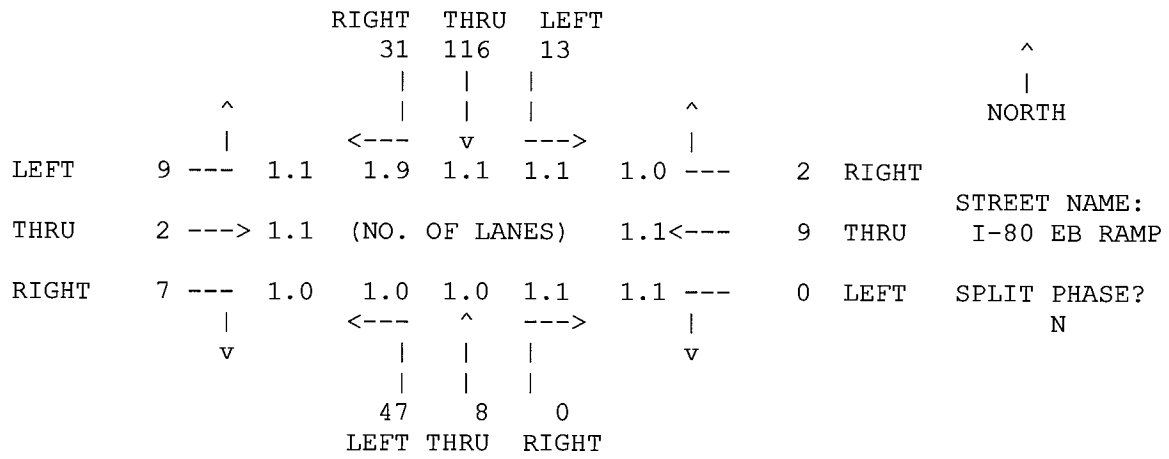
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	
	LEFT (L)	47	47	1500	0.0313	0.0313
SB	RIGHT (R)	31	31	1650	0.0188	
	THRU (T)	116	116	1500	0.0773	
	LEFT (L)	13	13	1500	0.0087	
	T + L		129	1500	0.0860	0.0860
EB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		11	1500	0.0073	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	9	9	1500	0.0060	0.0060
	LEFT (L)	0	0	1500	0.0000	
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.13
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.23
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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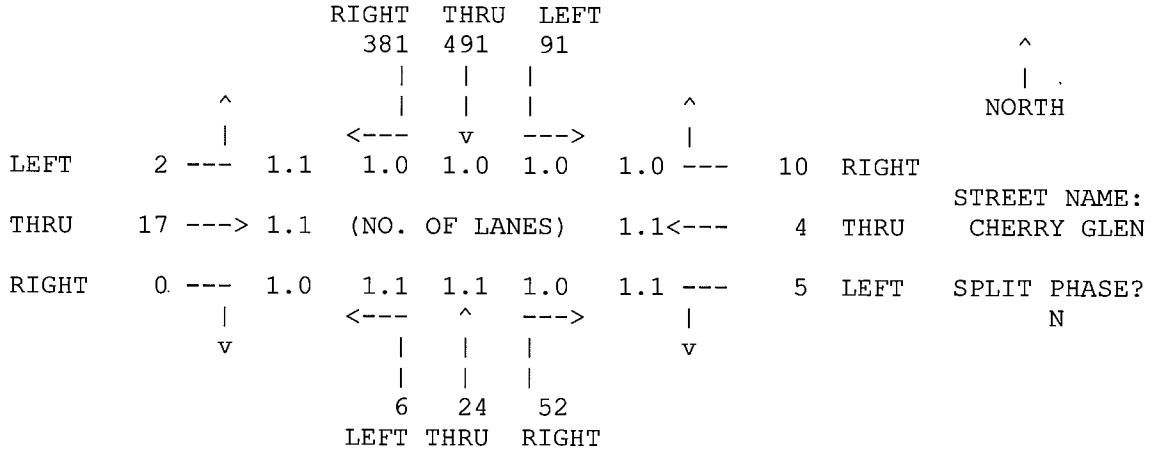
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + L		30	1500	0.0200	
SB	RIGHT (R)	381	300 *	1500	0.2000	
	THRU (T)	491	491	1650	0.2976	0.2976
	LEFT (L)	91	91	1500	0.0607	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	
	LEFT (L)	2	2	1500	0.0013	
	T + L		19	1500	0.0127	0.0127
WB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	0.0033
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.32
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

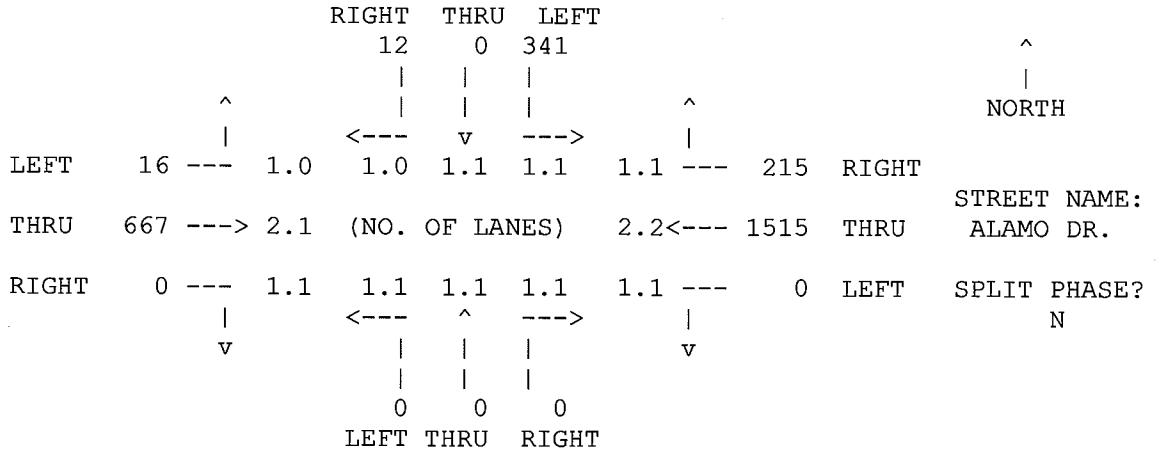
TOTAL VOLUME-TO-CAPACITY RATIO: 0.42
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	341	341	1500	0.2273	0.2273
T + L		341	1500	0.2273	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	667	667	3150	0.2117	
LEFT (L)	16	16	1500	0.0107	0.0107
T + R		667	3150	0.2117	
WB RIGHT (R)	215	215	1500	0.1433	
THRU (T)	1515	1515	3000	0.5050	
LEFT (L)	0	0	1500	0.0000	
T + R		1730	3000	0.5767	0.5767
T + L		1515	3000	0.5050	
T + R + L		1730	3000	0.5767	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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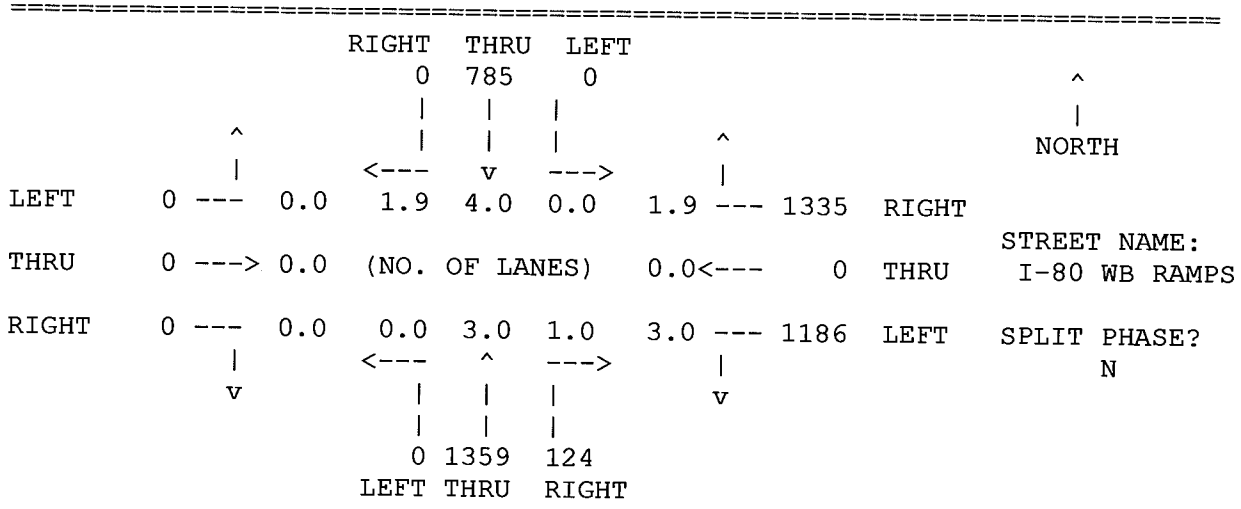
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.68	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.59	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.59	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.75	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.72	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.66	B
9	1114	NUT TREE RD.	ALAMO DR.	0.58	A
9	1114	NUT TREE RD.	ALAMO DR.	0.51	A
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
10	1107	PEABODY RD.	ALAMO DR.	0.72	C
11	1100	DAVIS ST.	ALAMO DR.	0.87	D
11	1100	DAVIS ST.	ALAMO DR.	0.65	B
12	1095	ALAMO DR.	MARSHALL RD.	0.67	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.76	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.76	C
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
17	1277	NUT TREE RD.	ULATIS DR.	0.40	A
17	1277	NUT TREE RD.	ULATIS DR.	0.40	A
18	1491	PEABODY RD.	CSP - SOLANO	0.49	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.66	B
20	1245	PEABODY	CALIFORNIA	0.78	C
20	1245	PEABODY	CALIFORNIA	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.62	B
22	1200	DAVIS	HUME	0.76	C
23	1675	I-80 WB	CHERRY GLEN	0.40	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.22	A

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	0 *	1500	0.0000	
THRU (T)	1359	1359	4950	0.2745	0.2745
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	785	785	6600	0.1189	
WB RIGHT (R)	1335	1335	1650	0.8091	
LEFT (L)	1186	1186	3900	0.3041	0.3041
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.58
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.68
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED

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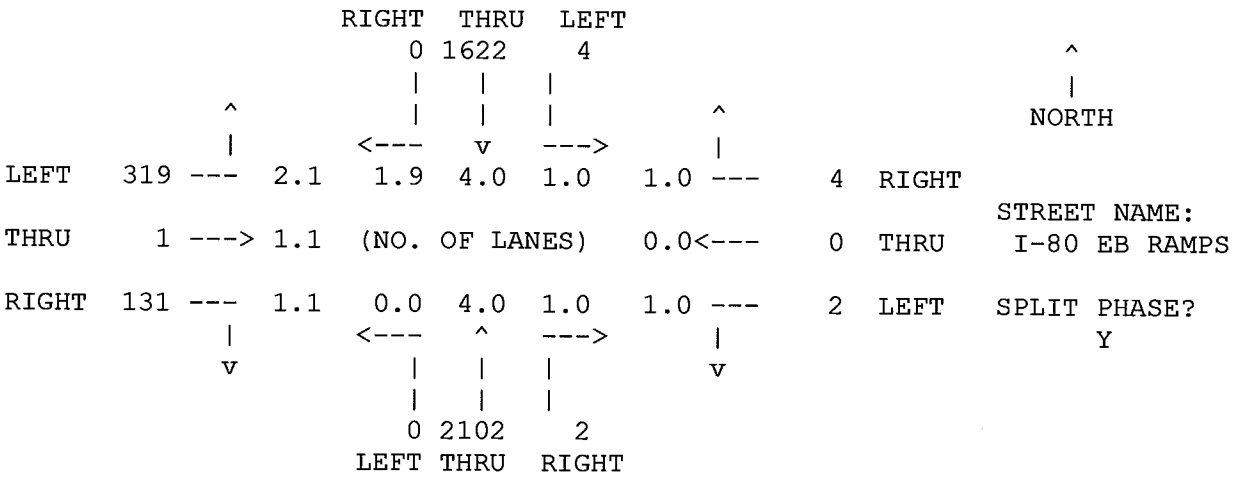
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	2102	2102	6600	0.3185	0.3185
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	1622	1622	6600	0.2458	
	LEFT (L)	4	4	1500	0.0027	0.0027
EB	RIGHT (R)	131	131	1500	0.0873	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	319	319	2700	0.1181	
	T + R		132	1500	0.0880	
	T + L		320	2700	0.1185	
	T + R + L		451	2700	0.1670	0.1670
WB	RIGHT (R)	4	0 *	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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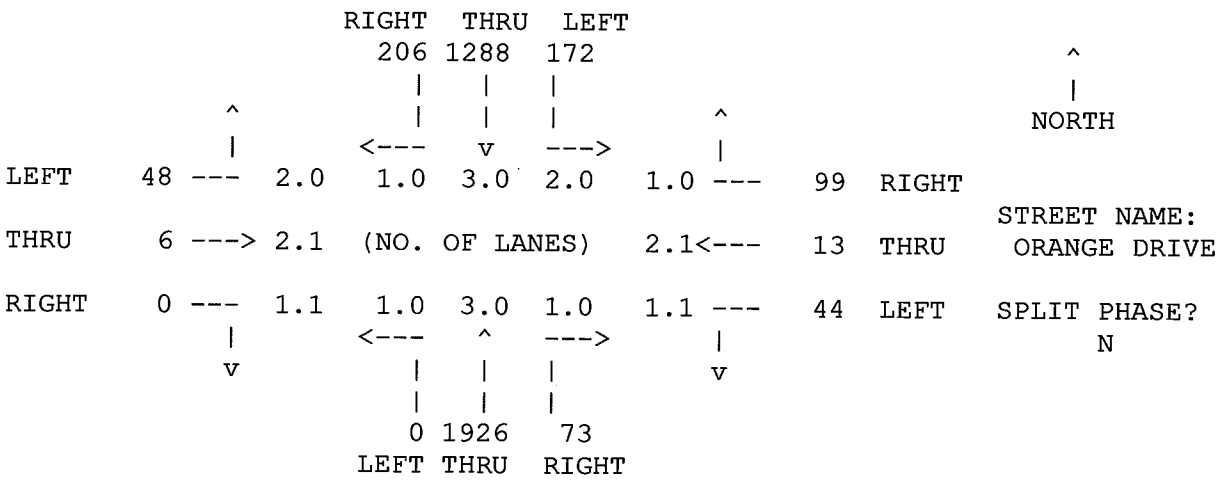
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	1926	1926	4950	0.3891	0.3891
	LEFT (L)	0	0	1500	0.0000	
SB	RIGHT (R)	206	113 *	1500	0.0753	
	THRU (T)	1288	1288	4950	0.2602	
	LEFT (L)	172	172	2700	0.0637	0.0637
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	3150	0.0019	
	LEFT (L)	48	48	2700	0.0178	0.0178
	T + R		6	3150	0.0019	
WB	RIGHT (R)	99	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	44	44	1500	0.0293	
	T + L		57	3150	0.0181	0.0181

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
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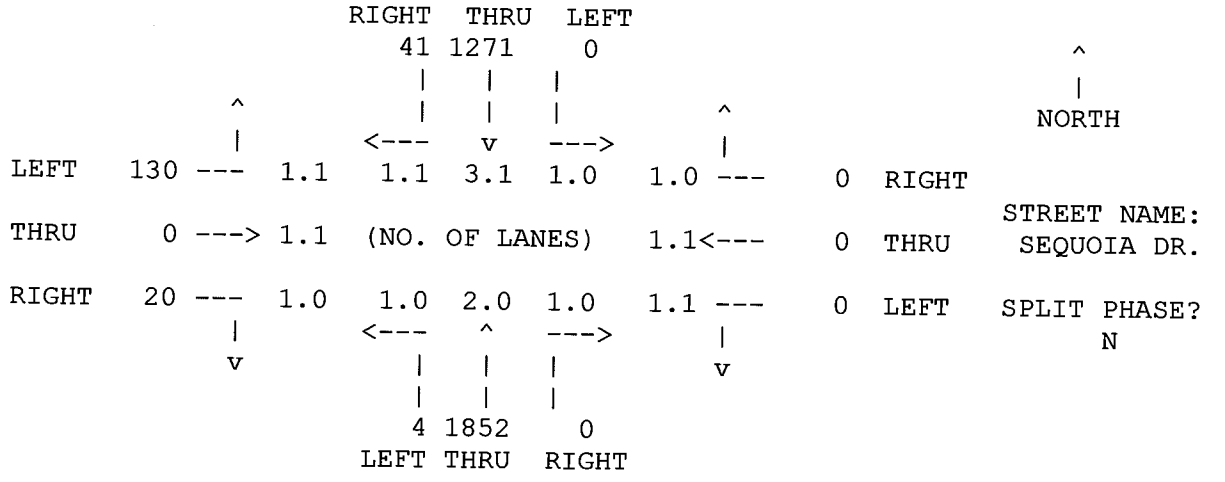
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

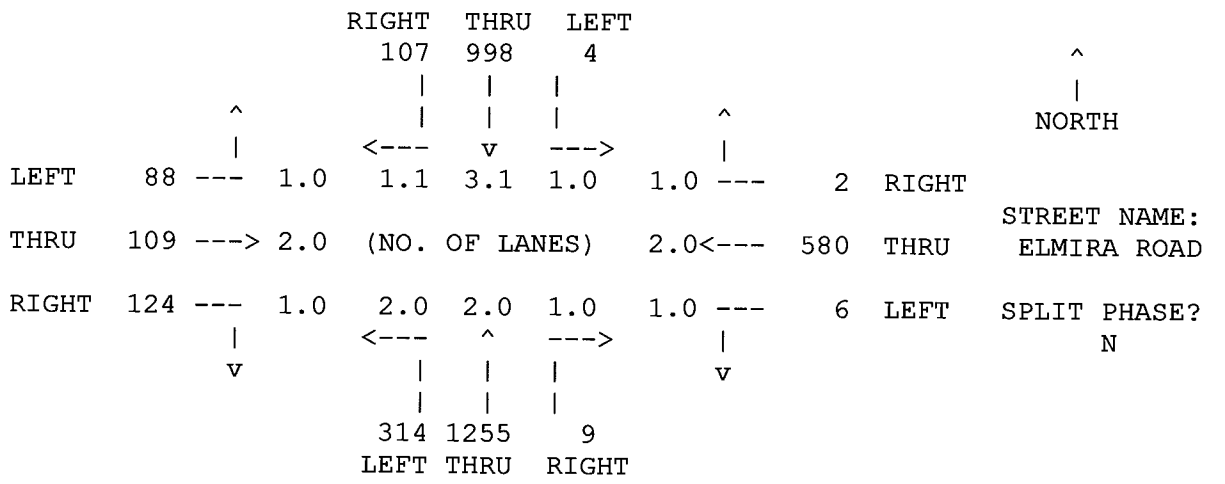
MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1852	1852	3300	0.5612	0.5612
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	41	41	1500	0.0273	
	THRU (T)	1271	1271	4800	0.2648	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1312	4800	0.2733	
EB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	130	130	1500	0.0867	0.0867
	T + L		130	1500	0.0867	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.65
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.75
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	1255	1255	3300	0.3803	0.3803
	LEFT (L)	314	314	2700	0.1163	
SB	RIGHT (R)	107	107	1500	0.0713	
	THRU (T)	998	998	4800	0.2079	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + R		1105	4800	0.2302	
EB	RIGHT (R)	124	0 *	1500	0.0000	
	THRU (T)	109	109	3300	0.0330	
	LEFT (L)	88	88	1500	0.0587	0.0587
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	580	580	3300	0.1758	0.1758
	LEFT (L)	6	6	1500	0.0040	

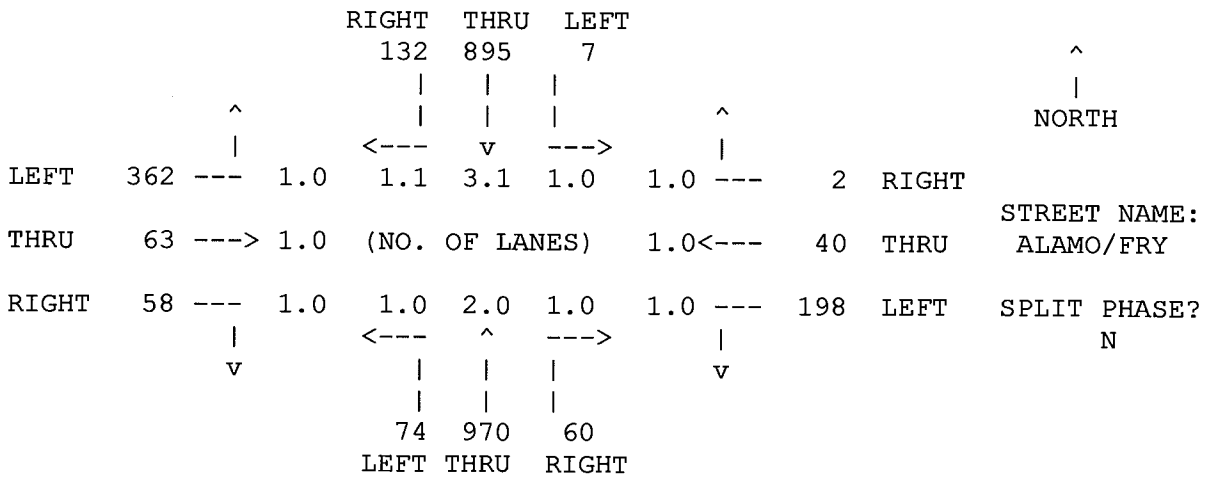
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	60	0 *	1500	0.0000	
	THRU (T)	970	970	3300	0.2939	0.2939
	LEFT (L)	74	74	1500	0.0493	
SB	RIGHT (R)	132	132	1500	0.0880	
	THRU (T)	895	895	4800	0.1865	
	LEFT (L)	7	7	1500	0.0047	0.0047
	T + R		1027	4800	0.2140	
EB	RIGHT (R)	58	0 *	1500	0.0000	
	THRU (T)	63	63	1650	0.0382	
	LEFT (L)	362	362	1500	0.2413	0.2413
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	40	40	1650	0.0242	0.0242
	LEFT (L)	198	198	1500	0.1320	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

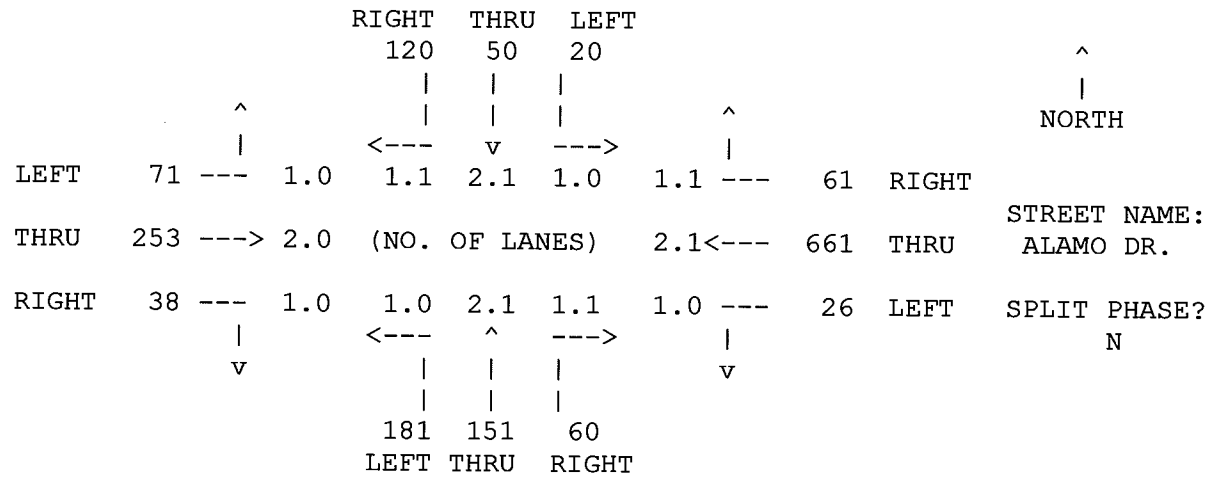
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	60	60	1500	0.0400	
	THRU (T)	151	151	3150	0.0479	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		211	3150	0.0670	
SB	RIGHT (R)	120	120	1500	0.0800	0.0800
	THRU (T)	50	50	3150	0.0159	
	LEFT (L)	20	20	1500	0.0133	
	T + R		170	3150	0.0540	
EB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	253	253	3300	0.0767	
	LEFT (L)	71	71	1500	0.0473	0.0473
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	661	661	3150	0.2098	
	LEFT (L)	26	26	1500	0.0173	
	T + R		722	3150	0.2292	0.2292

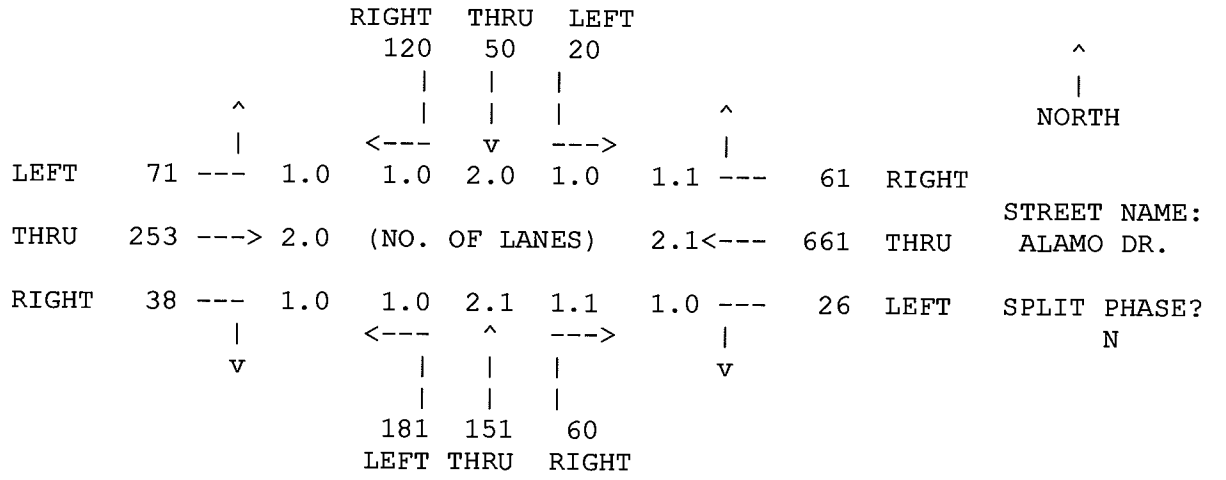
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	60	60	1500	0.0400	
	THRU (T)	151	151	3150	0.0479	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		211	3150	0.0670	
SB	RIGHT (R)	120	5 *	1500	0.0033	
	THRU (T)	50	50	3300	0.0152	0.0152
	LEFT (L)	20	20	1500	0.0133	
EB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	253	253	3300	0.0767	
	LEFT (L)	71	71	1500	0.0473	0.0473
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	661	661	3150	0.2098	
	LEFT (L)	26	26	1500	0.0173	
	T + R		722	3150	0.2292	0.2292

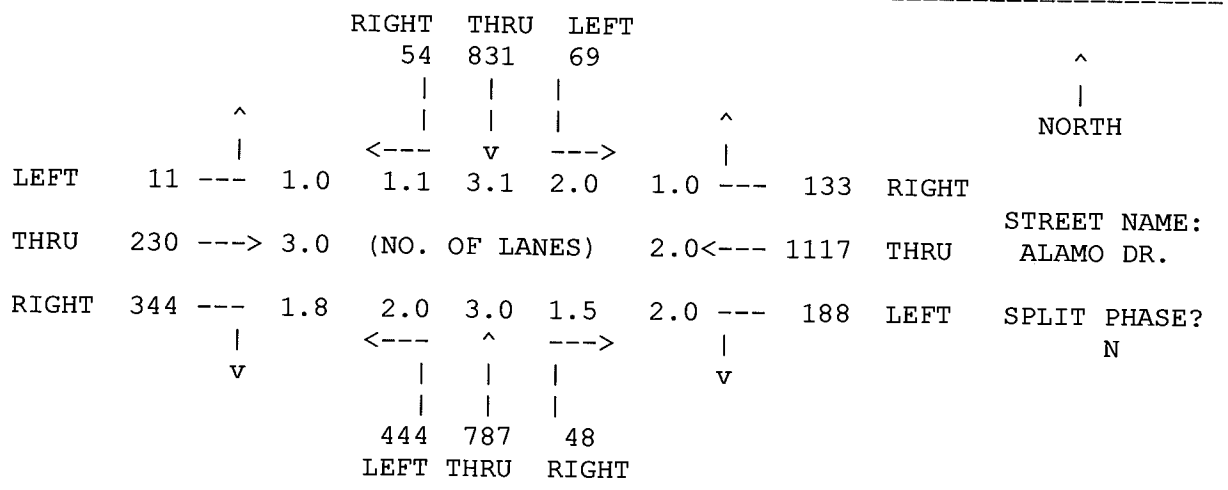
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	48	0 *	1500	0.0000	
	THRU (T)	787	787	4950	0.1590	
	LEFT (L)	444	444	2700	0.1644	0.1644
SB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	69	69	2700	0.0256	
	T + R		885	4800	0.1844	0.1844
EB	RIGHT (R)	344	0 *	1500	0.0000	
	THRU (T)	230	230	4950	0.0465	
	LEFT (L)	11	11	1500	0.0073	0.0073
WB	RIGHT (R)	133	34 *	1500	0.0227	
	THRU (T)	1117	1117	3300	0.3385	0.3385
	LEFT (L)	188	188	2700	0.0696	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

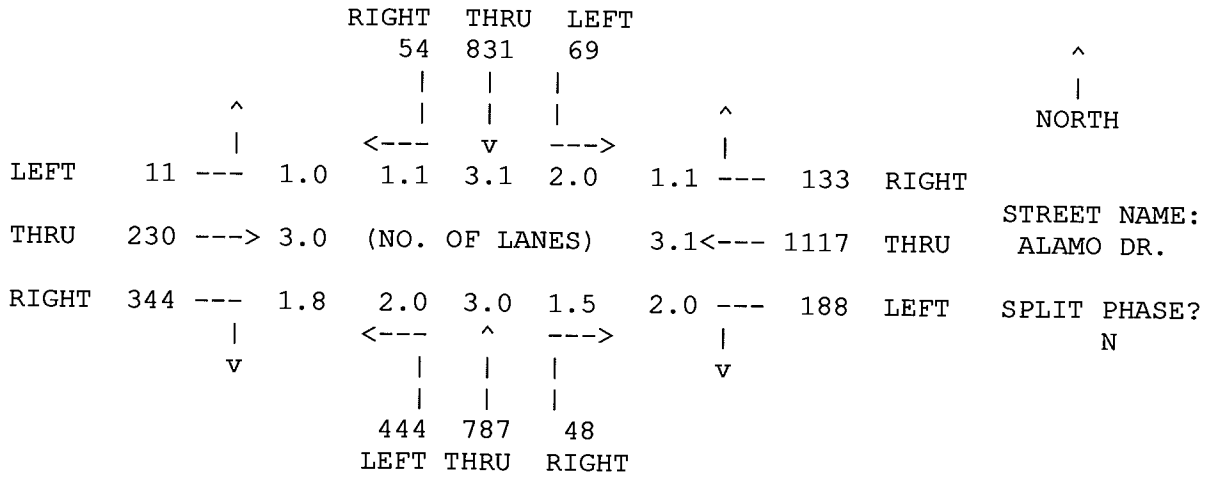
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT2



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	48	0 *	1500	0.0000	
	THRU (T)	787	787	4950	0.1590	
	LEFT (L)	444	444	2700	0.1644	0.1644
SB	RIGHT (R)	54	54	1500	0.0360	
	THRU (T)	831	831	4800	0.1731	
	LEFT (L)	69	69	2700	0.0256	
	T + R		885	4800	0.1844	0.1844
EB	RIGHT (R)	344	0 *	1500	0.0000	
	THRU (T)	230	230	4950	0.0465	
	LEFT (L)	11	11	1500	0.0073	0.0073
WB	RIGHT (R)	133	133	1500	0.0887	
	THRU (T)	1117	1117	4800	0.2327	
	LEFT (L)	188	188	2700	0.0696	
	T + R		1250	4800	0.2604	0.2604

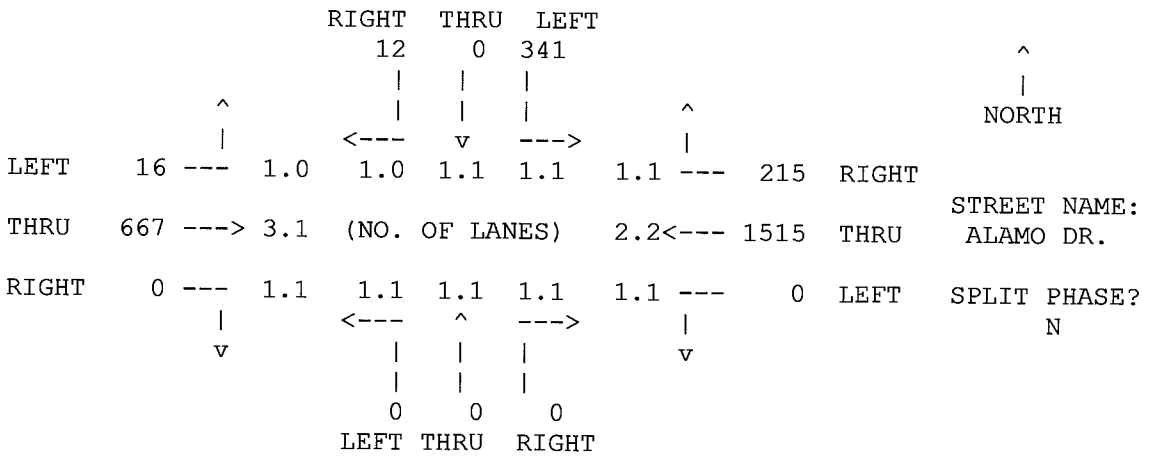
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.62
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	341	341	1500	0.2273	0.2273
T + L		341	1500	0.2273	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	667	667	4800	0.1390	
LEFT (L)	16	16	1500	0.0107	0.0107
T + R		667	4800	0.1390	
WB RIGHT (R)	215	215	1500	0.1433	
THRU (T)	1515	1515	3000	0.5050	
LEFT (L)	0	0	1500	0.0000	
T + R		1730	3000	0.5767	0.5767
T + L		1515	3000	0.5050	
T + R + L		1730	3000	0.5767	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT2

```
                      RIGHT  THRU  LEFT
                        12     0   341                          ^
                         |     |     |                           |
                ^        |     |     |         ^                NORTH
                |       <---   v    --->       |
LEFT     16 ---  1.0    1.0   1.1   1.1    1.0 ---  215  RIGHT
                                                        STREET NAME:
THRU    667 ---> 3.1   (NO. OF LANES)     3.1<--- 1515  THRU    ALAMO DR.

RIGHT     0 ---  1.1    1.1   1.1   1.1    1.1 ---    0  LEFT   SPLIT PHASE?
                |       <---   ^    --->       |                      N
                v          |     |     |       v
                           |     |     |
                           0     0     0
                        LEFT  THRU  RIGHT
```

STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	12	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	341	341	1500	0.2273	0.2273
T + L		341	1500	0.2273	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	667	667	4800	0.1390	
LEFT (L)	16	16	1500	0.0107	0.0107
T + R		667	4800	0.1390	
WB RIGHT (R)	215	0 *	1500	0.0000	
THRU (T)	1515	1515	4800	0.3156	0.3156
LEFT (L)	0	0	1500	0.0000	
T + L		1515	4800	0.3156	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

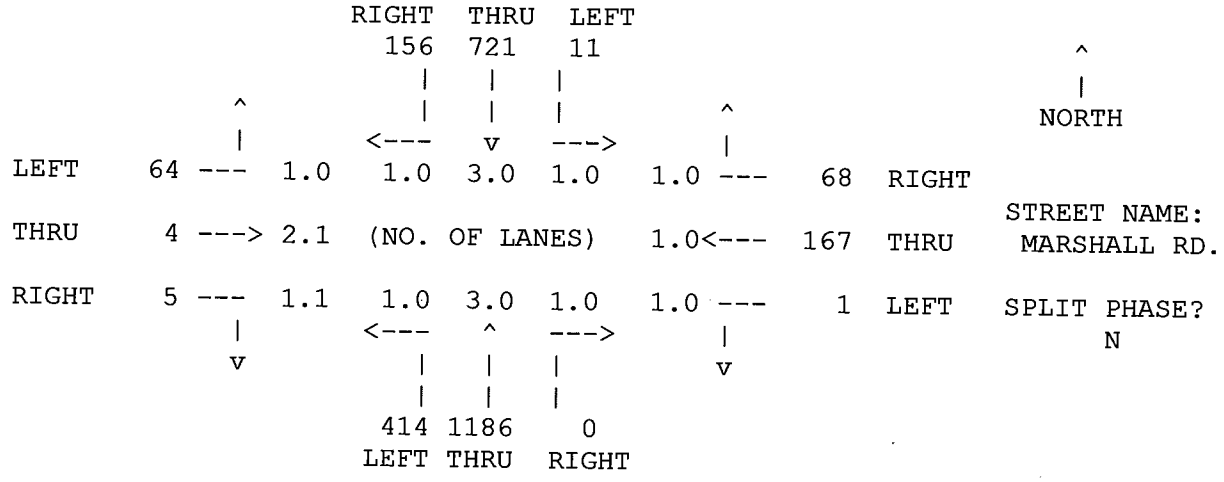
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1186	1186	4950	0.2396	
	LEFT (L)	414	414	1500	0.2760	0.2760
SB	RIGHT (R)	156	44 *	1500	0.0293	
	THRU (T)	721	721	4950	0.1457	0.1457
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	5	5	1500	0.0033	
	THRU (T)	4	4	3150	0.0013	
	LEFT (L)	64	64	1500	0.0427	0.0427
	T + R		9	3150	0.0029	
WB	RIGHT (R)	68	0 *	1500	0.0000	
	THRU (T)	167	167	1650	0.1012	0.1012
	LEFT (L)	1	1	1500	0.0007	

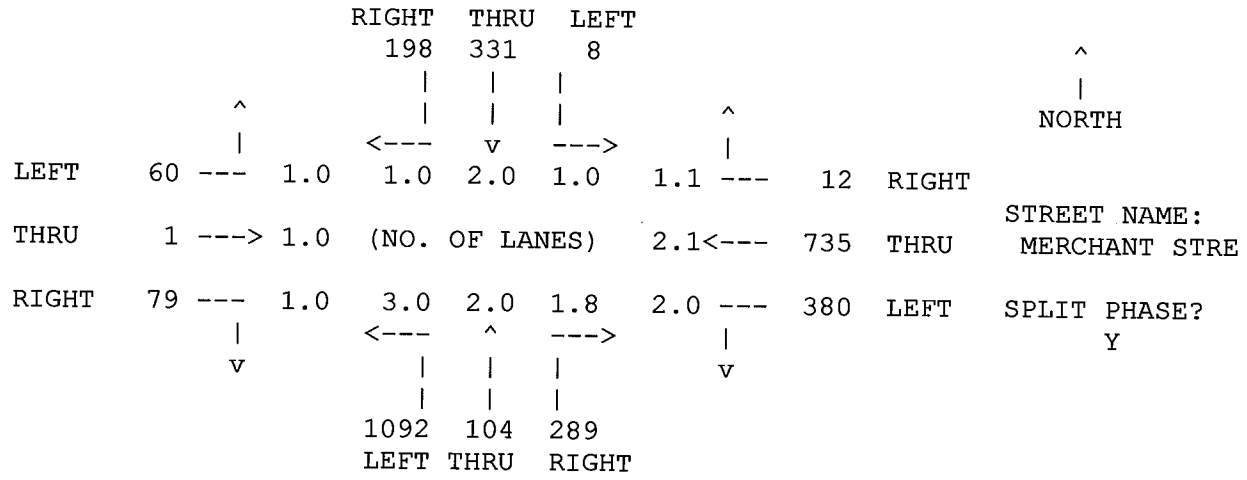
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

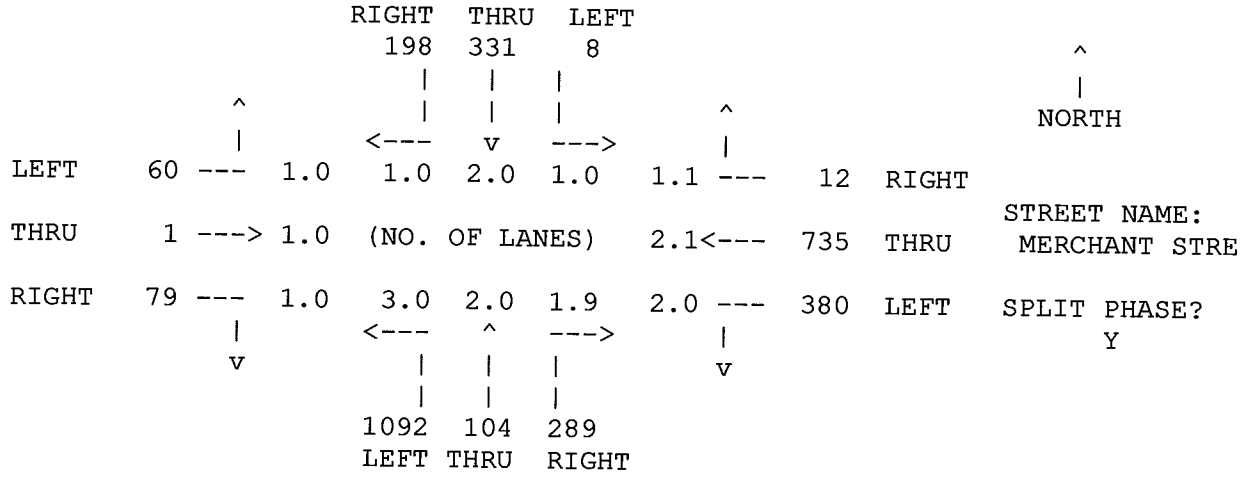
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	289	0 *	1500	0.0000	
	THRU (T)	104	104	3300	0.0315	
	LEFT (L)	1092	1092	3900	0.2800	0.2800
SB	RIGHT (R)	198	88 *	1500	0.0587	
	THRU (T)	331	331	3300	0.1003	0.1003
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	60	60	1500	0.0400	0.0400
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	735	735	3150	0.2333	
	LEFT (L)	380	380	2700	0.1407	
	T + R		747	3150	0.2371	0.2371

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.66
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.76
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

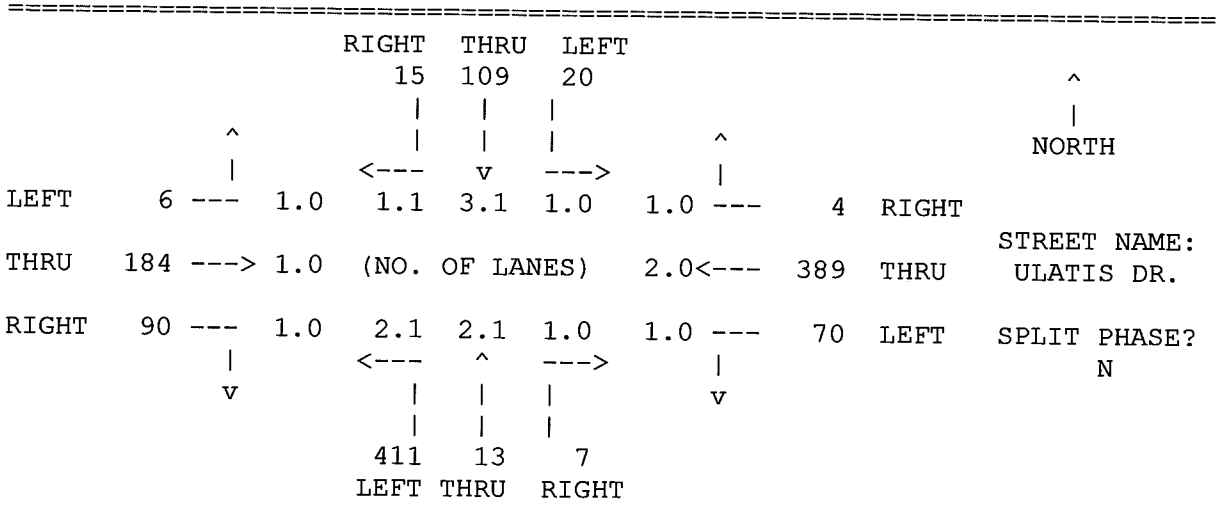
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	289	289	1650	0.1752	
	THRU (T)	104	104	3300	0.0315	
	LEFT (L)	1092	1092	3900	0.2800	0.2800
SB	RIGHT (R)	198	88 *	1500	0.0587	
	THRU (T)	331	331	3300	0.1003	0.1003
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	79	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	60	60	1500	0.0400	0.0400
WB	RIGHT (R)	12	12	1500	0.0080	
	THRU (T)	735	735	3150	0.2333	
	LEFT (L)	380	380	2700	0.1407	
	T + R		747	3150	0.2371	0.2371

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.66
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.76
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	411	411	2700	0.1522	0.1522
	T + L		424	4350	0.0975	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	109	109	4800	0.0227	
	LEFT (L)	20	20	1500	0.0133	
	T + R		124	4800	0.0258	0.0258
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	1650	0.1115	0.1115
	LEFT (L)	6	6	1500	0.0040	
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	
	LEFT (L)	70	70	1500	0.0467	0.0467

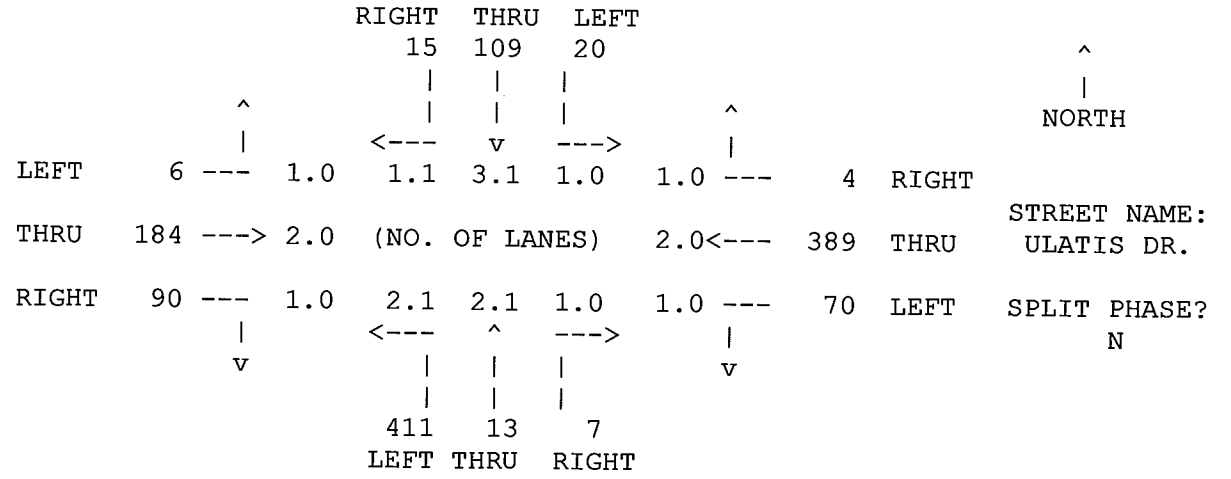
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	411	411	2700	0.1522	0.1522
	T + L		424	4350	0.0975	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	109	109	4800	0.0227	
	LEFT (L)	20	20	1500	0.0133	
	T + R		124	4800	0.0258	0.0258
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	3300	0.0558	
	LEFT (L)	6	6	1500	0.0040	0.0040
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	0.1179
	LEFT (L)	70	70	1500	0.0467	

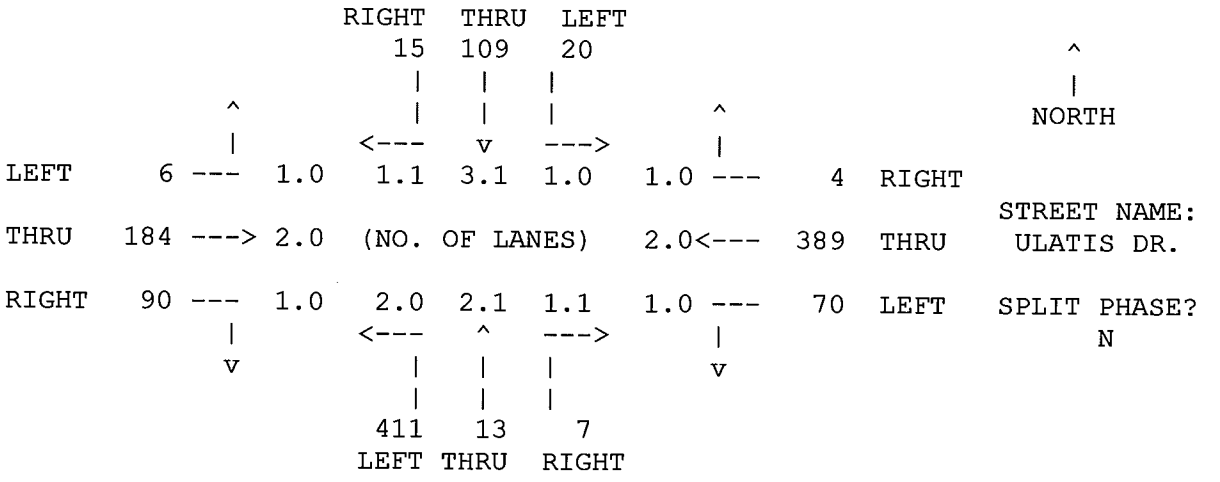
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	7	1500	0.0047	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	411	411	2700	0.1522	0.1522
	T + R		20	3150	0.0063	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	109	109	4800	0.0227	
	LEFT (L)	20	20	1500	0.0133	
	T + R		124	4800	0.0258	0.0258
EB	RIGHT (R)	90	0 *	1500	0.0000	
	THRU (T)	184	184	3300	0.0558	
	LEFT (L)	6	6	1500	0.0040	0.0040
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	389	389	3300	0.1179	0.1179
	LEFT (L)	70	70	1500	0.0467	

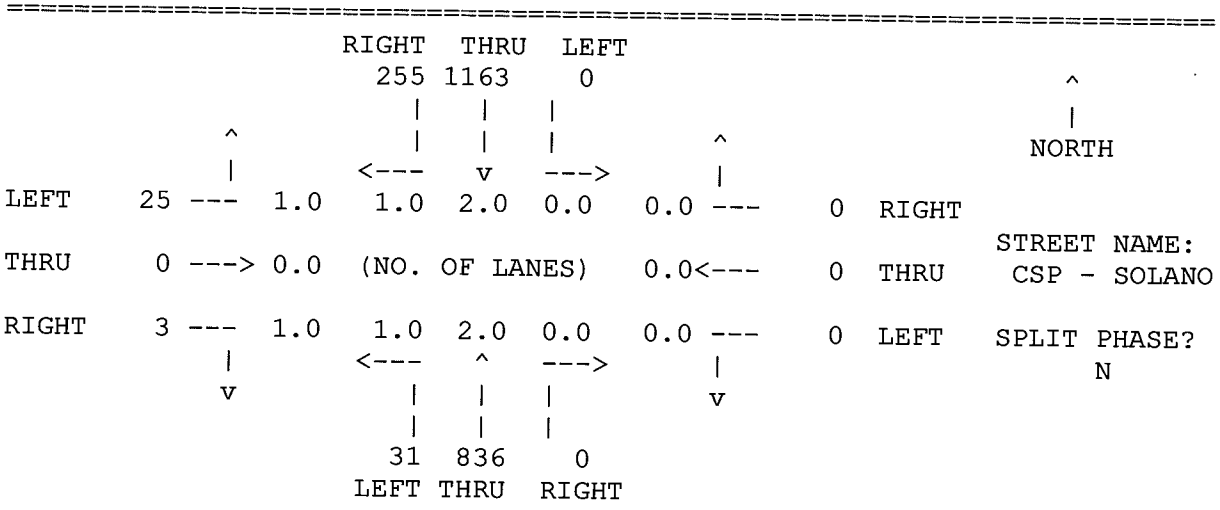
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	836	836	3300	0.2533	
LEFT (L)	31	31	1500	0.0207	0.0207
SB RIGHT (R)	255	163 *	1500	0.1087	
THRU (T)	1163	1163	3300	0.3524	0.3524
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

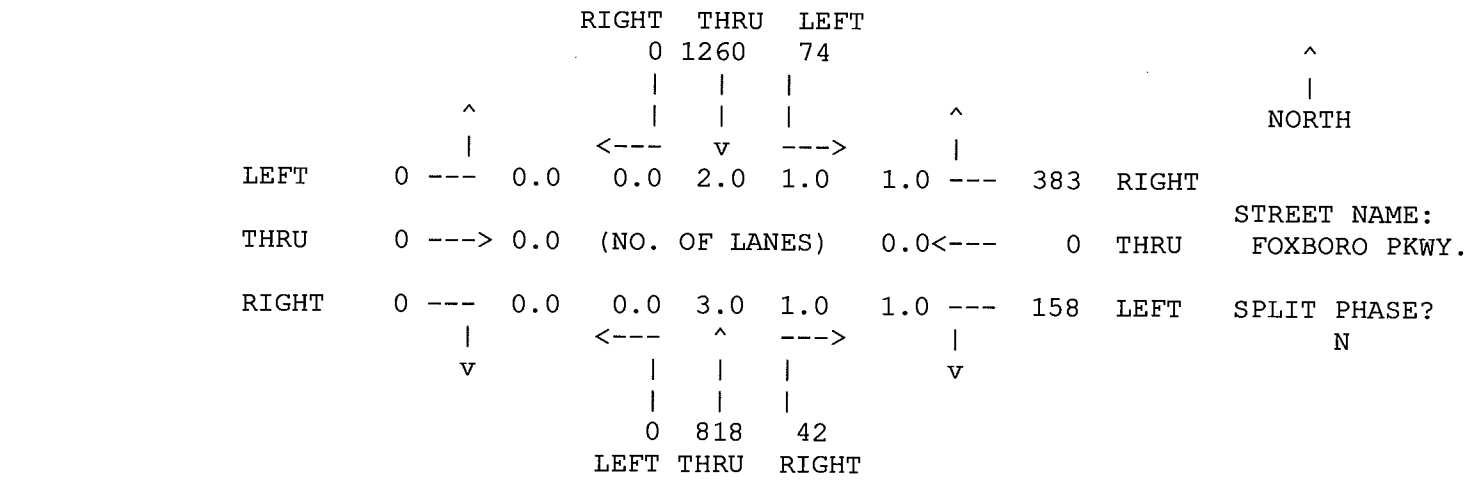
TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	42	0 *	1500	0.0000	
THRU (T)	818	818	4950	0.1653	
SB THRU (T)	1260	1260	3300	0.3818	0.3818
LEFT (L)	74	74	1500	0.0493	
WB RIGHT (R)	383	266 *	1500	0.1773	0.1773
LEFT (L)	158	158	1500	0.1053	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

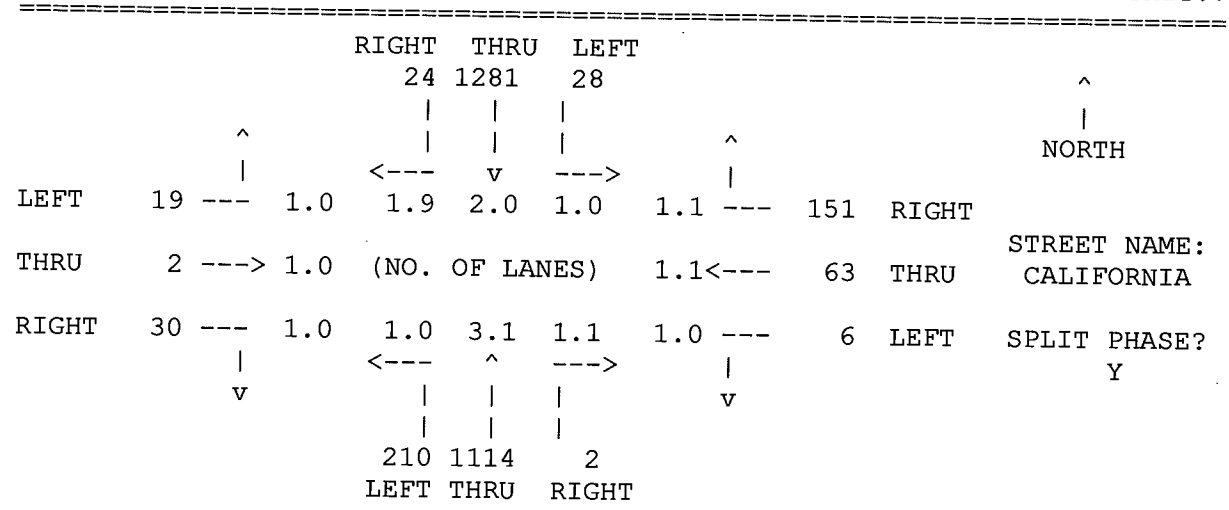
TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1114	1114	4800	0.2321	
	LEFT (L)	210	210	1500	0.1400	0.1400
	T + R		1116	4800	0.2325	
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1281	1281	3300	0.3882	0.3882
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	151	151	1500	0.1007	
	THRU (T)	63	63	1500	0.0420	
	LEFT (L)	6	6	1500	0.0040	
	T + R		214	1500	0.1427	0.1427

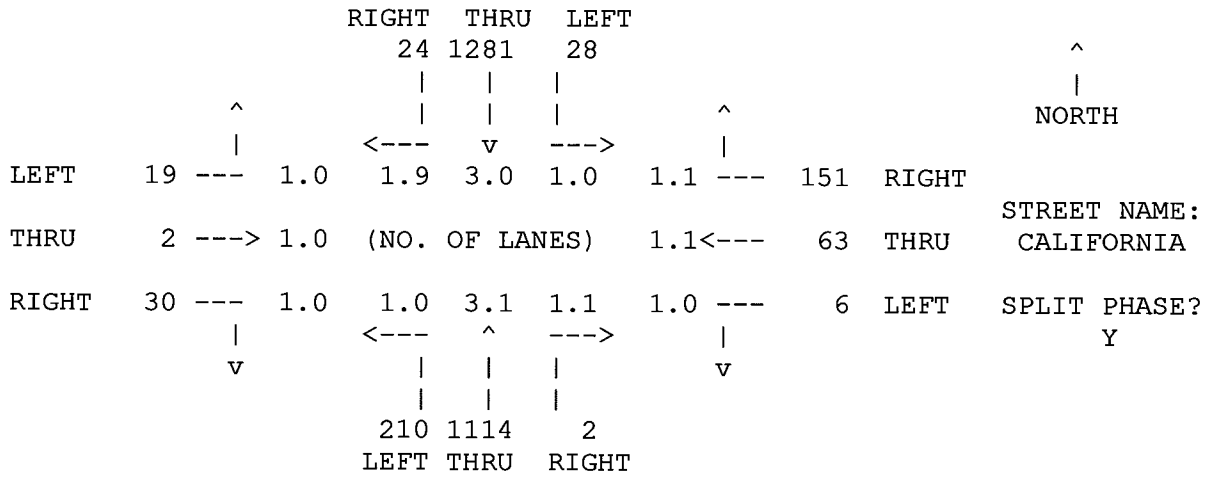
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1114	1114	4800	0.2321	
LEFT (L)	210	210	1500	0.1400	0.1400
T + R		1116	4800	0.2325	
SB RIGHT (R)	24	24	1650	0.0145	
THRU (T)	1281	1281	4950	0.2588	0.2588
LEFT (L)	28	28	1500	0.0187	
EB RIGHT (R)	30	0 *	1500	0.0000	
THRU (T)	2	2	1650	0.0012	
LEFT (L)	19	19	1500	0.0127	0.0127
WB RIGHT (R)	151	151	1500	0.1007	
THRU (T)	63	63	1500	0.0420	
LEFT (L)	6	6	1500	0.0040	
T + R		214	1500	0.1427	0.1427

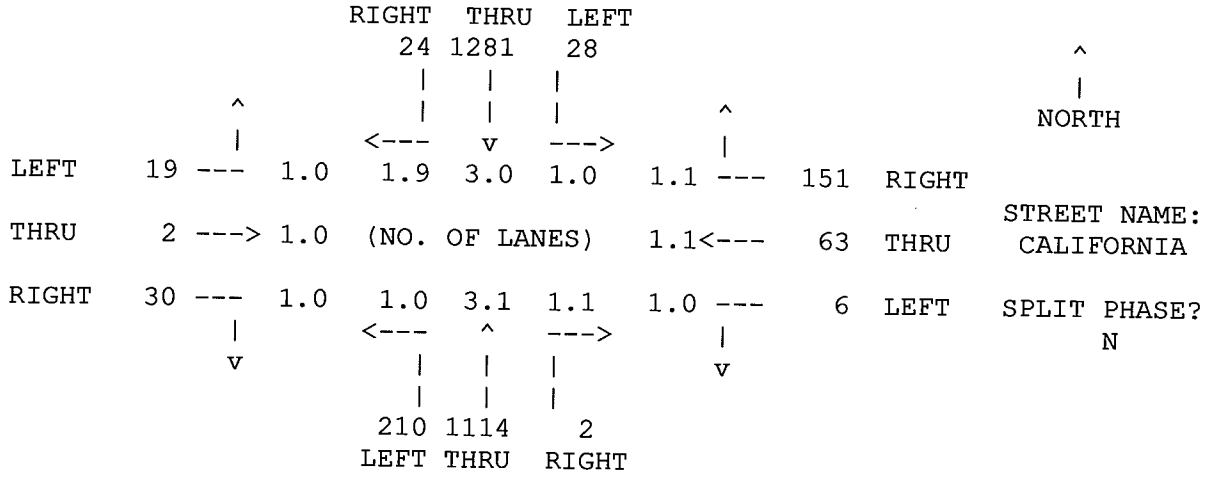
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT2



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1114	1114	4800	0.2321	
	LEFT (L)	210	210	1500	0.1400	0.1400
	T + R		1116	4800	0.2325	
SB	RIGHT (R)	24	24	1650	0.0145	
	THRU (T)	1281	1281	4950	0.2588	0.2588
	LEFT (L)	28	28	1500	0.0187	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	2	2	1650	0.0012	
	LEFT (L)	19	19	1500	0.0127	0.0127
WB	RIGHT (R)	151	151	1500	0.1007	
	THRU (T)	63	63	1500	0.0420	
	LEFT (L)	6	6	1500	0.0040	
	T + R		214	1500	0.1427	0.1427

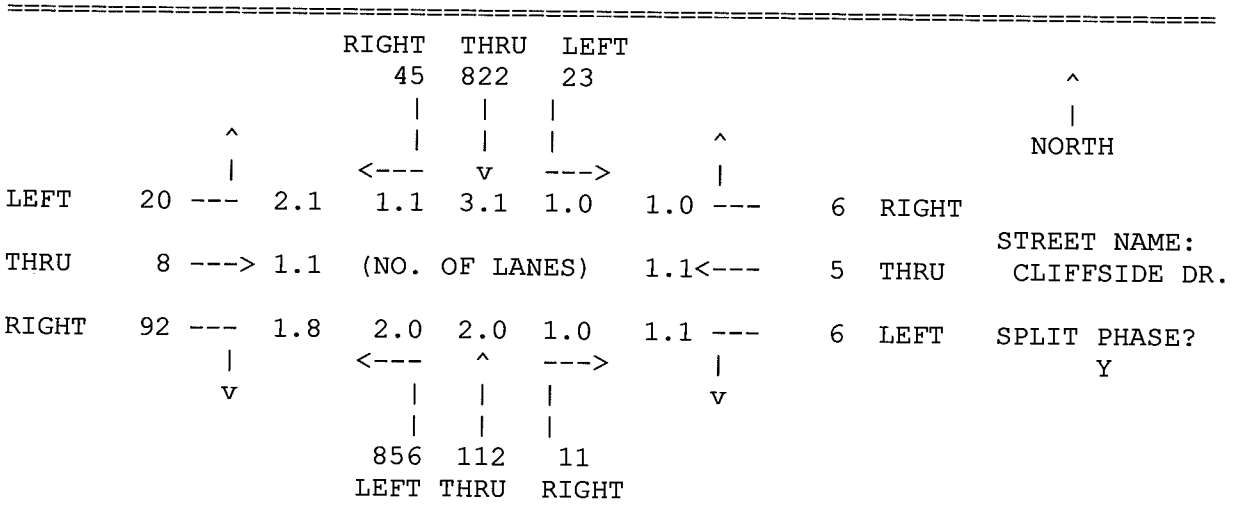
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	112	112	3300	0.0339	
	LEFT (L)	856	856	2700	0.3170	0.3170
SB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	822	822	4800	0.1713	
	LEFT (L)	23	23	1500	0.0153	
	T + R		867	4800	0.1806	0.1806
EB	RIGHT (R)	92	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	20	20	2700	0.0074	
	T + L		28	2700	0.0104	0.0104
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	6	6	1500	0.0040	
	T + L		11	1500	0.0073	0.0073

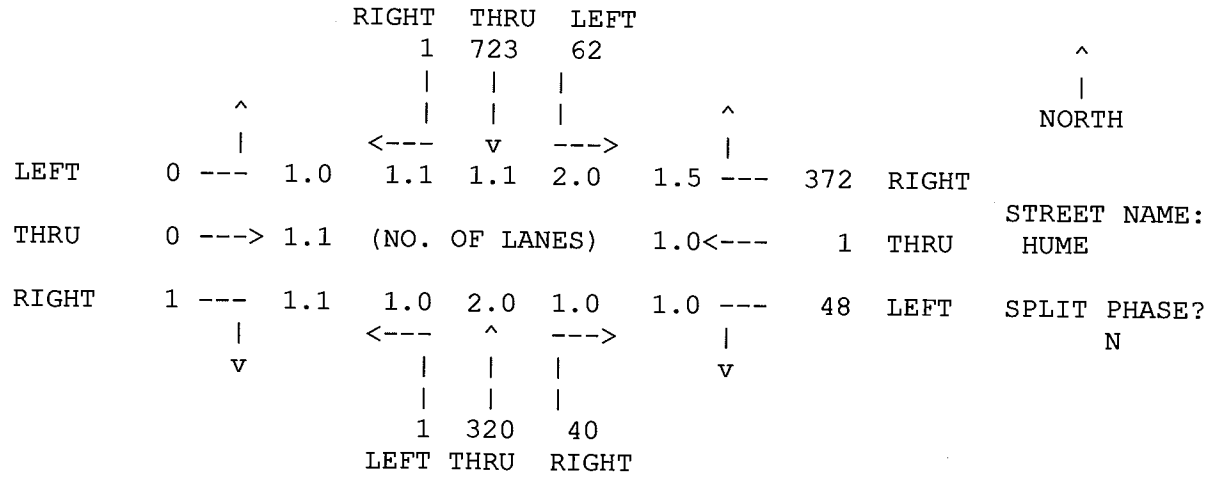
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	320	320	3300	0.0970	
	LEFT (L)	1	1	1500	0.0007	0.0007
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	723	723	1500	0.4820	
	LEFT (L)	62	62	2700	0.0230	
	T + R		724	1500	0.4827	0.4827
EB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1	1500	0.0007	
WB	RIGHT (R)	372	258 *	1500	0.1720	0.1720
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	48	48	1500	0.0320	

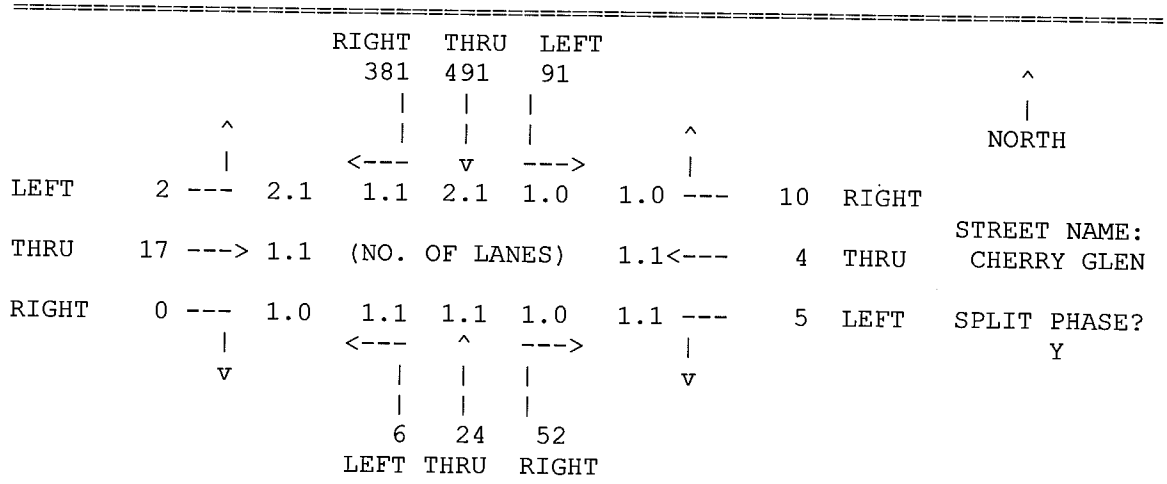
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + L		30	1500	0.0200	
SB	RIGHT (R)	381	381	1500	0.2540	
	THRU (T)	491	491	3150	0.1559	
	LEFT (L)	91	91	1500	0.0607	
	T + R		872	3150	0.2768	0.2768
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	2	2	2700	0.0007	
	T + L		19	2700	0.0070	
WB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	
	T + L		9	1500	0.0060	0.0060

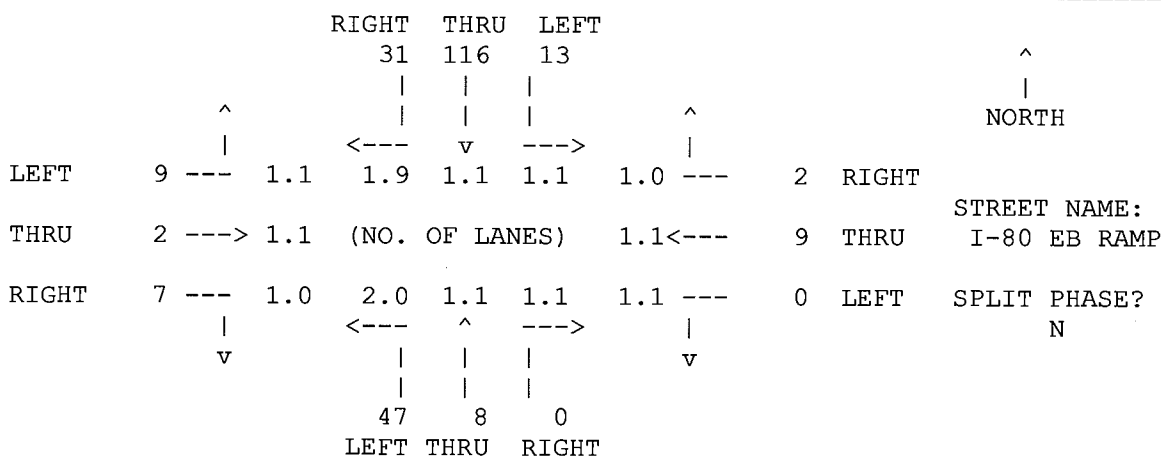
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.30
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.40
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: . PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB AM PK HR WITH MIT FILE 2030MIT.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	47	47	2700	0.0174	0.0174
T + R		8	1500	0.0053	
SB RIGHT (R)	31	31	1650	0.0188	
THRU (T)	116	116	1500	0.0773	
LEFT (L)	13	13	1500	0.0087	
T + L		129	1500	0.0860	0.0860
EB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	9	9	1500	0.0060	0.0060
T + L		11	1500	0.0073	
WB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	9	9	1500	0.0060	0.0060
LEFT (L)	0	0	1500	0.0000	
T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.12
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.22
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

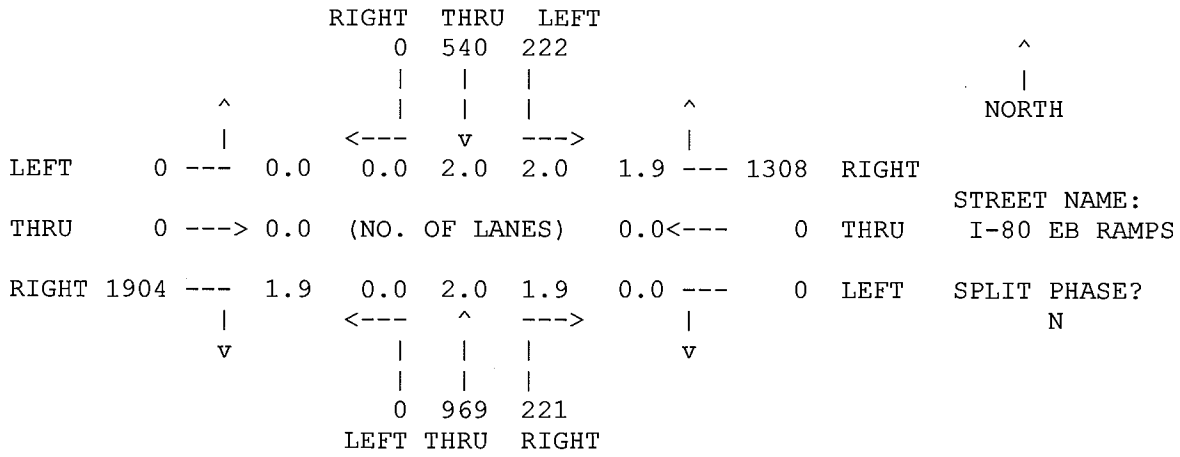
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	1.05	F
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.89	D
3	1295	LEISURE TOWN	ORANGE DRIVE	1.14	F
4	1299	LEISURE TOWN	SEQUOIA DR.	0.81	D
5	1306	LEISURE TOWN	ELMIRA ROAD	0.81	D
6	1310	LEISURE TOWN	ALAMO/FRY	0.91	E
7	1614	VANDEN	LEISURE TOWN	0.53	A
8	1117	VANDEN	ALAMO	0.59	A
9	1114	NUT TREE RD.	ALAMO DR.	0.80	C
10	1107	PEABODY RD.	ALAMO DR.	0.87	D
11	1100	DAVIS ST.	ALAMO DR.	0.87	D
12	1095	ALAMO DR.	MARSHALL RD.	0.92	E
13	1007	ALAMO DR.	I-80 EB RAMPS	0.48	A
14	1093	ALAMO DRIVE	MERCHANT STRE	1.23	F
15	1234	PEABODY RD.	ELMIRA RD.	0.50	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.75	C
17	1277	NUT TREE RD.	ULATIS DR.	1.18	F
18	1491	PEABODY RD.	CSP - SOLANO	0.96	E
19	1247	PEABODY RD.	FOXBORO PKWY.	0.87	D
20	1245	PEABODY	CALIFORNIA	0.90	D
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.87	D
22	1200	DAVIS	HUME	0.86	D
23	1675	I-80 WB	CHERRY GLEN	0.86	D
24	1674	CHERRY GLENN	I-80 EB RAMP	0.78	C

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	221	221	1650	0.1339	
THRU (T)	969	969	3300	0.2936	0.2936
SB THRU (T)	540	540	3300	0.1636	
LEFT (L)	222	222	2700	0.0822	0.0822
EB RIGHT (R)	1904	1904	1650	1.1539 **	
WB RIGHT (R)	1308	1308	1650	0.7927	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

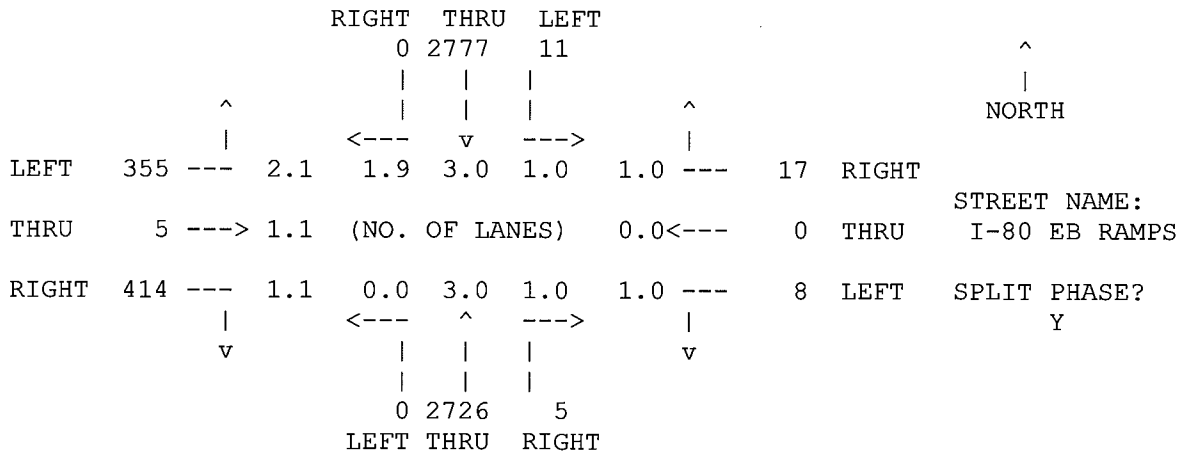
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	2726	2726	4950	0.5507	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2777	2777	4950	0.5610	0.5610
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	414	414	1500	0.2760	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	355	355	2700	0.1315	
T + R		419	1500	0.2793	
T + L		360	2700	0.1333	
T + R + L		774	2700	0.2867	0.2867
WB RIGHT (R)	17	0 *	1500	0.0000	
LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.85
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

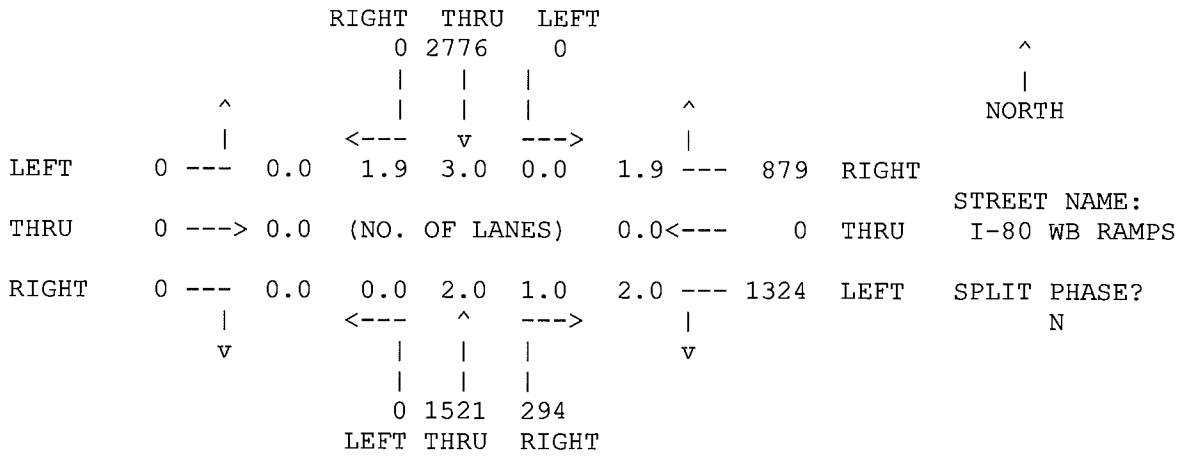
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	294	0 *	1500	0.0000	
THRU (T)	1521	1521	3300	0.4609	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2776	2776	4950	0.5608	0.5608
WB RIGHT (R)	879	879	1650	0.5327	
LEFT (L)	1324	1324	2700	0.4904	0.4904

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.05
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

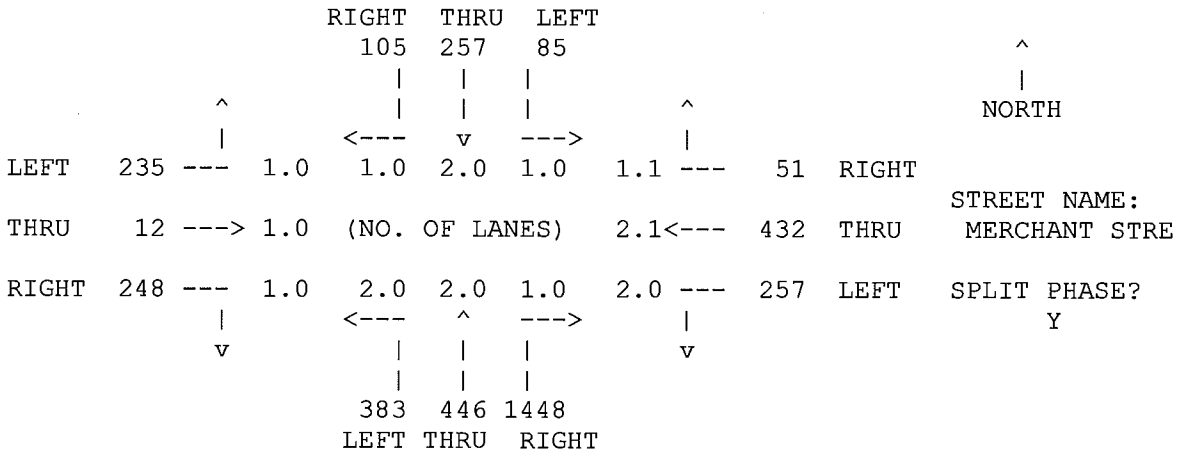
TOTAL VOLUME-TO-CAPACITY RATIO: 1.05
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1448	1297 *	1500	0.8647	0.8647
	THRU (T)	446	446	3300	0.1352	
	LEFT (L)	383	383	2700	0.1419	
SB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	257	257	3300	0.0779	
	LEFT (L)	85	85	1500	0.0567	0.0567
EB	RIGHT (R)	248	62 *	1500	0.0413	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	235	235	1500	0.1567	0.1567
WB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	432	432	3150	0.1371	
	LEFT (L)	257	257	2700	0.0952	
	T + R		483	3150	0.1533	0.1533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.23
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

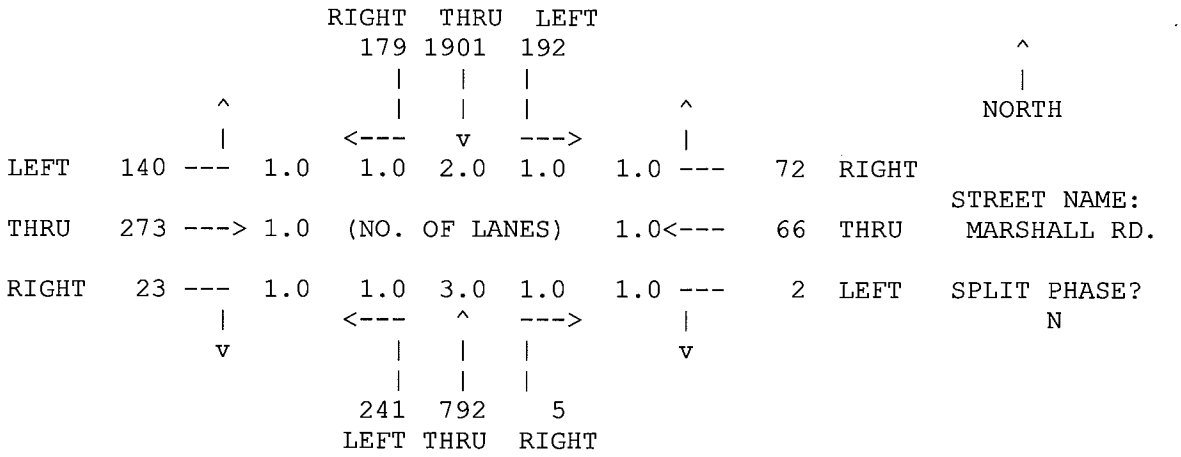
TOTAL VOLUME-TO-CAPACITY RATIO: 1.23
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	792	792	4950	0.1600	
LEFT (L)	241	241	1500	0.1607	0.1607
SB RIGHT (R)	179	29 *	1500	0.0193	
THRU (T)	1901	1901	3300	0.5761	0.5761
LEFT (L)	192	192	1500	0.1280	
EB RIGHT (R)	23	0 *	1500	0.0000	
THRU (T)	273	273	1650	0.1655	0.1655
LEFT (L)	140	140	1500	0.0933	
WB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	66	66	1650	0.0400	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.90
ADJUSTMENT FOR LOST YELLOW TIME: 0.02

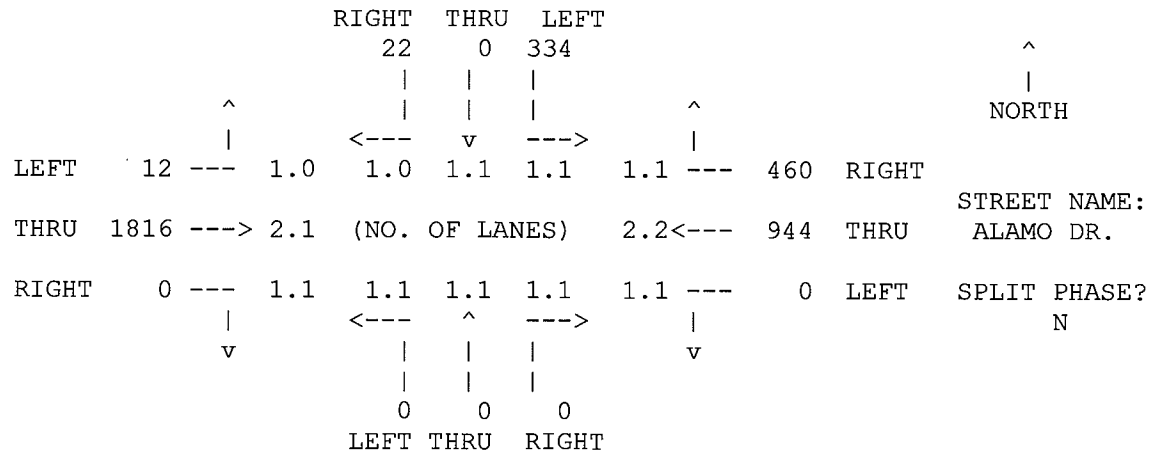
TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	22	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	334	334	1500	0.2227	0.2227
T + L		334	1500	0.2227	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1816	1816	3150	0.5765	0.5765
LEFT (L)	12	12	1500	0.0080	
T + R		1816	3150	0.5765	
WB RIGHT (R)	460	460	1500	0.3067	
THRU (T)	944	944	3000	0.3147	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1404	3000	0.4680	
T + L		944	3000	0.3147	
T + R + L		1404	3000	0.4680	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

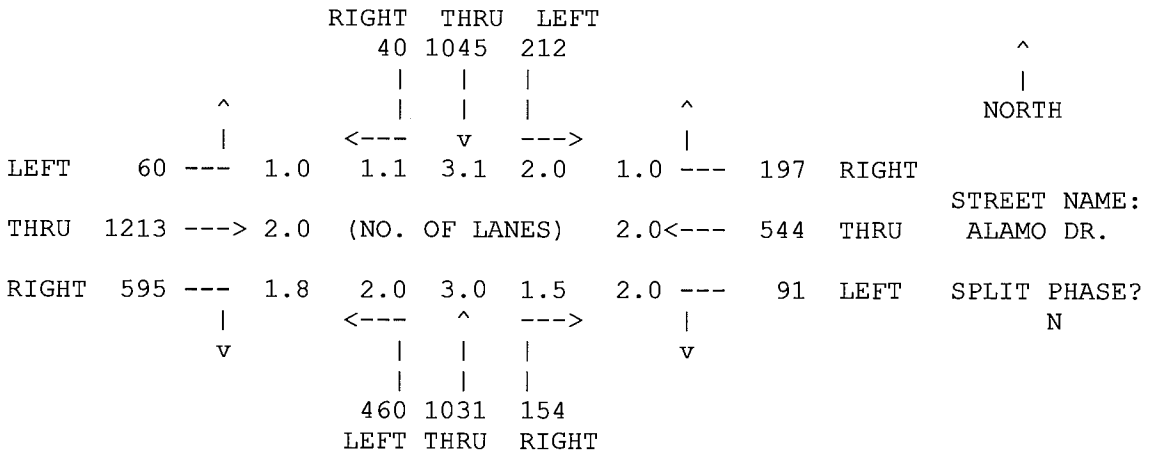
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	154	23 *	1500	0.0153	
THRU (T)	1031	1031	4950	0.2083	
LEFT (L)	460	460	2700	0.1704	0.1704
SB RIGHT (R)	40	40	1500	0.0267	
THRU (T)	1045	1045	4800	0.2177	
LEFT (L)	212	212	2700	0.0785	
T + R		1085	4800	0.2260	0.2260
EB RIGHT (R)	595	113 *	1500	0.0753	
THRU (T)	1213	1213	3300	0.3676	0.3676
LEFT (L)	60	60	1500	0.0400	
WB RIGHT (R)	197	58 *	1500	0.0387	
THRU (T)	544	544	3300	0.1648	
LEFT (L)	91	91	2700	0.0337	0.0337

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

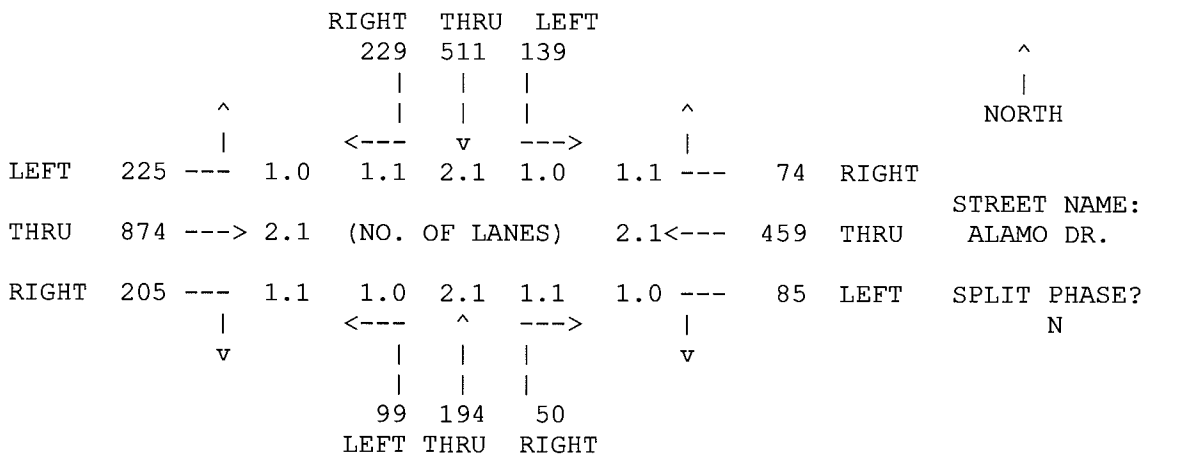
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	194	194	3150	0.0616	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + R		244	3150	0.0775	
SB	RIGHT (R)	229	229	1500	0.1527	
	THRU (T)	511	511	3150	0.1622	
	LEFT (L)	139	139	1500	0.0927	
	T + R		740	3150	0.2349	0.2349
EB	RIGHT (R)	205	205	1500	0.1367	
	THRU (T)	874	874	3150	0.2775	
	LEFT (L)	225	225	1500	0.1500	
	T + R		1079	3150	0.3425	0.3425
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	459	459	3150	0.1457	
	LEFT (L)	85	85	1500	0.0567	0.0567
	T + R		533	3150	0.1692	

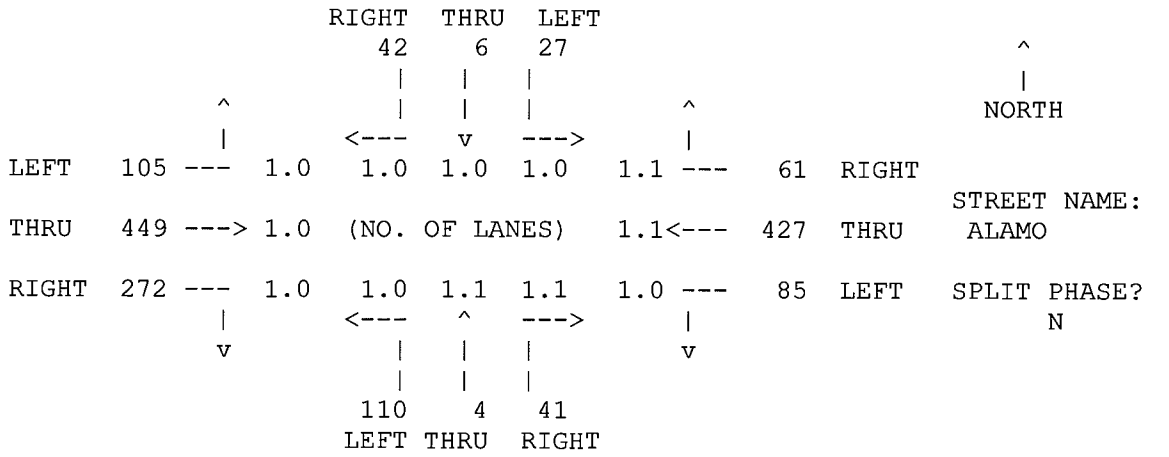
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	41	41	1500	0.0273	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	110	110	1500	0.0733	0.0733
	T + R		45	1500	0.0300	
SB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	6	6	1650	0.0036	
	LEFT (L)	27	27	1500	0.0180	0.0180
EB	RIGHT (R)	272	137 *	1500	0.0913	
	THRU (T)	449	449	1650	0.2721	
	LEFT (L)	105	105	1500	0.0700	0.0700
WB	RIGHT (R)	61	61	1500	0.0407	
	THRU (T)	427	427	1500	0.2847	
	LEFT (L)	85	85	1500	0.0567	
	T + R		488	1500	0.3253	0.3253

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

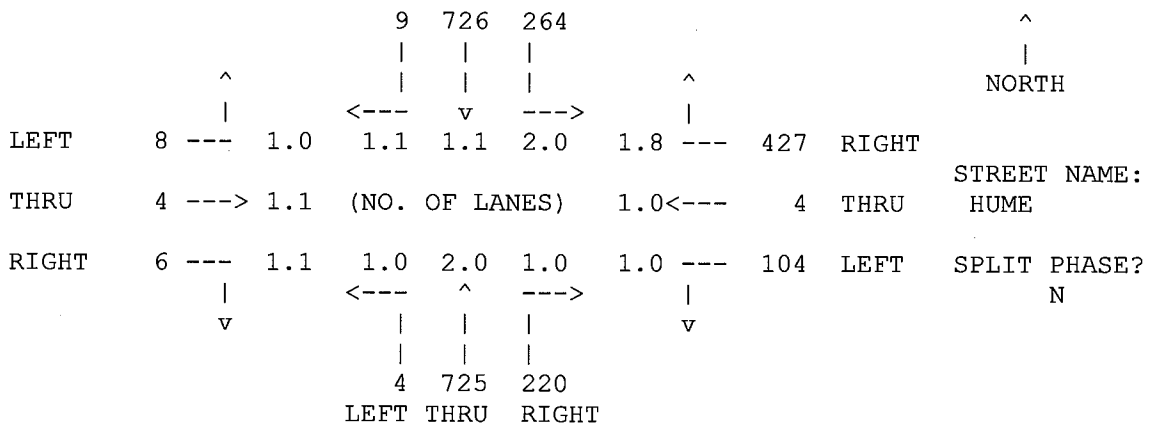
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	220	88 *	1500	0.0587	
	THRU (T)	725	725	3300	0.2197	0.2197
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	726	726	1500	0.4840	
	LEFT (L)	264	264	2700	0.0978	
	T + R		735	1500	0.4900	0.4900
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	
	T + R		10	1500	0.0067	0.0067
WB	RIGHT (R)	427	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	104	104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

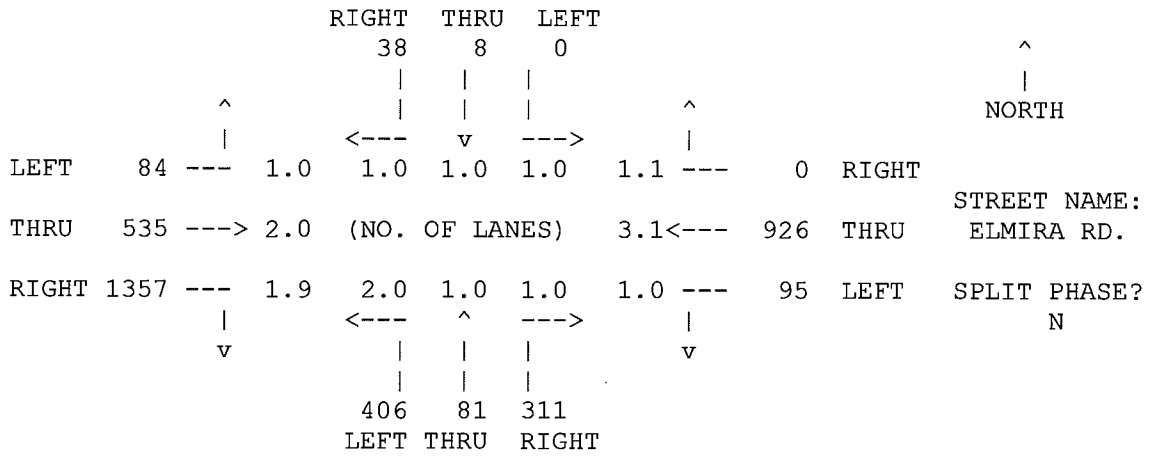
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	311	184 *	1500	0.1227	
	THRU (T)	81	81	1650	0.0491	
	LEFT (L)	406	406	2700	0.1504	0.1504
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	0.0048
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1357	1357	1650	0.8224	
	THRU (T)	535	535	3300	0.1621	
	LEFT (L)	84	84	1500	0.0560	0.0560
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	926	926	4800	0.1929	0.1929
	LEFT (L)	95	95	1500	0.0633	
	T + R		926	4800	0.1929	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.40
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

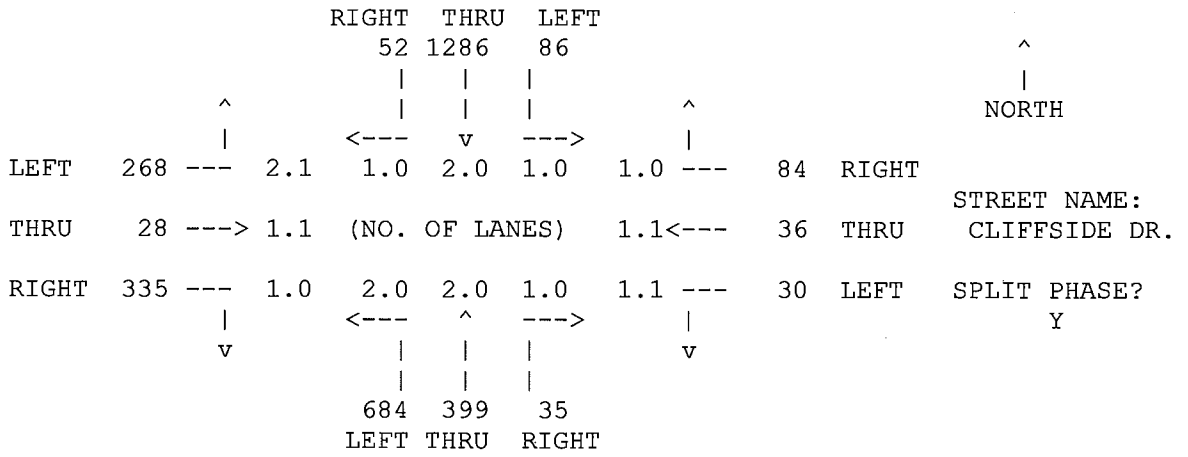
TOTAL VOLUME-TO-CAPACITY RATIO: 0.50
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	35	0 *	1500	0.0000	
THRU (T)	399	399	3300	0.1209	
LEFT (L)	684	684	2700	0.2533	0.2533
SB RIGHT (R)	52	0 *	1500	0.0000	
THRU (T)	1286	1286	3300	0.3897	0.3897
LEFT (L)	86	86	1500	0.0573	
EB RIGHT (R)	335	65 *	1500	0.0433	
THRU (T)	28	28	1500	0.0187	
LEFT (L)	268	268	2700	0.0993	
T + L		296	2700	0.1096	0.1096
WB RIGHT (R)	84	0 *	1500	0.0000	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	30	30	1500	0.0200	
T + L		66	1500	0.0440	0.0440

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

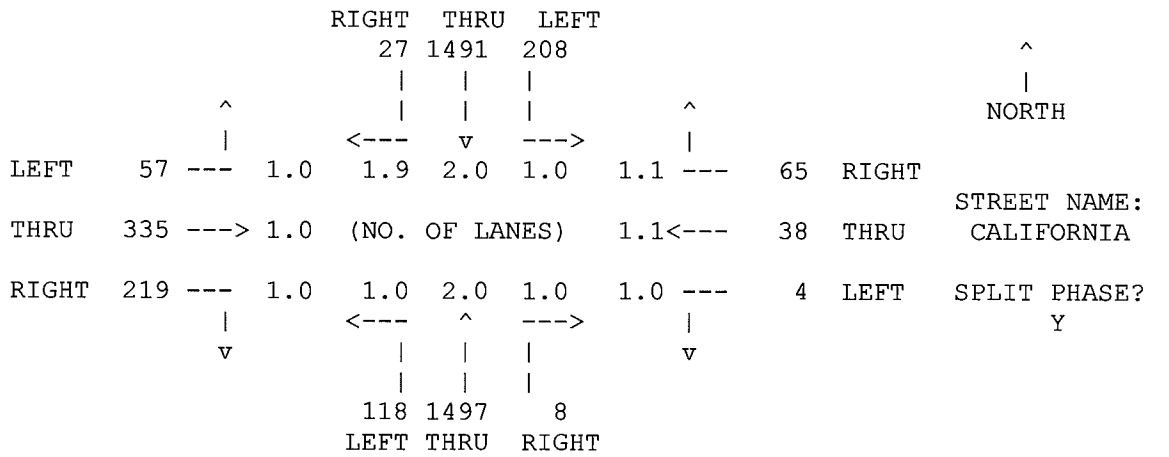
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1497	1497	3300	0.4536	0.4536
LEFT (L)	118	118	1500	0.0787	
SB RIGHT (R)	27	27	1650	0.0164	
THRU (T)	1491	1491	3300	0.4518	
LEFT (L)	208	208	1500	0.1387	0.1387
EB RIGHT (R)	219	80 *	1500	0.0533	
THRU (T)	335	335	1650	0.2030	0.2030
LEFT (L)	57	57	1500	0.0380	
WB RIGHT (R)	65	65	1500	0.0433	
THRU (T)	38	38	1500	0.0253	
LEFT (L)	4	4	1500	0.0027	
T + R		103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

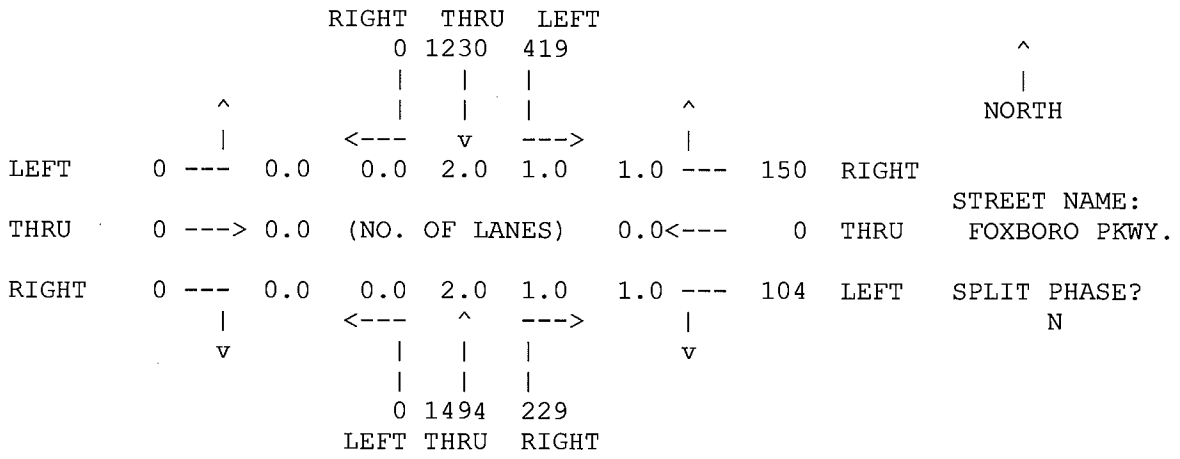
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	229	97 *	1500	0.0647	
THRU (T)	1494	1494	3300	0.4527	0.4527
SB THRU (T)	1230	1230	3300	0.3727	
LEFT (L)	419	419	1500	0.2793	0.2793
WB RIGHT (R)	150	0 *	1500	0.0000	
LEFT (L)	104	104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

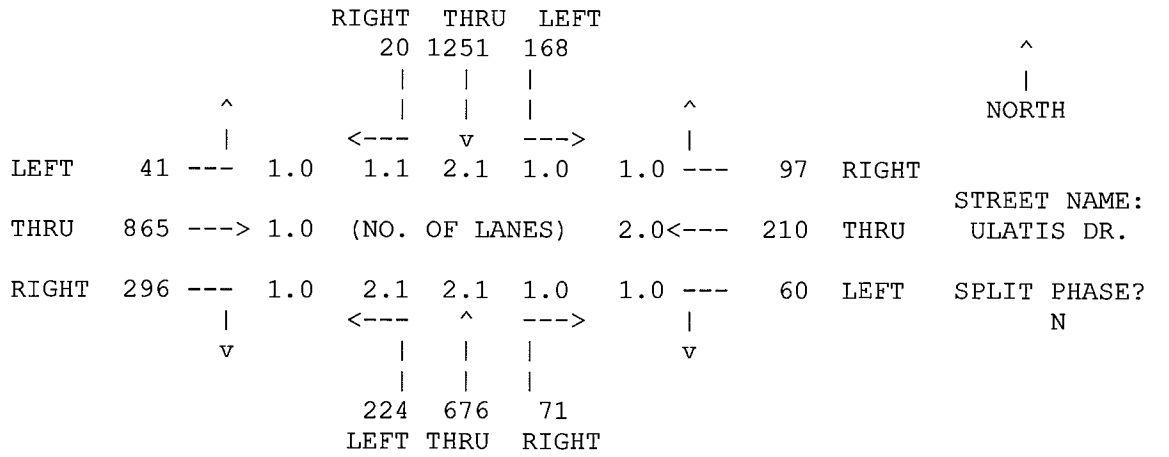
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	0 *	1500	0.0000	
	THRU (T)	676	676	3150	0.2146	0.2146
	LEFT (L)	224	224	2700	0.0830	
	T + L		900	4350	0.2069	
SB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	1251	1251	3150	0.3971	
	LEFT (L)	168	168	1500	0.1120	
	T + R		1271	3150	0.4035	0.4035
EB	RIGHT (R)	296	154 *	1500	0.1027	
	THRU (T)	865	865	1650	0.5242	0.5242
	LEFT (L)	41	41	1500	0.0273	
WB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	60	60	1500	0.0400	0.0400

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.18
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

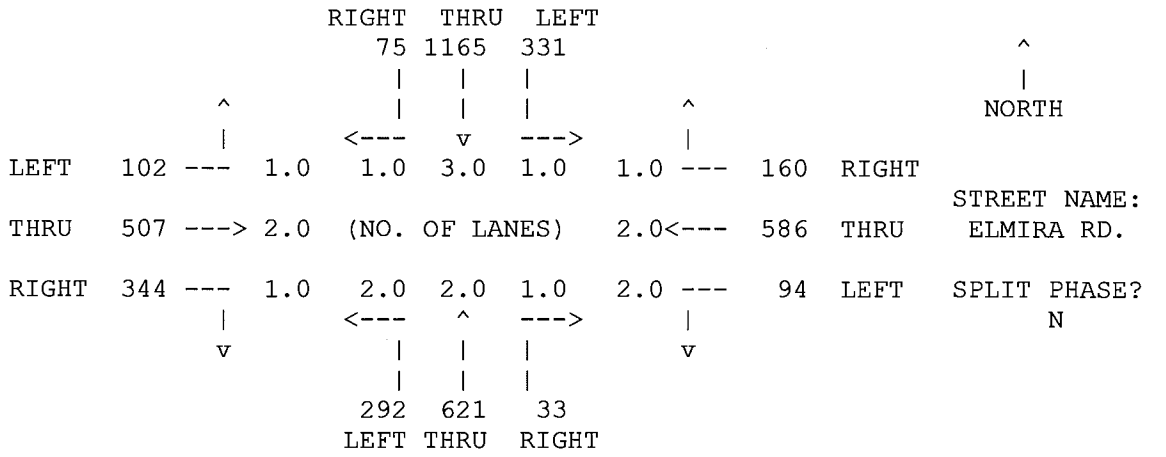
TOTAL VOLUME-TO-CAPACITY RATIO: 1.18
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	33	0 *	1500	0.0000	
THRU (T)	621	621	3300	0.1882	0.1882
LEFT (L)	292	292	2700	0.1081	
SB RIGHT (R)	75	0 *	1500	0.0000	
THRU (T)	1165	1165	4950	0.2354	
LEFT (L)	331	331	1500	0.2207	0.2207
EB RIGHT (R)	344	183 *	1500	0.1220	
THRU (T)	507	507	3300	0.1536	
LEFT (L)	102	102	1500	0.0680	0.0680
WB RIGHT (R)	160	0 *	1500	0.0000	
THRU (T)	586	586	3300	0.1776	0.1776
LEFT (L)	94	94	2700	0.0348	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

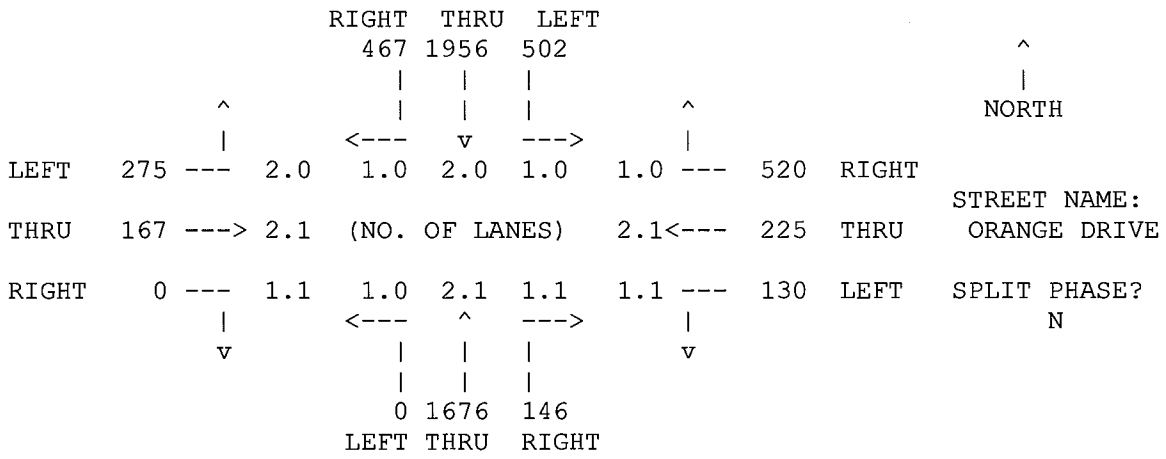
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	146	1500	0.0973	
	THRU (T)	1676	1676	3150	0.5321	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1822	3150	0.5784	0.5784
SB	RIGHT (R)	467	311 *	1500	0.2073	
	THRU (T)	1956	1956	3300	0.5927	
	LEFT (L)	502	502	1500	0.3347	0.3347
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	167	167	3150	0.0530	
	LEFT (L)	275	275	2700	0.1019	0.1019
	T + R		167	3150	0.0530	
WB	RIGHT (R)	520	189 *	1500	0.1260	0.1260
	THRU (T)	225	225	3150	0.0714	
	LEFT (L)	130	130	1500	0.0867	
	T + L		355	3150	0.1127	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.14
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 1.14
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      204  2077    0
                       |    |    |                          ^
                       |    |    |                          |
            ^          |    |    |          ^              NORTH
            |         <---   v   --->        |
LEFT    97 ---  1.1   1.0  2.0  1.0   1.0 ---     0  RIGHT
                                                   STREET NAME:
THRU     0 ---> 1.1  (NO. OF LANES)    1.1<---     0  THRU    SEQUOIA DR.

RIGHT   11 ---  1.0   1.0  2.0  1.0   1.1 ---     0  LEFT   SPLIT PHASE?
            |         <---   ^   --->        |                    N
            v            |    |    |         v
                         |    |    |
                        31 1839    0
                      LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1839	1839	3300	0.5573	
	LEFT (L)	31	31	1500	0.0207	0.0207
SB	RIGHT (R)	204	76 *	1500	0.0507	
	THRU (T)	2077	2077	3300	0.6294	0.6294
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	97	97	1500	0.0647	0.0647
	T + L		97	1500	0.0647	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

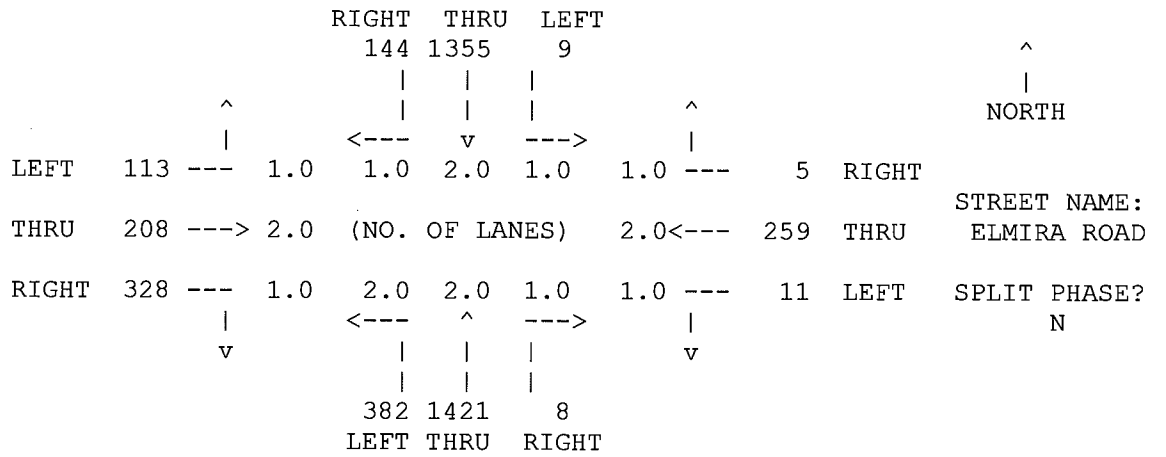
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0	*	1500	0.0000	
	THRU (T)	1421	1421		3300	0.4306	
	LEFT (L)	382	382		2700	0.1415	0.1415
SB	RIGHT (R)	144	8	*	1500	0.0053	
	THRU (T)	1355	1355		3300	0.4106	0.4106
	LEFT (L)	9	9		1500	0.0060	
EB	RIGHT (R)	328	142	*	1500	0.0947	
	THRU (T)	208	208		3300	0.0630	
	LEFT (L)	113	113		1500	0.0753	0.0753
WB	RIGHT (R)	5	0	*	1500	0.0000	
	THRU (T)	259	259		3300	0.0785	0.0785
	LEFT (L)	11	11		1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

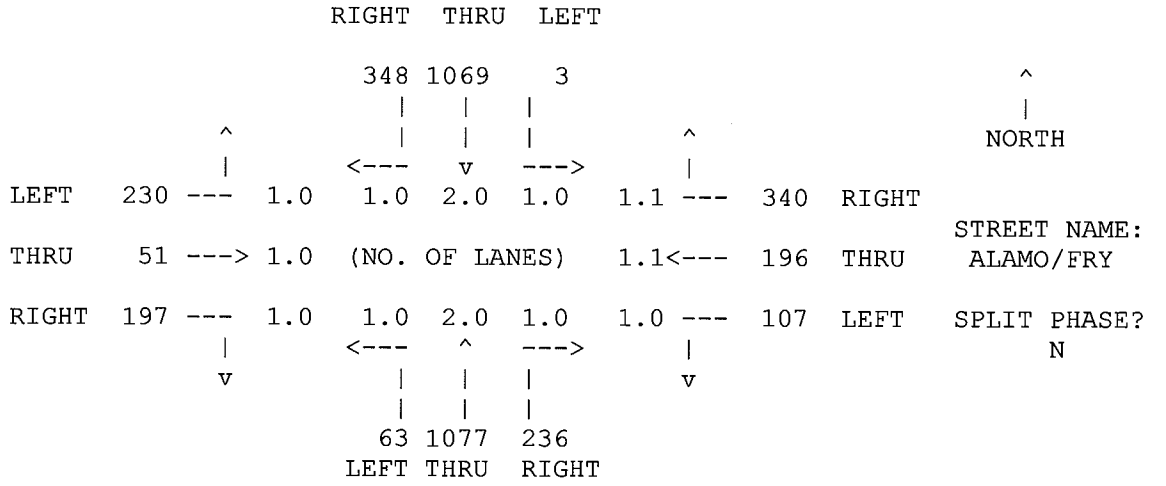
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	236	103 *	1500	0.0687	
THRU (T)	1077	1077	3300	0.3264	
LEFT (L)	63	63	1500	0.0420	0.0420
SB RIGHT (R)	348	153 *	1500	0.1020	
THRU (T)	1069	1069	3300	0.3239	0.3239
LEFT (L)	3	3	1500	0.0020	
EB RIGHT (R)	197	86 *	1500	0.0573	
THRU (T)	51	51	1650	0.0309	
LEFT (L)	230	230	1500	0.1533	0.1533
WB RIGHT (R)	340	340	1500	0.2267	
THRU (T)	196	196	1500	0.1307	
LEFT (L)	107	107	1500	0.0713	
T + R		536	1500	0.3573	0.3573

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.88
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

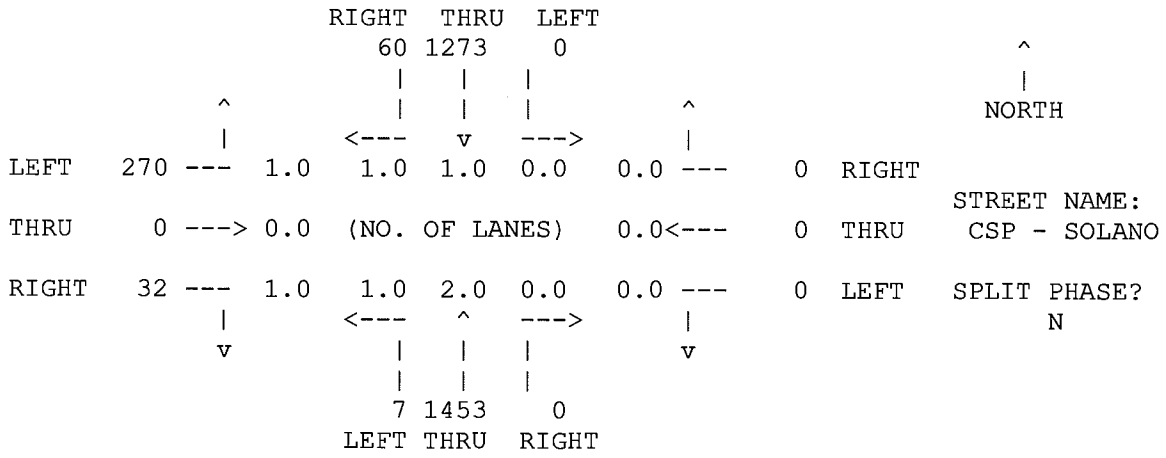
TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1453	1453	3300	0.4403	
LEFT (L)	7	7	1500	0.0047	0.0047
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1273	1273	1650	0.7715	0.7715
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.96
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

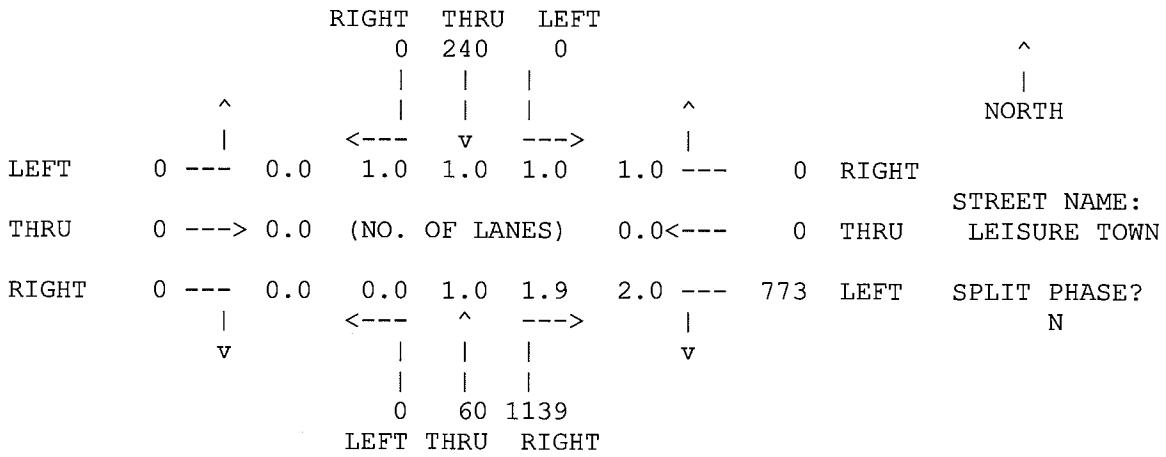
TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1139	1139	1650	0.6903	
THRU (T)	60	60	1650	0.0364	
SB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	240	240	1650	0.1455	0.1455
LEFT (L)	0	0	1500	0.0000	
WB RIGHT (R)	0	0	1500	0.0000	
LEFT (L)	773	773	2700	0.2863	0.2863

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.43
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.53
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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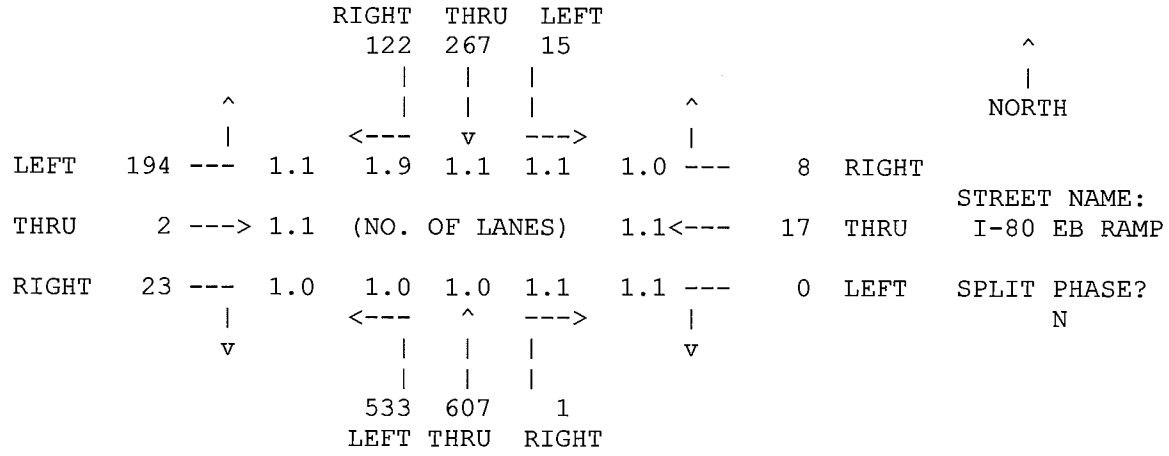
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	607	607	1650	0.3679	
	LEFT (L)	533	533	1500	0.3553	0.3553
SB	RIGHT (R)	122	122	1650	0.0739	
	THRU (T)	267	267	1500	0.1780	
	LEFT (L)	15	15	1500	0.0100	
	T + L		282	1500	0.1880	0.1880
EB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	194	194	1500	0.1293	0.1293
	T + L		196	1500	0.1307	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

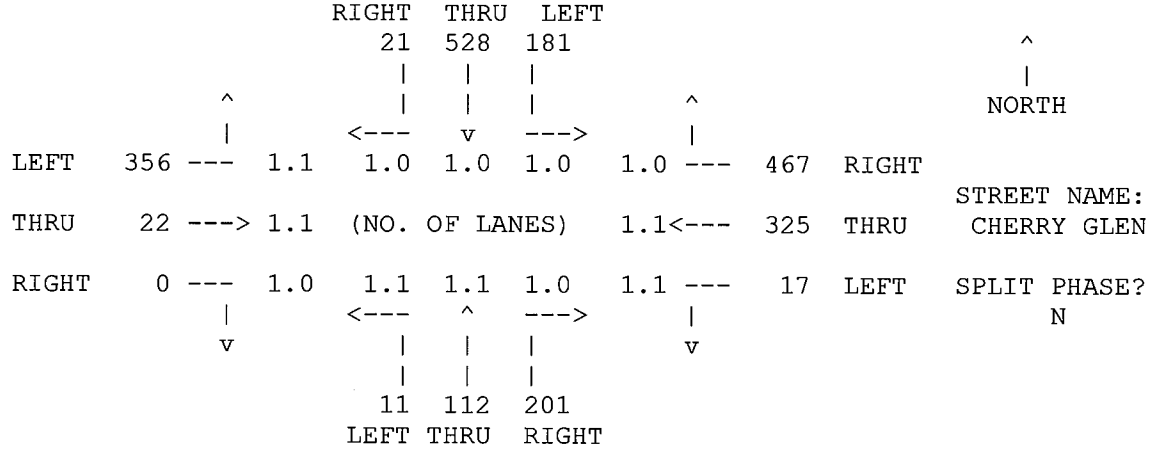
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WO PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	201	113 *	1500	0.0753	
	THRU (T)	112	112	1500	0.0747	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + L		123	1500	0.0820	
SB	RIGHT (R)	21	0 *	1500	0.0000	
	THRU (T)	528	528	1650	0.3200	0.3200
	LEFT (L)	181	181	1500	0.1207	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	22	22	1500	0.0147	
	LEFT (L)	356	356	1500	0.2373	0.2373
	T + L		378	1500	0.2520	
WB	RIGHT (R)	467	297 *	1500	0.1980	
	THRU (T)	325	325	1500	0.2167	
	LEFT (L)	17	17	1500	0.0113	
	T + L		342	1500	0.2280	0.2280

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

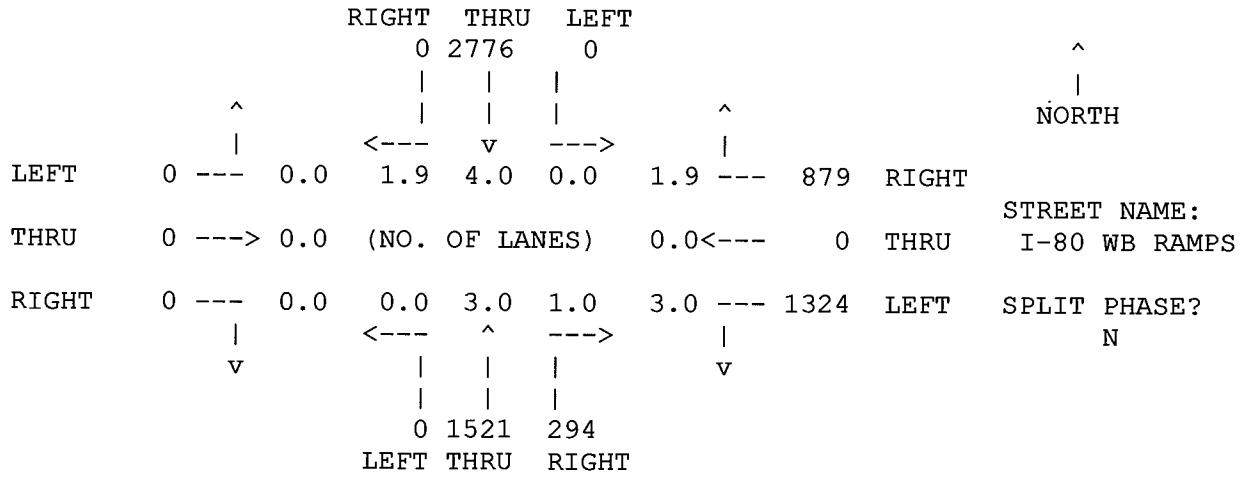
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.85	D
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.81	D
3	1295	LEISURE TOWN	ORANGE DRIVE	0.88	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.72	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.71	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.76	C
9	1114	NUT TREE RD.	ALAMO DR.	0.72	C
9	1114	NUT TREE RD.	ALAMO DR.	0.64	B
10	1107	PEABODY RD.	ALAMO DR.	0.78	C
10	1107	PEABODY RD.	ALAMO DR.	0.78	C
11	1100	DAVIS ST.	ALAMO DR.	0.80	C
11	1100	DAVIS ST.	ALAMO DR.	0.70	B
12	1095	ALAMO DR.	MARSHALL RD.	0.78	C
12	1095	ALAMO DR.	MARSHALL RD.	0.78	C
14	1093	ALAMO DRIVE	MERCHANT STRE	1.09	F
14	1093	ALAMO DRIVE	MERCHANT STRE	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	1.04	F
17	1277	NUT TREE RD.	ULATIS DR.	0.86	D
17	1277	NUT TREE RD.	ULATIS DR.	0.75	C
18	1491	PEABODY RD.	CSP - SOLANO	0.72	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.75	C
20	1245	PEABODY	CALIFORNIA	0.87	D
20	1245	PEABODY	CALIFORNIA	0.82	D
20	1245	PEABODY	CALIFORNIA	0.76	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.79	C
22	1200	DAVIS	HUME	0.73	C
23	1675	I-80 WB	CHERRY GLEN	0.67	B
24	1674	CHERRY GLENN	I-80 EB RAMP	0.66	B

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	294	0 *	1500	0.0000	
THRU (T)	1521	1521	4950	0.3073	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2776	2776	6600	0.4206	0.4206
WB RIGHT (R)	879	879	1650	0.5327	
LEFT (L)	1324	1324	3900	0.3395	0.3395
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.76
ADJUSTMENT FOR LOST YELLOW TIME:					0.09
TOTAL VOLUME-TO-CAPACITY RATIO:					0.85
INTERSECTION LEVEL OF SERVICE:					D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.

```
                      RIGHT  THRU  LEFT
                         0  2777   11                          ^
                         |    |    |                           |
                ^        |    |    |         ^                NORTH
                |        |    |    |         |
                |       <---   v   --->       |
LEFT    355 ---  2.1    1.9   4.0   1.0   1.0 ---   17  RIGHT
                                                    STREET NAME:
THRU      5 ---> 1.1   (NO. OF LANES)    0.0<---    0  THRU    I-80 EB RAMPS

RIGHT   414 ---  1.1    0.0   4.0   1.0   1.0 ---    8  LEFT   SPLIT PHASE?
                |        |    |    |         |                      Y
                v       <---   ^   --->       |
                v          |    |    |         v
                           |    |    |
                           |    |    |
                          0  2726    5
                        LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	2726	2726	6600	0.4130	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	2777	2777	6600	0.4208	0.4208
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	414	414	1500	0.2760	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	355	355	2700	0.1315	
	T + R		419	1500	0.2793	
	T + L		360	2700	0.1333	
	T + R + L		774	2700	0.2867	0.2867
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

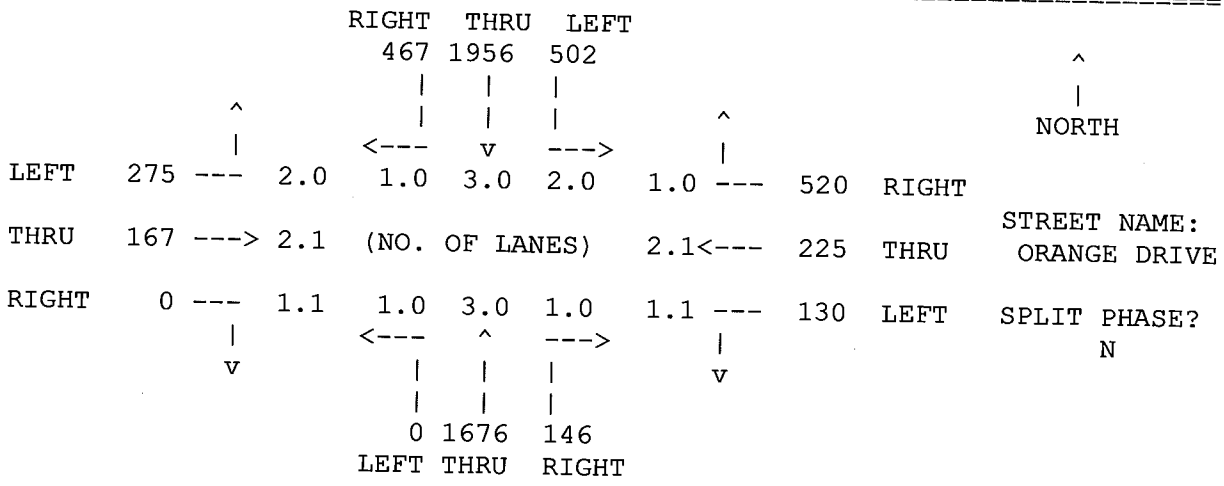
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.71
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.81
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

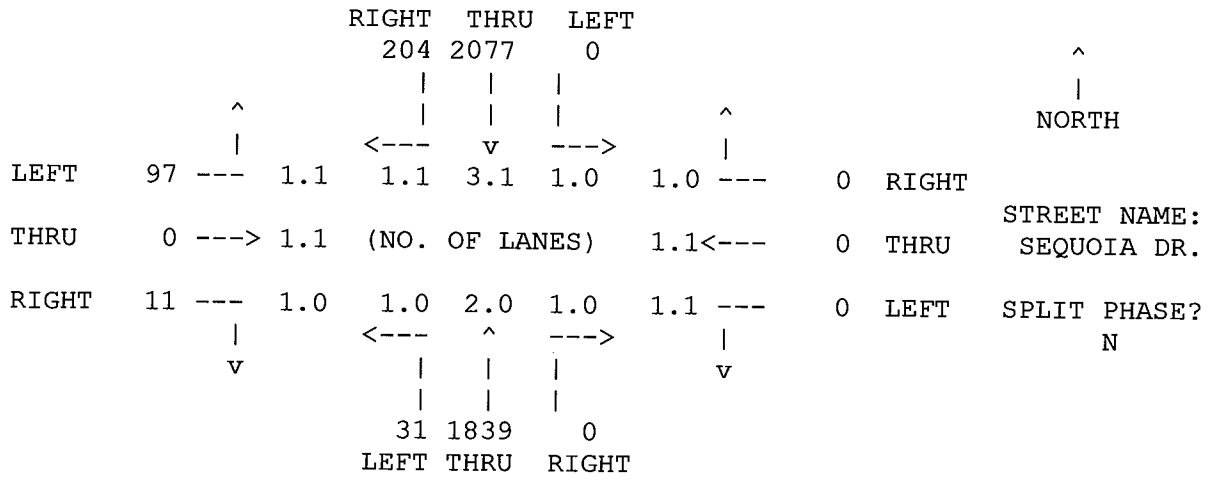
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	146	1 *	1500	0.0007	
	THRU (T)	1676	1676	4950	0.3386	0.3386
	LEFT (L)	0	0	1500	0.0000	
SB	RIGHT (R)	467	311 *	1500	0.2073	
	THRU (T)	1956	1956	4950	0.3952	
	LEFT (L)	502	502	2700	0.1859	0.1859
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	167	167	3150	0.0530	
	LEFT (L)	275	275	2700	0.1019	0.1019
	T + R		167	3150	0.0530	
WB	RIGHT (R)	520	301 *	1500	0.2007	0.2007
	THRU (T)	225	225	3150	0.0714	
	LEFT (L)	130	130	1500	0.0867	
	T + L		355	3150	0.1127	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.83
ADJUSTMENT FOR LOST YELLOW TIME:	0.05
TOTAL VOLUME-TO-CAPACITY RATIO:	0.88
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

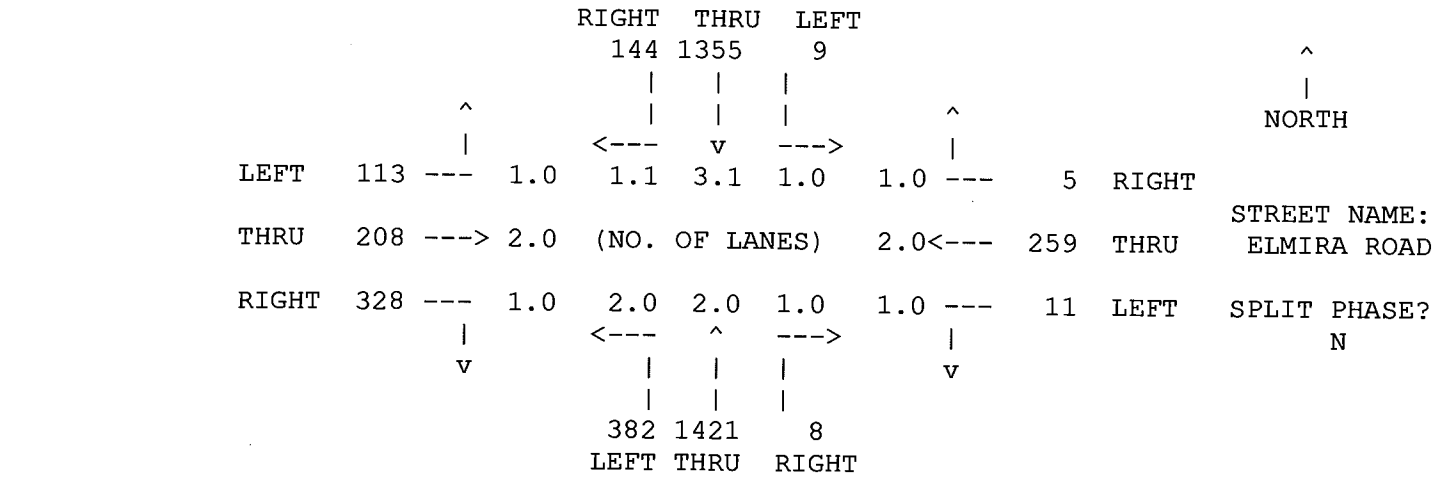
	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1839	1839	3300	0.5573	0.5573
	LEFT (L)	31	31	1500	0.0207	
SB	RIGHT (R)	204	204	1500	0.1360	
	THRU (T)	2077	2077	4800	0.4327	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		2281	4800	0.4752	
EB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	97	97	1500	0.0647	0.0647
	T + L		97	1500	0.0647	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.62
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1421	1421	3300	0.4306	
	LEFT (L)	382	382	2700	0.1415	0.1415
SB	RIGHT (R)	144	144	1500	0.0960	
	THRU (T)	1355	1355	4800	0.2823	
	LEFT (L)	9	9	1500	0.0060	
	T + R		1499	4800	0.3123	0.3123
EB	RIGHT (R)	328	142 *	1500	0.0947	
	THRU (T)	208	208	3300	0.0630	
	LEFT (L)	113	113	1500	0.0753	0.0753
WB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	259	259	3300	0.0785	0.0785
	LEFT (L)	11	11	1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

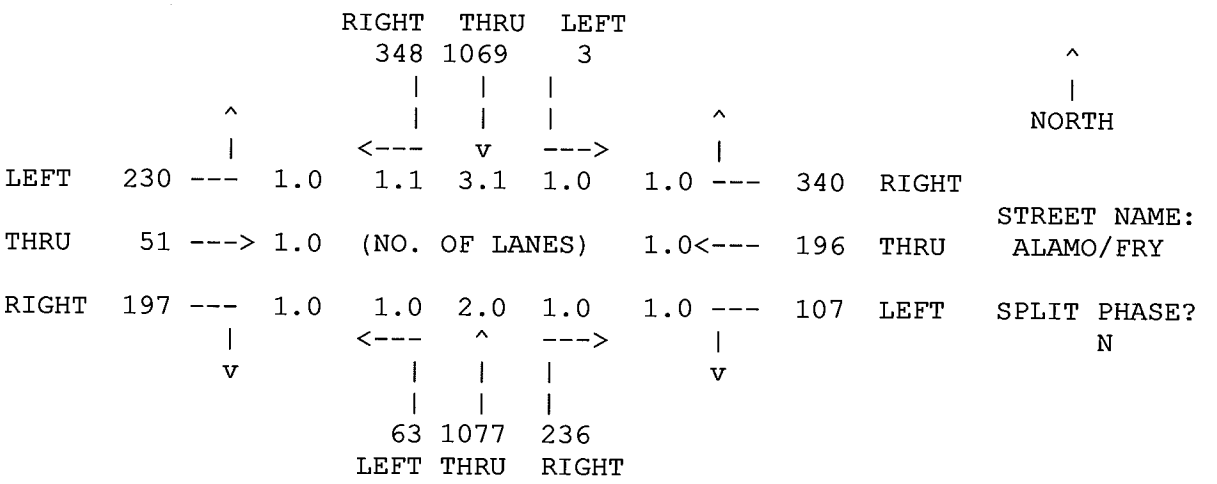
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	236	103 *	1500	0.0687	
	THRU (T)	1077	1077	3300	0.3264	
	LEFT (L)	63	63	1500	0.0420	0.0420
SB	RIGHT (R)	348	348	1500	0.2320	
	THRU (T)	1069	1069	4800	0.2227	
	LEFT (L)	3	3	1500	0.0020	
	T + R		1417	4800	0.2952	0.2952
EB	RIGHT (R)	197	86 *	1500	0.0573	
	THRU (T)	51	51	1650	0.0309	
	LEFT (L)	230	230	1500	0.1533	0.1533
WB	RIGHT (R)	340	259 *	1500	0.1727	0.1727
	THRU (T)	196	196	1650	0.1188	
	LEFT (L)	107	107	1500	0.0713	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

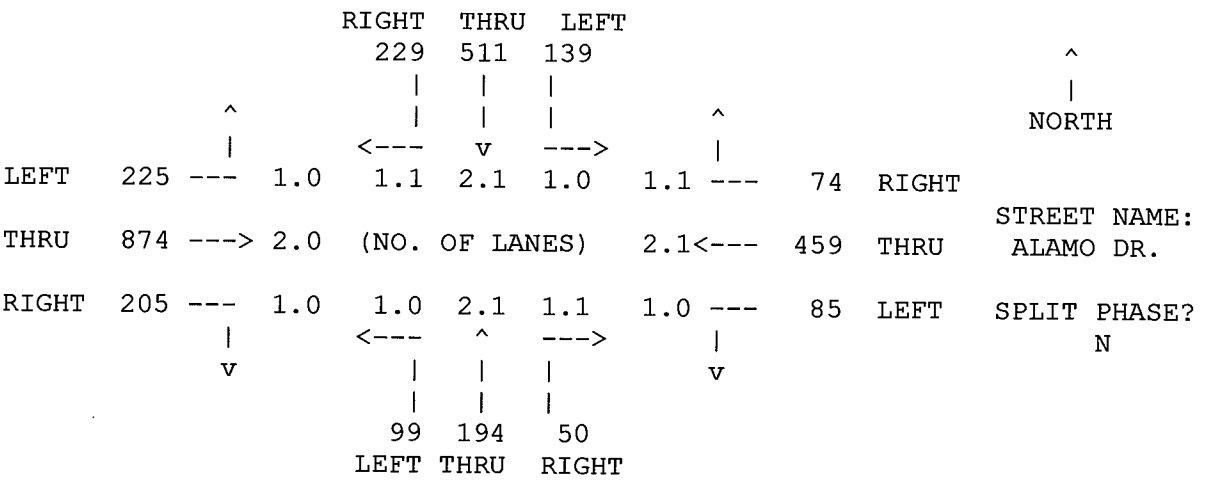
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	194	194	3150	0.0616	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + R		244	3150	0.0775	
SB	RIGHT (R)	229	229	1500	0.1527	
	THRU (T)	511	511	3150	0.1622	
	LEFT (L)	139	139	1500	0.0927	
	T + R		740	3150	0.2349	0.2349
EB	RIGHT (R)	205	76 *	1500	0.0507	
	THRU (T)	874	874	3300	0.2648	0.2648
	LEFT (L)	225	225	1500	0.1500	
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	459	459	3150	0.1457	
	LEFT (L)	85	85	1500	0.0567	0.0567
	T + R		533	3150	0.1692	

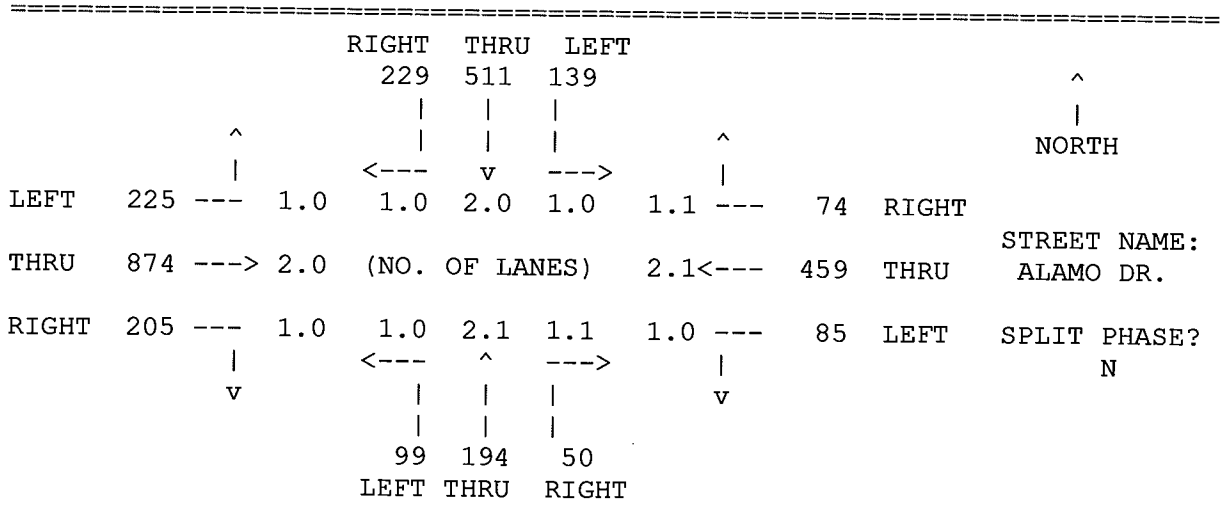
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	194	194	3150	0.0616	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + R		244	3150	0.0775	
SB	RIGHT (R)	229	37 *	1500	0.0247	
	THRU (T)	511	511	3300	0.1548	0.1548
	LEFT (L)	139	139	1500	0.0927	
EB	RIGHT (R)	205	76 *	1500	0.0507	
	THRU (T)	874	874	3300	0.2648	0.2648
	LEFT (L)	225	225	1500	0.1500	
WB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	459	459	3150	0.1457	
	LEFT (L)	85	85	1500	0.0567	0.0567
	T + R		533	3150	0.1692	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

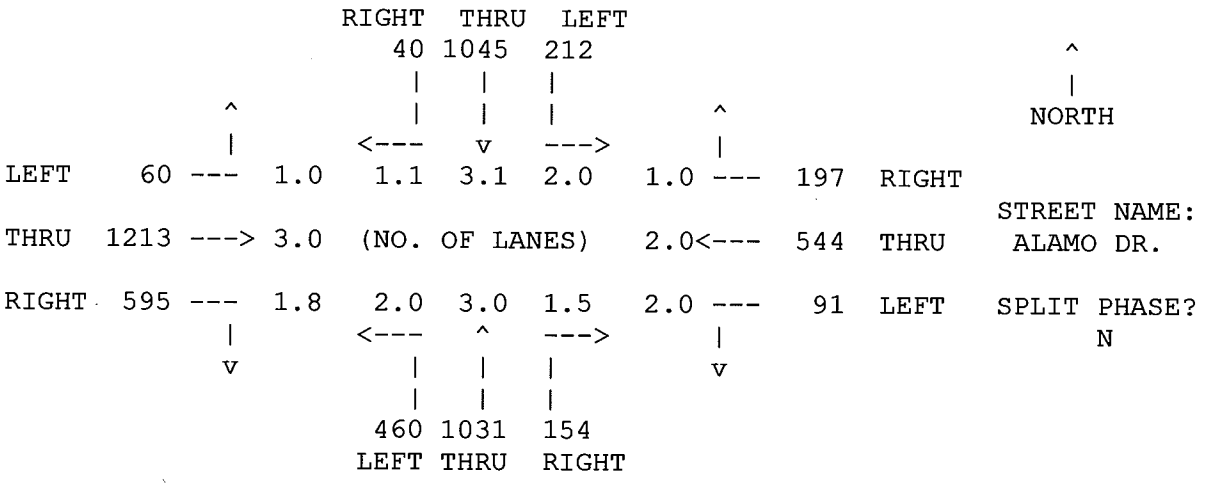
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	154	23 *	1500	0.0153	
	THRU (T)	1031	1031	4950	0.2083	
	LEFT (L)	460	460	2700	0.1704	0.1704
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1045	1045	4800	0.2177	
	LEFT (L)	212	212	2700	0.0785	
	T + R		1085	4800	0.2260	0.2260
EB	RIGHT (R)	595	47 *	1500	0.0313	
	THRU (T)	1213	1213	4950	0.2451	0.2451
	LEFT (L)	60	60	1500	0.0400	
WB	RIGHT (R)	197	58 *	1500	0.0387	
	THRU (T)	544	544	3300	0.1648	
	LEFT (L)	91	91	2700	0.0337	0.0337

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

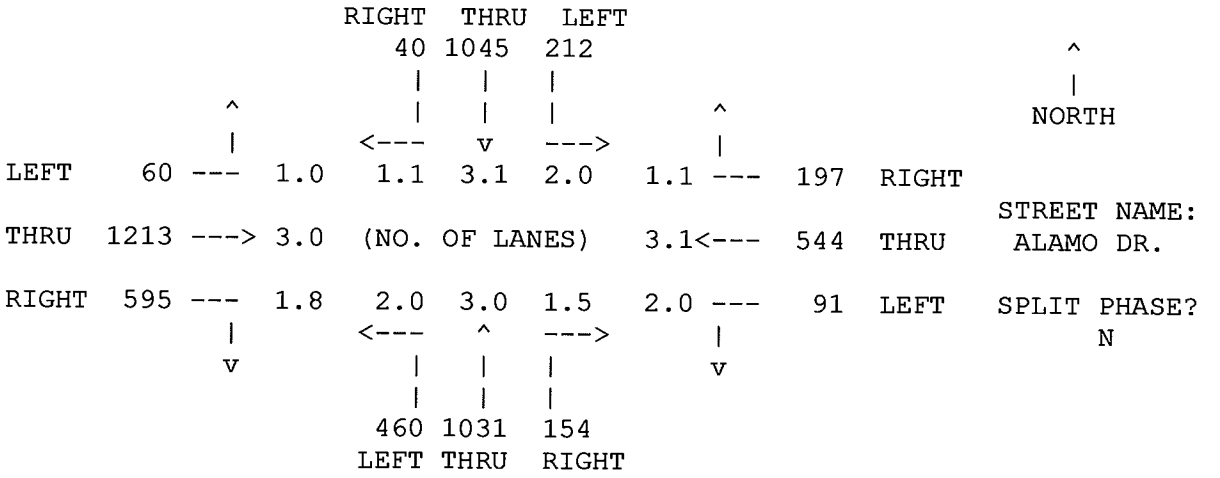
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit2



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	154	23 *	1500	0.0153	
	THRU (T)	1031	1031	4950	0.2083	
	LEFT (L)	460	460	2700	0.1704	0.1704
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1045	1045	4800	0.2177	
	LEFT (L)	212	212	2700	0.0785	
	T + R		1085	4800	0.2260	0.2260
EB	RIGHT (R)	595	47 *	1500	0.0313	
	THRU (T)	1213	1213	4950	0.2451	0.2451
	LEFT (L)	60	60	1500	0.0400	
WB	RIGHT (R)	197	197	1500	0.1313	
	THRU (T)	544	544	4800	0.1133	
	LEFT (L)	91	91	2700	0.0337	0.0337
	T + R		741	4800	0.1544	

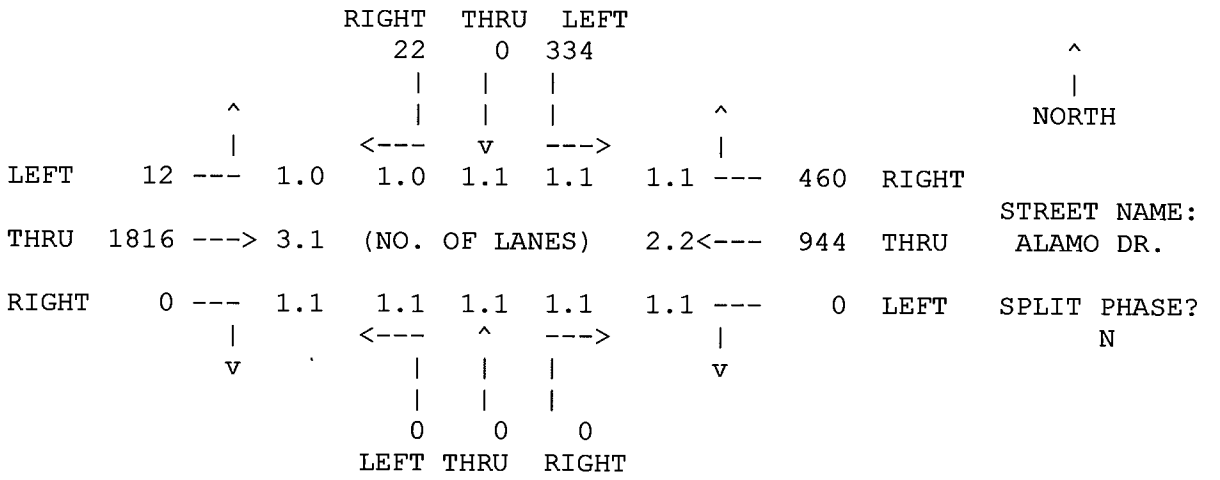
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	334	334	1500	0.2227	0.2227
	T + L		334	1500	0.2227	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1816	1816	4800	0.3783	
	LEFT (L)	12	12	1500	0.0080	0.0080
	T + R		1816	4800	0.3783	
WB	RIGHT (R)	460	460	1500	0.3067	
	THRU (T)	944	944	3000	0.3147	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1404	3000	0.4680	0.4680
	T + L		944	3000	0.3147	
	T + R + L		1404	3000	0.4680	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

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-------------------------------------------------------------------------------
     TOTAL VOLUME-TO-CAPACITY RATIO:                                    0.80
     INTERSECTION LEVEL OF SERVICE:                                      C
 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY
          TJKM INTERSECTION CAPACITY ANALYSIS                    11/30/11

 INTERSECTION 11 (1100)   DAVIS ST.      and ALAMO DR.      VACAVILLE
COUNT DATE/TIME:                                  PEAK HOUR:
CONDITION      : 2030 WO PROJECT WO FB PM PK HR  WITH MIT  FILE 2030mit.
===============================================================================
                      RIGHT  THRU  LEFT
                        22     0   334                          ^
                         |     |    |                           |
                ^        |     |    |          ^                NORTH
                |        <---   v    --->       |
LEFT     12 ---  1.0     1.0   1.1   1.1    1.0 ---  460  RIGHT
                                                              STREET NAME:
THRU   1816 ---> 3.1   (NO. OF LANES)    2.1<---  944  THRU   ALAMO DR.

RIGHT     0 ---  1.1     1.1   1.1   1.1    1.1 ---    0  LEFT   SPLIT PHASE?
                |        <---   ^    --->       |                    N
                v           |    |    |         v
                            |    |    |
                            0    0    0
                         LEFT THRU  RIGHT

     STREET NAME:   DAVIS ST.                SPLIT PHASE? Y
===============================================================================
                ORIGINAL   ADJUSTED                    V/C      CRITICAL
   MOVEMENT     VOLUME     VOLUME*    CAPACITY        RATIO      V/C
-------------------------------------------------------------------------------
NB  RIGHT (R)        0          0        1500       0.0000     0.0000
    THRU (T)         0          0        1500       0.0000
    LEFT (L)         0          0        1500       0.0000
    T + R                       0        1500       0.0000
    T + L               0       0        1500       0.0000
    T + R + L                   0        1500       0.0000
-------------------------------------------------------------------------------
SB  RIGHT (R)       22          0 *      1500       0.0000
    THRU (T)         0          0        1500       0.0000
    LEFT (L)       334        334        1500       0.2227     0.2227
    T + L                     334        1500       0.2227
-------------------------------------------------------------------------------
EB  RIGHT (R)        0          0        1500       0.0000
    THRU (T)      1816       1816        4800       0.3783     0.3783
    LEFT (L)        12         12        1500       0.0080
    T + R                    1816        4800       0.3783
-------------------------------------------------------------------------------
WB  RIGHT (R)      460        213 *      1500       0.1420
    THRU (T)       944        944        3150       0.2997
    LEFT (L)         0          0        1500       0.0000     0.0000
    T + L                     944        3150       0.2997
===============================================================================
     VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:                     0.60
     ADJUSTMENT FOR LOST YELLOW TIME:                                   0.10
-------------------------------------------------------------------------------
     TOTAL VOLUME-TO-CAPACITY RATIO:                                    0.70
     INTERSECTION LEVEL OF SERVICE:                                      B

 * ADJUSTED FOR RIGHT TURN ON RED
 Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY
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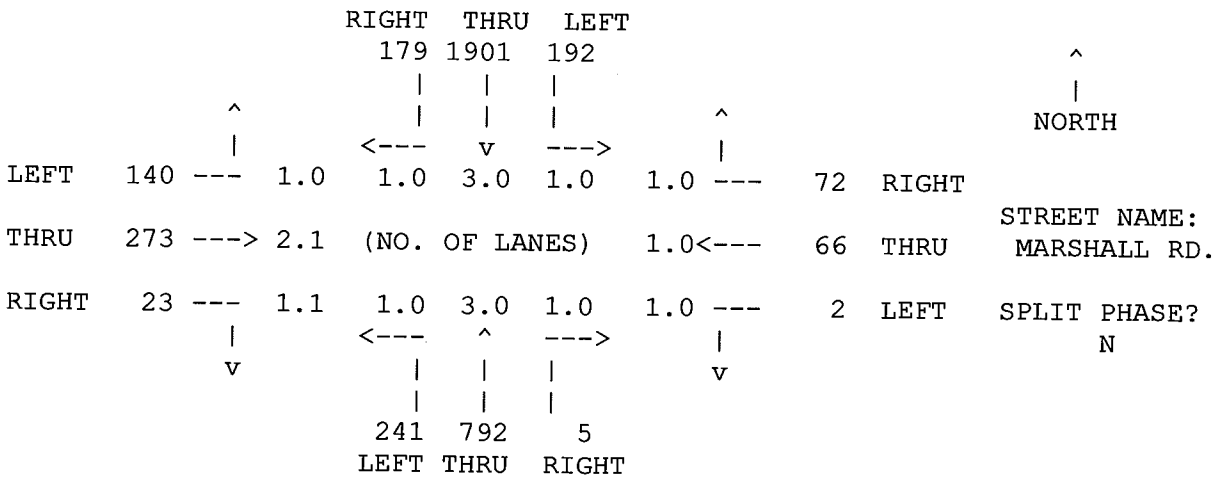
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	792	792	4950	0.1600	
	LEFT (L)	241	241	1500	0.1607	0.1607
SB	RIGHT (R)	179	29 *	1500	0.0193	
	THRU (T)	1901	1901	4950	0.3840	0.3840
	LEFT (L)	192	192	1500	0.1280	
EB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	273	273	3150	0.0867	
	LEFT (L)	140	140	1500	0.0933	0.0933
	T + R		296	3150	0.0940	
WB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	66	66	1650	0.0400	0.0400
	LEFT (L)	2	2	1500	0.0013	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

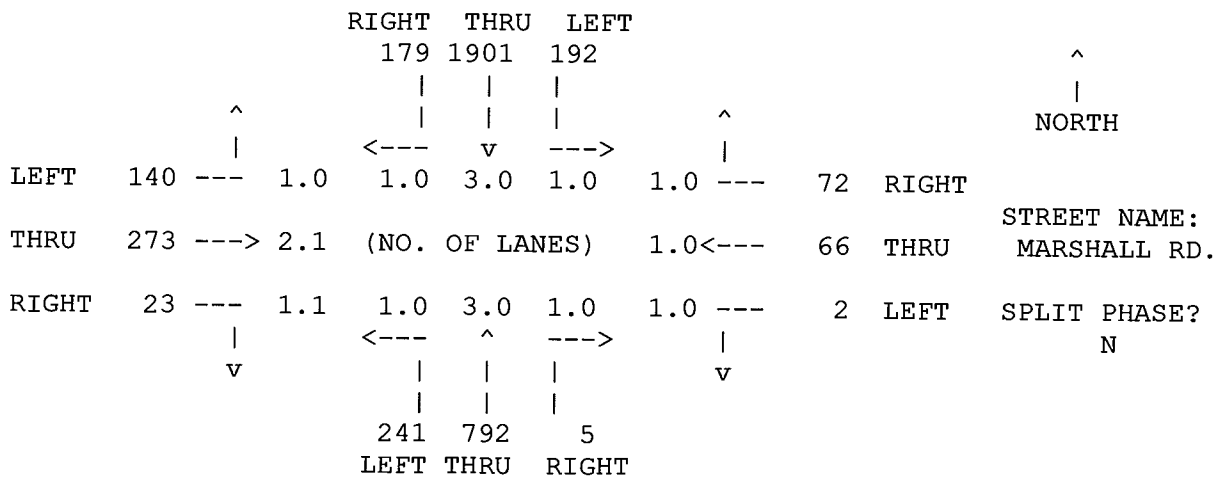
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	792	792	4950	0.1600	
	LEFT (L)	241	241	1500	0.1607	0.1607
SB	RIGHT (R)	179	29 *	1500	0.0193	
	THRU (T)	1901	1901	4950	0.3840	0.3840
	LEFT (L)	192	192	1500	0.1280	
EB	RIGHT (R)	23	23	1500	0.0153	
	THRU (T)	273	273	3150	0.0867	
	LEFT (L)	140	140	1500	0.0933	0.0933
	T + R		296	3150	0.0940	
WB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	66	66	1650	0.0400	0.0400
	LEFT (L)	2	2	1500	0.0013	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

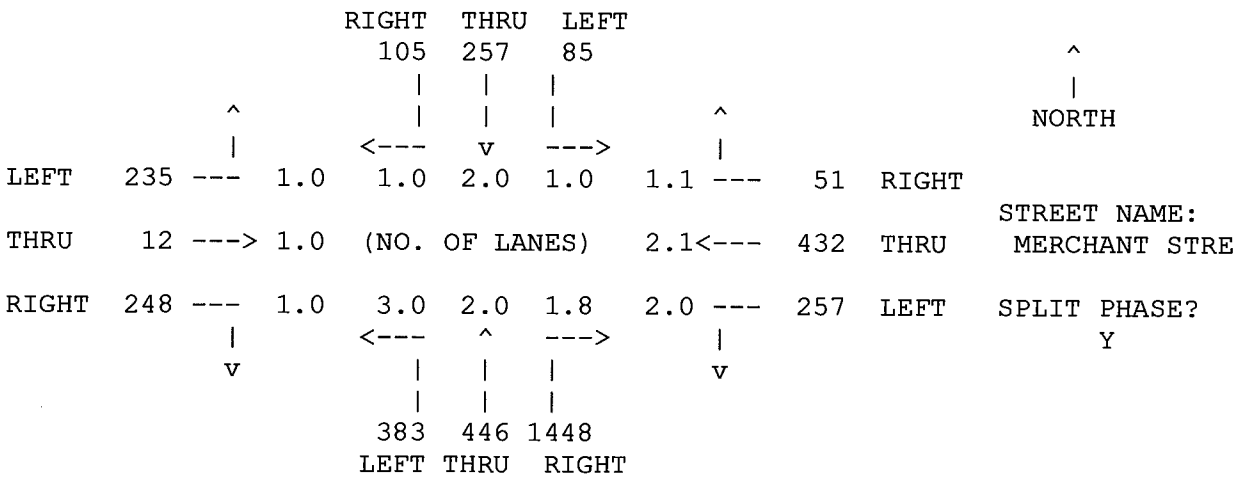
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1448	1047 *	1500	0.6980	0.6980
	THRU (T)	446	446	3300	0.1352	
	LEFT (L)	383	383	3900	0.0982	
SB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	257	257	3300	0.0779	0.0779
	LEFT (L)	85	85	1500	0.0567	
EB	RIGHT (R)	248	94 *	1500	0.0627	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	235	235	1500	0.1567	0.1567
WB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	432	432	3150	0.1371	
	LEFT (L)	257	257	2700	0.0952	
	T + R		483	3150	0.1533	0.1533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.09
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

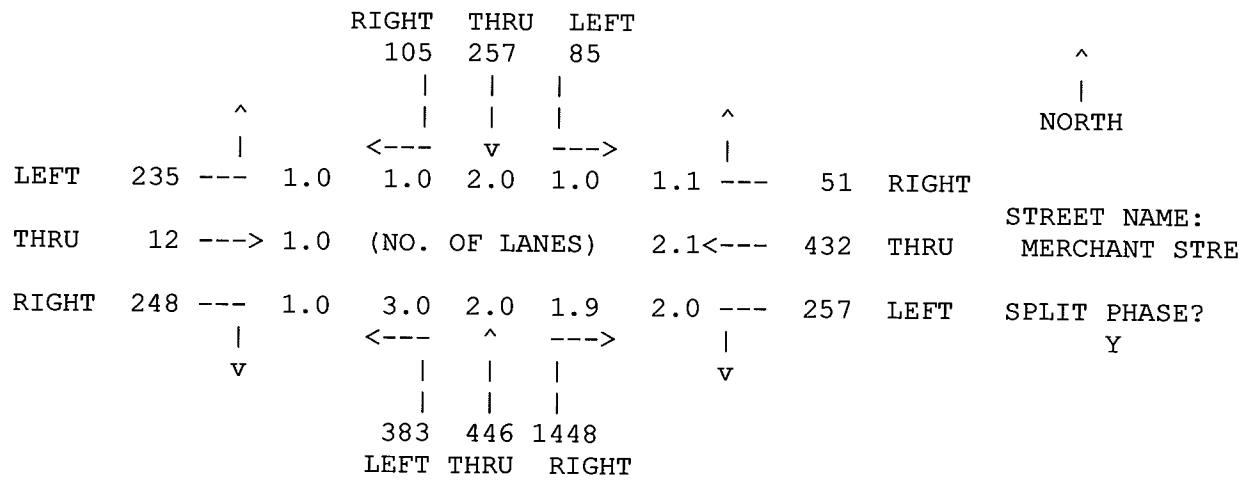
TOTAL VOLUME-TO-CAPACITY RATIO: 1.09
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1448	1448	1650	0.8776	
	THRU (T)	446	446	3300	0.1352	0.1352
	LEFT (L)	383	383	3900	0.0982	
SB	RIGHT (R)	105	0 *	1500	0.0000	
	THRU (T)	257	257	3300	0.0779	0.0779
	LEFT (L)	85	85	1500	0.0567	
EB	RIGHT (R)	248	94 *	1500	0.0627	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	235	235	1500	0.1567	0.1567
WB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	432	432	3150	0.1371	
	LEFT (L)	257	257	2700	0.0952	
	T + R		483	3150	0.1533	0.1533

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

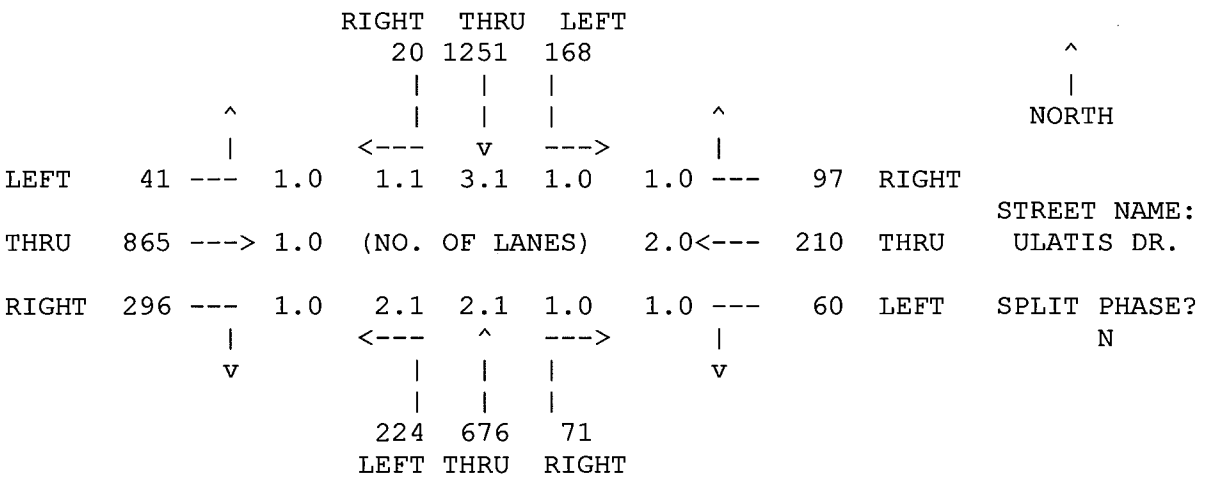
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	0 *	1500	0.0000	
	THRU (T)	676	676	3150	0.2146	0.2146
	LEFT (L)	224	224	2700	0.0830	
	T + L		900	4350	0.2069	
SB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	1251	1251	4800	0.2606	
	LEFT (L)	168	168	1500	0.1120	
	T + R		1271	4800	0.2648	0.2648
EB	RIGHT (R)	296	154 *	1500	0.1027	
	THRU (T)	865	865	1650	0.5242	0.5242
	LEFT (L)	41	41	1500	0.0273	
WB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	60	60	1500	0.0400	0.0400

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.04
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

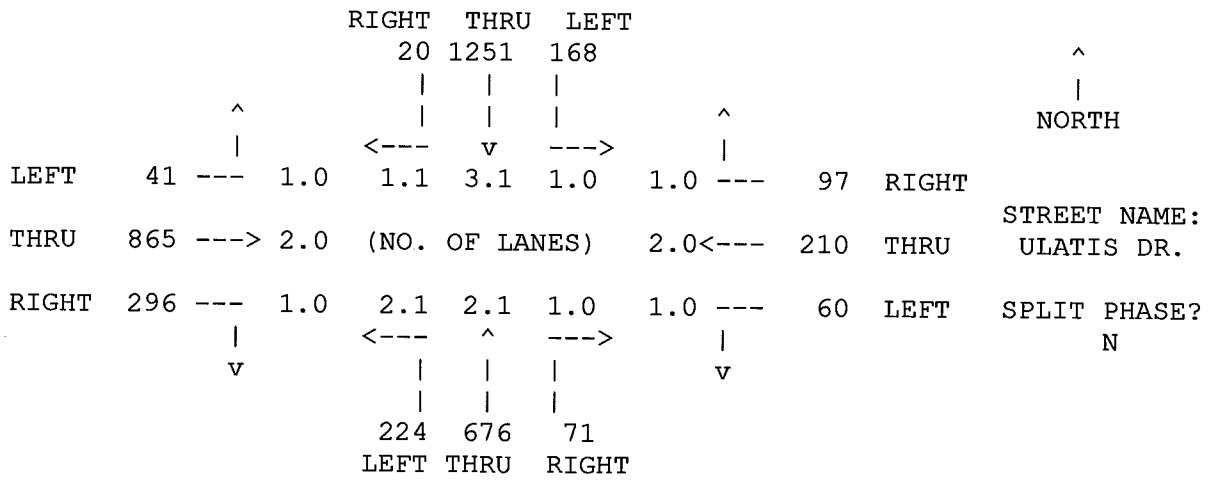
TOTAL VOLUME-TO-CAPACITY RATIO: 1.04
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	71	0 *	1500	0.0000	
	THRU (T)	676	676	3150	0.2146	0.2146
	LEFT (L)	224	224	2700	0.0830	
	T + L		900	4350	0.2069	
SB	RIGHT (R)	20	20	1500	0.0133	
	THRU (T)	1251	1251	4800	0.2606	
	LEFT (L)	168	168	1500	0.1120	
	T + R		1271	4800	0.2648	0.2648
EB	RIGHT (R)	296	154 *	1500	0.1027	
	THRU (T)	865	865	3300	0.2621	0.2621
	LEFT (L)	41	41	1500	0.0273	
WB	RIGHT (R)	97	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	60	60	1500	0.0400	0.0400

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

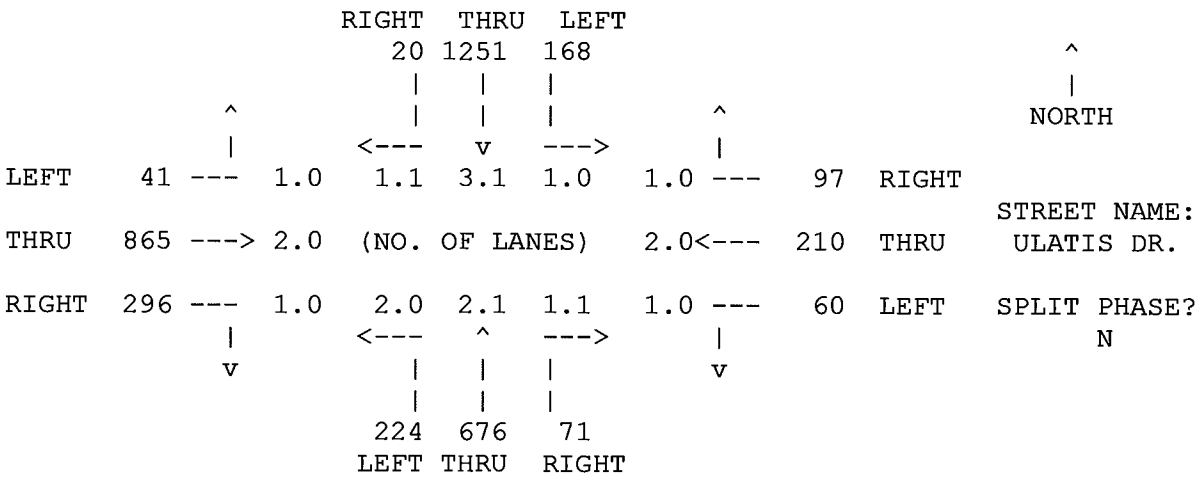
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	71	71	1500	0.0473	
THRU (T)	676	676	3150	0.2146	
LEFT (L)	224	224	2700	0.0830	
T + R		747	3150	0.2371	0.2371
SB RIGHT (R)	20	20	1500	0.0133	
THRU (T)	1251	1251	4800	0.2606	
LEFT (L)	168	168	1500	0.1120	0.1120
T + R		1271	4800	0.2648	
EB RIGHT (R)	296	154 *	1500	0.1027	
THRU (T)	865	865	3300	0.2621	0.2621
LEFT (L)	41	41	1500	0.0273	
WB RIGHT (R)	97	0 *	1500	0.0000	
THRU (T)	210	210	3300	0.0636	
LEFT (L)	60	60	1500	0.0400	0.0400

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

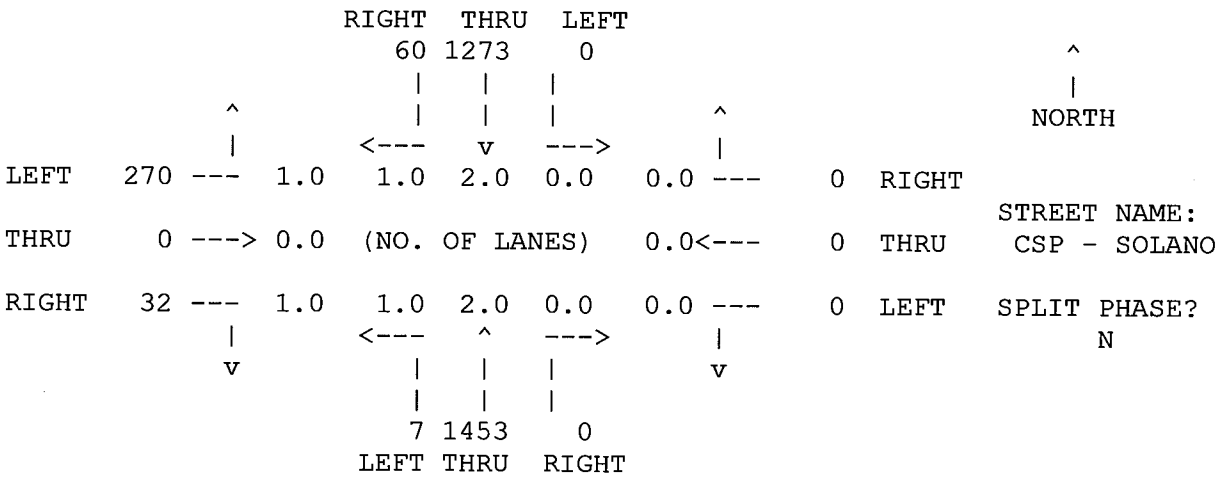
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1453	1453	3300	0.4403	0.4403
LEFT (L)	7	7	1500	0.0047	
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1273	1273	3300	0.3858	
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

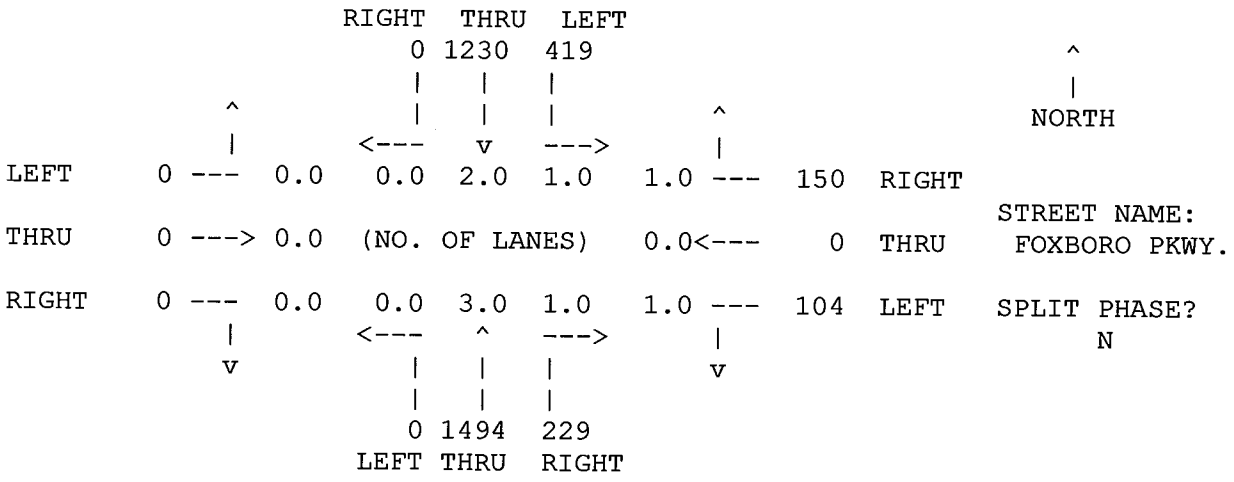
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.62
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

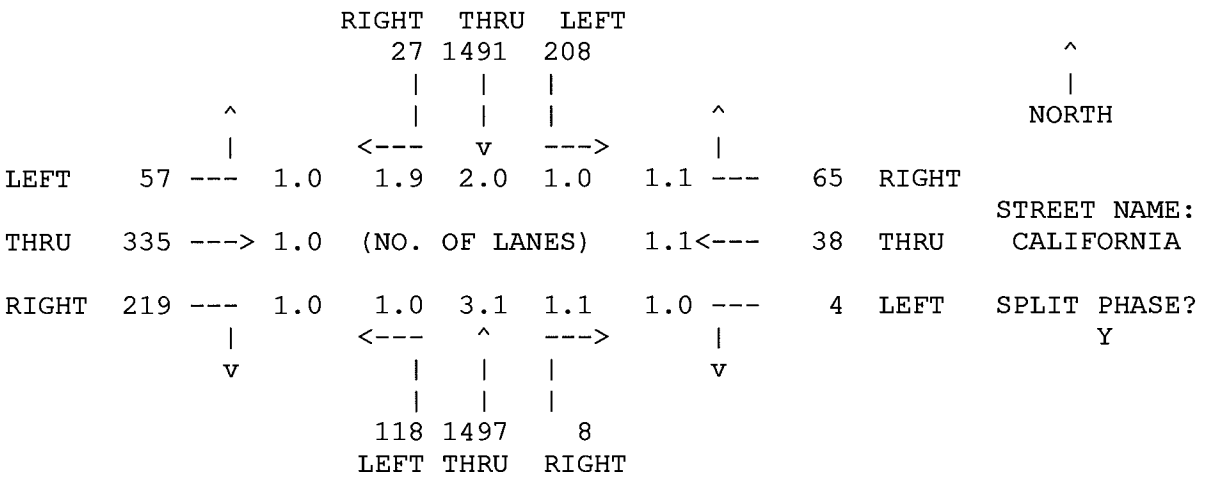
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	229	97 *	1500	0.0647	
THRU (T)	1494	1494	4950	0.3018	0.3018
SB THRU (T)	1230	1230	3300	0.3727	
LEFT (L)	419	419	1500	0.2793	0.2793
WB RIGHT (R)	150	0 *	1500	0.0000	
LEFT (L)	104	104	1500	0.0693	0.0693
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.65
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.75
INTERSECTION LEVEL OF SERVICE:					C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	8	1500	0.0053	
THRU (T)	1497	1497	4800	0.3119	
LEFT (L)	118	118	1500	0.0787	0.0787
T + R		1505	4800	0.3135	
SB RIGHT (R)	27	27	1650	0.0164	
THRU (T)	1491	1491	3300	0.4518	0.4518
LEFT (L)	208	208	1500	0.1387	
EB RIGHT (R)	219	80 *	1500	0.0533	
THRU (T)	335	335	1650	0.2030	0.2030
LEFT (L)	57	57	1500	0.0380	
WB RIGHT (R)	65	65	1500	0.0433	
THRU (T)	38	38	1500	0.0253	
LEFT (L)	4	4	1500	0.0027	
T + R		103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

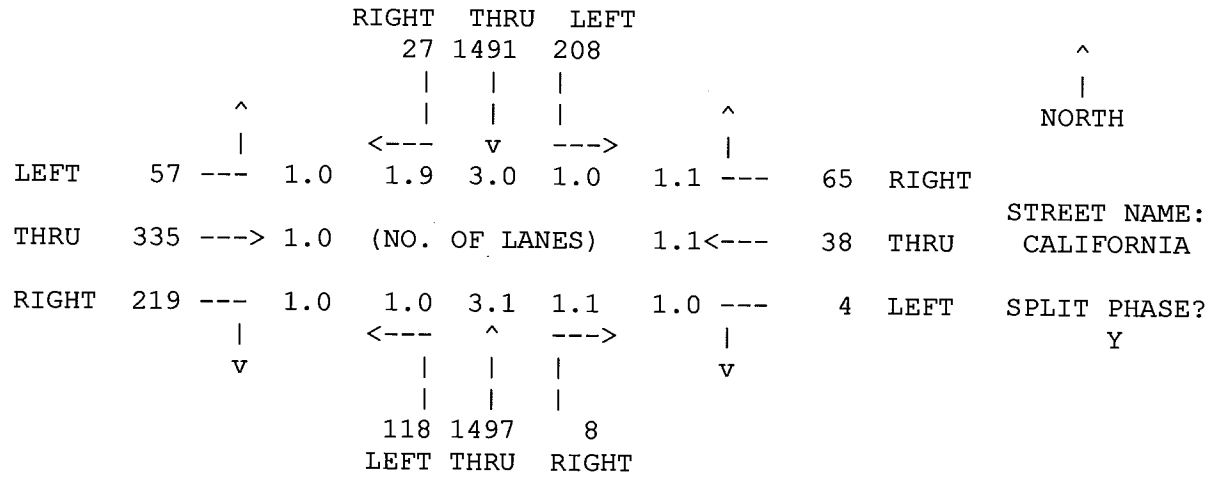
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1497	1497	4800	0.3119	
	LEFT (L)	118	118	1500	0.0787	
	T + R		1505	4800	0.3135	0.3135
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1491	1491	4950	0.3012	
	LEFT (L)	208	208	1500	0.1387	0.1387
EB	RIGHT (R)	219	80 *	1500	0.0533	
	THRU (T)	335	335	1650	0.2030	0.2030
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	38	38	1500	0.0253	
	LEFT (L)	4	4	1500	0.0027	
	T + R		103	1500	0.0687	0.0687

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

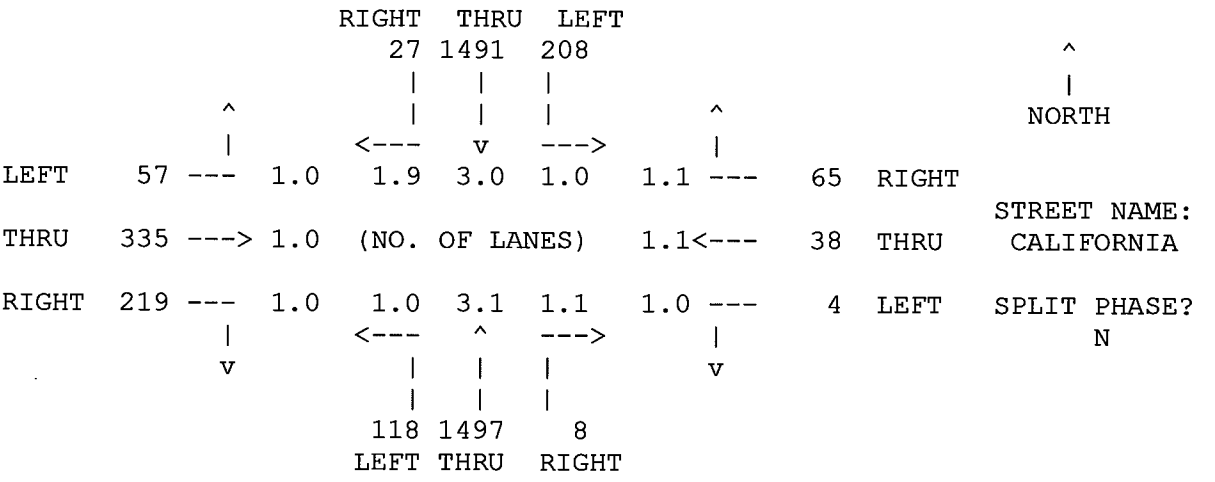
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit2



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	8	1500	0.0053	
THRU (T)	1497	1497	4800	0.3119	
LEFT (L)	118	118	1500	0.0787	
T + R		1505	4800	0.3135	0.3135
SB RIGHT (R)	27	27	1650	0.0164	
THRU (T)	1491	1491	4950	0.3012	
LEFT (L)	208	208	1500	0.1387	0.1387
EB RIGHT (R)	219	80 *	1500	0.0533	
THRU (T)	335	335	1650	0.2030	0.2030
LEFT (L)	57	57	1500	0.0380	
WB RIGHT (R)	65	65	1500	0.0433	
THRU (T)	38	38	1500	0.0253	
LEFT (L)	4	4	1500	0.0027	0.0027
T + R		103	1500	0.0687	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

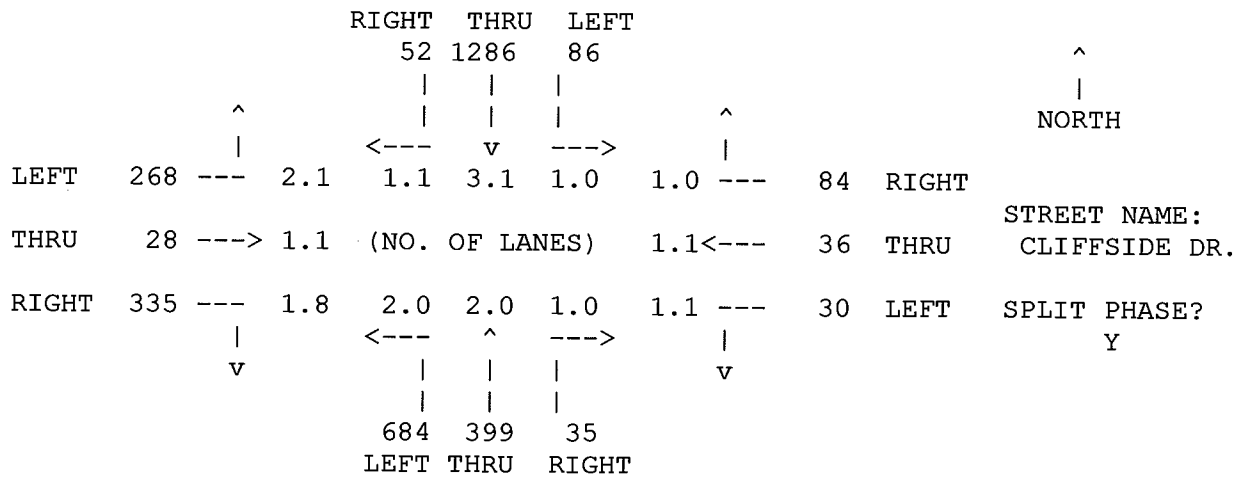
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	35	0 *	1500	0.0000	
THRU (T)	399	399	3300	0.1209	
LEFT (L)	684	684	2700	0.2533	0.2533
SB RIGHT (R)	52	52	1500	0.0347	
THRU (T)	1286	1286	4800	0.2679	
LEFT (L)	86	86	1500	0.0573	
T + R		1338	4800	0.2788	0.2788
EB RIGHT (R)	335	0 *	1500	0.0000	
THRU (T)	28	28	1500	0.0187	
LEFT (L)	268	268	2700	0.0993	
T + L		296	2700	0.1096	0.1096
WB RIGHT (R)	84	0 *	1500	0.0000	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	30	30	1500	0.0200	
T + L		66	1500	0.0440	0.0440

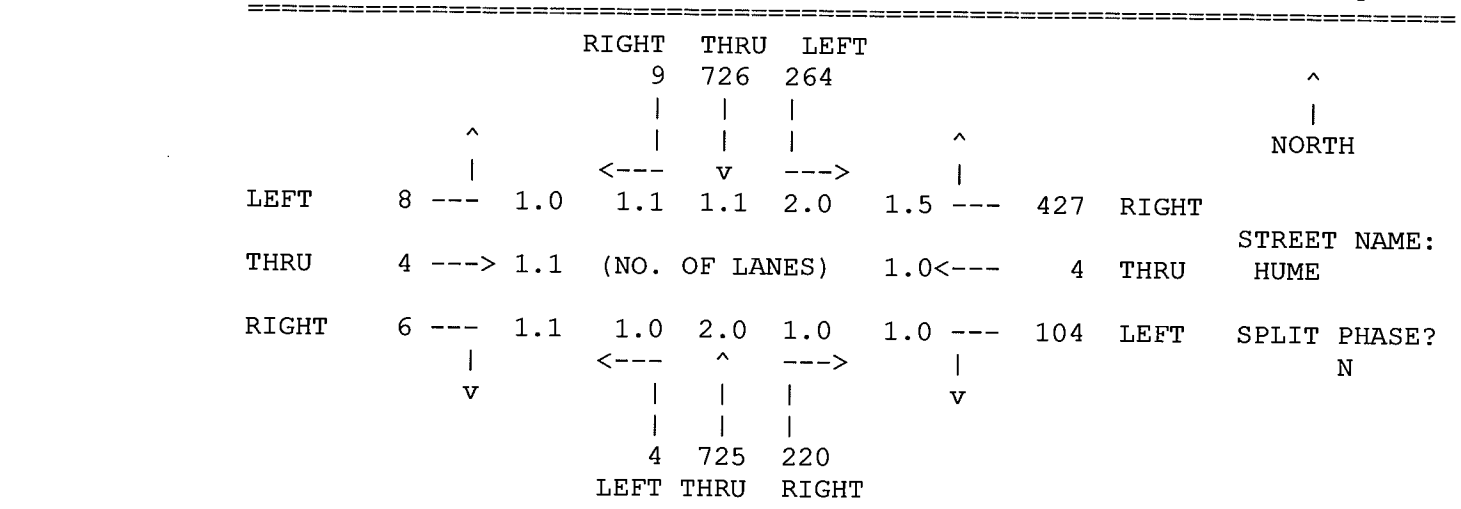
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	220	88 *	1500	0.0587	
THRU (T)	725	725	3300	0.2197	
LEFT (L)	4	4	1500	0.0027	0.0027
SB RIGHT (R)	9	9	1500	0.0060	
THRU (T)	726	726	1500	0.4840	
LEFT (L)	264	264	2700	0.0978	
T + R		735	1500	0.4900	0.4900
EB RIGHT (R)	6	6	1500	0.0040	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	8	8	1500	0.0053	0.0053
T + R		10	1500	0.0067	
WB RIGHT (R)	427	200 *	1500	0.1333	0.1333
THRU (T)	4	4	1650	0.0024	
LEFT (L)	104	104	1500	0.0693	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.

```
                    RIGHT  THRU  LEFT                          ^
                      21   528   181                           |
                       |    |     |                           |
              ^        |    |     |        ^                 NORTH
              |        |    |     |        |
              |       <---   v    --->      |
LEFT   356 ---  2.1    1.1   2.1   1.0    1.0 ---  467  RIGHT
                                                    STREET NAME:
THRU    22 ---> 1.1   (NO. OF LANES)      1.1<---  325  THRU    CHERRY GLEN

RIGHT    0 ---  1.0    1.1   1.1   1.0    1.1 ---   17  LEFT    SPLIT PHASE?
               |       <---   ^    --->      |                      Y
               v          |    |     |       v
                          |    |     |
                         11   112   201
                        LEFT THRU  RIGHT
```

STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	201	113 *	1500	0.0753	
	THRU (T)	112	112	1500	0.0747	
	LEFT (L)	11	11	1500	0.0073	
	T + L		123	1500	0.0820	0.0820
SB	RIGHT (R)	21	21	1500	0.0140	
	THRU (T)	528	528	3150	0.1676	
	LEFT (L)	181	181	1500	0.1207	0.1207
	T + R		549	3150	0.1743	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	22	22	1500	0.0147	
	LEFT (L)	356	356	2700	0.1319	
	T + L		378	2700	0.1400	0.1400
WB	RIGHT (R)	467	297 *	1500	0.1980	
	THRU (T)	325	325	1500	0.2167	
	LEFT (L)	17	17	1500	0.0113	
	T + L		342	1500	0.2280	0.2280

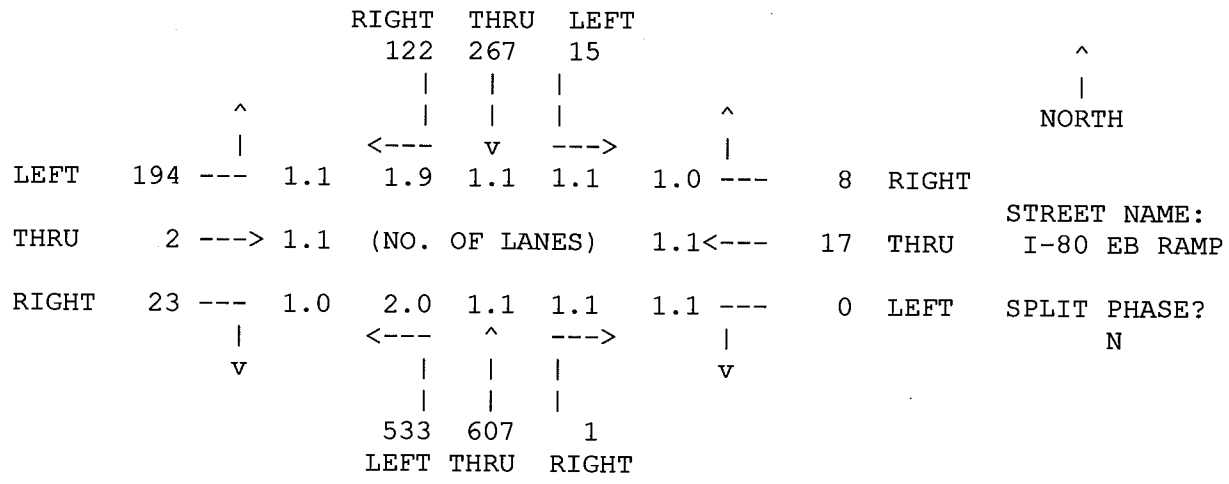
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WO PROJECT WO FB PM PK HR WITH MIT FILE 2030mit.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	607	607	1500	0.4047	
	LEFT (L)	533	533	2700	0.1974	
	T + R		608	1500	0.4053	0.4053
SB	RIGHT (R)	122	122	1650	0.0739	
	THRU (T)	267	267	1500	0.1780	
	LEFT (L)	15	15	1500	0.0100	0.0100
	T + L		282	1500	0.1880	
EB	RIGHT (R)	23	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	194	194	1500	0.1293	0.1293
	T + L		196	1500	0.1307	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.56
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

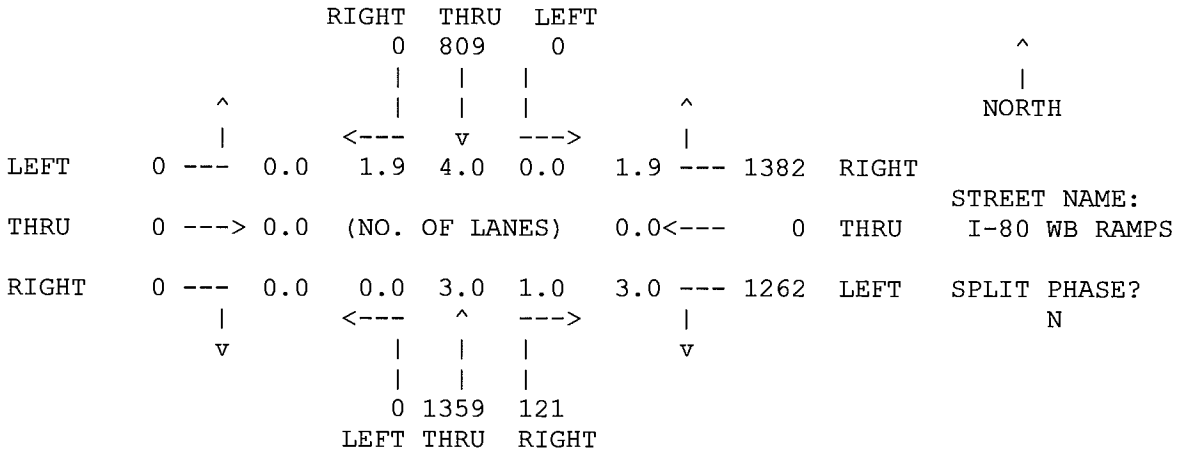
* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.70	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.59	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.60	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.76	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.73	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.68	B
9	1114	NUT TREE RD.	ALAMO DR.	0.71	C
9	1114	NUT TREE RD.	ALAMO DR.	0.67	B
10	1107	PEABODY RD.	ALAMO DR.	0.82	D
10	1107	PEABODY RD.	ALAMO DR.	0.74	C
11	1100	DAVIS ST.	ALAMO DR.	0.90	D
11	1100	DAVIS ST.	ALAMO DR.	0.69	B
12	1095	ALAMO DR.	MARSHALL RD.	0.70	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.78	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.78	C
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
17	1277	NUT TREE RD.	ULATIS DR.	0.39	A
17	1277	NUT TREE RD.	ULATIS DR.	0.39	A
18	1491	PEABODY RD.	CSP - SOLANO	0.48	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.64	B
20	1245	PEABODY	CALIFORNIA	0.77	C
20	1245	PEABODY	CALIFORNIA	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.62	B
22	1200	DAVIS	HUME	0.75	C
23	1675	I-80 WB	CHERRY GLEN	0.40	A
24	1674	CHERRY GLEN	I-80 EB RAMP	0.22	A

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	121	0 *	1500	0.0000	
THRU (T)	1359	1359	4950	0.2745	0.2745
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	809	809	6600	0.1226	
WB RIGHT (R)	1382	1382	1650	0.8376	
LEFT (L)	1262	1262	3900	0.3236	0.3236

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

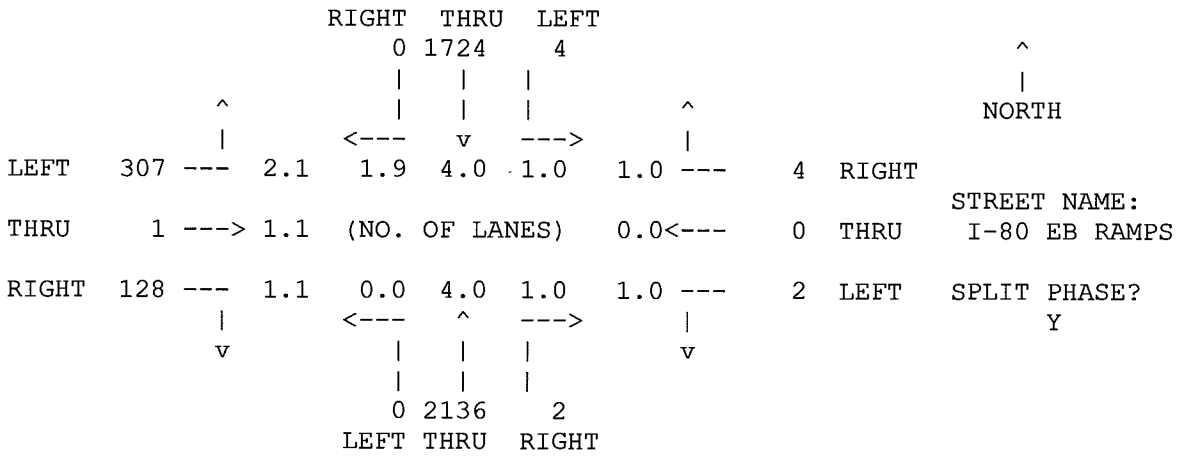
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	2136	2136	6600	0.3236	0.3236
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1724	1724	6600	0.2612	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	128	128	1500	0.0853	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	307	307	2700	0.1137	
T + R		129	1500	0.0860	
T + L		308	2700	0.1141	
T + R + L		436	2700	0.1615	0.1615
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

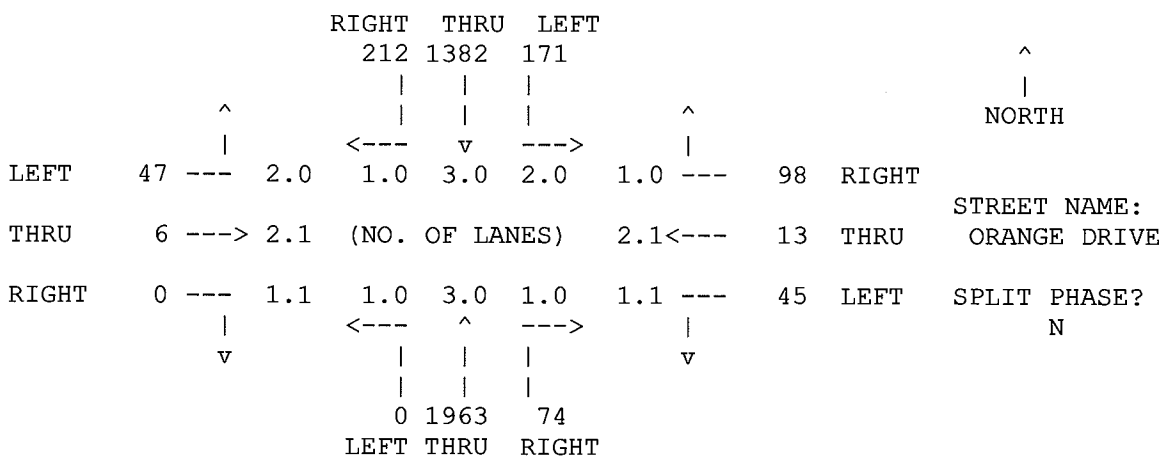
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	74	0 *	1500	0.0000	
THRU (T)	1963	1963	4950	0.3966	0.3966
LEFT (L)	0	0	1500	0.0000	
SB RIGHT (R)	212	119 *	1500	0.0793	
THRU (T)	1382	1382	4950	0.2792	
LEFT (L)	171	171	2700	0.0633	0.0633
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	6	6	3150	0.0019	
LEFT (L)	47	47	2700	0.0174	0.0174
T + R		6	3150	0.0019	
WB RIGHT (R)	98	0 *	1500	0.0000	
THRU (T)	13	13	3150	0.0041	
LEFT (L)	45	45	1500	0.0300	
T + L		58	3150	0.0184	0.0184

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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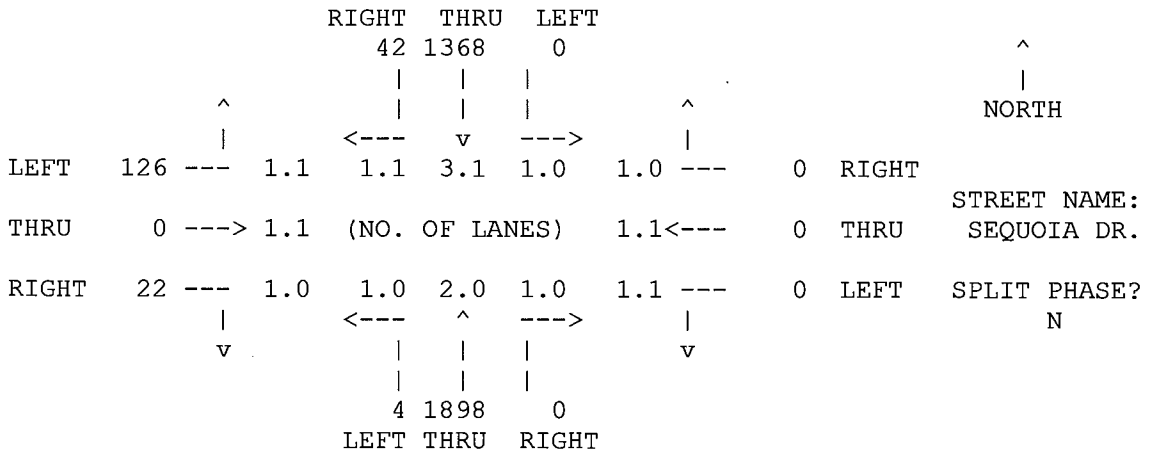
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1898	1898	3300	0.5752	0.5752
LEFT (L)	4	4	1500	0.0027	
SB RIGHT (R)	42	42	1500	0.0280	
THRU (T)	1368	1368	4800	0.2850	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1410	4800	0.2937	
EB RIGHT (R)	22	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	126	126	1500	0.0840	0.0840
T + L		126	1500	0.0840	
WB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

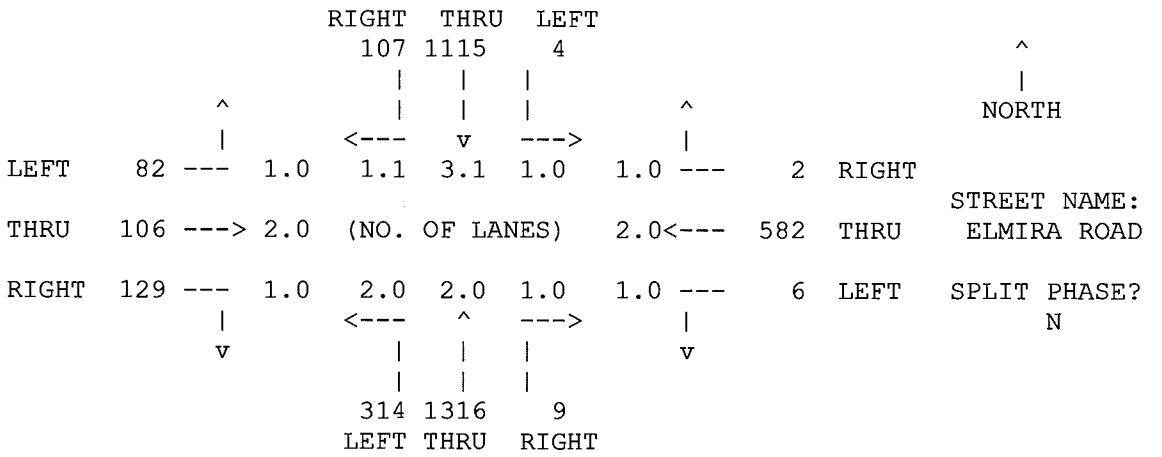
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	9	0 *	1500	0.0000	
THRU (T)	1316	1316	3300	0.3988	0.3988
LEFT (L)	314	314	2700	0.1163	
SB RIGHT (R)	107	107	1500	0.0713	
THRU (T)	1115	1115	4800	0.2323	
LEFT (L)	4	4	1500	0.0027	0.0027
T + R		1222	4800	0.2546	
EB RIGHT (R)	129	0 *	1500	0.0000	
THRU (T)	106	106	3300	0.0321	
LEFT (L)	82	82	1500	0.0547	0.0547
WB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	582	582	3300	0.1764	0.1764
LEFT (L)	6	6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

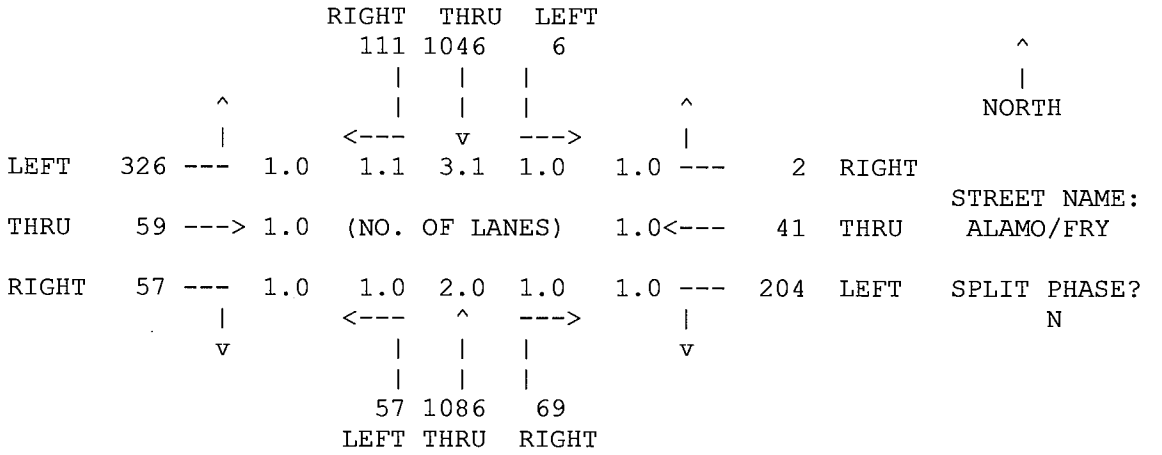
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	69	0 *	1500	0.0000	
THRU (T)	1086	1086	3300	0.3291	0.3291
LEFT (L)	57	57	1500	0.0380	
SB RIGHT (R)	111	111	1500	0.0740	
THRU (T)	1046	1046	4800	0.2179	
LEFT (L)	6	6	1500	0.0040	0.0040
T + R		1157	4800	0.2410	
EB RIGHT (R)	57	0 *	1500	0.0000	
THRU (T)	59	59	1650	0.0358	
LEFT (L)	326	326	1500	0.2173	0.2173
WB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	41	41	1650	0.0248	0.0248
LEFT (L)	204	204	1500	0.1360	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

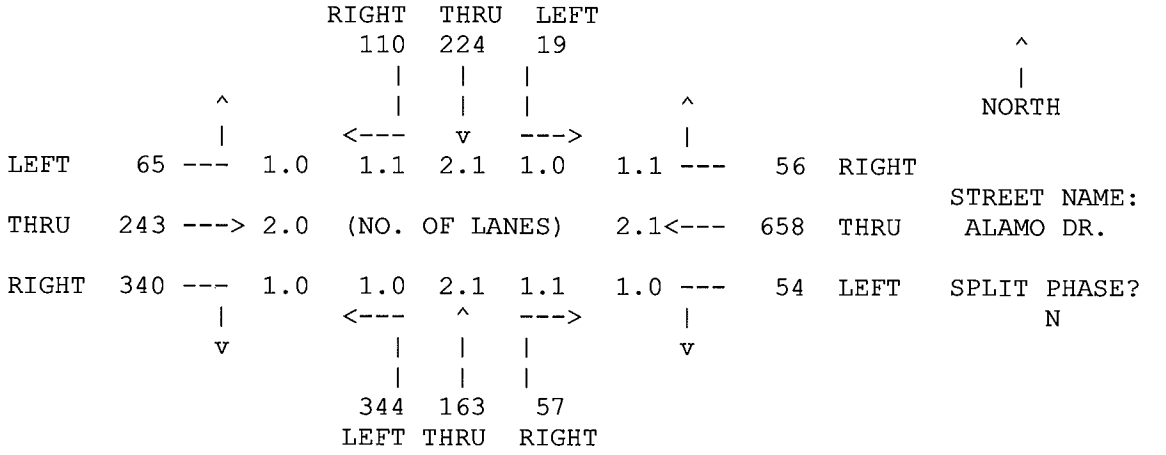
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	57	57	1500	0.0380	
	THRU (T)	163	163	3150	0.0517	
	LEFT (L)	344	344	1500	0.2293	0.2293
	T + R		220	3150	0.0698	
SB	RIGHT (R)	110	110	1500	0.0733	
	THRU (T)	224	224	3150	0.0711	
	LEFT (L)	19	19	1500	0.0127	
	T + R		334	3150	0.1060	0.1060
EB	RIGHT (R)	340	88 *	1500	0.0587	
	THRU (T)	243	243	3300	0.0736	
	LEFT (L)	65	65	1500	0.0433	0.0433
WB	RIGHT (R)	56	56	1500	0.0373	
	THRU (T)	658	658	3150	0.2089	
	LEFT (L)	54	54	1500	0.0360	
	T + R		714	3150	0.2267	0.2267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

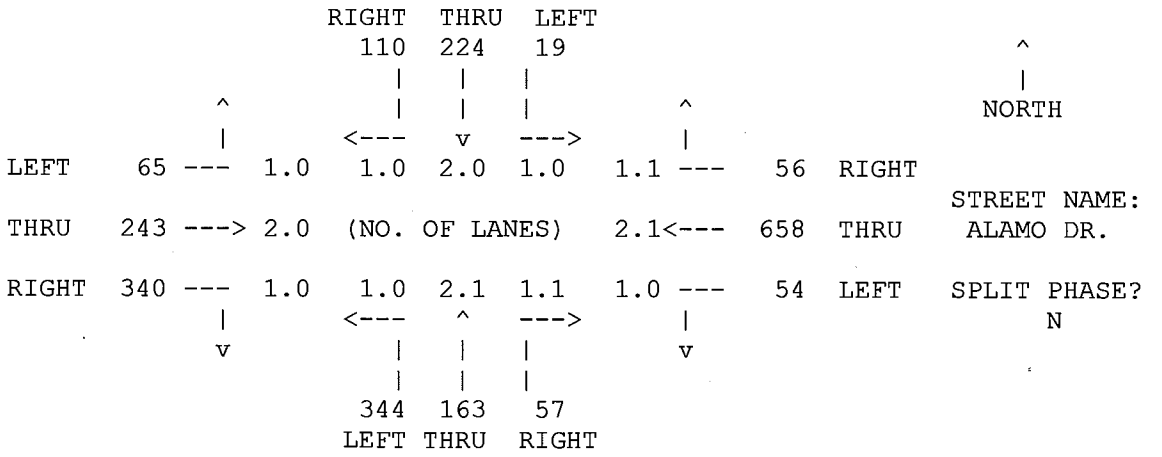
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	57	1500	0.0380	
THRU (T)	163	163	3150	0.0517	
LEFT (L)	344	344	1500	0.2293	0.2293
T + R		220	3150	0.0698	
SB RIGHT (R)	110	0 *	1500	0.0000	
THRU (T)	224	224	3300	0.0679	0.0679
LEFT (L)	19	19	1500	0.0127	
EB RIGHT (R)	340	88 *	1500	0.0587	
THRU (T)	243	243	3300	0.0736	
LEFT (L)	65	65	1500	0.0433	0.0433
WB RIGHT (R)	56	56	1500	0.0373	
THRU (T)	658	658	3150	0.2089	
LEFT (L)	54	54	1500	0.0360	
T + R		714	3150	0.2267	0.2267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

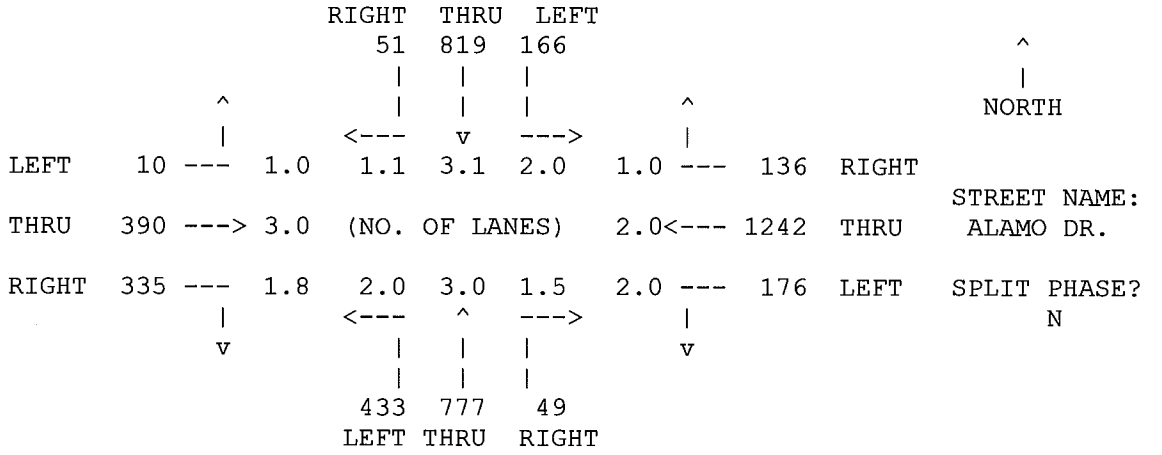
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	49	0 *	1500	0.0000	
THRU (T)	777	777	4950	0.1570	
LEFT (L)	433	433	2700	0.1604	0.1604
SB RIGHT (R)	51	51	1500	0.0340	
THRU (T)	819	819	4800	0.1706	
LEFT (L)	166	166	2700	0.0615	
T + R		870	4800	0.1813	0.1813
EB RIGHT (R)	335	0 *	1500	0.0000	
THRU (T)	390	390	4950	0.0788	
LEFT (L)	10	10	1500	0.0067	0.0067
WB RIGHT (R)	136	10 *	1500	0.0067	
THRU (T)	1242	1242	3300	0.3764	0.3764
LEFT (L)	176	176	2700	0.0652	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

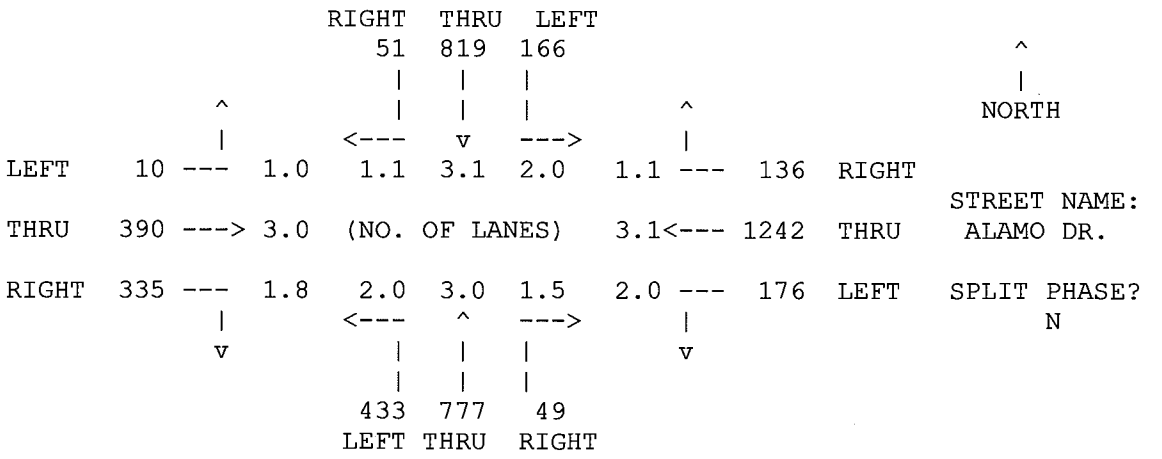
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT2



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	49	0 *	1500	0.0000	
THRU (T)	777	777	4950	0.1570	
LEFT (L)	433	433	2700	0.1604	0.1604
SB RIGHT (R)	51	51	1500	0.0340	
THRU (T)	819	819	4800	0.1706	
LEFT (L)	166	166	2700	0.0615	
T + R		870	4800	0.1813	0.1813
EB RIGHT (R)	335	0 *	1500	0.0000	
THRU (T)	390	390	4950	0.0788	
LEFT (L)	10	10	1500	0.0067	0.0067
WB RIGHT (R)	136	136	1500	0.0907	
THRU (T)	1242	1242	4800	0.2588	
LEFT (L)	176	176	2700	0.0652	
T + R		1378	4800	0.2871	0.2871

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

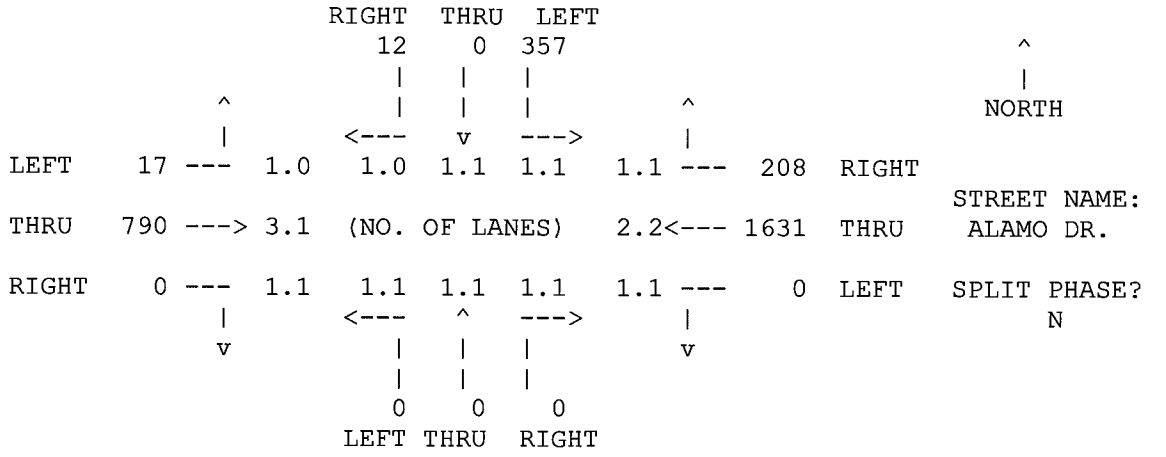
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	357	357	1500	0.2380	0.2380
	T + L		357	1500	0.2380	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	790	790	4800	0.1646	
	LEFT (L)	17	17	1500	0.0113	0.0113
	T + R		790	4800	0.1646	
WB	RIGHT (R)	208	208	1500	0.1387	
	THRU (T)	1631	1631	3000	0.5437	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1839	3000	0.6130	0.6130
	T + L		1631	3000	0.5437	
	T + R + L		1839	3000	0.6130	

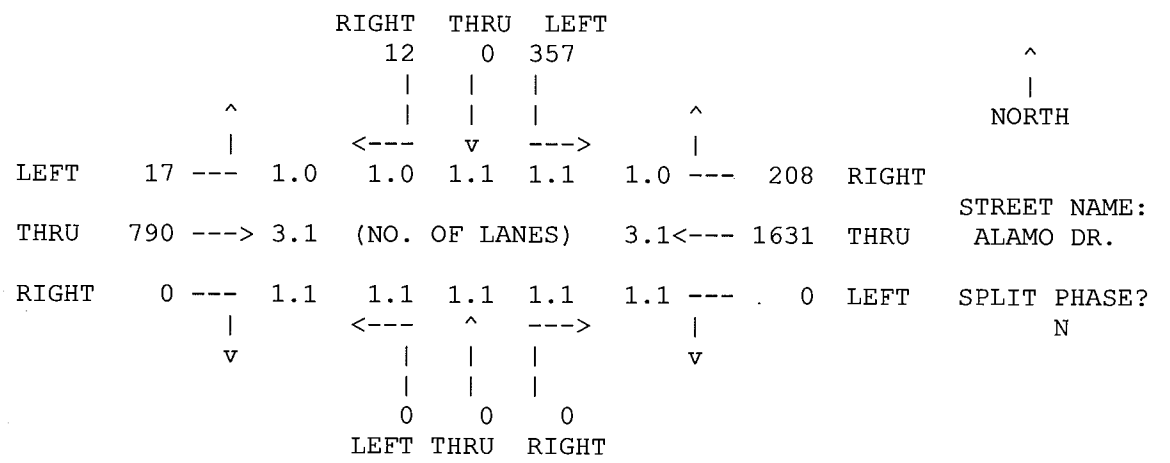
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT2



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	357	357	1500	0.2380	0.2380
	T + L		357	1500	0.2380	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	790	790	4800	0.1646	
	LEFT (L)	17	17	1500	0.0113	0.0113
	T + R		790	4800	0.1646	
WB	RIGHT (R)	208	0 *	1500	0.0000	
	THRU (T)	1631	1631	4800	0.3398	0.3398
	LEFT (L)	0	0	1500	0.0000	
	T + L		1631	4800	0.3398	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

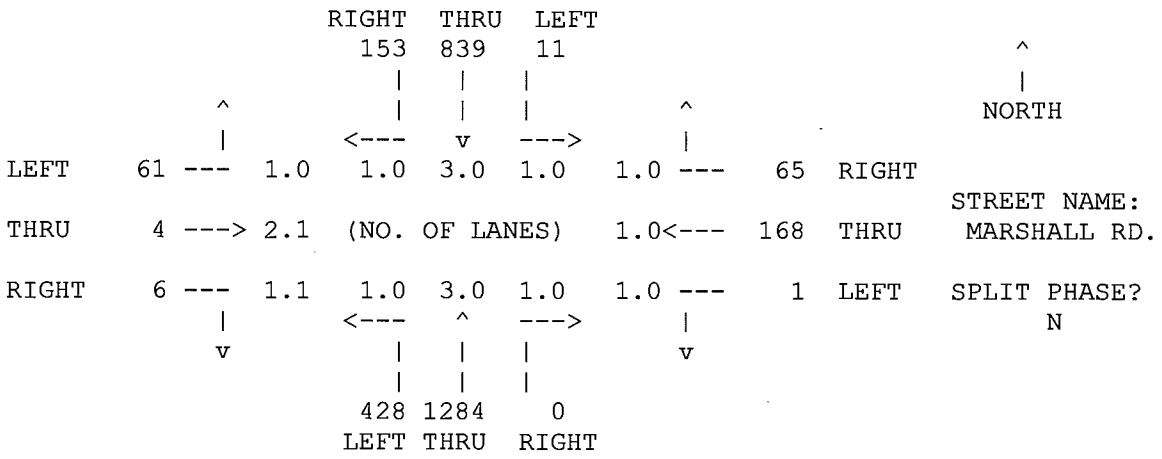
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1284	1284	4950	0.2594	
LEFT (L)	428	428	1500	0.2853	0.2853
SB RIGHT (R)	153	43 *	1500	0.0287	
THRU (T)	839	839	4950	0.1695	0.1695
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	6	6	1500	0.0040	
THRU (T)	4	4	3150	0.0013	
LEFT (L)	61	61	1500	0.0407	0.0407
T + R		10	3150	0.0032	
WB RIGHT (R)	65	0 *	1500	0.0000	
THRU (T)	168	168	1650	0.1018	0.1018
LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

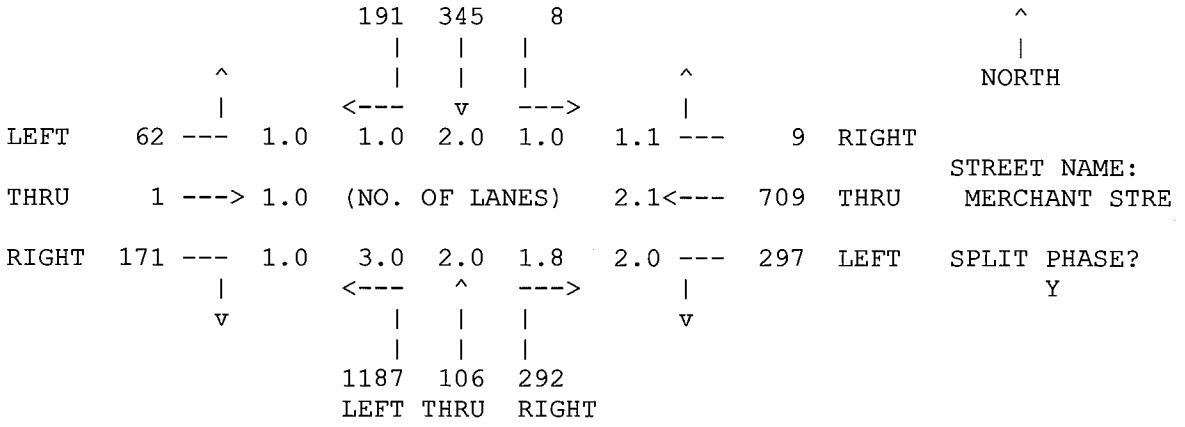
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	292	0 *	1500	0.0000	
THRU (T)	106	106	3300	0.0321	
LEFT (L)	1187	1187	3900	0.3044	0.3044
SB RIGHT (R)	191	80 *	1500	0.0533	
THRU (T)	345	345	3300	0.1045	0.1045
LEFT (L)	8	8	1500	0.0053	
EB RIGHT (R)	171	0 *	1500	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	62	62	1500	0.0413	0.0413
WB RIGHT (R)	9	9	1500	0.0060	
THRU (T)	709	709	3150	0.2251	
LEFT (L)	297	297	2700	0.1100	
T + R		718	3150	0.2279	0.2279

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

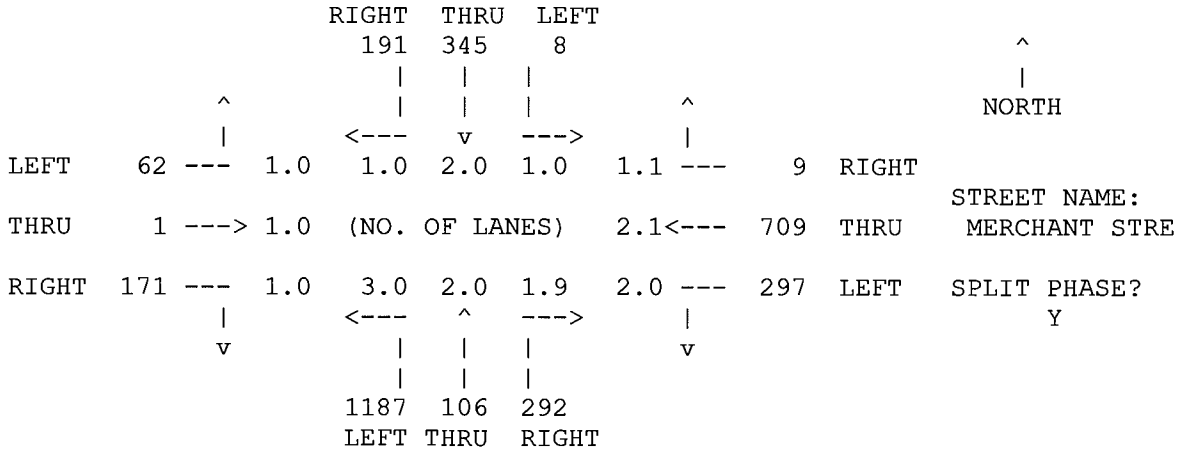
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	292	292	1650	0.1770	
	THRU (T)	106	106	3300	0.0321	
	LEFT (L)	1187	1187	3900	0.3044	0.3044
SB	RIGHT (R)	191	80 *	1500	0.0533	
	THRU (T)	345	345	3300	0.1045	0.1045
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	62	62	1500	0.0413	0.0413
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	709	709	3150	0.2251	
	LEFT (L)	297	297	2700	0.1100	
	T + R		718	3150	0.2279	0.2279

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

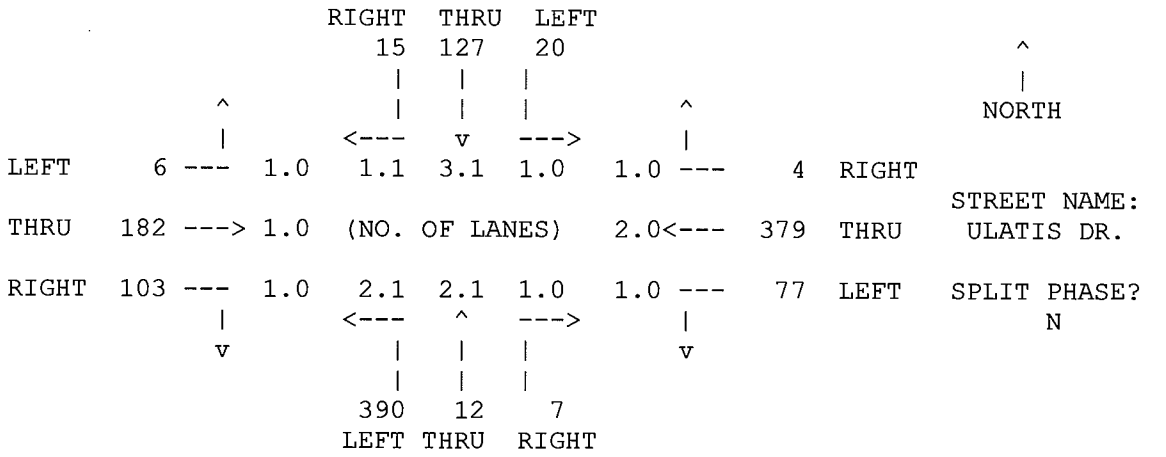
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	12	12	3150	0.0038	
	LEFT (L)	390	390	2700	0.1444	0.1444
	T + L		402	4350	0.0924	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	127	127	4800	0.0265	
	LEFT (L)	20	20	1500	0.0133	
	T + R		142	4800	0.0296	0.0296
EB	RIGHT (R)	103	0 *	1500	0.0000	
	THRU (T)	182	182	1650	0.1103	0.1103
	LEFT (L)	6	6	1500	0.0040	
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	379	379	3300	0.1148	
	LEFT (L)	77	77	1500	0.0513	0.0513

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

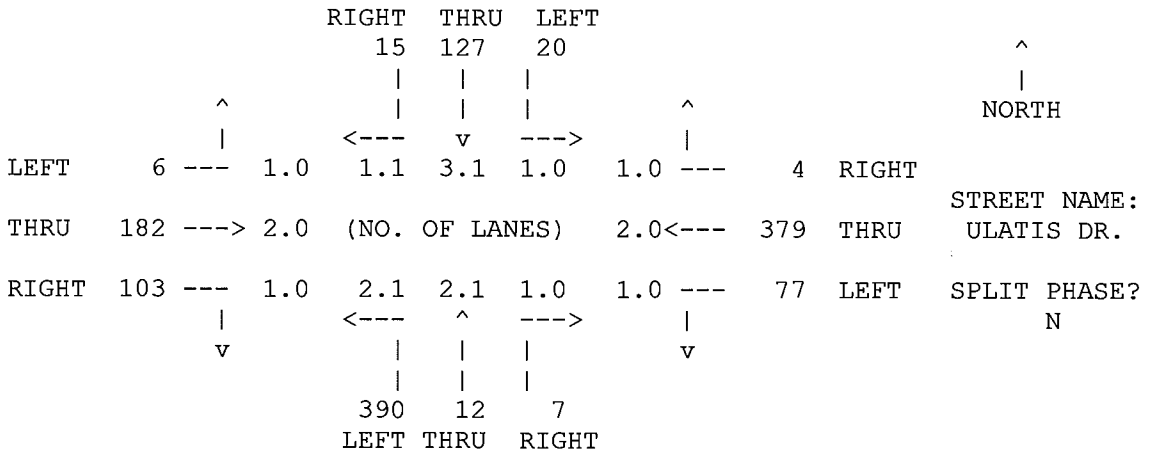
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	12	12	3150	0.0038	
LEFT (L)	390	390	2700	0.1444	0.1444
T + L		402	4350	0.0924	
SB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	127	127	4800	0.0265	
LEFT (L)	20	20	1500	0.0133	
T + R		142	4800	0.0296	0.0296
EB RIGHT (R)	103	0 *	1500	0.0000	
THRU (T)	182	182	3300	0.0552	
LEFT (L)	6	6	1500	0.0040	0.0040
WB RIGHT (R)	4	0 *	1500	0.0000	
THRU (T)	379	379	3300	0.1148	0.1148
LEFT (L)	77	77	1500	0.0513	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.29
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

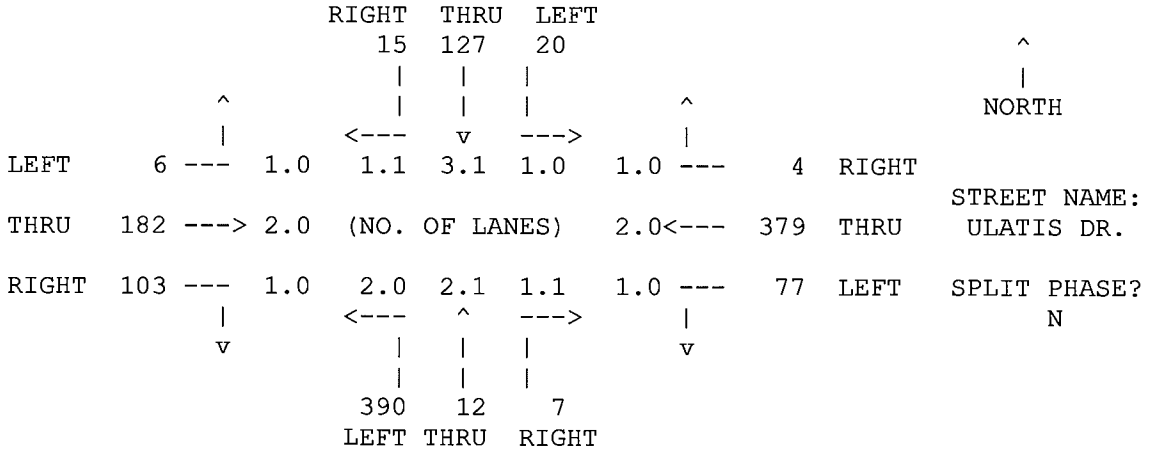
TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	7	7	1500	0.0047	
THRU (T)	12	12	3150	0.0038	
LEFT (L)	390	390	2700	0.1444	0.1444
T + R		19	3150	0.0060	
SB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	127	127	4800	0.0265	
LEFT (L)	20	20	1500	0.0133	
T + R		142	4800	0.0296	0.0296
EB RIGHT (R)	103	0 *	1500	0.0000	
THRU (T)	182	182	3300	0.0552	
LEFT (L)	6	6	1500	0.0040	0.0040
WB RIGHT (R)	4	0 *	1500	0.0000	
THRU (T)	379	379	3300	0.1148	0.1148
LEFT (L)	77	77	1500	0.0513	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.29
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

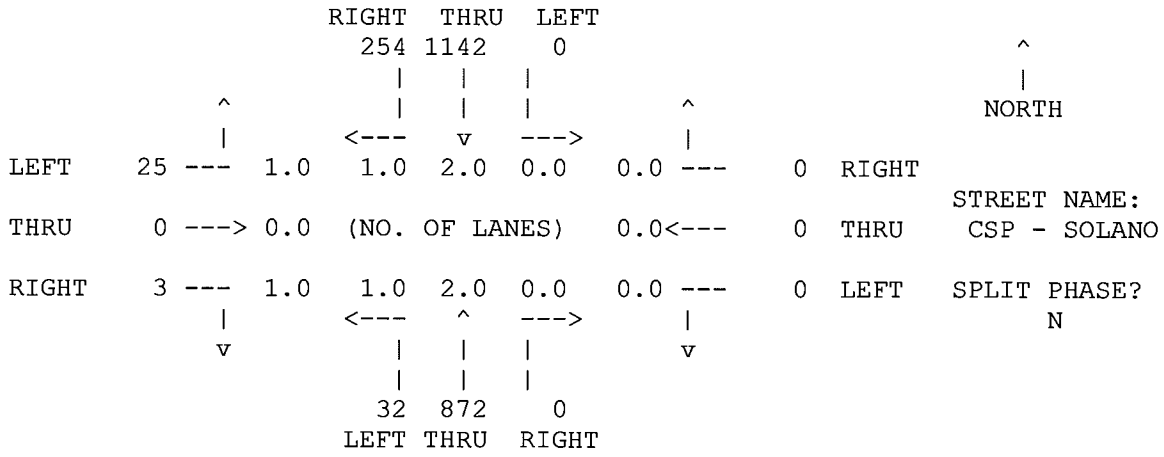
TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	872	872	3300	0.2642	
LEFT (L)	32	32	1500	0.0213	0.0213
SB RIGHT (R)	254	162 *	1500	0.1080	
THRU (T)	1142	1142	3300	0.3461	0.3461
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

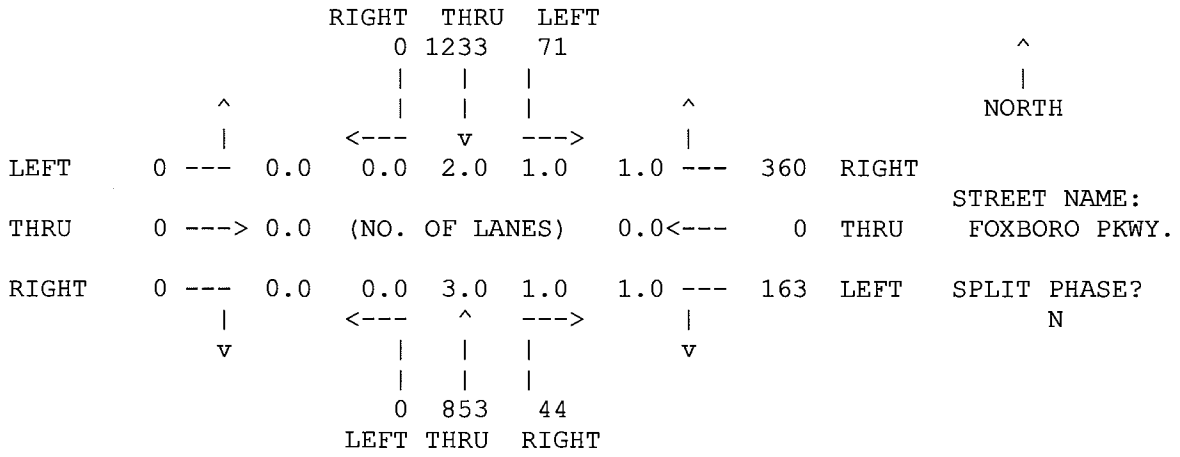
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	44	0 *	1500	0.0000	
THRU (T)	853	853	4950	0.1723	
SB THRU (T)	1233	1233	3300	0.3736	0.3736
LEFT (L)	71	71	1500	0.0473	
WB RIGHT (R)	360	245 *	1500	0.1633	0.1633
LEFT (L)	163	163	1500	0.1087	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

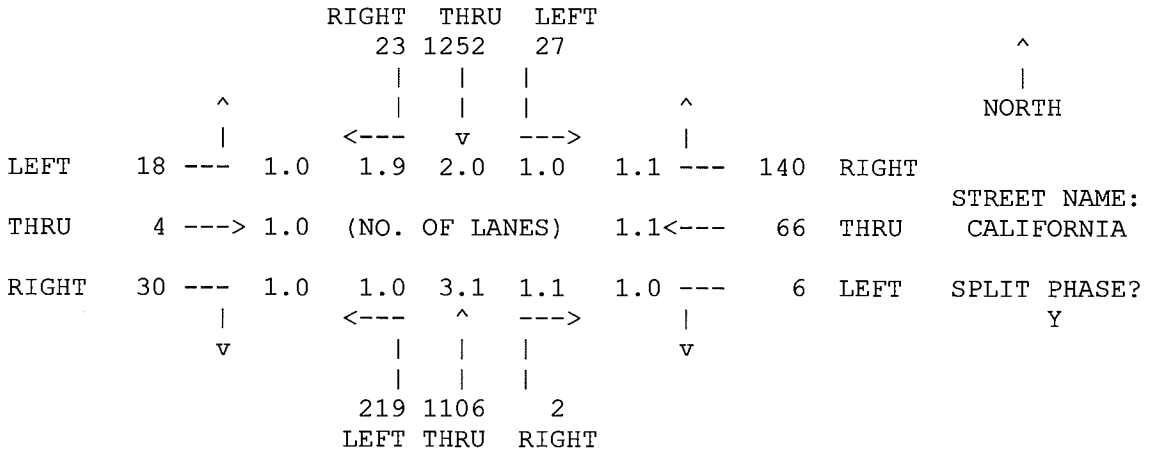
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1106	1106	4800	0.2304	
	LEFT (L)	219	219	1500	0.1460	0.1460
	T + R		1108	4800	0.2308	
SB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	1252	1252	3300	0.3794	0.3794
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	18	18	1500	0.0120	0.0120
WB	RIGHT (R)	140	140	1500	0.0933	
	THRU (T)	66	66	1500	0.0440	
	LEFT (L)	6	6	1500	0.0040	
	T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

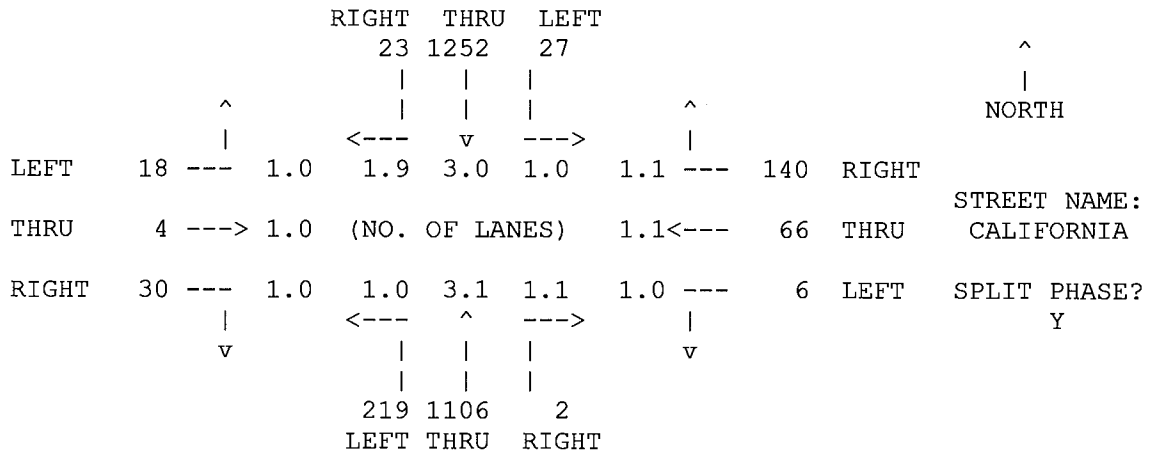
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1106	1106	4800	0.2304	
LEFT (L)	219	219	1500	0.1460	0.1460
T + R		1108	4800	0.2308	
SB RIGHT (R)	23	23	1650	0.0139	
THRU (T)	1252	1252	4950	0.2529	0.2529
LEFT (L)	27	27	1500	0.0180	
EB RIGHT (R)	30	0 *	1500	0.0000	
THRU (T)	4	4	1650	0.0024	
LEFT (L)	18	18	1500	0.0120	0.0120
WB RIGHT (R)	140	140	1500	0.0933	
THRU (T)	66	66	1500	0.0440	
LEFT (L)	6	6	1500	0.0040	
T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

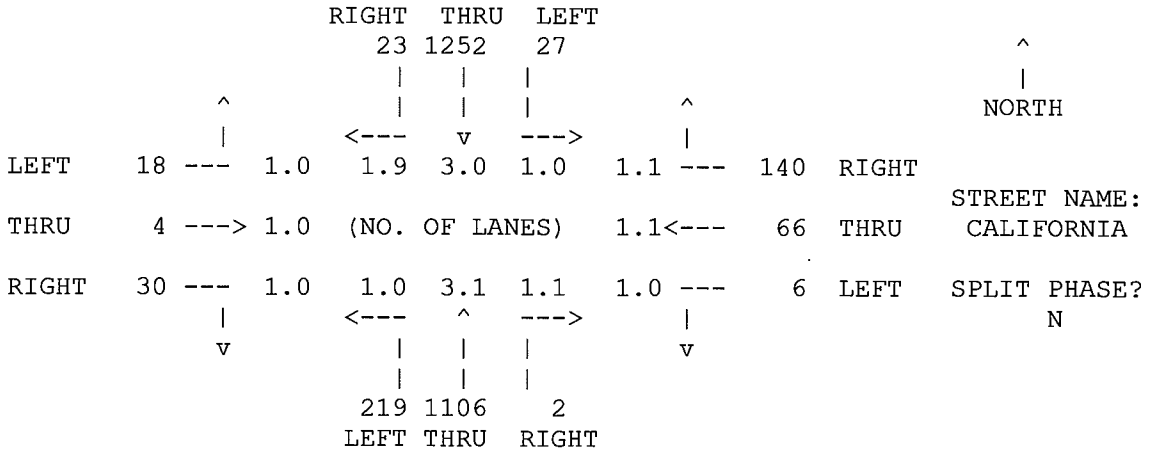
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT2



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1106	1106	4800	0.2304	
	LEFT (L)	219	219	1500	0.1460	0.1460
	T + R		1108	4800	0.2308	
SB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	1252	1252	4950	0.2529	0.2529
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	18	18	1500	0.0120	0.0120
WB	RIGHT (R)	140	140	1500	0.0933	
	THRU (T)	66	66	1500	0.0440	
	LEFT (L)	6	6	1500	0.0040	
	T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

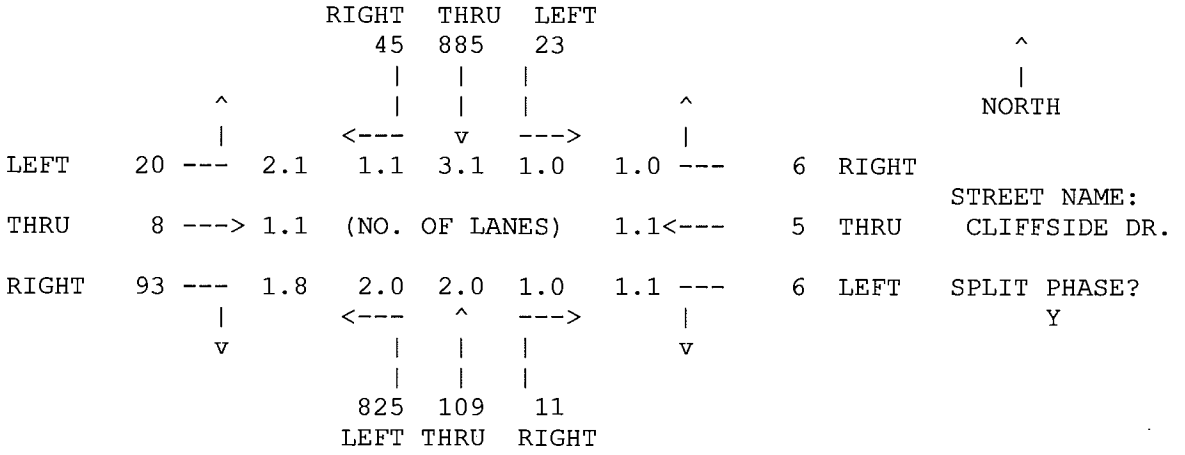
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	11	0 *	1500	0.0000	
THRU (T)	109	109	3300	0.0330	
LEFT (L)	825	825	2700	0.3056	0.3056
SB RIGHT (R)	45	45	1500	0.0300	
THRU (T)	885	885	4800	0.1844	
LEFT (L)	23	23	1500	0.0153	
T + R		930	4800	0.1937	0.1937
EB RIGHT (R)	93	0 *	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	20	20	2700	0.0074	
T + L		28	2700	0.0104	0.0104
WB RIGHT (R)	6	0 *	1500	0.0000	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	6	6	1500	0.0040	
T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

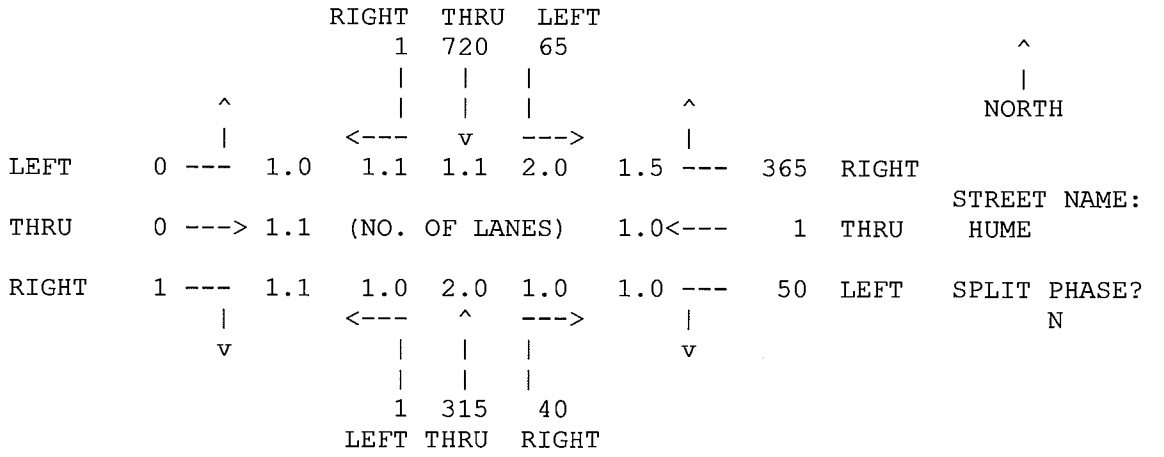
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE EAPMIT.V



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	40	0 *	1500	0.0000	
THRU (T)	315	315	3300	0.0955	
LEFT (L)	1	1	1500	0.0007	0.0007
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	720	720	1500	0.4800	
LEFT (L)	65	65	2700	0.0241	
T + R		721	1500	0.4807	0.4807
EB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1	1500	0.0007	
WB RIGHT (R)	365	249 *	1500	0.1660	0.1660
THRU (T)	1	1	1650	0.0006	
LEFT (L)	50	50	1500	0.0333	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

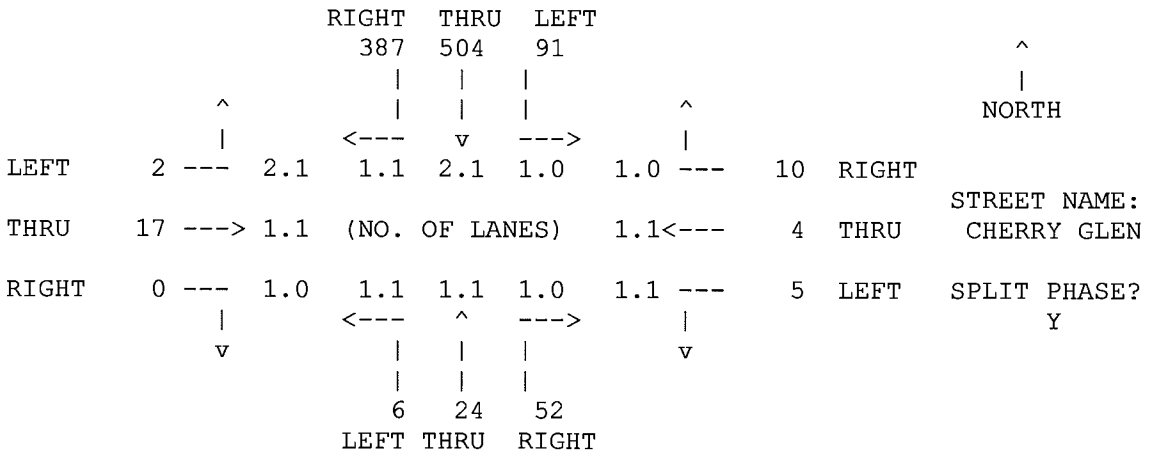
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	52	0 *	1500	0.0000	
THRU (T)	24	24	1500	0.0160	
LEFT (L)	6	6	1500	0.0040	0.0040
T + L		30	1500	0.0200	
SB RIGHT (R)	387	387	1500	0.2580	
THRU (T)	504	504	3150	0.1600	
LEFT (L)	91	91	1500	0.0607	
T + R		891	3150	0.2829	0.2829
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	17	17	1500	0.0113	0.0113
LEFT (L)	2	2	2700	0.0007	
T + L		19	2700	0.0070	
WB RIGHT (R)	10	0 *	1500	0.0000	
THRU (T)	4	4	1500	0.0027	
LEFT (L)	5	5	1500	0.0033	
T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

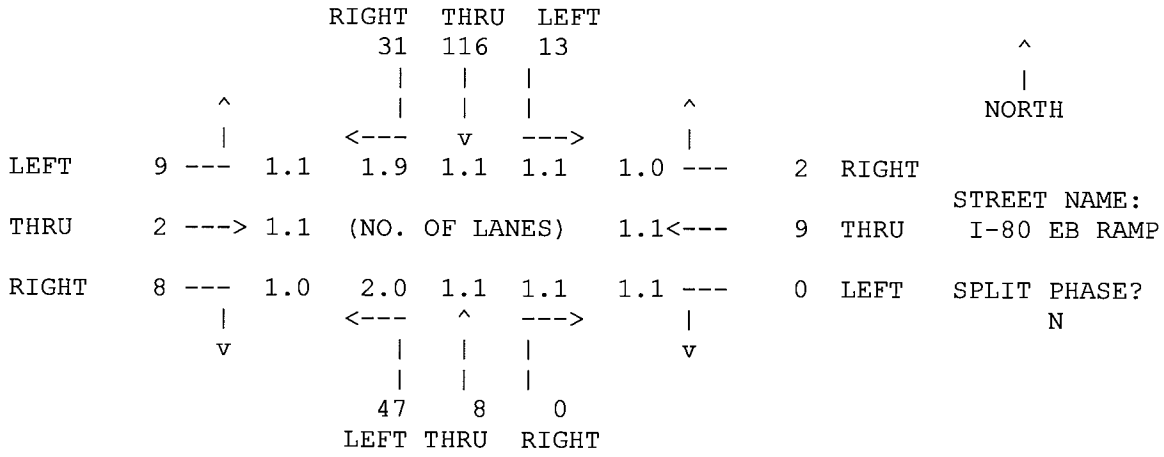
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FB AM WITH MIT. FILE 2030MIT.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	8	8	1500	0.0053	
LEFT (L)	47	47	2700	0.0174	0.0174
T + R		8	1500	0.0053	
SB RIGHT (R)	31	31	1650	0.0188	
THRU (T)	116	116	1500	0.0773	
LEFT (L)	13	13	1500	0.0087	
T + L		129	1500	0.0860	0.0860
EB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	9	9	1500	0.0060	0.0060
T + L		11	1500	0.0073	
WB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	9	9	1500	0.0060	0.0060
LEFT (L)	0	0	1500	0.0000	
T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.12
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.22
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.91	E
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.70	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.87	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.76	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.78	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.70	B
7	1614	VANDEN	LEISURE TOWN	0.57	A
8	1117	VANDEN	ALAMO	0.48	A
9	1114	NUT TREE RD.	ALAMO DR.	0.67	B
10	1107	PEABODY RD.	ALAMO DR.	0.83	D
11	1100	DAVIS ST.	ALAMO DR.	0.90	D
12	1095	ALAMO DR.	MARSHALL RD.	0.77	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.63	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.88	D
15	1234	PEABODY RD.	ELMIRA RD.	0.47	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	0.45	A
18	1491	PEABODY RD.	CSP - SOLANO	0.83	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.67	B
20	1245	PEABODY	CALIFORNIA	0.79	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.69	B
22	1200	DAVIS	HUME	0.71	C
23	1675	I-80 WB	CHERRY GLEN	0.43	A
24	1674	CHERRY GLEN	I-80 EB RAMP	0.23	A

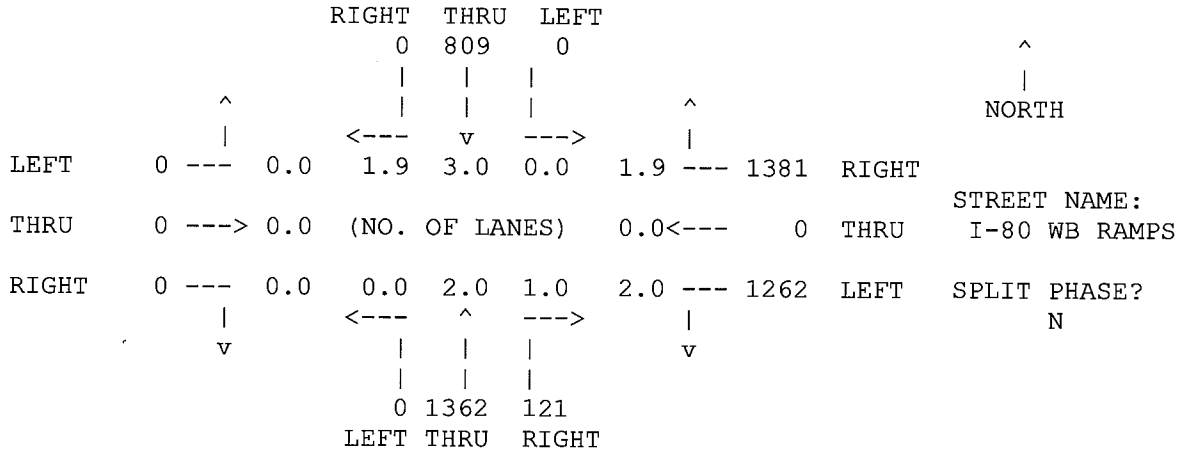
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.91	E
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.70	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.87	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.76	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.78	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.70	B
7	1614	VANDEN	LEISURE TOWN	0.57	A
8	1117	VANDEN	ALAMO	0.48	A
9	1114	NUT TREE RD.	ALAMO DR.	0.67	B
10	1107	PEABODY RD.	ALAMO DR.	0.83	D
11	1100	DAVIS ST.	ALAMO DR.	0.90	D
12	1095	ALAMO DR.	MARSHALL RD.	0.77	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.63	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.88	D
15	1234	PEABODY RD.	ELMIRA RD.	0.47	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	0.45	A
18	1491	PEABODY RD.	CSP - SOLANO	0.83	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.67	B
20	1245	PEABODY	CALIFORNIA	0.79	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.69	B
22	1200	DAVIS	HUME	0.71	C
23	1675	I-80 WB	CHERRY GLEN	0.43	A
24	1674	CHERRY GLEN	I-80 EB RAMP	0.23	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	121	0 *	1500	0.0000	
THRU (T)	1362	1362	3300	0.4127	0.4127
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	809	809	4950	0.1634	
WB RIGHT (R)	1381	1381	1650	0.8370	
LEFT (L)	1262	1262	2700	0.4674	0.4674

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.88
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

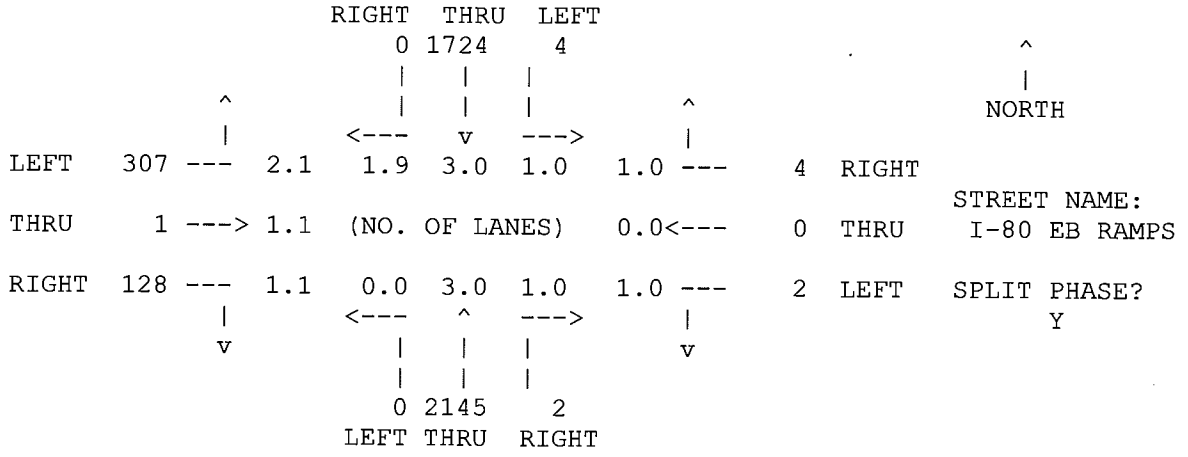
TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	2145	2145	4950	0.4333	0.4333
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1724	1724	4950	0.3483	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	128	128	1500	0.0853	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	307	307	2700	0.1137	
T + R		129	1500	0.0860	
T + L		308	2700	0.1141	
T + R + L		436	2700	0.1615	0.1615
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

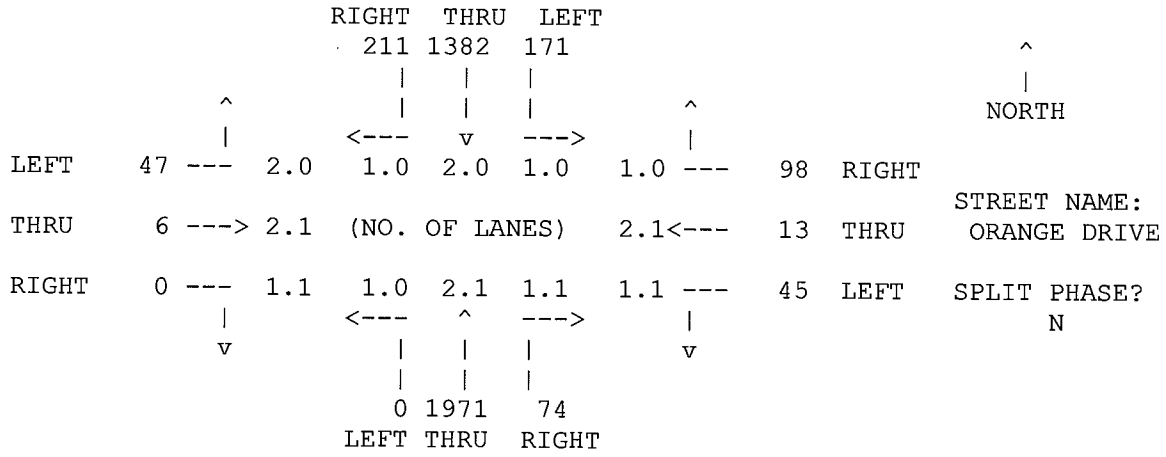
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.60
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.70
INTERSECTION LEVEL OF SERVICE:	B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	74	74	1500	0.0493	
	THRU (T)	1971	1971	3150	0.6257	
	LEFT (L)	0	0	1500	0.0000	
	T + R		2045	3150	0.6492	0.6492
SB	RIGHT (R)	211	118 *	1500	0.0787	
	THRU (T)	1382	1382	3300	0.4188	
	LEFT (L)	171	171	1500	0.1140	0.1140
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	3150	0.0019	
	LEFT (L)	47	47	2700	0.0174	0.0174
	T + R		6	3150	0.0019	
WB	RIGHT (R)	98	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	45	45	1500	0.0300	
	T + L		58	3150	0.0184	0.0184

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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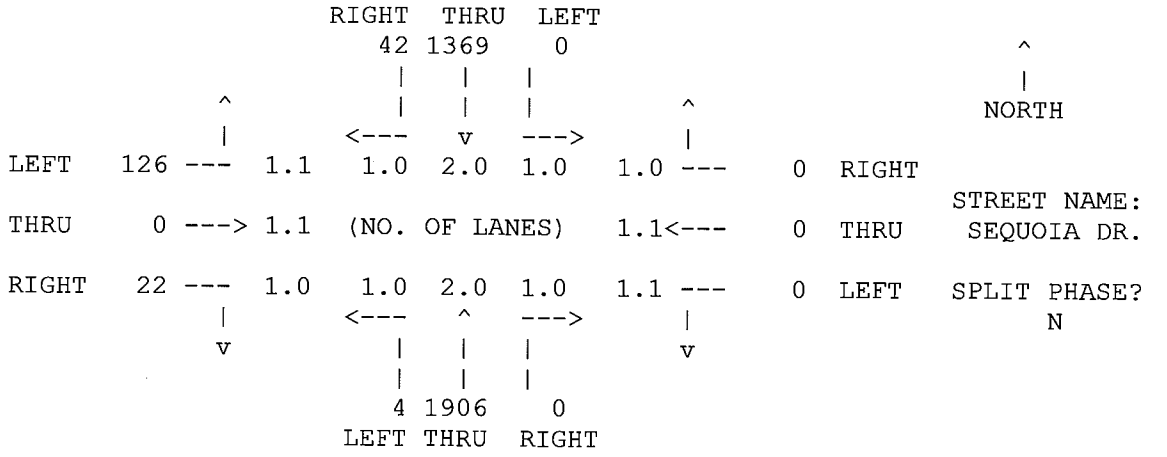
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1906	1906	3300	0.5776	0.5776
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	1369	1369	3300	0.4148	
	LEFT (L)	0	0	1500	0.0000	0.0000
EB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	126	126	1500	0.0840	0.0840
	T + L		126	1500	0.0840	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

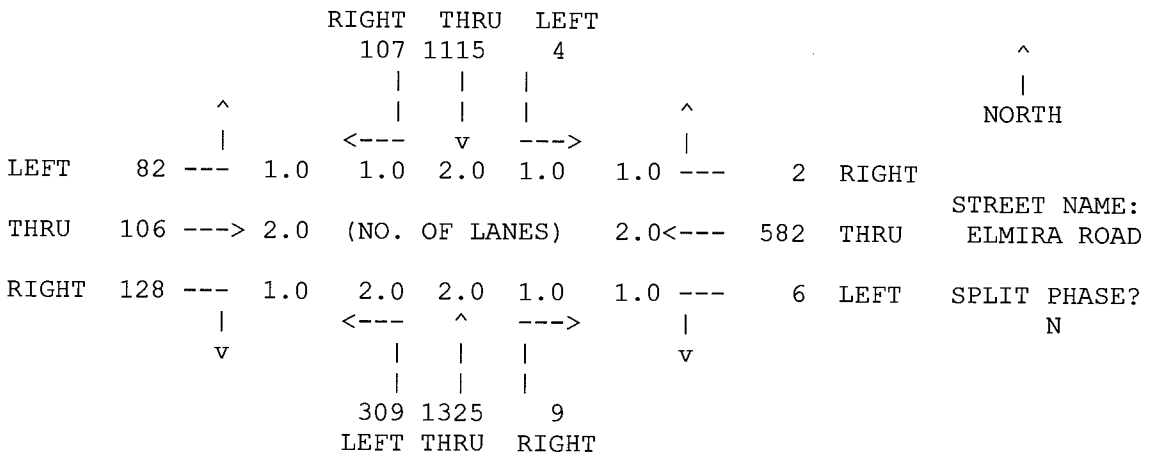
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:

CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	1325	1325	3300	0.4015	
	LEFT (L)	309	309	2700	0.1144	0.1144
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	1115	1115	3300	0.3379	0.3379
	LEFT (L)	4	4	1500	0.0027	
EB	RIGHT (R)	128	0 *	1500	0.0000	
	THRU (T)	106	106	3300	0.0321	
	LEFT (L)	82	82	1500	0.0547	0.0547
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	582	582	3300	0.1764	0.1764
	LEFT (L)	6	6	1500	0.0040	

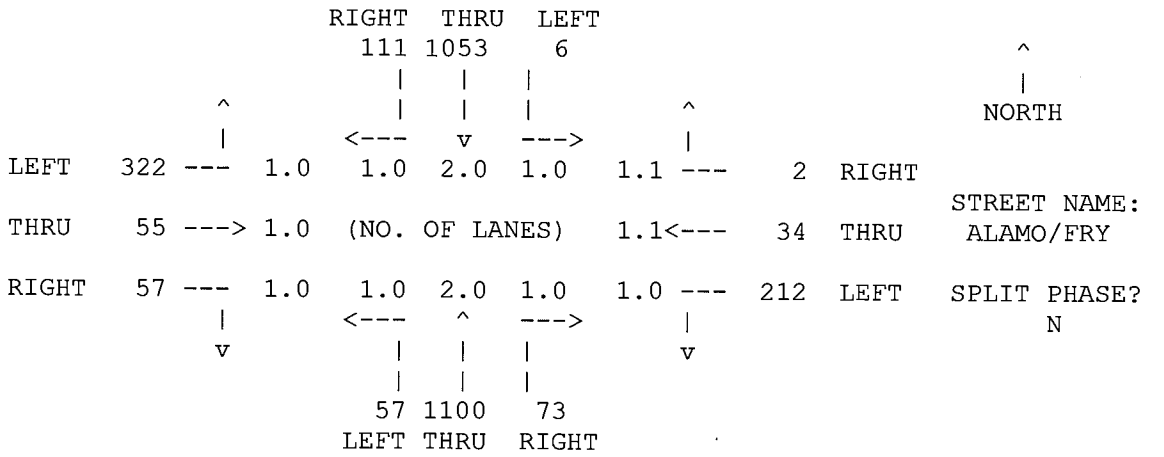
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.68
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.78
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	73	0 *	1500	0.0000	
	THRU (T)	1100	1100	3300	0.3333	
	LEFT (L)	57	57	1500	0.0380	0.0380
SB	RIGHT (R)	111	0 *	1500	0.0000	
	THRU (T)	1053	1053	3300	0.3191	0.3191
	LEFT (L)	6	6	1500	0.0040	
EB	RIGHT (R)	57	0 *	1500	0.0000	
	THRU (T)	55	55	1650	0.0333	
	LEFT (L)	322	322	1500	0.2147	0.2147
WB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	34	34	1500	0.0227	
	LEFT (L)	212	212	1500	0.1413	
	T + R		36	1500	0.0240	0.0240

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

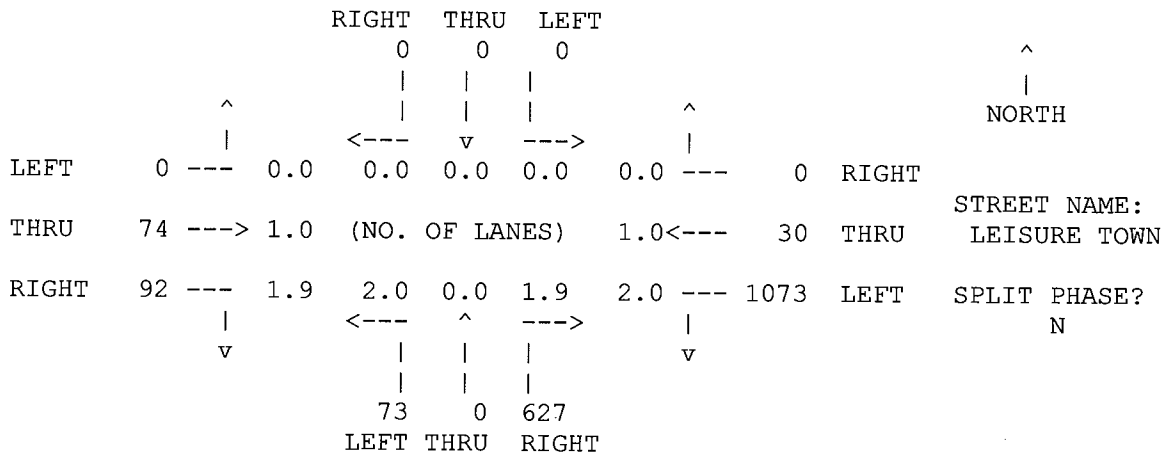
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	627	627	1650	0.3800	
LEFT (L)	73	73	2700	0.0270	0.0270
EB RIGHT (R)	92	92	1650	0.0558	
THRU (T)	74	74	1650	0.0448	0.0448
WB THRU (T)	30	30	1650	0.0182	
LEFT (L)	1073	1073	2700	0.3974	0.3974

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

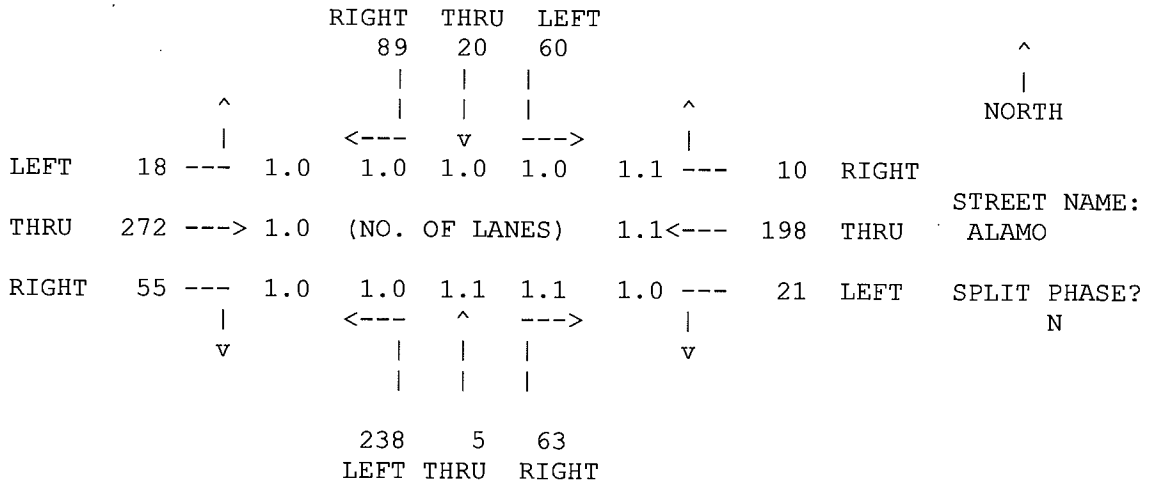
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	63	63	1500	0.0420	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	238	238	1500	0.1587	0.1587
	T + R		68	1500	0.0453	
SB	RIGHT (R)	89	0 *	1500	0.0000	
	THRU (T)	20	20	1650	0.0121	
	LEFT (L)	60	60	1500	0.0400	0.0400
EB	RIGHT (R)	55	0 *	1500	0.0000	
	THRU (T)	272	272	1650	0.1648	0.1648
	LEFT (L)	18	18	1500	0.0120	
WB	RIGHT (R)	10	10	1500	0.0067	
	THRU (T)	198	198	1500	0.1320	
	LEFT (L)	21	21	1500	0.0140	0.0140
	T + R		208	1500	0.1387	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

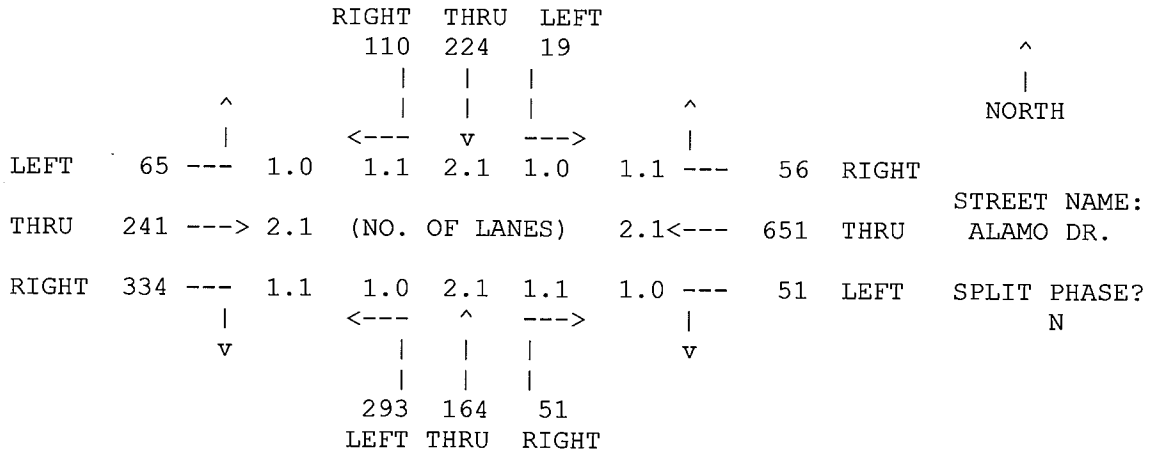
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	164	164	3150	0.0521	
	LEFT (L)	293	293	1500	0.1953	0.1953
	T + R		215	3150	0.0683	
SB	RIGHT (R)	110	110	1500	0.0733	
	THRU (T)	224	224	3150	0.0711	
	LEFT (L)	19	19	1500	0.0127	
	T + R		334	3150	0.1060	0.1060
EB	RIGHT (R)	334	334	1500	0.2227	
	THRU (T)	241	241	3150	0.0765	
	LEFT (L)	65	65	1500	0.0433	0.0433
	T + R		575	3150	0.1825	
WB	RIGHT (R)	56	56	1500	0.0373	
	THRU (T)	651	651	3150	0.2067	
	LEFT (L)	51	51	1500	0.0340	
	T + R		707	3150	0.2244	0.2244

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

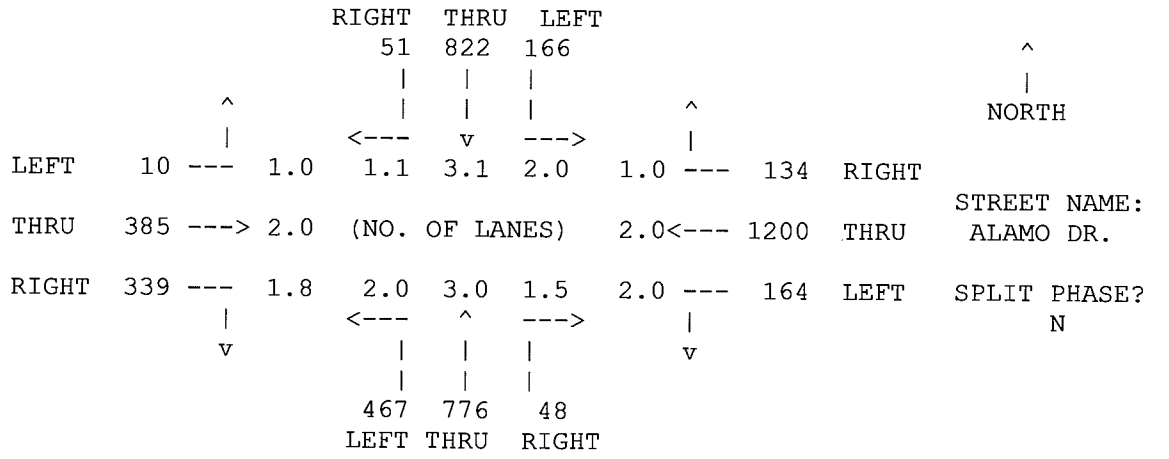
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	48	0 *	1500	0.0000	
	THRU (T)	776	776	4950	0.1568	
	LEFT (L)	467	467	2700	0.1730	0.1730
SB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	822	822	4800	0.1713	
	LEFT (L)	166	166	2700	0.0615	
	T + R		873	4800	0.1819	0.1819
EB	RIGHT (R)	339	0 *	1500	0.0000	
	THRU (T)	385	385	3300	0.1167	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	134	8 *	1500	0.0053	
	THRU (T)	1200	1200	3300	0.3636	0.3636
	LEFT (L)	164	164	2700	0.0607	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.73
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

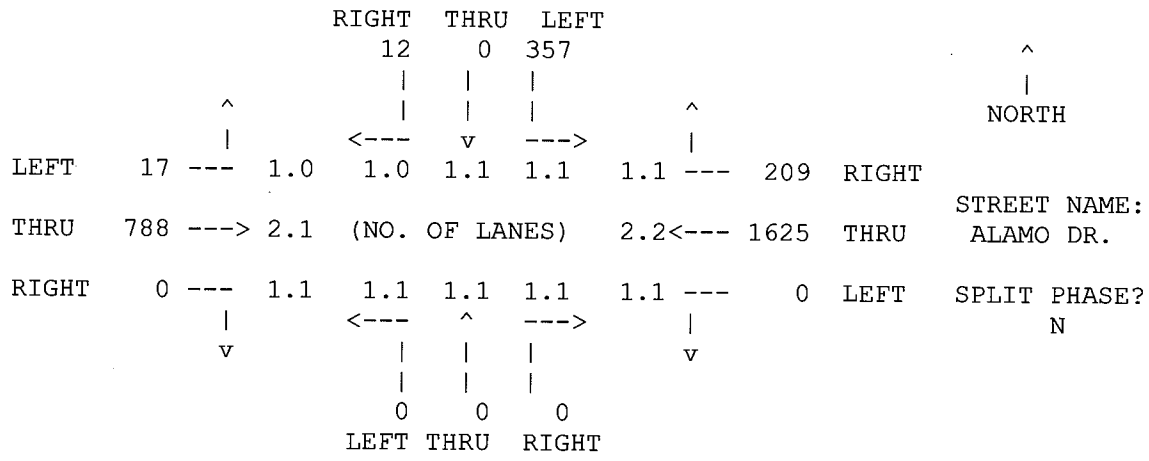
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	357	357	1500	0.2380	0.2380
	T + L		357	1500	0.2380	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	788	788	3150	0.2502	
	LEFT (L)	17	17	1500	0.0113	0.0113
	T + R		788	3150	0.2502	
WB	RIGHT (R)	209	209	1500	0.1393	
	THRU (T)	1625	1625	3000	0.5417	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1834	3000	0.6113	0.6113
	T + L		1625	3000	0.5417	
	T + R + L		1834	3000	0.6113	

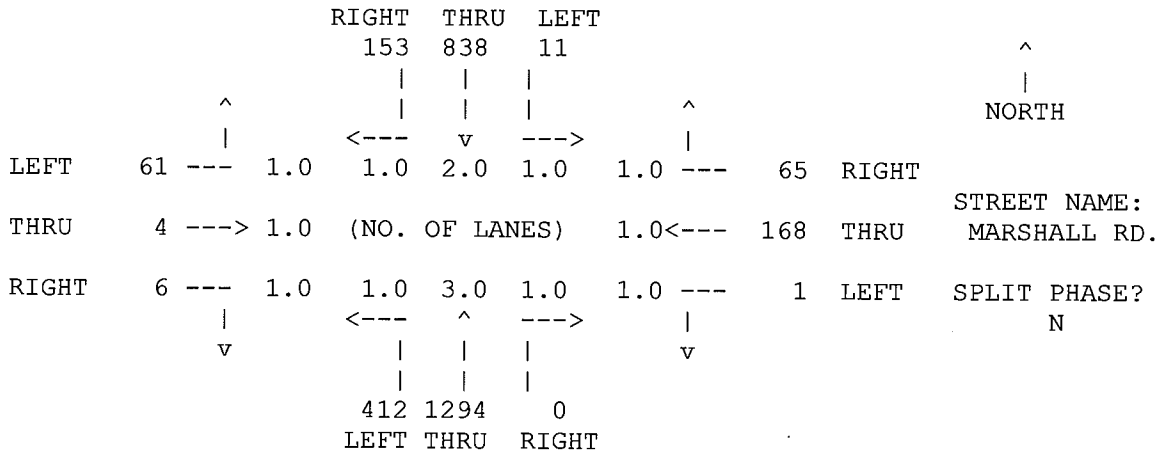
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1294	1294	4950	0.2614	
	LEFT (L)	412	412	1500	0.2747	0.2747
SB	RIGHT (R)	153	43 *	1500	0.0287	
	THRU (T)	838	838	3300	0.2539	0.2539
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	61	61	1500	0.0407	0.0407
WB	RIGHT (R)	65	0 *	1500	0.0000	
	THRU (T)	168	168	1650	0.1018	0.1018
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

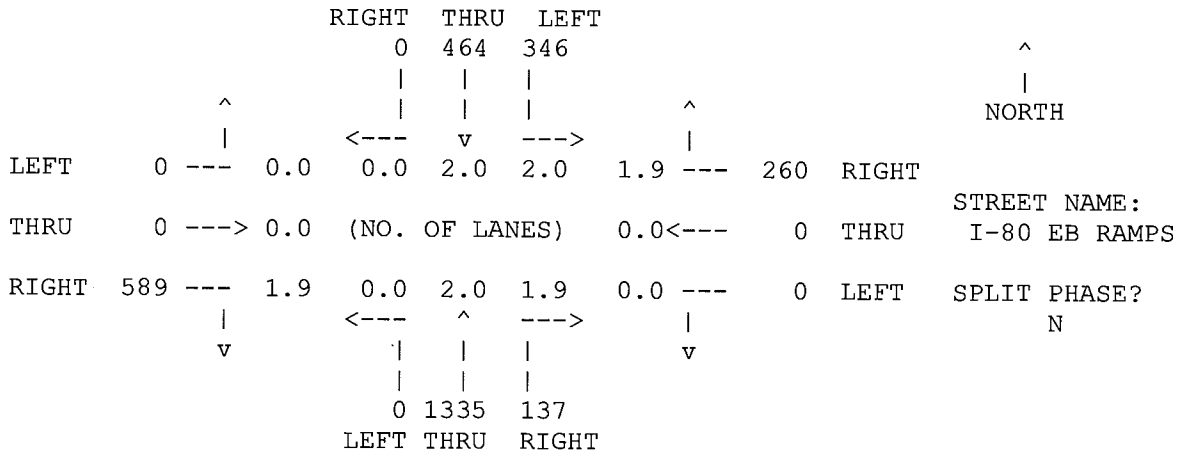
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	137	137	1650	0.0830	
THRU (T)	1335	1335	3300	0.4045	0.4045
SB THRU (T)	464	464	3300	0.1406	
LEFT (L)	346	346	2700	0.1281	0.1281
EB RIGHT (R)	589	589	1650	0.3570	
WB RIGHT (R)	260	260	1650	0.1576	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

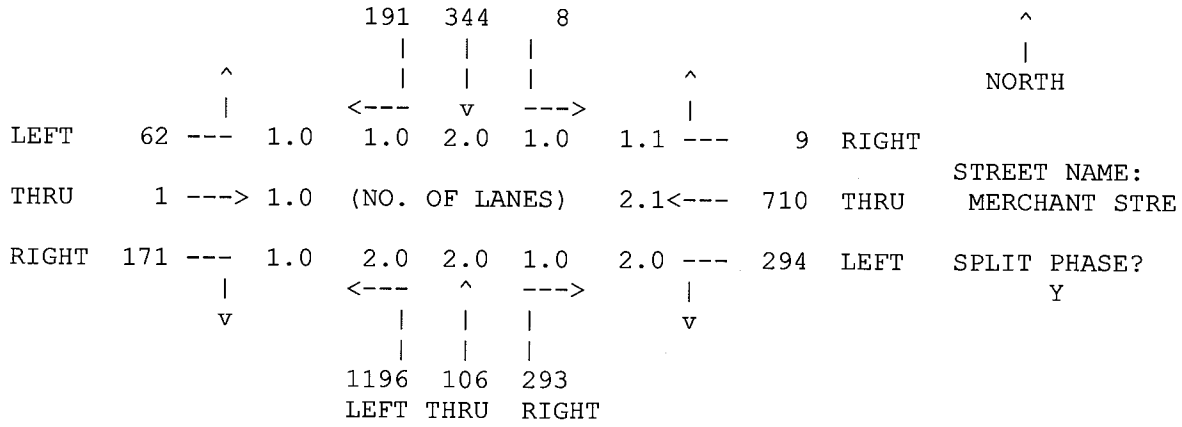
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	293	131 *	1500	0.0873	
THRU (T)	106	106	3300	0.0321	
LEFT (L)	1196	1196	2700	0.4430	0.4430
SB RIGHT (R)	191	80 *	1500	0.0533	
THRU (T)	344	344	3300	0.1042	0.1042
LEFT (L)	8	8	1500	0.0053	
EB RIGHT (R)	171	0 *	1500	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	62	62	1500	0.0413	0.0413
WB RIGHT (R)	9	9	1500	0.0060	
THRU (T)	710	710	3150	0.2254	
LEFT (L)	294	294	2700	0.1089	
T + R		719	3150	0.2283	0.2283

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.82
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

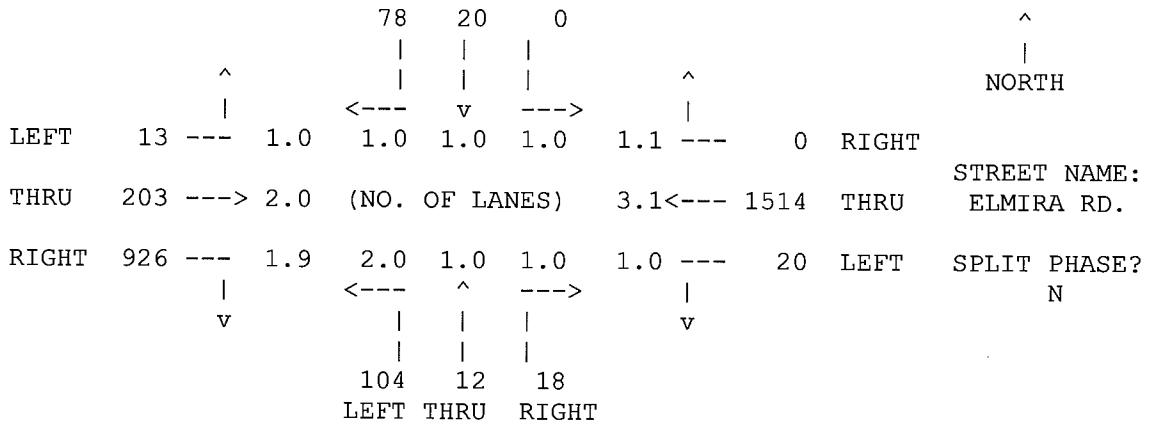
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	18	0 *	1500	0.0000	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	104	104	2700	0.0385	0.0385
SB	RIGHT (R)	78	0 *	1500	0.0000	
	THRU (T)	20	20	1650	0.0121	0.0121
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	926	926	1650	0.5612	
	THRU (T)	203	203	3300	0.0615	
	LEFT (L)	13	13	1500	0.0087	0.0087
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1514	1514	4800	0.3154	0.3154
	LEFT (L)	20	20	1500	0.0133	
	T + R		1514	4800	0.3154	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.37
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

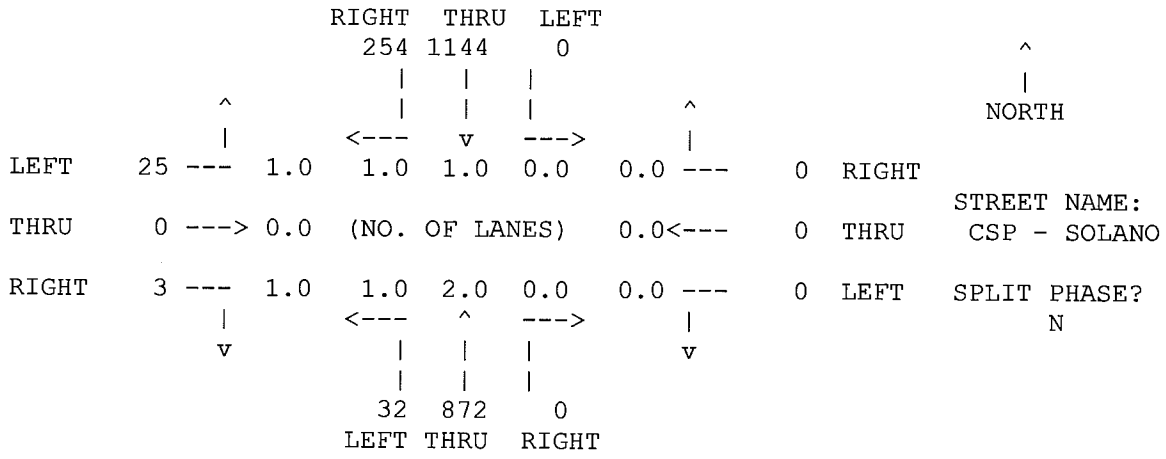
TOTAL VOLUME-TO-CAPACITY RATIO: 0.47
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	872	872	3300	0.2642	
LEFT (L)	32	32	1500	0.0213	0.0213
SB RIGHT (R)	254	162 *	1500	0.1080	
THRU (T)	1144	1144	1650	0.6933	0.6933
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

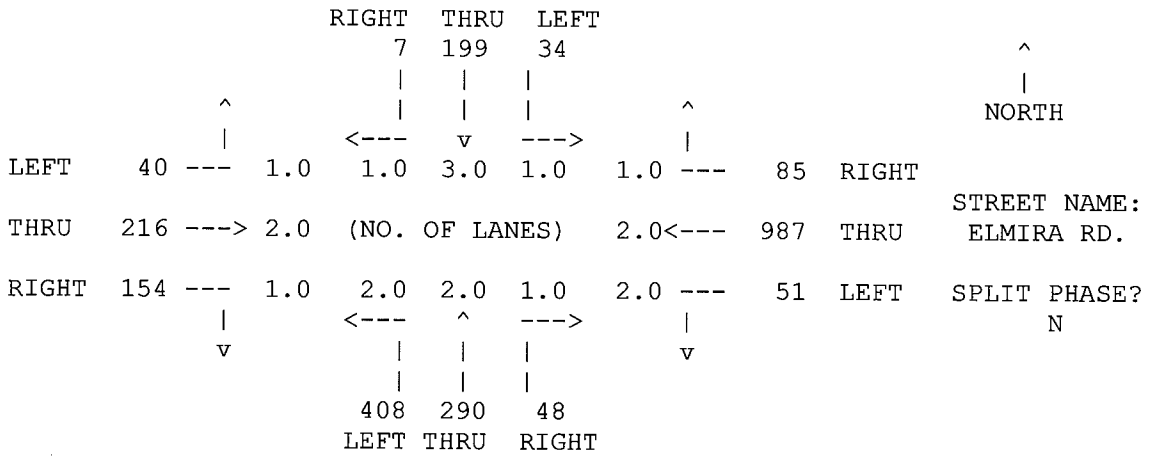
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.73
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.83
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	48	0 *	1500	0.0000	
	THRU (T)	290	290	3300	0.0879	
	LEFT (L)	408	408	2700	0.1511	0.1511
SB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	199	199	4950	0.0402	0.0402
	LEFT (L)	34	34	1500	0.0227	
EB	RIGHT (R)	154	0 *	1500	0.0000	
	THRU (T)	216	216	3300	0.0655	
	LEFT (L)	40	40	1500	0.0267	0.0267
WB	RIGHT (R)	85	0 *	1500	0.0000	
	THRU (T)	987	987	3300	0.2991	0.2991
	LEFT (L)	51	51	2700	0.0189	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

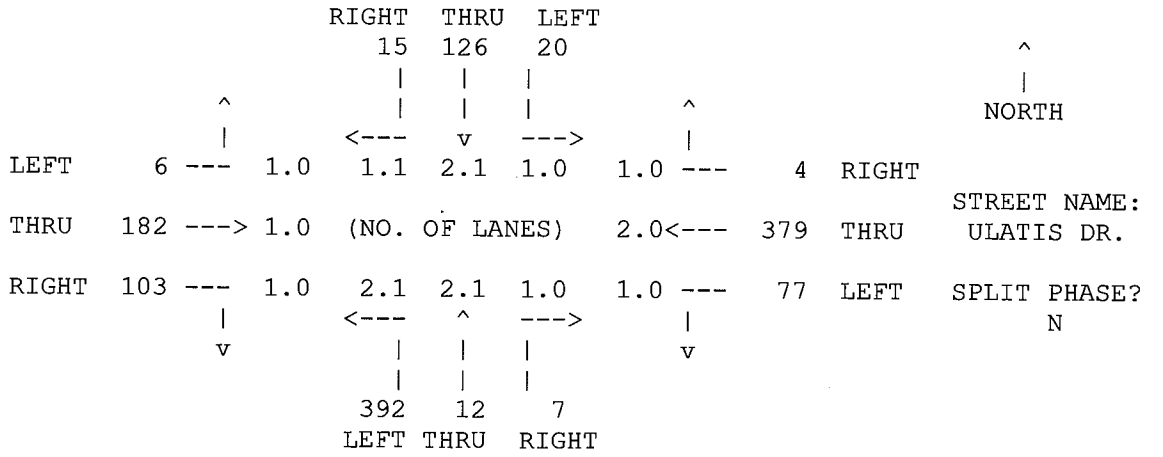
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	12	12	3150	0.0038	
	LEFT (L)	392	392	2700	0.1452	0.1452
	T + L		404	4350	0.0929	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	126	126	3150	0.0400	
	LEFT (L)	20	20	1500	0.0133	
	T + R		141	3150	0.0448	0.0448
EB	RIGHT (R)	103	0 *	1500	0.0000	
	THRU (T)	182	182	1650	0.1103	0.1103
	LEFT (L)	6	6	1500	0.0040	
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	379	379	3300	0.1148	
	LEFT (L)	77	77	1500	0.0513	0.0513

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

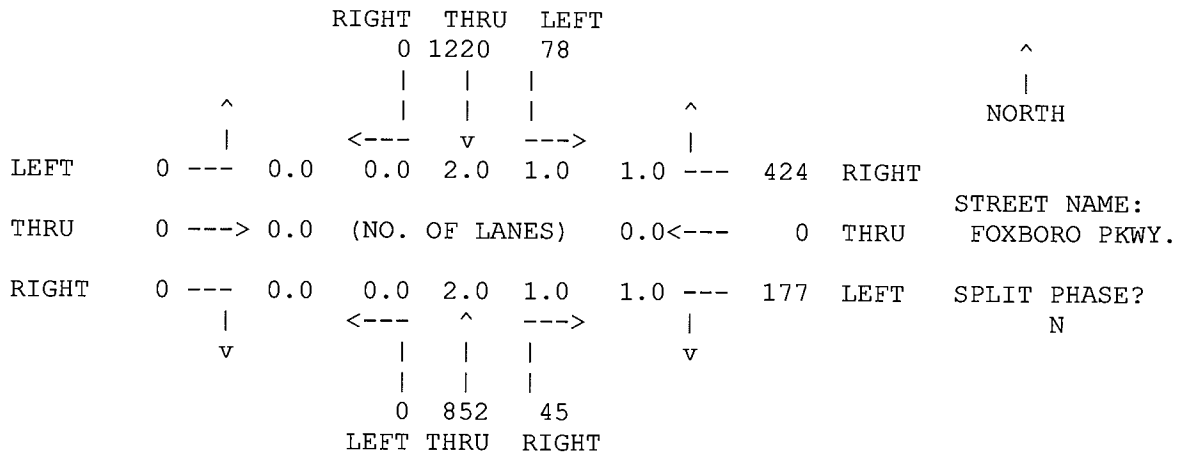
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	45	0 *	1500	0.0000	
THRU (T)	852	852	3300	0.2582	
SB THRU (T)	1220	1220	3300	0.3697	0.3697
LEFT (L)	78	78	1500	0.0520	
WB RIGHT (R)	424	305 *	1500	0.2033	0.2033
LEFT (L)	177	177	1500	0.1180	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

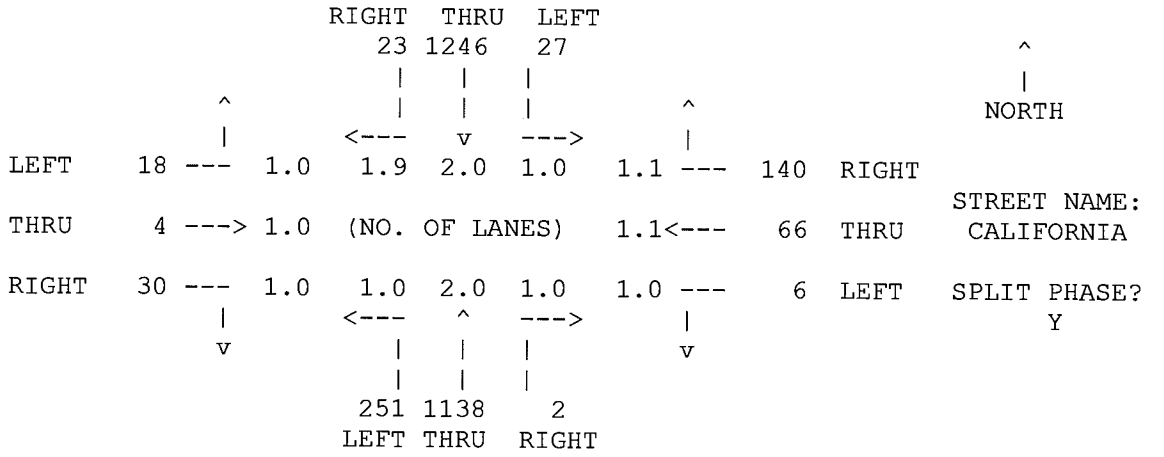
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	1138	1138	3300	0.3448	
LEFT (L)	251	251	1500	0.1673	0.1673
SB RIGHT (R)	23	23	1650	0.0139	
THRU (T)	1246	1246	3300	0.3776	0.3776
LEFT (L)	27	27	1500	0.0180	
EB RIGHT (R)	30	0 *	1500	0.0000	
THRU (T)	4	4	1650	0.0024	
LEFT (L)	18	18	1500	0.0120	0.0120
WB RIGHT (R)	140	140	1500	0.0933	
THRU (T)	66	66	1500	0.0440	
LEFT (L)	6	6	1500	0.0040	
T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

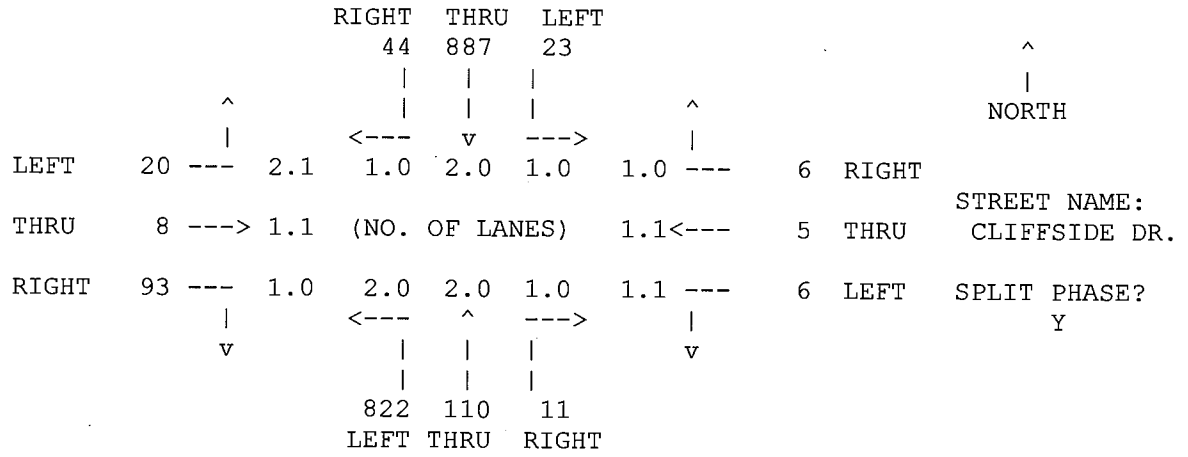
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	110	110	3300	0.0333	
	LEFT (L)	822	822	2700	0.3044	0.3044
SB	RIGHT (R)	44	0 *	1500	0.0000	
	THRU (T)	887	887	3300	0.2688	0.2688
	LEFT (L)	23	23	1500	0.0153	
EB	RIGHT (R)	93	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	20	20	2700	0.0074	
	T + L		28	2700	0.0104	0.0104
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	6	6	1500	0.0040	
	T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

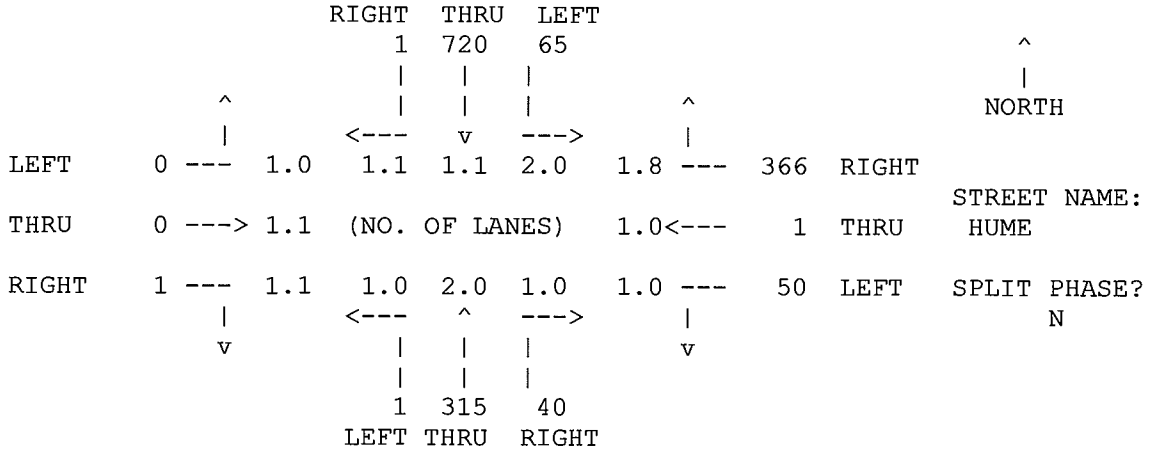
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	40	0 *	1500	0.0000	
THRU (T)	315	315	3300	0.0955	0.0955
LEFT (L)	1	1	1500	0.0007	
SB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	720	720	1500	0.4800	
LEFT (L)	65	65	2700	0.0241	
T + R		721	1500	0.4807	0.4807
EB RIGHT (R)	1	1	1500	0.0007	0.0007
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		1	1500	0.0007	
WB RIGHT (R)	366	0 *	1500	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	50	50	1500	0.0333	0.0333

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

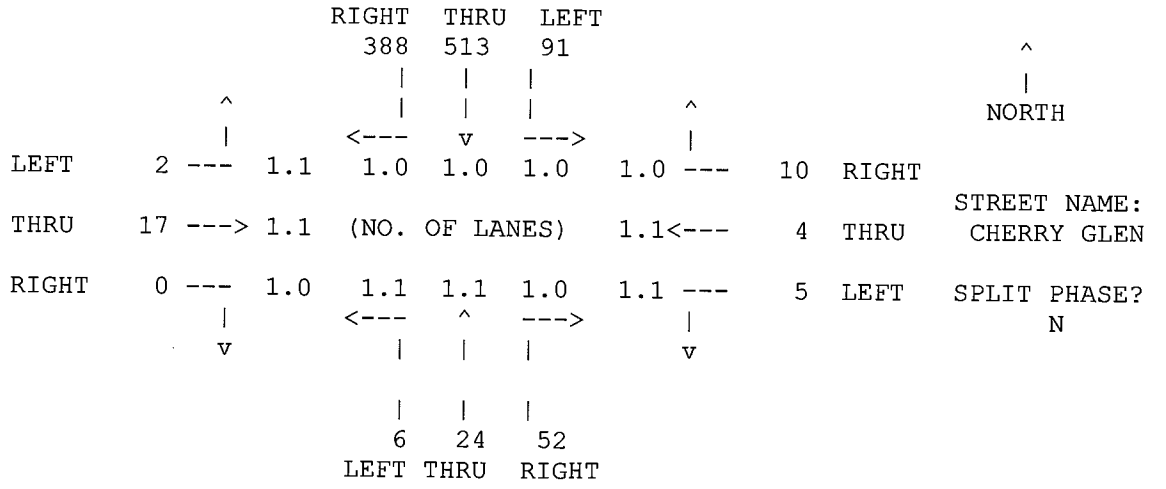
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + L		30	1500	0.0200	
SB	RIGHT (R)	388	307 *	1500	0.2047	
	THRU (T)	513	513	1650	0.3109	0.3109
	LEFT (L)	91	91	1500	0.0607	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	
	LEFT (L)	2	2	1500	0.0013	
	T + L		19	1500	0.0127	0.0127
WB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	0.0033
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.33
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

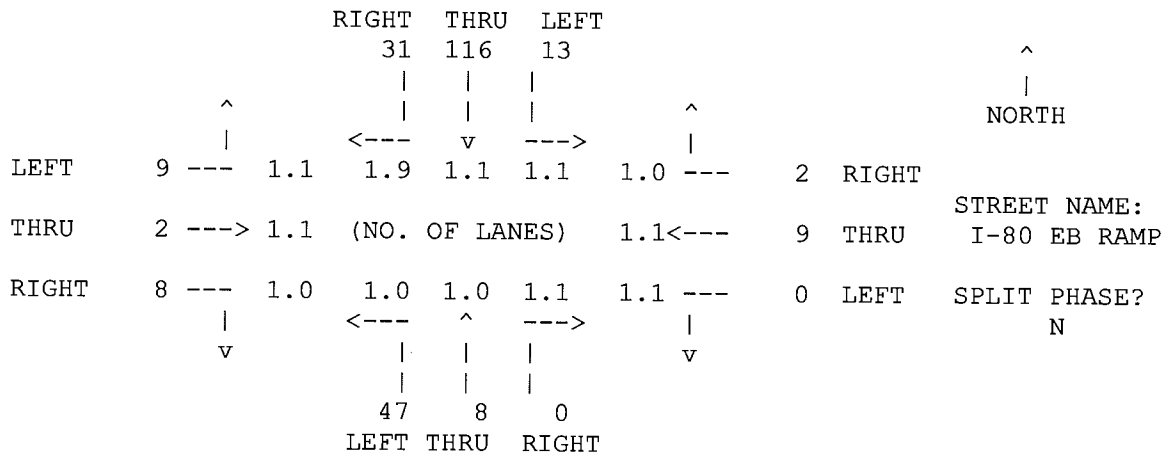
TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT AM PEAK HOUR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	
	LEFT (L)	47	47	1500	0.0313	0.0313
SB	RIGHT (R)	31	31	1650	0.0188	
	THRU (T)	116	116	1500	0.0773	
	LEFT (L)	13	13	1500	0.0087	
	T + L		129	1500	0.0860	0.0860
EB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		11	1500	0.0073	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	9	9	1500	0.0060	0.0060
	LEFT (L)	0	0	1500	0.0000	
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.13
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.23
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

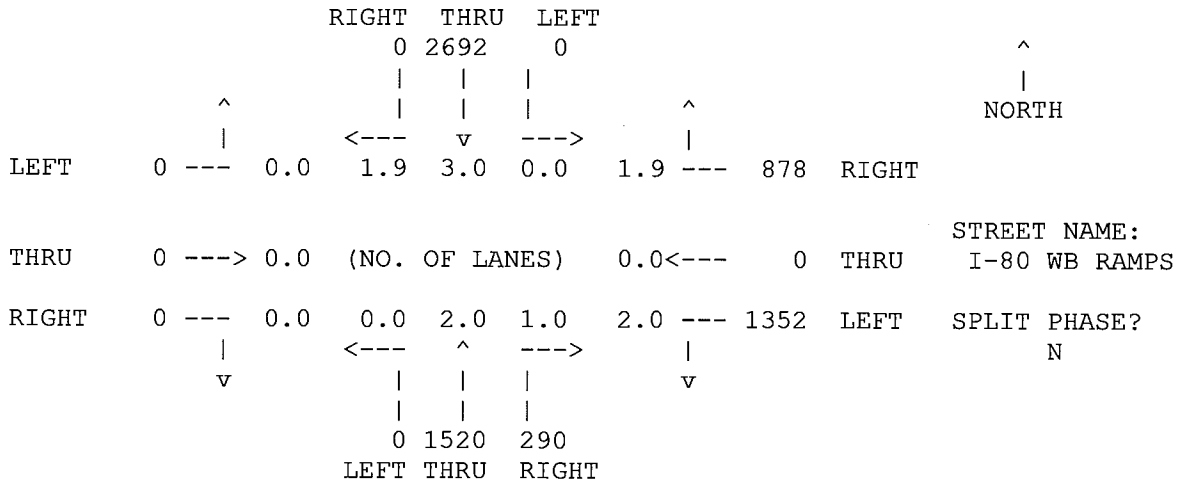
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	1.04	F
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.90	D
3	1295	LEISURE TOWN	ORANGE DRIVE	1.15	F
4	1299	LEISURE TOWN	SEQUOIA DR.	0.83	D
5	1306	LEISURE TOWN	ELMIRA ROAD	0.84	D
6	1310	LEISURE TOWN	ALAMO/FRY	0.92	E
7	1614	VANDEN	LEISURE TOWN	0.45	A
8	1117	VANDEN	ALAMO	0.57	A
9	1114	NUT TREE RD.	ALAMO DR.	0.87	D
10	1107	PEABODY RD.	ALAMO DR.	0.88	D
11	1100	DAVIS ST.	ALAMO DR.	0.88	D
12	1095	ALAMO DR.	MARSHALL RD.	0.96	E
13	1007	ALAMO DR.	I-80 EB RAMPS	0.49	A
14	1093	ALAMO DRIVE	MERCHANT STRE	1.22	F
15	1234	PEABODY RD.	ELMIRA RD.	0.51	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.78	C
17	1277	NUT TREE RD.	ULATIS DR.	1.21	F
18	1491	PEABODY RD.	CSP - SOLANO	0.95	E
19	1247	PEABODY RD.	FOXBORO PKWY.	0.89	D
20	1245	PEABODY	CALIFORNIA	0.91	E
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.86	D
22	1200	DAVIS	HUME	0.93	E
23	1675	I-80 WB	CHERRY GLEN	0.89	D
24	1674	CHERRY GLENN	I-80 EB RAMP	0.83	D

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	290	0 *	1500	0.0000	
THRU (T)	1520	1520	3300	0.4606	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2692	2692	4950	0.5438	0.5438
WB RIGHT (R)	878	878	1650	0.5321	
LEFT (L)	1352	1352	2700	0.5007	0.5007

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.04
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

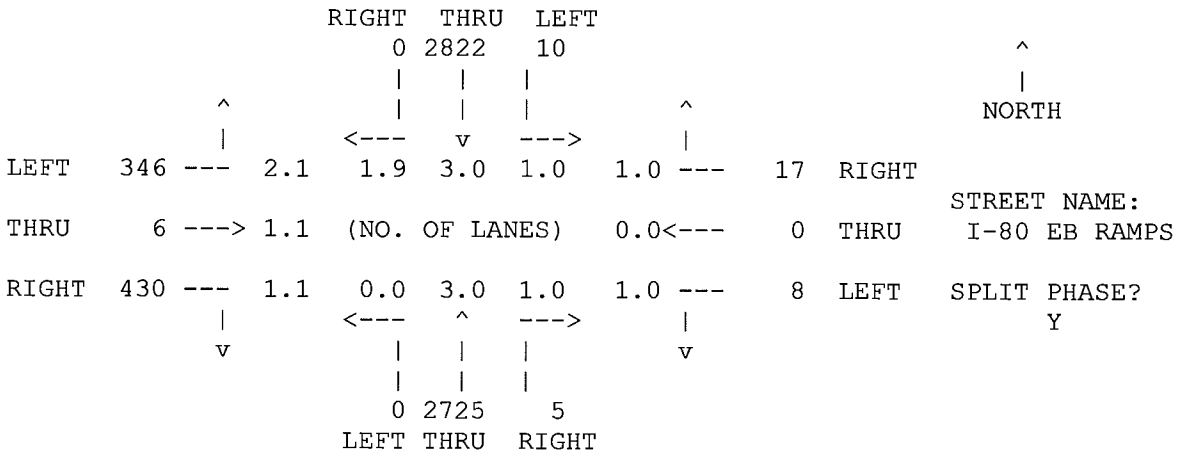
TOTAL VOLUME-TO-CAPACITY RATIO: 1.04
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	2725	2725	4950	0.5505	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	2822	2822	4950	0.5701	0.5701
	LEFT (L)	10	10	1500	0.0067	
EB	RIGHT (R)	430	430	1500	0.2867	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	346	346	2700	0.1281	
	T + R		436	1500	0.2907	0.2907
	T + L		352	2700	0.1304	
	T + R + L		782	2700	0.2896	
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.87
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

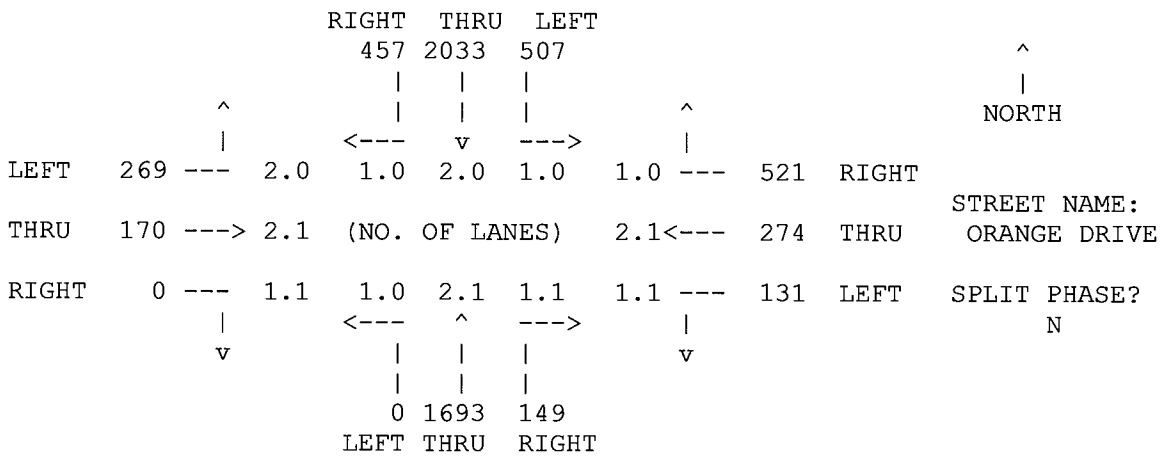
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	149	149	1500	0.0993	
	THRU (T)	1693	1693	3150	0.5375	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1842	3150	0.5848	0.5848
SB	RIGHT (R)	457	302 *	1500	0.2013	
	THRU (T)	2033	2033	3300	0.6161	
	LEFT (L)	507	507	1500	0.3380	0.3380
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	170	170	3150	0.0540	
	LEFT (L)	269	269	2700	0.0996	0.0996
	T + R		170	3150	0.0540	
WB	RIGHT (R)	521	188 *	1500	0.1253	
	THRU (T)	274	274	3150	0.0870	
	LEFT (L)	131	131	1500	0.0873	
	T + L		405	3150	0.1286	0.1286

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.15
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

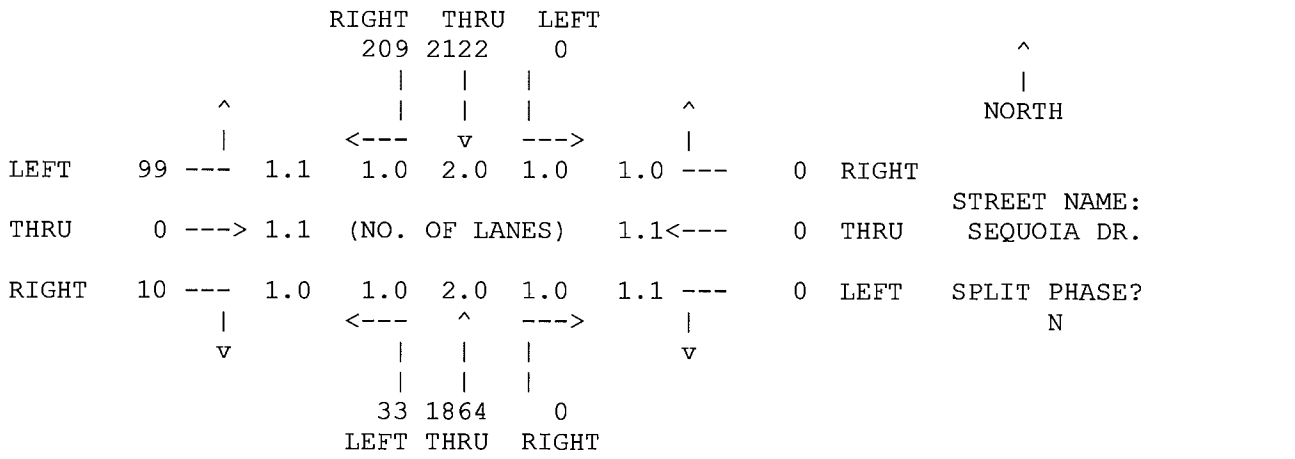
TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1864	1864	3300	0.5648	
	LEFT (L)	33	33	1500	0.0220	0.0220
SB	RIGHT (R)	209	80 *	1500	0.0533	
	THRU (T)	2122	2122	3300	0.6430	0.6430
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + L		99	1500	0.0660	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

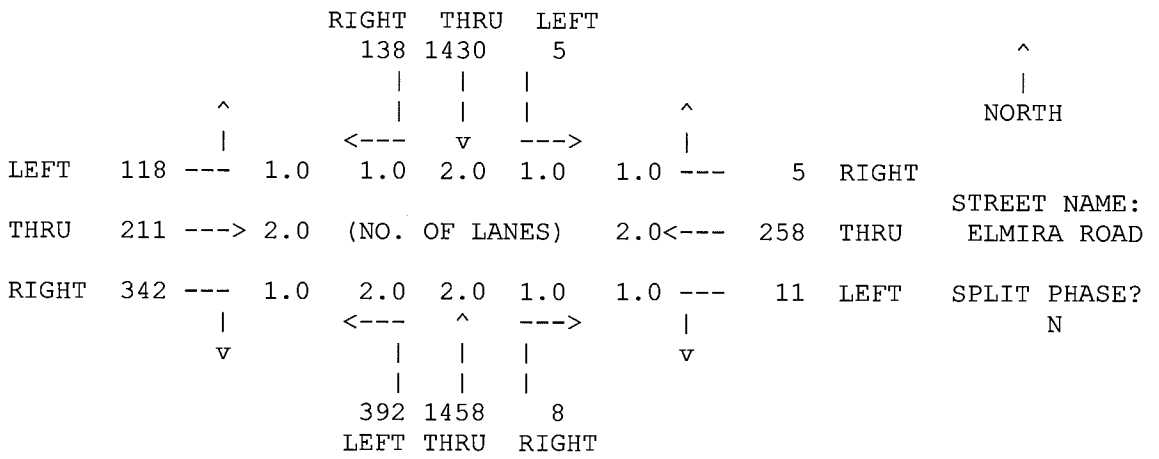
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.73
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.83
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1458	1458	3300	0.4418	
	LEFT (L)	392	392	2700	0.1452	0.1452
SB	RIGHT (R)	138	0 *	1500	0.0000	
	THRU (T)	1430	1430	3300	0.4333	0.4333
	LEFT (L)	5	5	1500	0.0033	
EB	RIGHT (R)	342	153 *	1500	0.1020	
	THRU (T)	211	211	3300	0.0639	
	LEFT (L)	118	118	1500	0.0787	0.0787
WB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	258	258	3300	0.0782	0.0782
	LEFT (L)	11	11	1500	0.0073	

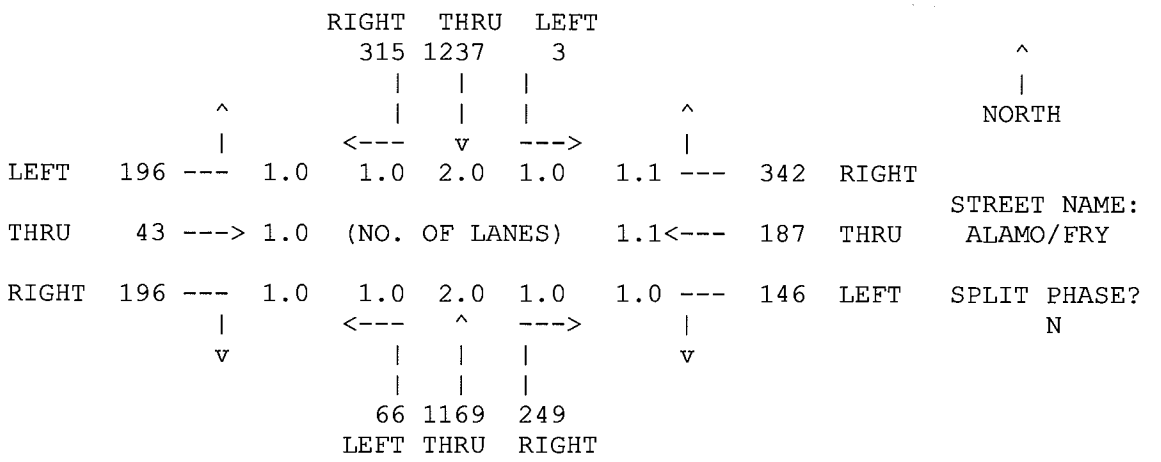
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.74
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.84
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	249	96 *	1500	0.0640	
THRU (T)	1169	1169	3300	0.3542	
LEFT (L)	66	66	1500	0.0440	0.0440
SB RIGHT (R)	315	137 *	1500	0.0913	
THRU (T)	1237	1237	3300	0.3748	0.3748
LEFT (L)	3	3	1500	0.0020	
EB RIGHT (R)	196	83 *	1500	0.0553	
THRU (T)	43	43	1650	0.0261	
LEFT (L)	196	196	1500	0.1307	0.1307
WB RIGHT (R)	342	342	1500	0.2280	
THRU (T)	187	187	1500	0.1247	
LEFT (L)	146	146	1500	0.0973	
T + R		529	1500	0.3527	0.3527

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.90
ADJUSTMENT FOR LOST YELLOW TIME: 0.02

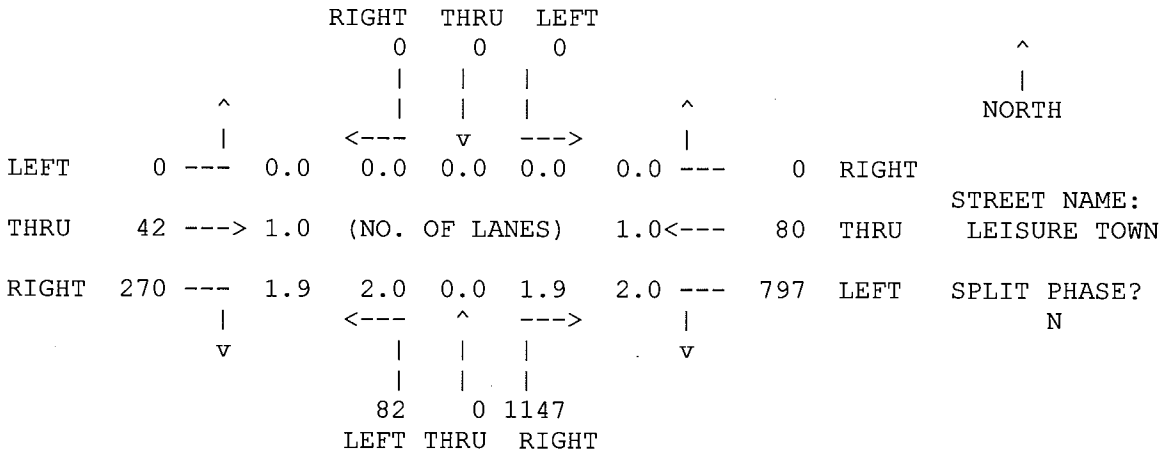
TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1147	1147	1650	0.6952	
LEFT (L)	82	82	2700	0.0304	0.0304
EB RIGHT (R)	270	270	1650	0.1636	
THRU (T)	42	42	1650	0.0255	0.0255
WB THRU (T)	80	80	1650	0.0485	
LEFT (L)	797	797	2700	0.2952	0.2952

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

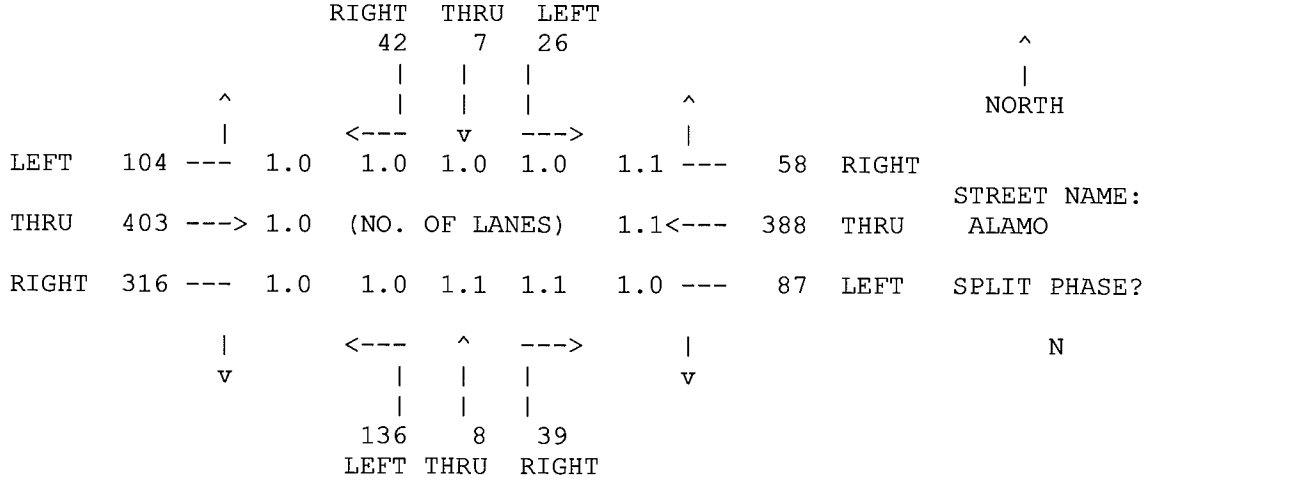
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	39	39	1500	0.0260	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	136	136	1500	0.0907	0.0907
	T + R		47	1500	0.0313	
SB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	7	7	1650	0.0042	
	LEFT (L)	26	26	1500	0.0173	0.0173
EB	RIGHT (R)	316	168 *	1500	0.1120	
	THRU (T)	403	403	1650	0.2442	
	LEFT (L)	104	104	1500	0.0693	0.0693
WB	RIGHT (R)	58	58	1500	0.0387	
	THRU (T)	388	388	1500	0.2587	
	LEFT (L)	87	87	1500	0.0580	
	T + R		446	1500	0.2973	0.2973

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.47
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

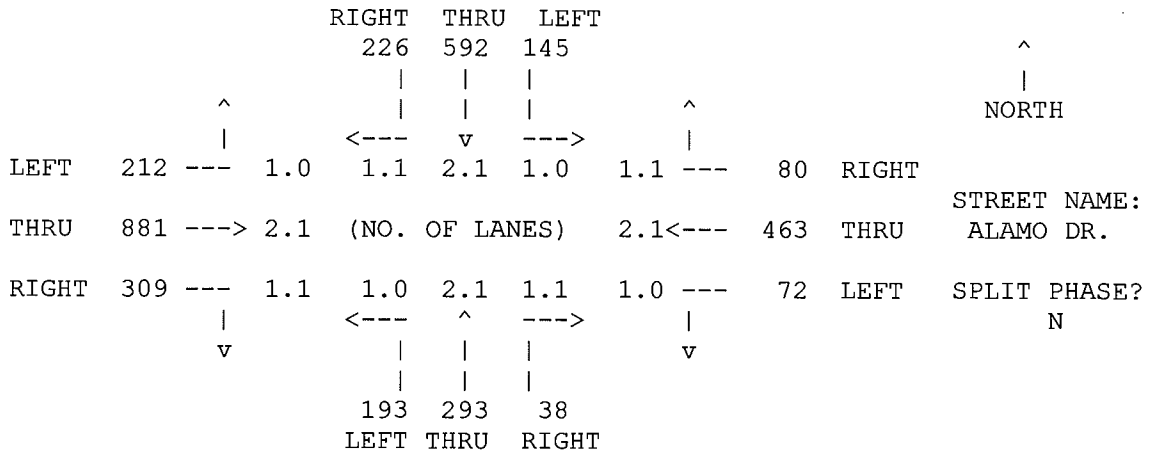
TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	38	38	1500	0.0253	
	THRU (T)	293	293	3150	0.0930	
	LEFT (L)	193	193	1500	0.1287	0.1287
	T + R		331	3150	0.1051	
SB	RIGHT (R)	226	226	1500	0.1507	
	THRU (T)	592	592	3150	0.1879	
	LEFT (L)	145	145	1500	0.0967	
	T + R		818	3150	0.2597	0.2597
EB	RIGHT (R)	309	309	1500	0.2060	
	THRU (T)	881	881	3150	0.2797	
	LEFT (L)	212	212	1500	0.1413	
	T + R		1190	3150	0.3778	0.3778
WB	RIGHT (R)	80	80	1500	0.0533	
	THRU (T)	463	463	3150	0.1470	
	LEFT (L)	72	72	1500	0.0480	0.0480
	T + R		543	3150	0.1724	

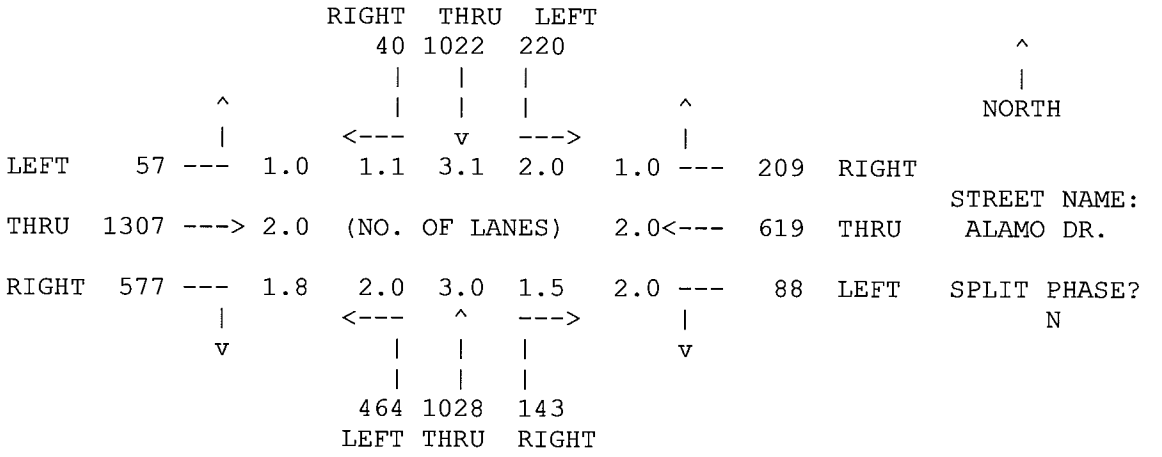
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.81
ADJUSTMENT FOR LOST YELLOW TIME:	0.06
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	143	14 *	1500	0.0093	
	THRU (T)	1028	1028	4950	0.2077	
	LEFT (L)	464	464	2700	0.1719	0.1719
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1022	1022	4800	0.2129	
	LEFT (L)	220	220	2700	0.0815	
	T + R		1062	4800	0.2213	0.2213
EB	RIGHT (R)	577	111 *	1500	0.0740	
	THRU (T)	1307	1307	3300	0.3961	0.3961
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	209	68 *	1500	0.0453	
	THRU (T)	619	619	3300	0.1876	
	LEFT (L)	88	88	2700	0.0326	0.0326

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.82
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

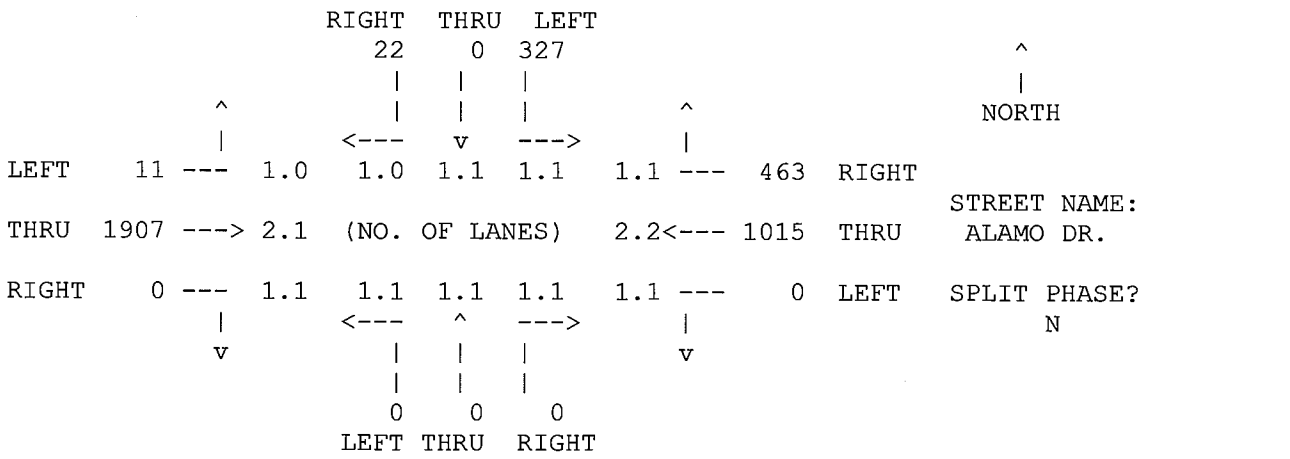
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	327	327	1500	0.2180	0.2180
	T + L		327	1500	0.2180	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1907	1907	3150	0.6054	0.6054
	LEFT (L)	11	11	1500	0.0073	
	T + R		1907	3150	0.6054	
WB	RIGHT (R)	463	463	1500	0.3087	
	THRU (T)	1015	1015	3000	0.3383	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1478	3000	0.4927	
	T + L		1015	3000	0.3383	
	T + R + L		1478	3000	0.4927	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.82
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

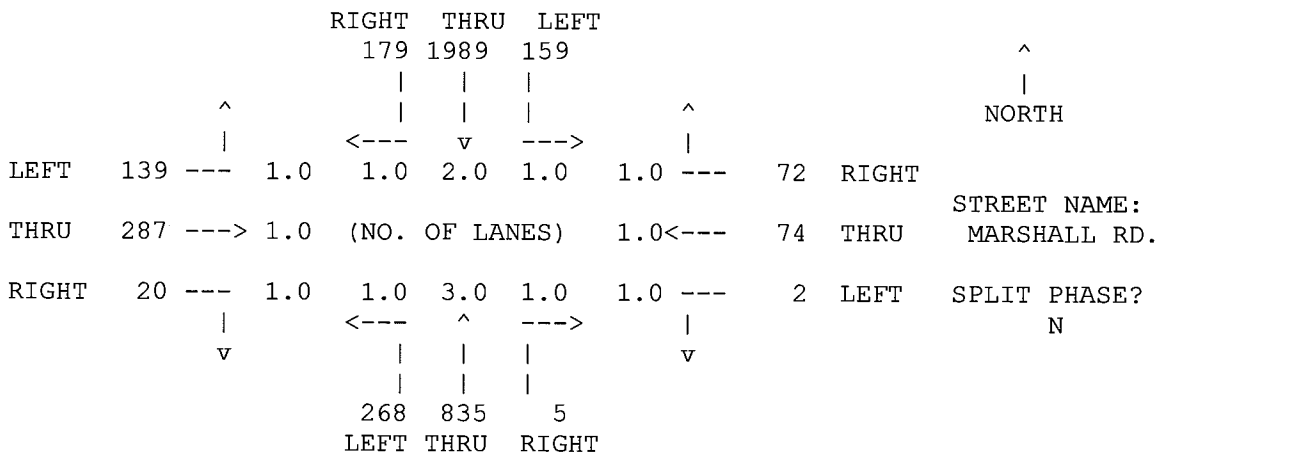
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	835	835	4950	0.1687	
	LEFT (L)	268	268	1500	0.1787	0.1787
SB	RIGHT (R)	179	30 *	1500	0.0200	
	THRU (T)	1989	1989	3300	0.6027	0.6027
	LEFT (L)	159	159	1500	0.1060	
EB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	287	287	1650	0.1739	0.1739
	LEFT (L)	139	139	1500	0.0927	
WB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	74	74	1650	0.0448	
	LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.96
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

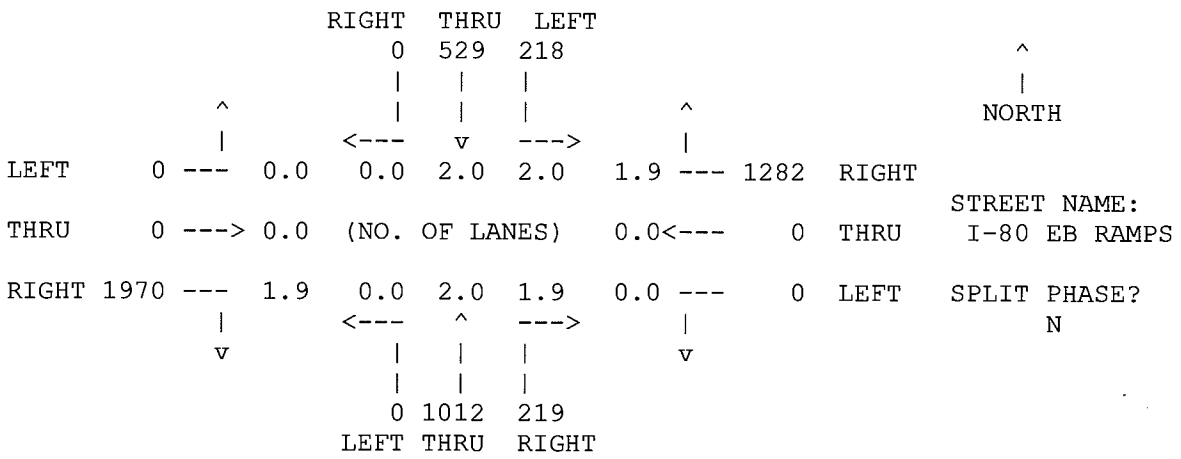
TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	219	219	1650	0.1327	
	THRU (T)	1012	1012	3300	0.3067	0.3067
SB	THRU (T)	529	529	3300	0.1603	
	LEFT (L)	218	218	2700	0.0807	0.0807
EB	RIGHT (R)	1970	1970	1650	1.1939 **	
WB	RIGHT (R)	1282	1282	1650	0.7770	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

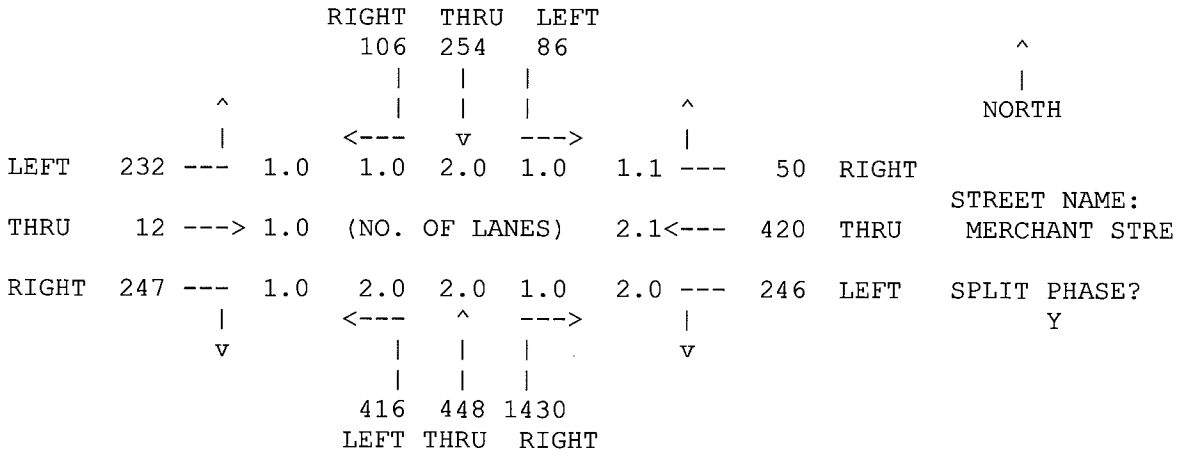
TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1430	1282 *	1500	0.8547	0.8547
	THRU (T)	448	448	3300	0.1358	
	LEFT (L)	416	416	2700	0.1541	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	254	254	3300	0.0770	
	LEFT (L)	86	86	1500	0.0573	0.0573
EB	RIGHT (R)	247	51 *	1500	0.0340	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	232	232	1500	0.1547	0.1547
WB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	420	420	3150	0.1333	
	LEFT (L)	246	246	2700	0.0911	
	T + R		470	3150	0.1492	0.1492

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.22
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

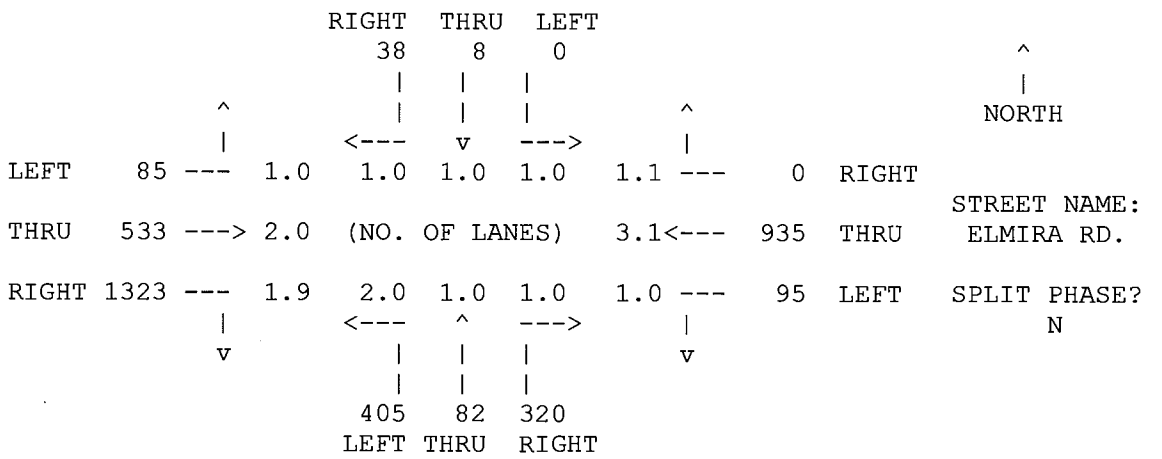
TOTAL VOLUME-TO-CAPACITY RATIO: 1.22
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	320	193 *	1500	0.1287	
	THRU (T)	82	82	1650	0.0497	
	LEFT (L)	405	405	2700	0.1500	0.1500
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	0.0048
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1323	1323	1650	0.8018	
	THRU (T)	533	533	3300	0.1615	
	LEFT (L)	85	85	1500	0.0567	0.0567
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	935	935	4800	0.1948	0.1948
	LEFT (L)	95	95	1500	0.0633	
	T + R		935	4800	0.1948	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

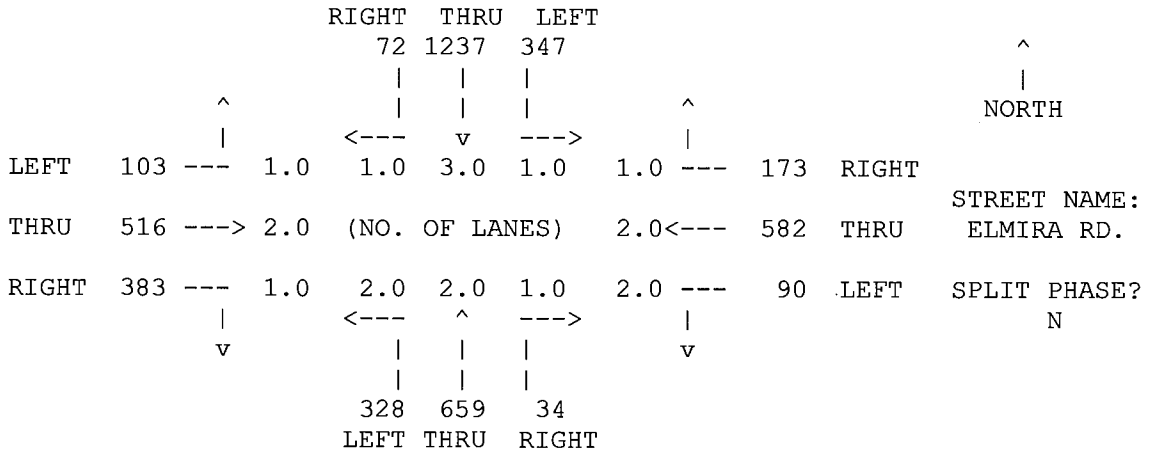
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	34	0 *	1500	0.0000	
	THRU (T)	659	659	3300	0.1997	0.1997
	LEFT (L)	328	328	2700	0.1215	
SB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	1237	1237	4950	0.2499	
	LEFT (L)	347	347	1500	0.2313	0.2313
EB	RIGHT (R)	383	212 *	1500	0.1413	
	THRU (T)	516	516	3300	0.1564	
	LEFT (L)	103	103	1500	0.0687	0.0687
WB	RIGHT (R)	173	0 *	1500	0.0000	
	THRU (T)	582	582	3300	0.1764	0.1764
	LEFT (L)	90	90	2700	0.0333	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

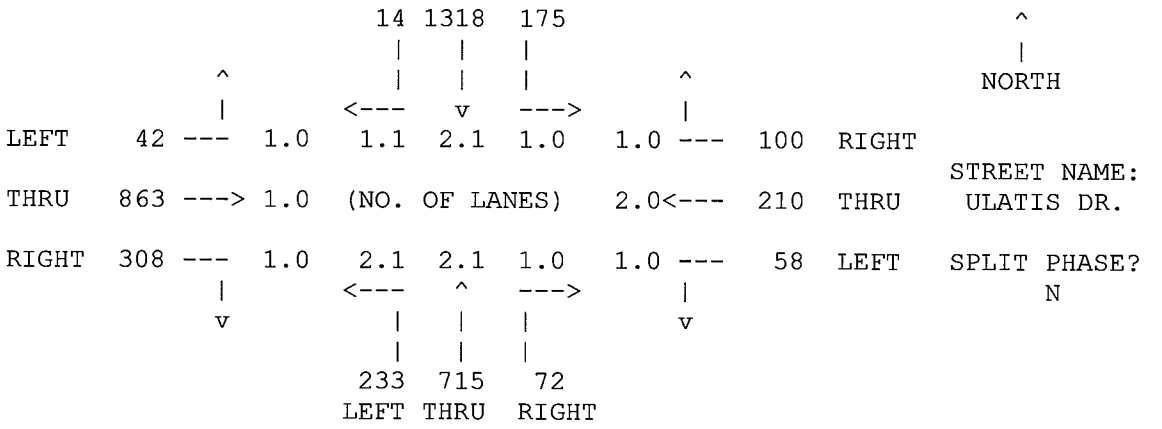
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	715	715	3150	0.2270	0.2270
LEFT (L)	233	233	2700	0.0863	
T + L		948	4350	0.2179	
SB RIGHT (R)	14	14	1500	0.0093	
THRU (T)	1318	1318	3150	0.4184	
LEFT (L)	175	175	1500	0.1167	
T + R		1332	3150	0.4229	0.4229
EB RIGHT (R)	308	163 *	1500	0.1087	
THRU (T)	863	863	1650	0.5230	0.5230
LEFT (L)	42	42	1500	0.0280	
WB RIGHT (R)	100	0 *	1500	0.0000	
THRU (T)	210	210	3300	0.0636	
LEFT (L)	58	58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.21
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 1.21

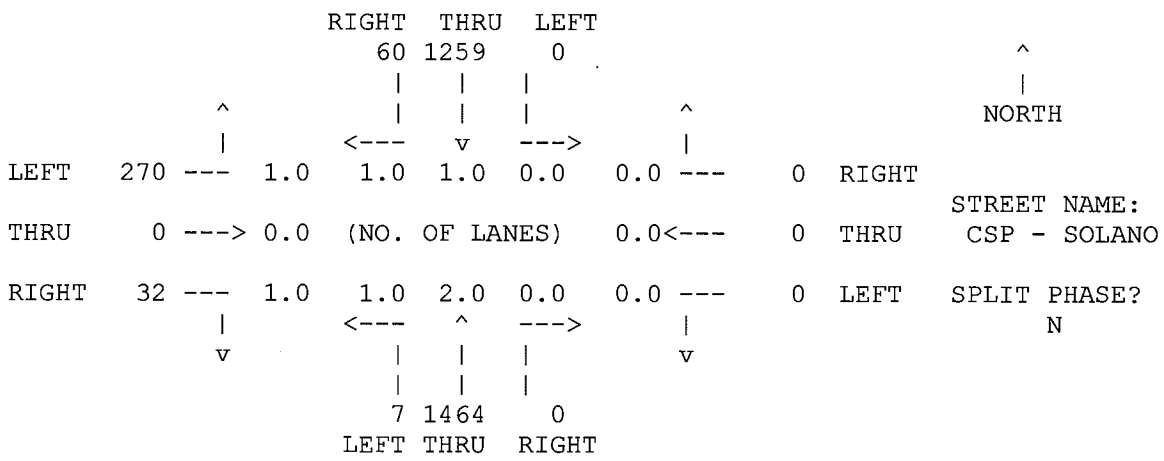
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1464	1464	3300	0.4436	
LEFT (L)	7	7	1500	0.0047	0.0047
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1259	1259	1650	0.7630	0.7630
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

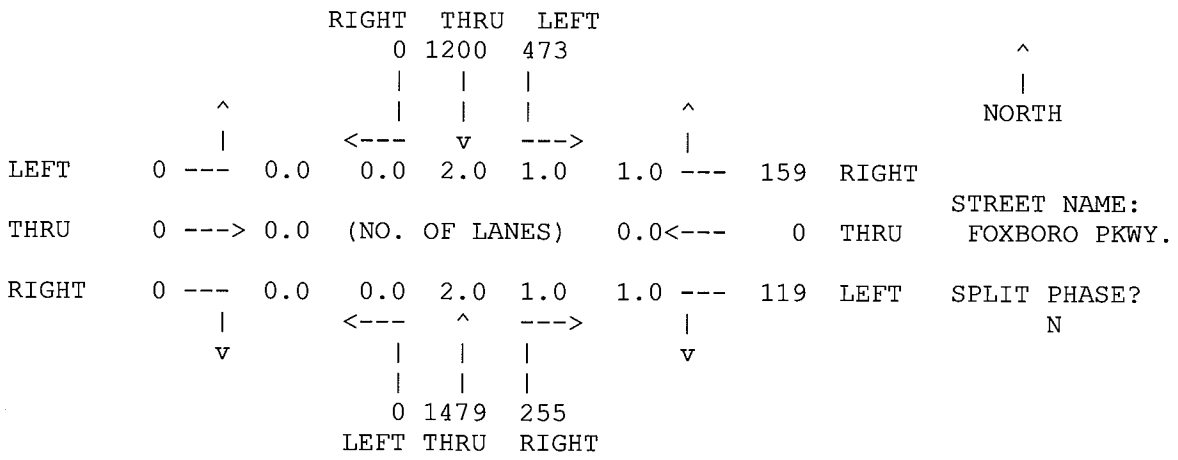
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.95
ADJUSTMENT FOR LOST YELLOW TIME:	0.00
TOTAL VOLUME-TO-CAPACITY RATIO:	0.95
INTERSECTION LEVEL OF SERVICE:	E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	255	116 *	1500	0.0773	
THRU (T)	1479	1479	3300	0.4482	0.4482
SB THRU (T)	1200	1200	3300	0.3636	
LEFT (L)	473	473	1500	0.3153	0.3153
WB RIGHT (R)	159	0 *	1500	0.0000	
LEFT (L)	119	119	1500	0.0793	0.0793

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.84
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

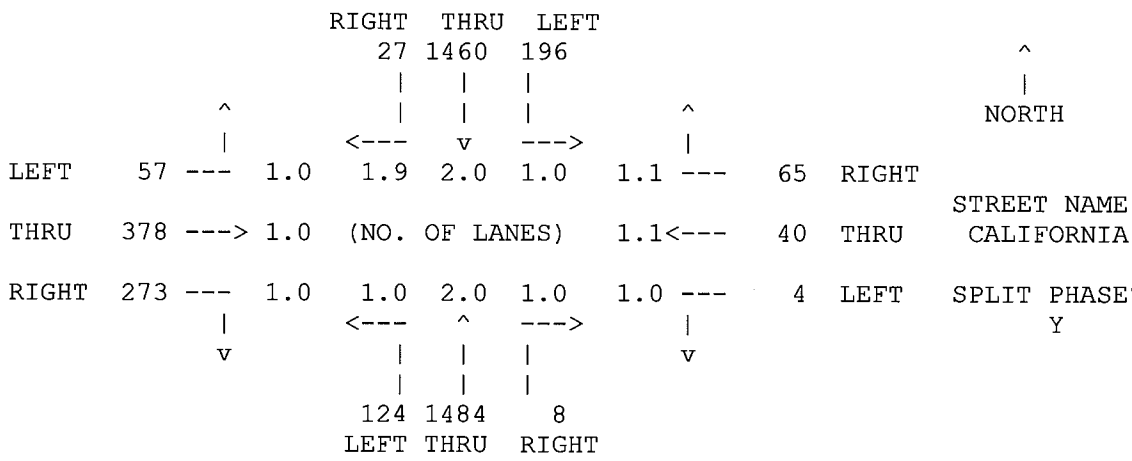
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1484	1484	3300	0.4497	0.4497
	LEFT (L)	124	124	1500	0.0827	
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1460	1460	3300	0.4424	
	LEFT (L)	196	196	1500	0.1307	0.1307
EB	RIGHT (R)	273	131 *	1500	0.0873	
	THRU (T)	378	378	1650	0.2291	0.2291
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	
	T + R		105	1500	0.0700	0.0700

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.88
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

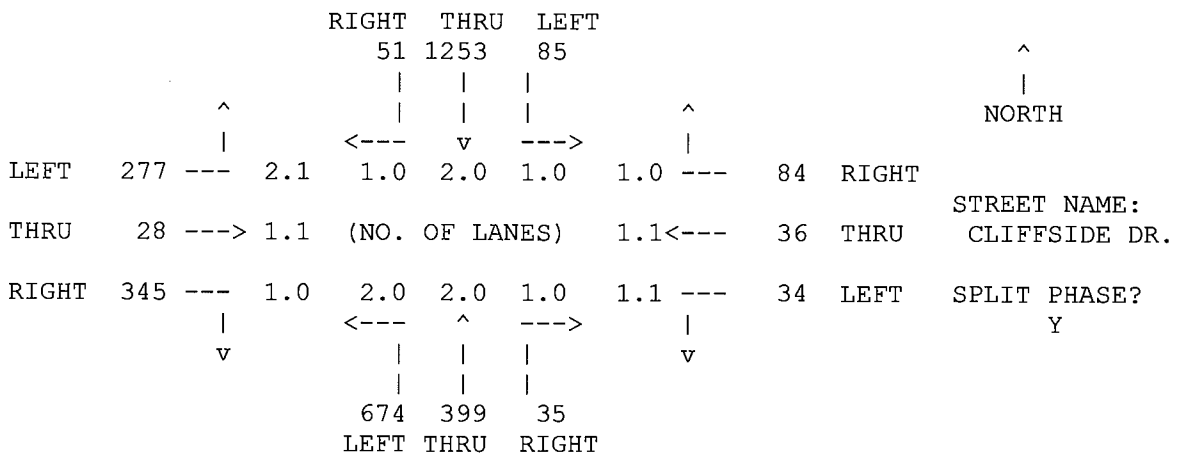
TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	399	399	3300	0.1209	
	LEFT (L)	674	674	2700	0.2496	0.2496
SB	RIGHT (R)	51	0 *	1500	0.0000	
	THRU (T)	1253	1253	3300	0.3797	0.3797
	LEFT (L)	85	85	1500	0.0567	
EB	RIGHT (R)	345	78 *	1500	0.0520	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	277	277	2700	0.1026	
	T + L		305	2700	0.1130	0.1130
WB	RIGHT (R)	84	0 *	1500	0.0000	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	34	34	1500	0.0227	
	T + L		70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

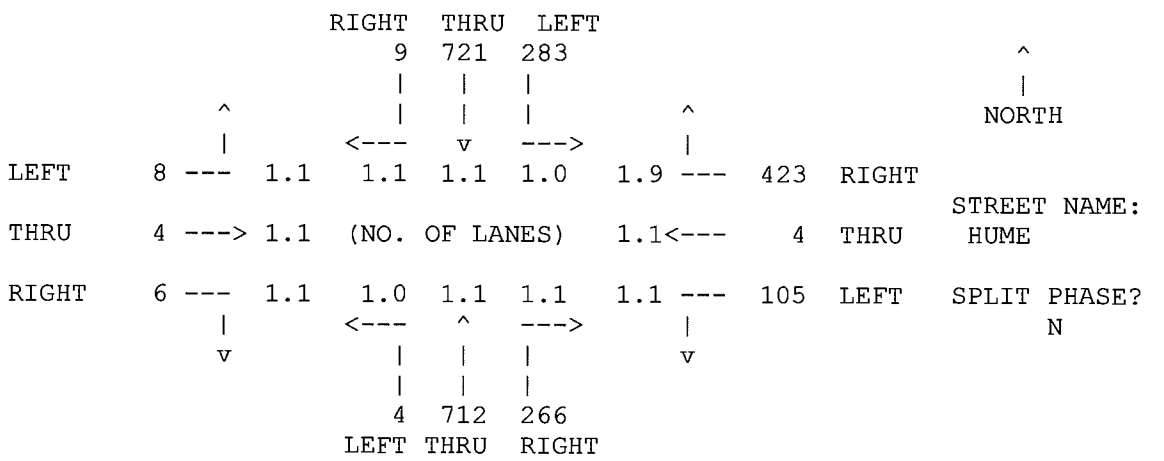
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	266	266	1500	0.1773	
	THRU (T)	712	712	1500	0.4747	
	LEFT (L)	4	4	1500	0.0027	
	T + R		978	1500	0.6520	0.6520
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	721	721	1500	0.4807	
	LEFT (L)	283	283	1500	0.1887	0.1887
	T + R		730	1500	0.4867	
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	
	T + R		10	1500	0.0067	
	T + L		12	1500	0.0080	
	T + R + L		18	1500	0.0120	0.0120
WB	RIGHT (R)	423	423	1650	0.2564	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	105	105	1500	0.0700	0.0700
	T + L		109	1500	0.0727	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.92
ADJUSTMENT FOR LOST YELLOW TIME: 0.01

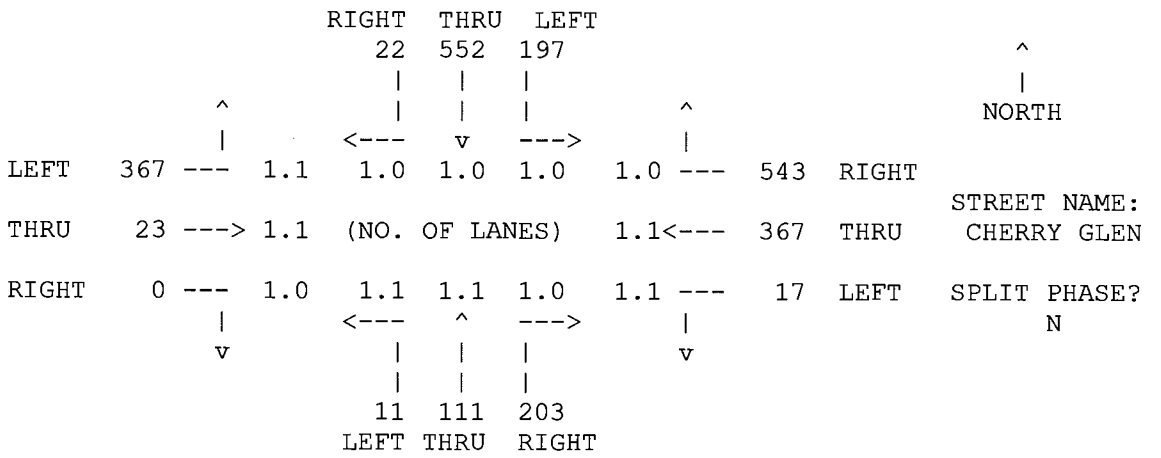
TOTAL VOLUME-TO-CAPACITY RATIO: 0.93
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	203	115 *	1500	0.0767	
THRU (T)	111	111	1500	0.0740	
LEFT (L)	11	11	1500	0.0073	0.0073
T + L		122	1500	0.0813	
SB RIGHT (R)	22	0 *	1500	0.0000	
THRU (T)	552	552	1650	0.3345	0.3345
LEFT (L)	197	197	1500	0.1313	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	23	23	1500	0.0153	
LEFT (L)	367	367	1500	0.2447	0.2447
T + L		390	1500	0.2600	
WB RIGHT (R)	543	365 *	1500	0.2433	
THRU (T)	367	367	1500	0.2447	
LEFT (L)	17	17	1500	0.0113	
T + L		384	1500	0.2560	0.2560

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.84
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

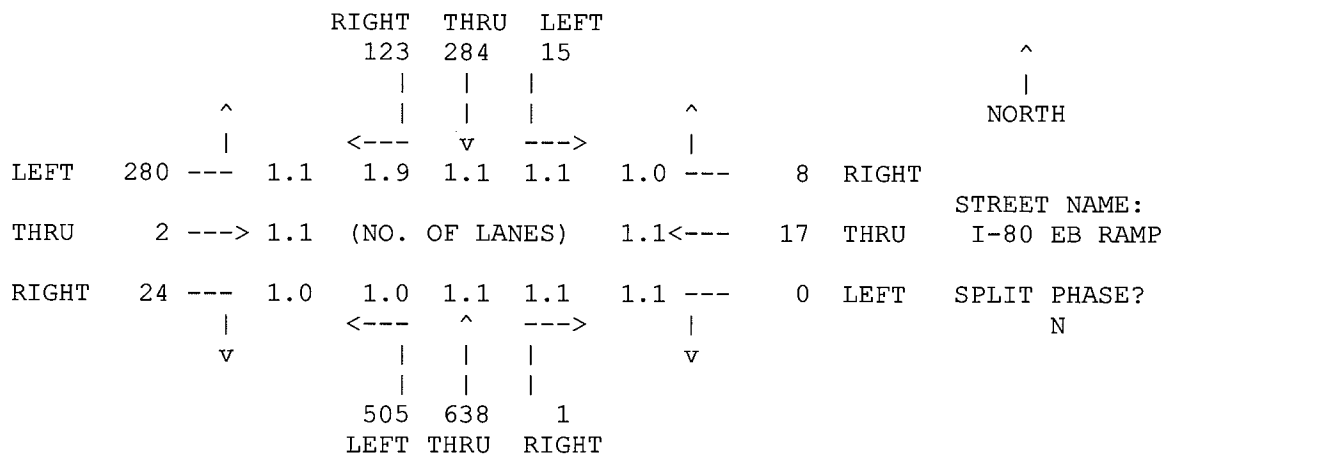
TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	638	638	1500	0.4253	
	LEFT (L)	505	505	1500	0.3367	0.3367
	T + R		639	1500	0.4260	
SB	RIGHT (R)	123	123	1650	0.0745	
	THRU (T)	284	284	1500	0.1893	
	LEFT (L)	15	15	1500	0.0100	
	T + L		299	1500	0.1993	0.1993
EB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	280	280	1500	0.1867	0.1867
	T + L		282	1500	0.1880	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.73
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

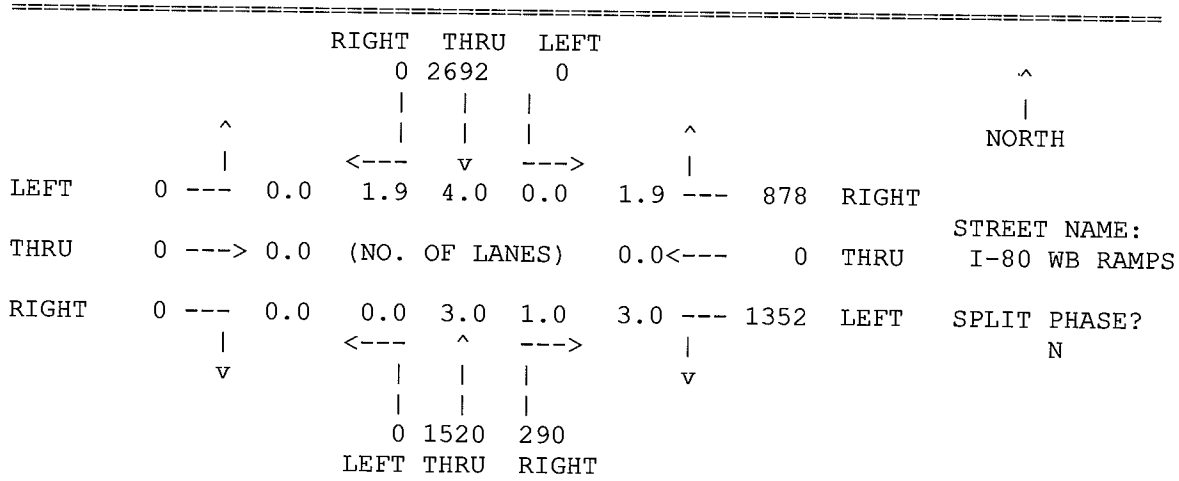
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11
CONDITION : YEAR 2030 W/ PROJECT PM PK HOUR WITH MIT FILE 2030.VCI

INTERSECTION STUDY	MODEL#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.84	D
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.82	D
3	1295	LEISURE TOWN	ORANGE DRIVE	0.88	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.73	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.73	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.77	C
9	1114	NUT TREE RD.	ALAMO DR.	0.80	C
9	1114	NUT TREE RD.	ALAMO DR.	0.72	C
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
11	1100	DAVIS ST.	ALAMO DR.	0.82	D
11	1100	DAVIS ST.	ALAMO DR.	0.72	C
12	1095	ALAMO DR.	MARSHALL RD.	0.82	D
14	1093	ALAMO DRIVE	MERCHANT STRE	1.06	F
14	1093	ALAMO DRIVE	MERCHANT STRE	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	1.07	F
17	1277	NUT TREE RD.	ULATIS DR.	0.87	D
17	1277	NUT TREE RD.	ULATIS DR.	0.76	C
18	1491	PEABODY RD.	CSP - SOLANO	0.72	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.79	C
20	1245	PEABODY	CALIFORNIA	0.88	D
20	1245	PEABODY	CALIFORNIA	0.84	D
20	1245	PEABODY	CALIFORNIA	0.77	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.78	C
22	1200	DAVIS	HUME	0.72	C
23	1675	I-80 WB	CHERRY GLEN	0.71	C
24	1674	CHERRY GLENN	I-80 EB RAMP	0.73	C

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	290	0 *	1500	0.0000	
THRU (T)	1520	1520	4950	0.3071	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2692	2692	6600	0.4079	0.4079
WB RIGHT (R)	878	878	1650	0.5321	
LEFT (L)	1352	1352	3900	0.3467	0.3467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

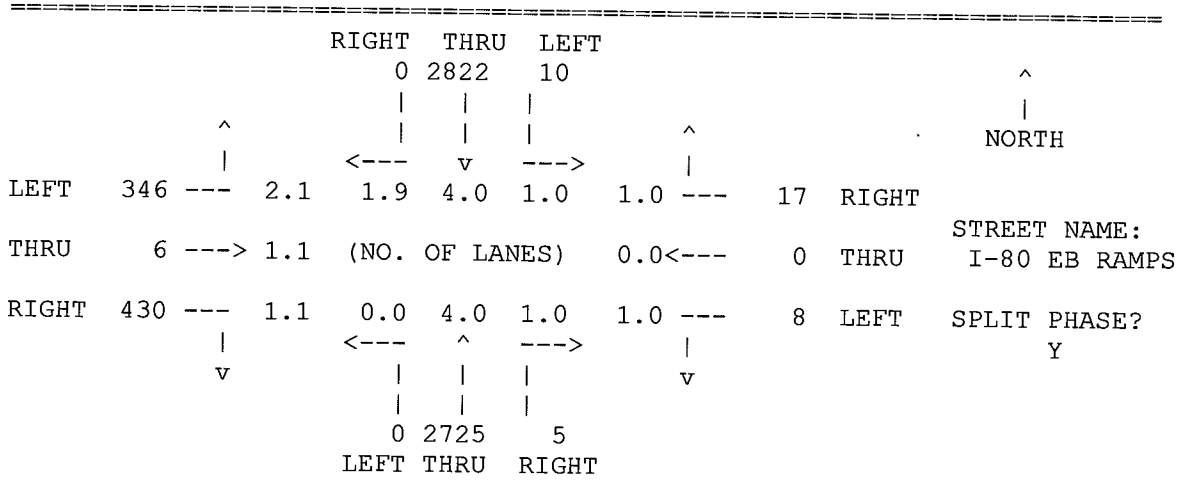
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	2725	2725	6600	0.4129	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	2822	2822	6600	0.4276	0.4276
	LEFT (L)	10	10	1500	0.0067	
EB	RIGHT (R)	430	430	1500	0.2867	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	346	346	2700	0.1281	
	T + R		436	1500	0.2907	0.2907
	T + L		352	2700	0.1304	
	T + R + L		782	2700	0.2896	
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

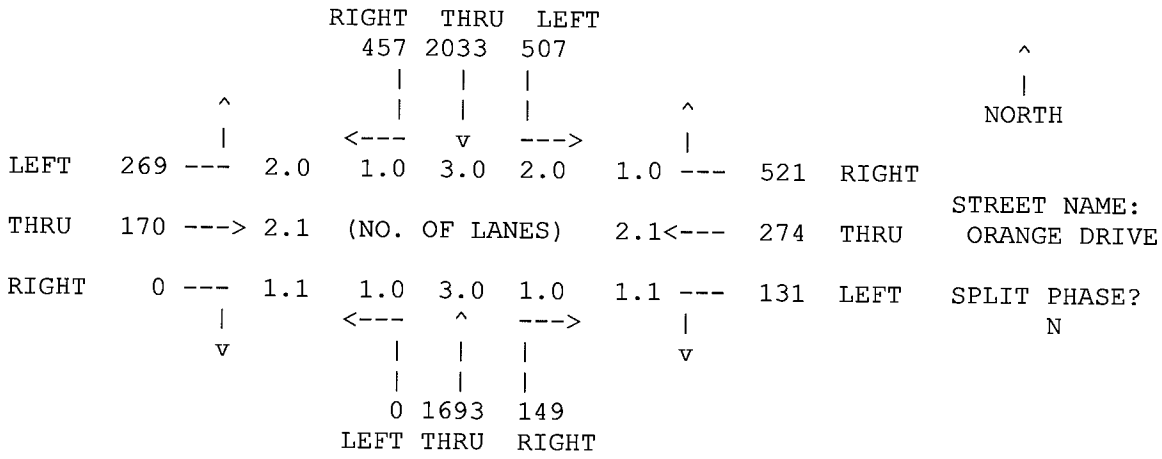
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.72
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.82
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	149	4 *	1500	0.0027	
	THRU (T)	1693	1693	4950	0.3420	0.3420
	LEFT (L)	0	0	1500	0.0000	
SB	RIGHT (R)	457	302 *	1500	0.2013	
	THRU (T)	2033	2033	4950	0.4107	
	LEFT (L)	507	507	2700	0.1878	0.1878
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	170	170	3150	0.0540	
	LEFT (L)	269	269	2700	0.0996	0.0996
	T + R		170	3150	0.0540	
WB	RIGHT (R)	521	300 *	1500	0.2000	0.2000
	THRU (T)	274	274	3150	0.0870	
	LEFT (L)	131	131	1500	0.0873	
	T + L		405	3150	0.1286	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.83
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

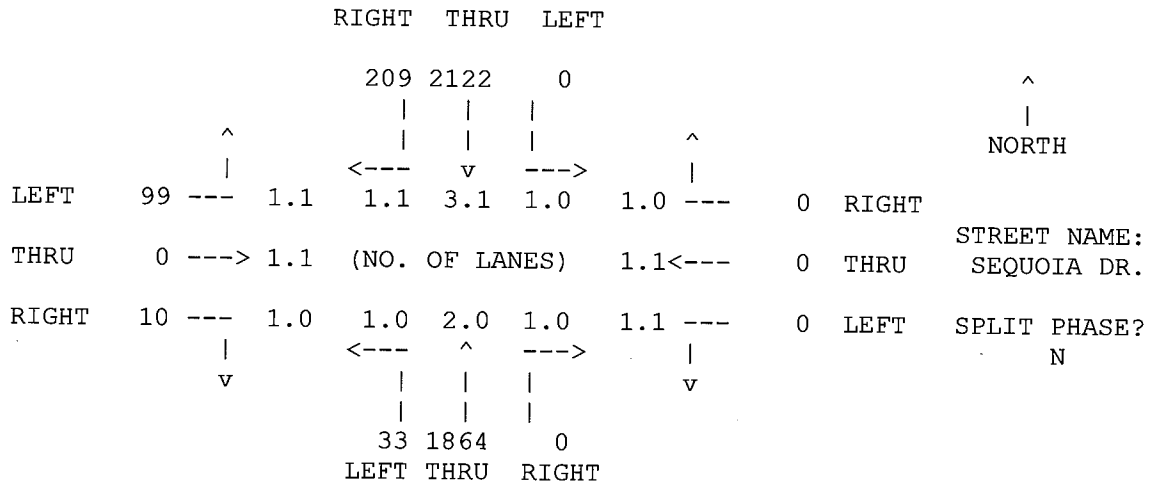
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1864	1864	3300	0.5648	0.5648
	LEFT (L)	33	33	1500	0.0220	
SB	RIGHT (R)	209	209	1500	0.1393	
	THRU (T)	2122	2122	4800	0.4421	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		2331	4800	0.4856	
EB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + L		99	1500	0.0660	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

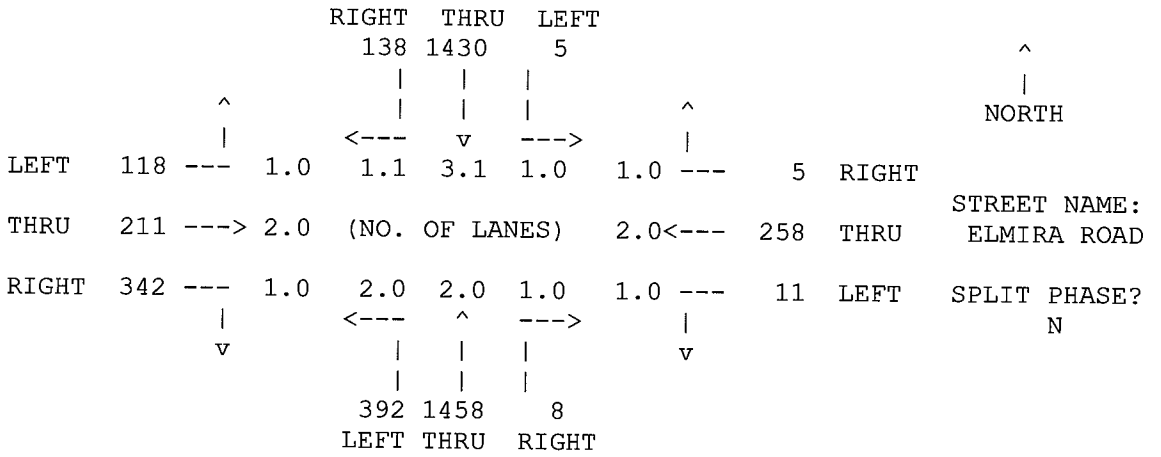
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.63
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.73
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1458	1458	3300	0.4418	
LEFT (L)	392	392	2700	0.1452	0.1452
SB RIGHT (R)	138	138	1500	0.0920	
THRU (T)	1430	1430	4800	0.2979	
LEFT (L)	5	5	1500	0.0033	
T + R		1568	4800	0.3267	0.3267
EB RIGHT (R)	342	153 *	1500	0.1020	
THRU (T)	211	211	3300	0.0639	
LEFT (L)	118	118	1500	0.0787	0.0787
WB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	258	258	3300	0.0782	0.0782
LEFT (L)	11	11	1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

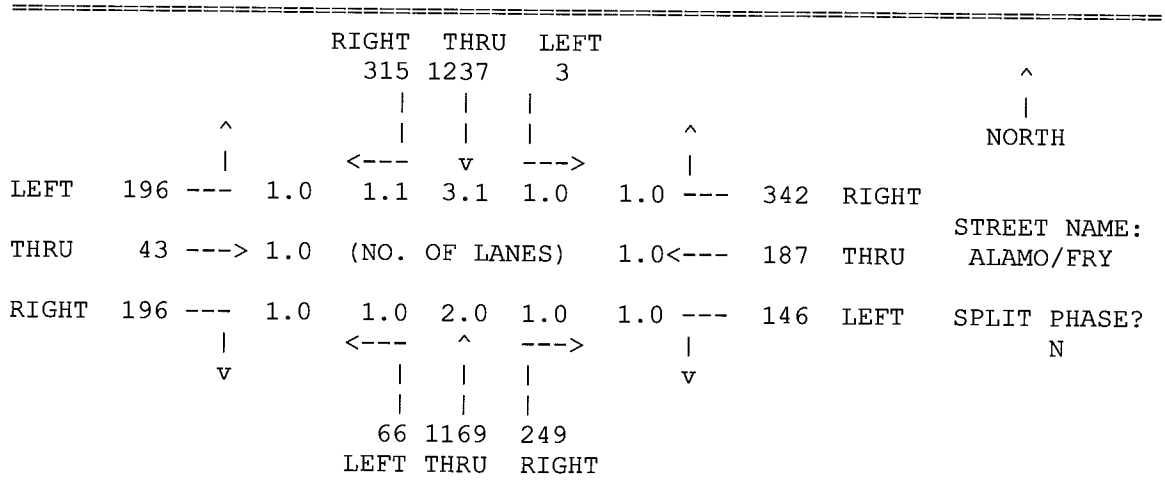
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	249	96 *	1500	0.0640	
	THRU (T)	1169	1169	3300	0.3542	
	LEFT (L)	66	66	1500	0.0440	0.0440
SB	RIGHT (R)	315	315	1500	0.2100	
	THRU (T)	1237	1237	4800	0.2577	
	LEFT (L)	3	3	1500	0.0020	
	T + R		1552	4800	0.3233	0.3233
EB	RIGHT (R)	196	83 *	1500	0.0553	
	THRU (T)	43	43	1650	0.0261	
	LEFT (L)	196	196	1500	0.1307	0.1307
WB	RIGHT (R)	342	261 *	1500	0.1740	0.1740
	THRU (T)	187	187	1650	0.1133	
	LEFT (L)	146	146	1500	0.0973	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

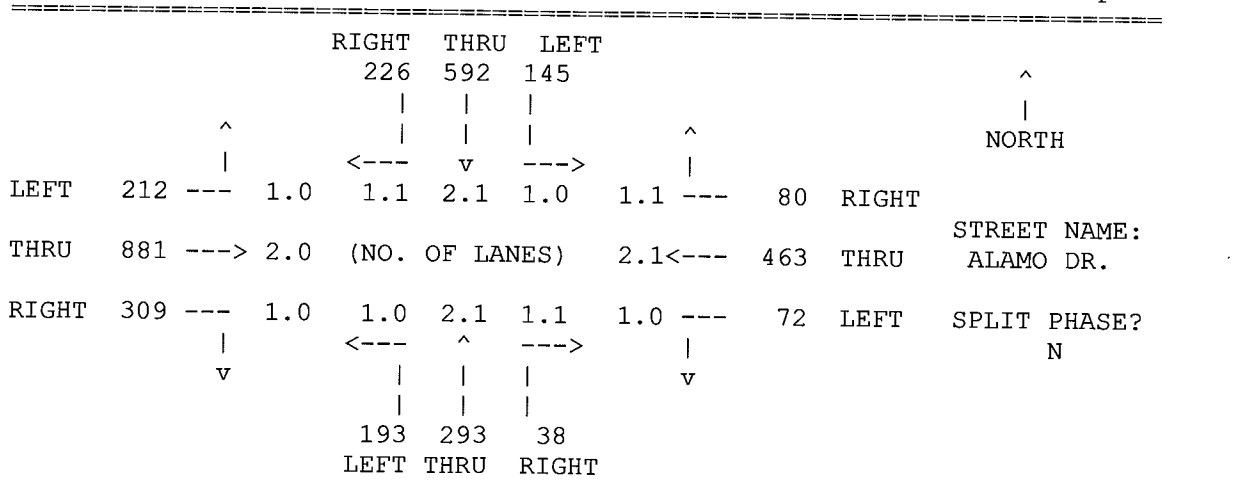
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	38	38	1500	0.0253	
	THRU (T)	293	293	3150	0.0930	
	LEFT (L)	193	193	1500	0.1287	0.1287
	T + R		331	3150	0.1051	
SB	RIGHT (R)	226	226	1500	0.1507	
	THRU (T)	592	592	3150	0.1879	
	LEFT (L)	145	145	1500	0.0967	
	T + R		818	3150	0.2597	0.2597
EB	RIGHT (R)	309	133 *	1500	0.0887	
	THRU (T)	881	881	3300	0.2670	0.2670
	LEFT (L)	212	212	1500	0.1413	
WB	RIGHT (R)	80	80	1500	0.0533	
	THRU (T)	463	463	3150	0.1470	
	LEFT (L)	72	72	1500	0.0480	0.0480
	T + R		543	3150	0.1724	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.70
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

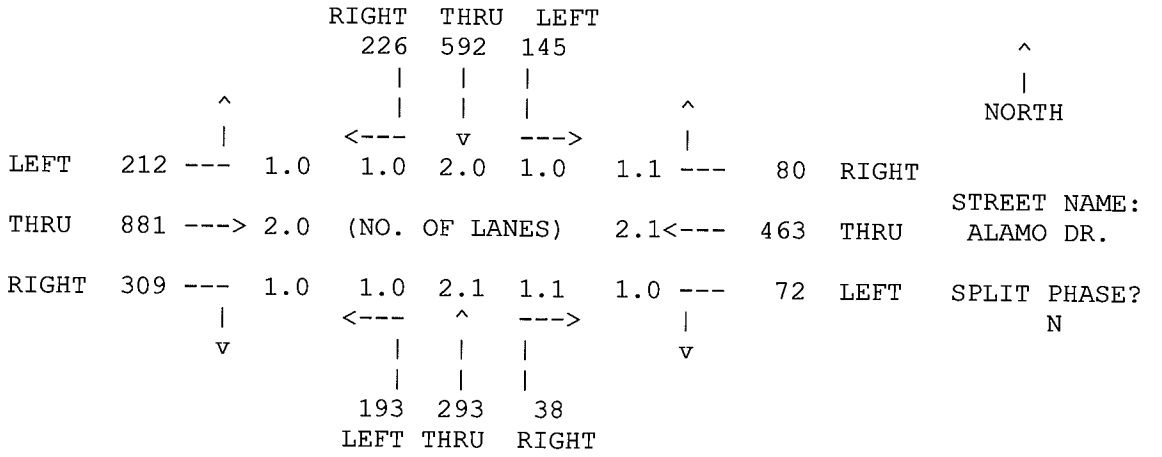
TOTAL VOLUME-TO-CAPACITY RATIO: 0.80
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	38	38	1500	0.0253	
	THRU (T)	293	293	3150	0.0930	
	LEFT (L)	193	193	1500	0.1287	0.1287
	T + R		331	3150	0.1051	
SB	RIGHT (R)	226	40 *	1500	0.0267	
	THRU (T)	592	592	3300	0.1794	0.1794
	LEFT (L)	145	145	1500	0.0967	
EB	RIGHT (R)	309	133 *	1500	0.0887	
	THRU (T)	881	881	3300	0.2670	0.2670
	LEFT (L)	212	212	1500	0.1413	
WB	RIGHT (R)	80	80	1500	0.0533	
	THRU (T)	463	463	3150	0.1470	
	LEFT (L)	72	72	1500	0.0480	0.0480
	T + R		543	3150	0.1724	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

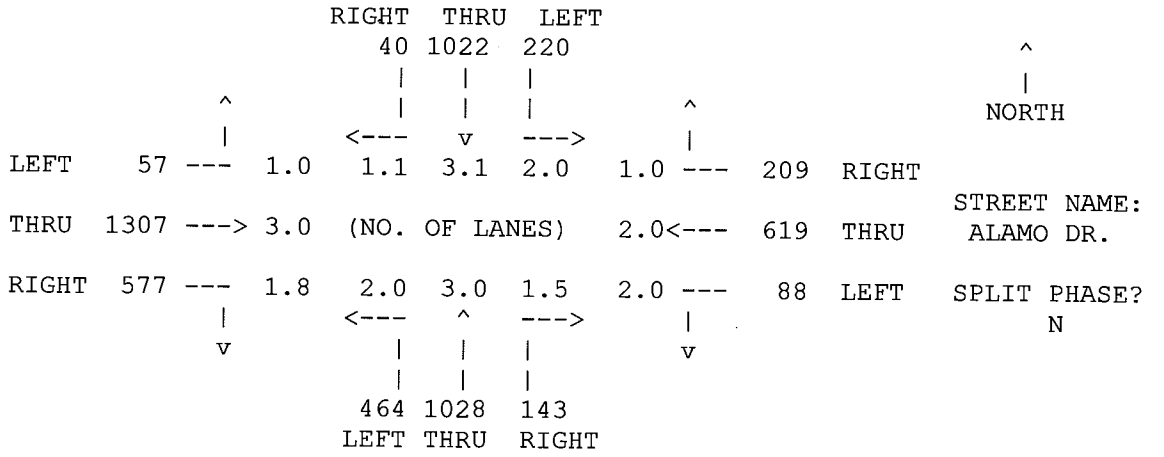
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*		CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	143	14	*	1500	0.0093	
	THRU (T)	1028	1028		4950	0.2077	
	LEFT (L)	464	464		2700	0.1719	0.1719
SB	RIGHT (R)	40	40		1500	0.0267	
	THRU (T)	1022	1022		4800	0.2129	
	LEFT (L)	220	220		2700	0.0815	
	T + R		1062		4800	0.2213	0.2213
EB	RIGHT (R)	577	35	*	1500	0.0233	
	THRU (T)	1307	1307		4950	0.2640	0.2640
	LEFT (L)	57	57		1500	0.0380	
WB	RIGHT (R)	209	68	*	1500	0.0453	
	THRU (T)	619	619		3300	0.1876	
	LEFT (L)	88	88		2700	0.0326	0.0326

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

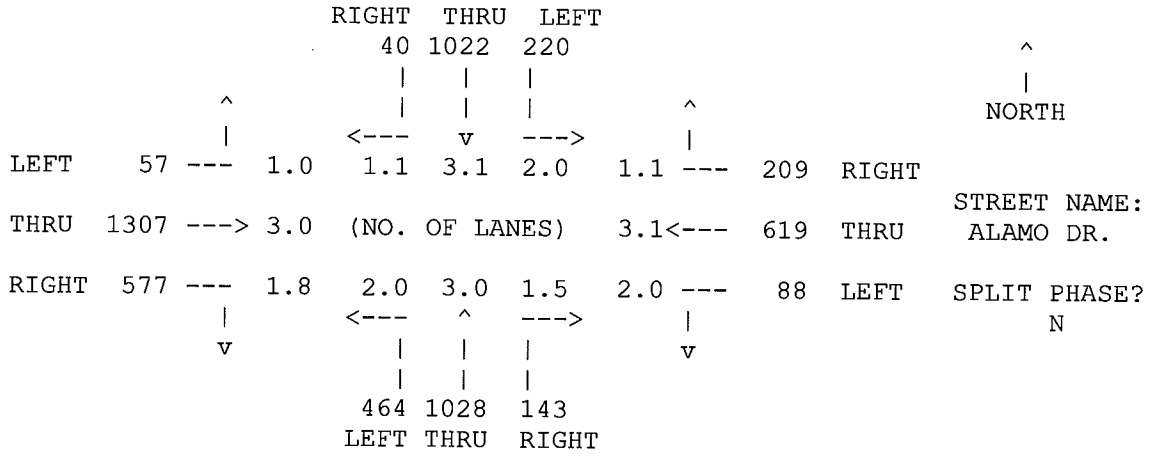
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT2



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	143	14 *	1500	0.0093	
	THRU (T)	1028	1028	4950	0.2077	
	LEFT (L)	464	464	2700	0.1719	0.1719
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1022	1022	4800	0.2129	
	LEFT (L)	220	220	2700	0.0815	
	T + R		1062	4800	0.2213	0.2213
EB	RIGHT (R)	577	35 *	1500	0.0233	
	THRU (T)	1307	1307	4950	0.2640	0.2640
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	209	209	1500	0.1393	
	THRU (T)	619	619	4800	0.1290	
	LEFT (L)	88	88	2700	0.0326	0.0326
	T + R		828	4800	0.1725	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

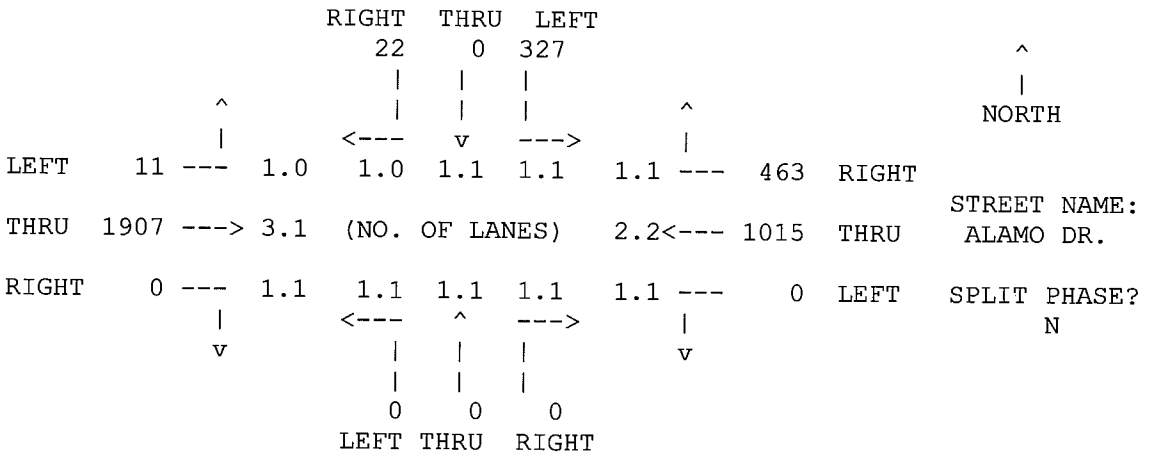
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	327	327	1500	0.2180	0.2180
	T + L		327	1500	0.2180	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1907	1907	4800	0.3973	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + R		1907	4800	0.3973	
WB	RIGHT (R)	463	463	1500	0.3087	
	THRU (T)	1015	1015	3000	0.3383	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1478	3000	0.4927	0.4927
	T + L		1015	3000	0.3383	
	T + R + L		1478	3000	0.4927	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

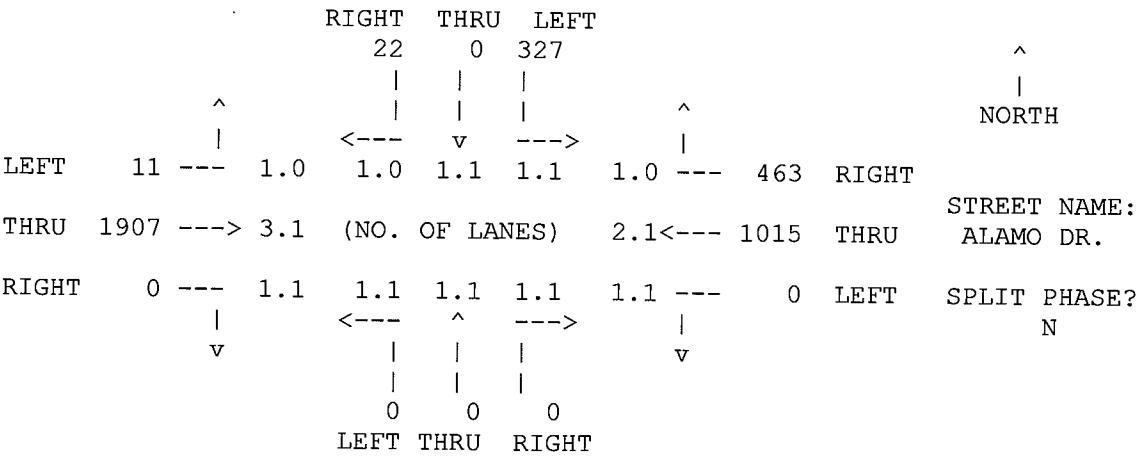
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	327	327	1500	0.2180	0.2180
	T + L		327	1500	0.2180	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1907	1907	4800	0.3973	0.3973
	LEFT (L)	11	11	1500	0.0073	
	T + R		1907	4800	0.3973	
WB	RIGHT (R)	463	220 *	1500	0.1467	
	THRU (T)	1015	1015	3150	0.3222	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		1015	3150	0.3222	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

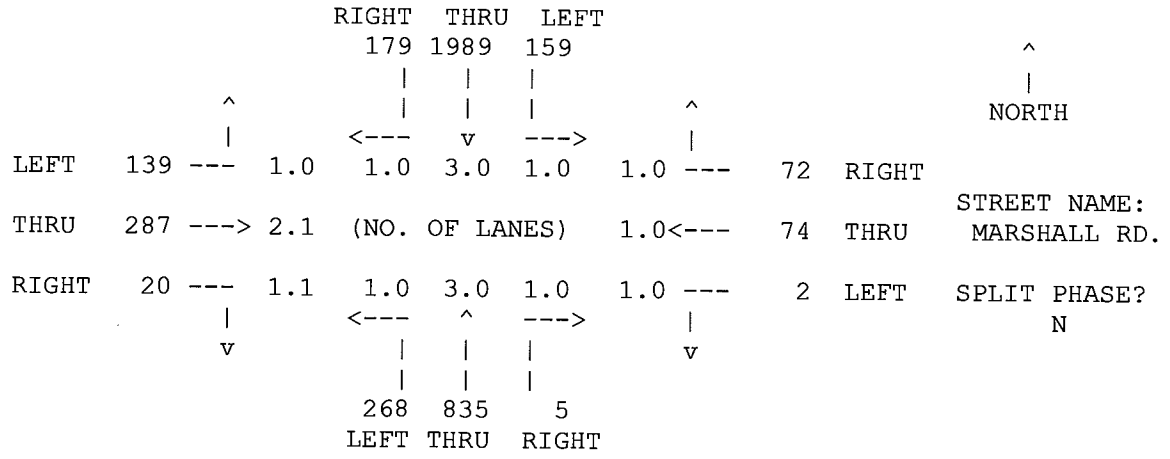
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	835	835	4950	0.1687	
LEFT (L)	268	268	1500	0.1787	0.1787
SB RIGHT (R)	179	30 *	1500	0.0200	
THRU (T)	1989	1989	4950	0.4018	0.4018
LEFT (L)	159	159	1500	0.1060	
EB RIGHT (R)	20	20	1500	0.0133	
THRU (T)	287	287	3150	0.0911	
LEFT (L)	139	139	1500	0.0927	0.0927
T + R		307	3150	0.0975	
WB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	74	74	1650	0.0448	0.0448
LEFT (L)	2	2	1500	0.0013	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

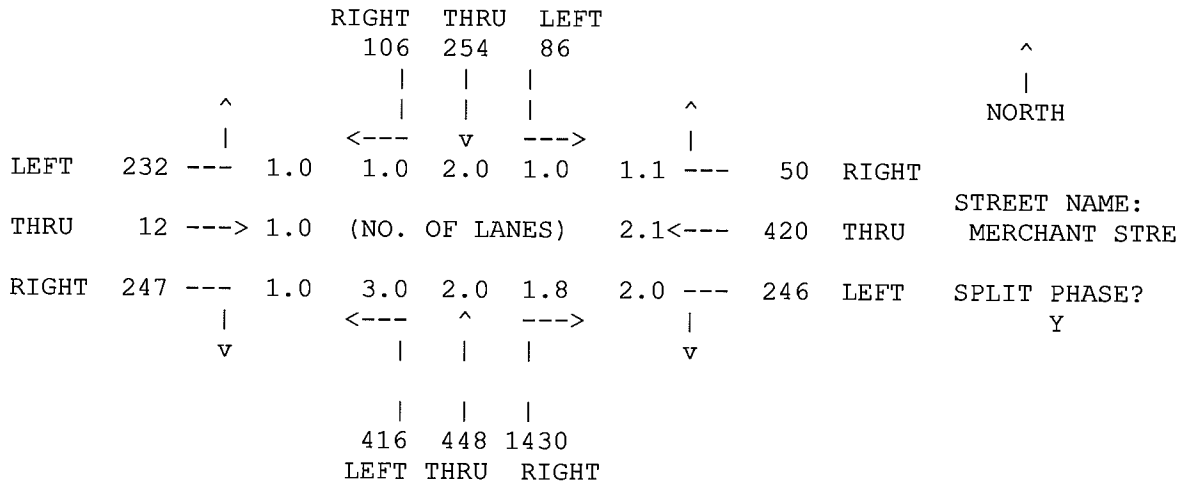
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 15 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1430	1026 *	1500	0.6840	0.6840
	THRU (T)	448	448	3300	0.1358	
	LEFT (L)	416	416	3900	0.1067	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	254	254	3300	0.0770	0.0770
	LEFT (L)	86	86	1500	0.0573	
EB	RIGHT (R)	247	87 *	1500	0.0580	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	232	232	1500	0.1547	0.1547
WB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	420	420	3150	0.1333	
	LEFT (L)	246	246	2700	0.0911	
	T + R		470	3150	0.1492	0.1492

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.06
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

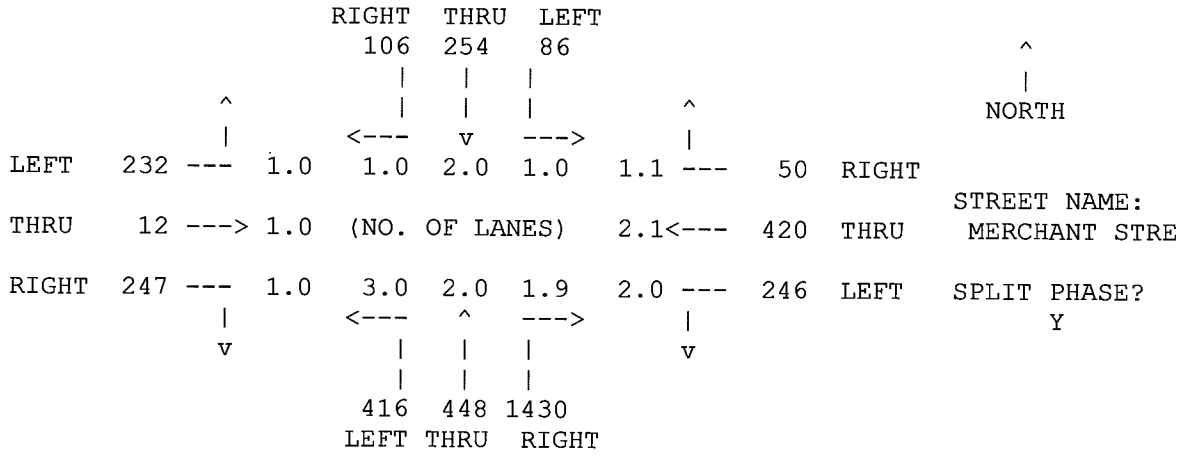
TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1430	1430	1650	0.8667	
	THRU (T)	448	448	3300	0.1358	0.1358
	LEFT (L)	416	416	3900	0.1067	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	254	254	3300	0.0770	0.0770
	LEFT (L)	86	86	1500	0.0573	
EB	RIGHT (R)	247	87 *	1500	0.0580	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	232	232	1500	0.1547	0.1547
WB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	420	420	3150	0.1333	
	LEFT (L)	246	246	2700	0.0911	
	T + R		470	3150	0.1492	0.1492

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

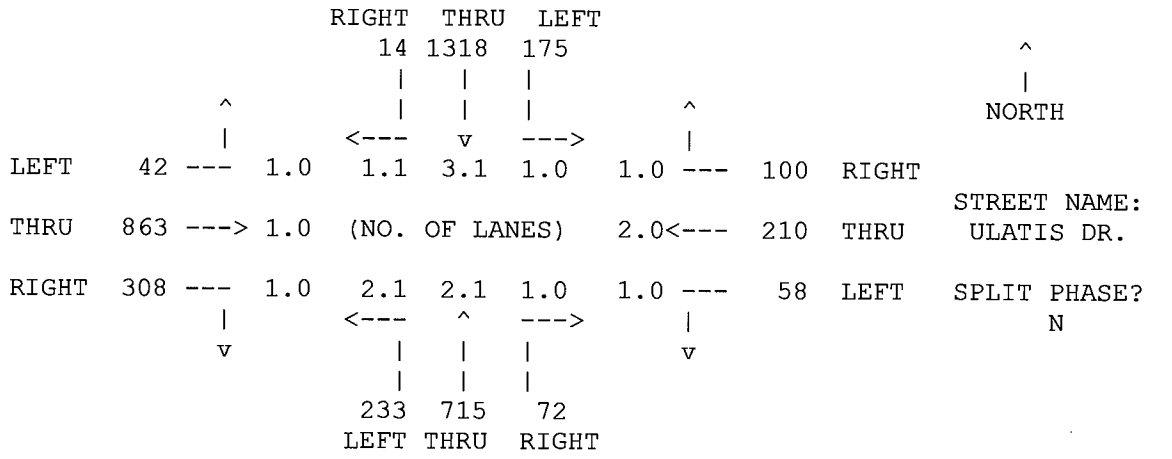
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	715	715	3150	0.2270	0.2270
	LEFT (L)	233	233	2700	0.0863	
	T + L		948	4350	0.2179	
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1318	1318	4800	0.2746	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1332	4800	0.2775	0.2775
EB	RIGHT (R)	308	163 *	1500	0.1087	
	THRU (T)	863	863	1650	0.5230	0.5230
	LEFT (L)	42	42	1500	0.0280	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	58	58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.07
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

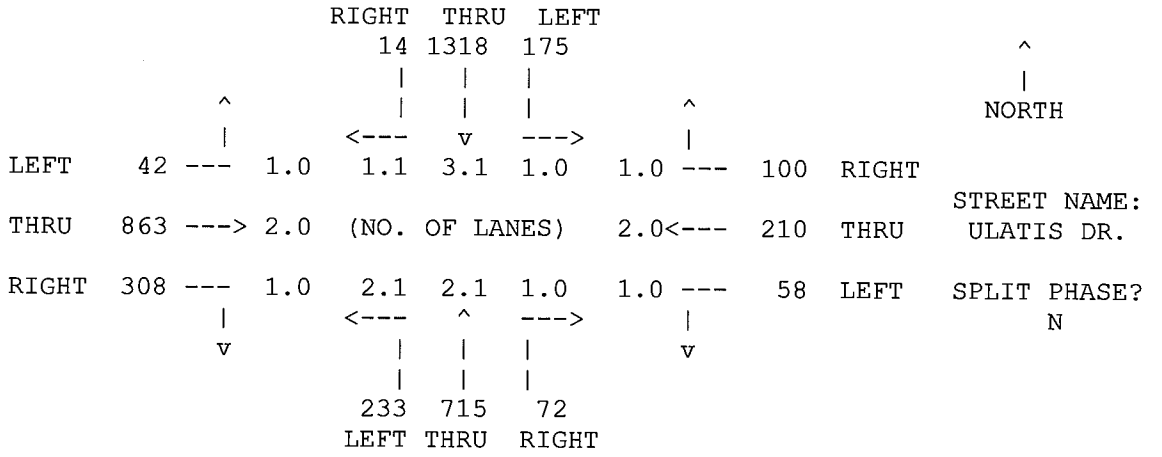
TOTAL VOLUME-TO-CAPACITY RATIO: 1.07
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	715	715	3150	0.2270	0.2270
	LEFT (L)	233	233	2700	0.0863	
	T + L		948	4350	0.2179	
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1318	1318	4800	0.2746	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1332	4800	0.2775	0.2775
EB	RIGHT (R)	308	163 *	1500	0.1087	
	THRU (T)	863	863	3300	0.2615	0.2615
	LEFT (L)	42	42	1500	0.0280	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	58	58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

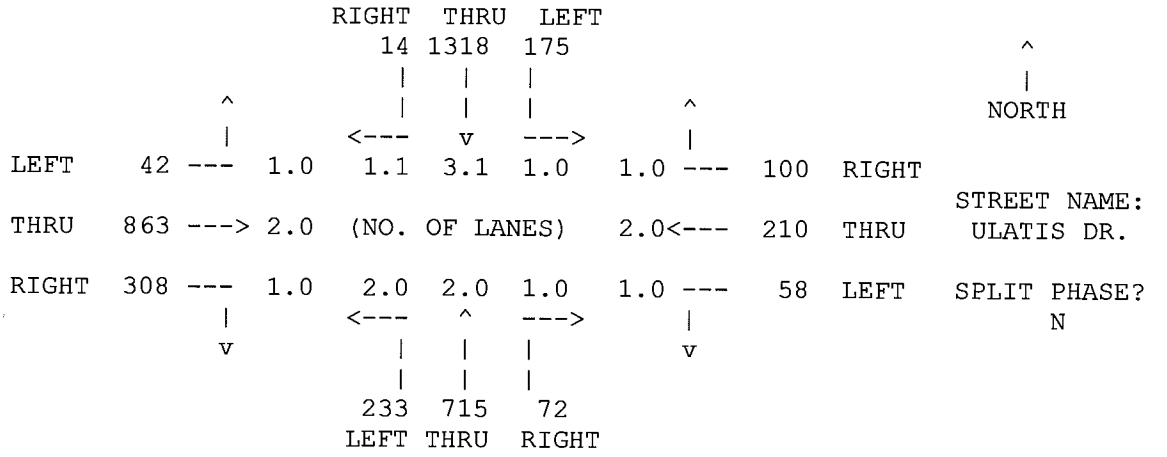
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/12/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030mit2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	715	715	3300	0.2167	
	LEFT (L)	233	233	2700	0.0863	0.0863
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1318	1318	4800	0.2746	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1332	4800	0.2775	0.2775
EB	RIGHT (R)	308	163 *	1500	0.1087	
	THRU (T)	863	863	3300	0.2615	0.2615
	LEFT (L)	42	42	1500	0.0280	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	58	58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

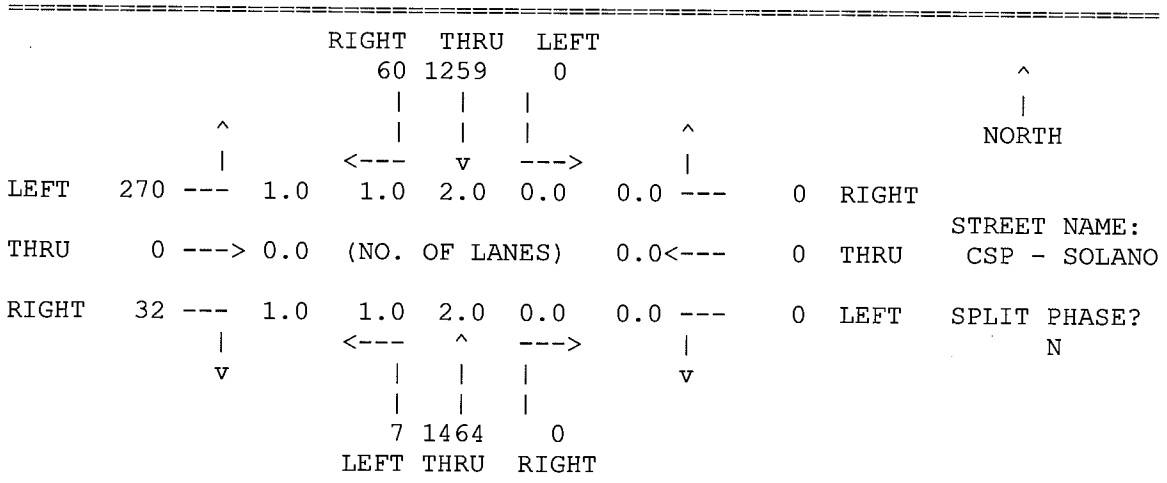
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1464	1464	3300	0.4436	0.4436
LEFT (L)	7	7	1500	0.0047	
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1259	1259	3300	0.3815	
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

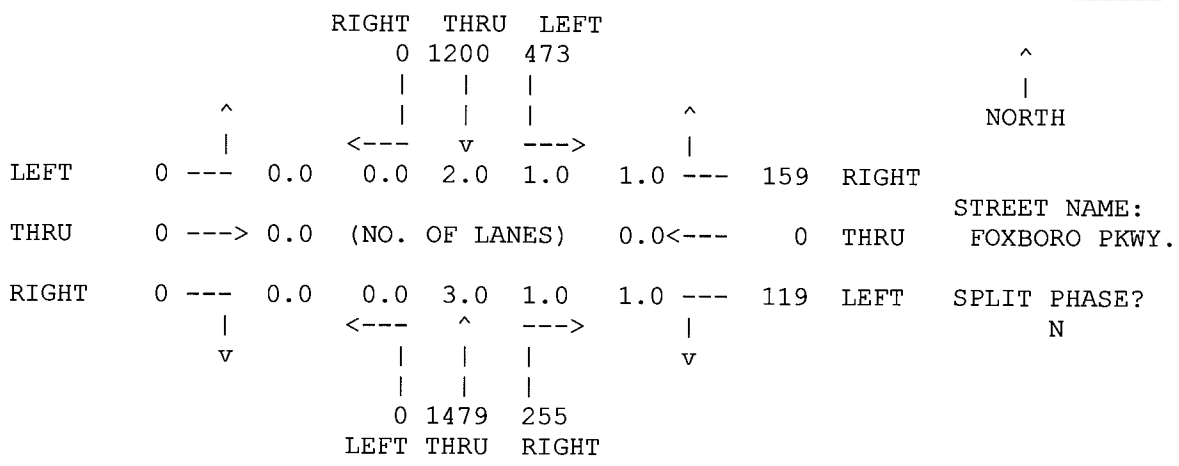
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.62
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	255	116 *	1500	0.0773	
THRU (T)	1479	1479	4950	0.2988	0.2988
SB THRU (T)	1200	1200	3300	0.3636	
LEFT (L)	473	473	1500	0.3153	0.3153
WB RIGHT (R)	159	0 *	1500	0.0000	
LEFT (L)	119	119	1500	0.0793	0.0793

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

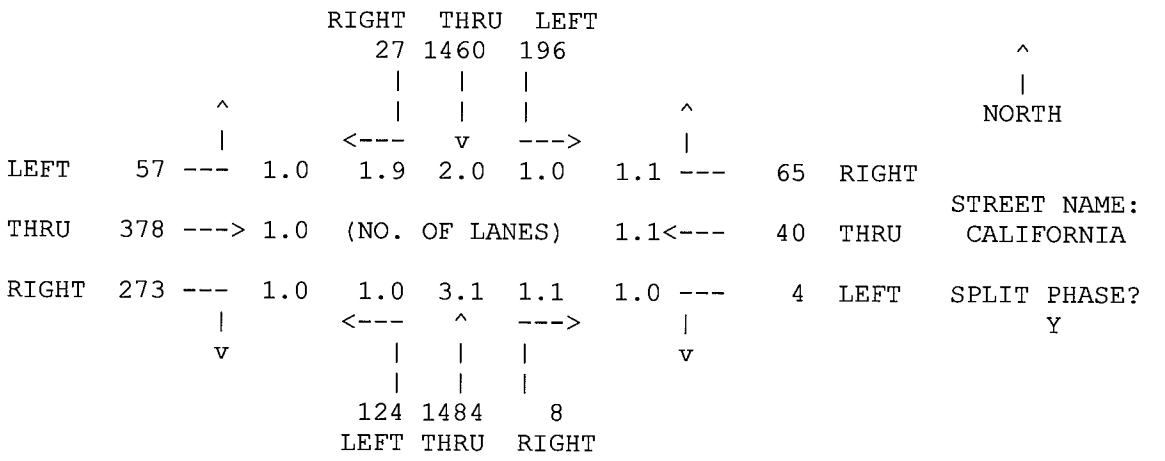
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1484	1484	4800	0.3092	
	LEFT (L)	124	124	1500	0.0827	0.0827
	T + R		1492	4800	0.3108	
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1460	1460	3300	0.4424	0.4424
	LEFT (L)	196	196	1500	0.1307	
EB	RIGHT (R)	273	131 *	1500	0.0873	
	THRU (T)	378	378	1650	0.2291	0.2291
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	
	T + R		105	1500	0.0700	0.0700

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.82
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

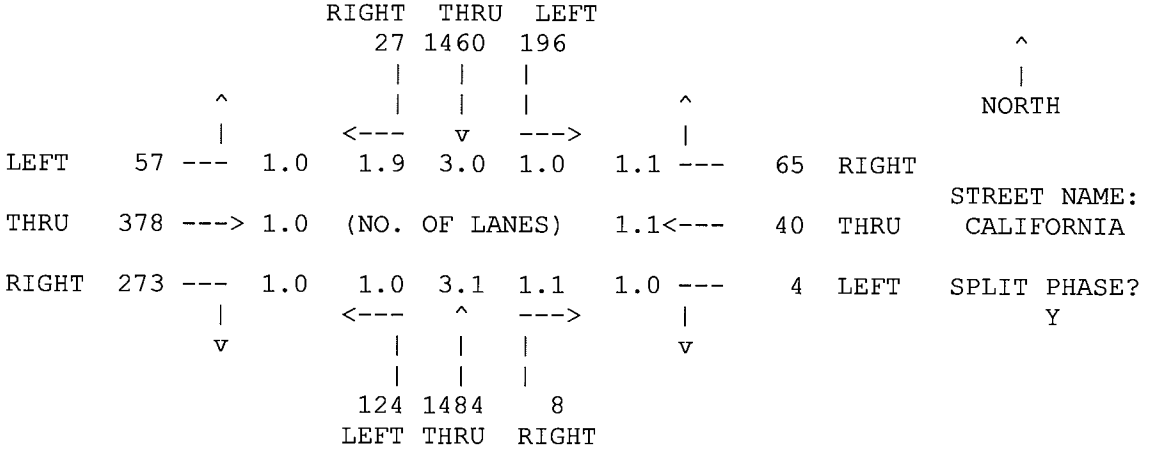
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1484	1484	4800	0.3092	
	LEFT (L)	124	124	1500	0.0827	
	T + R		1492	4800	0.3108	0.3108
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1460	1460	4950	0.2949	
	LEFT (L)	196	196	1500	0.1307	0.1307
EB	RIGHT (R)	273	131 *	1500	0.0873	
	THRU (T)	378	378	1650	0.2291	0.2291
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	
	T + R		105	1500	0.0700	0.0700

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.74
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

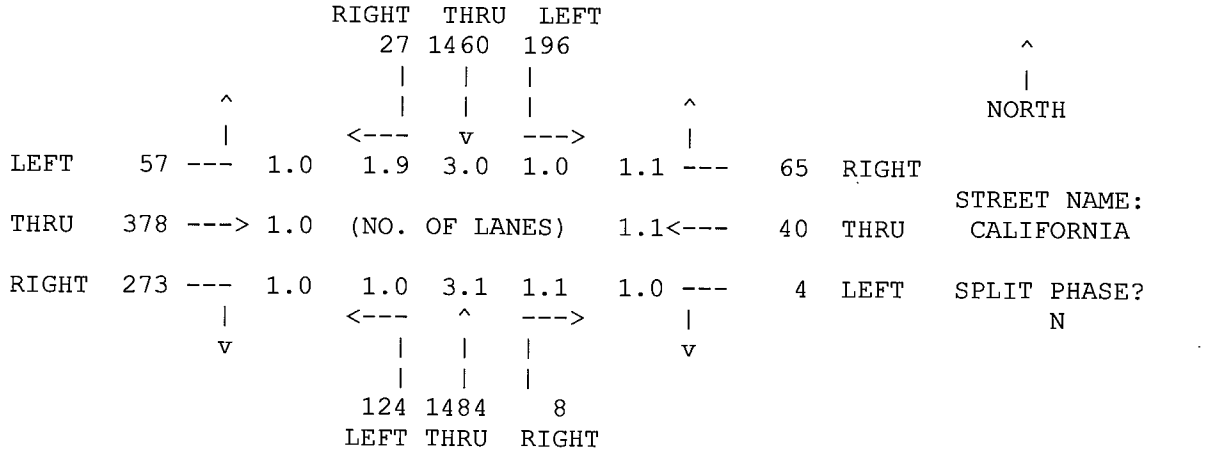
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT2



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1484	1484	4800	0.3092	
	LEFT (L)	124	124	1500	0.0827	
	T + R		1492	4800	0.3108	0.3108
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1460	1460	4950	0.2949	
	LEFT (L)	196	196	1500	0.1307	0.1307
EB	RIGHT (R)	273	131 *	1500	0.0873	
	THRU (T)	378	378	1650	0.2291	0.2291
	LEFT (L)	57	57	1500	0.0380	
WB	RIGHT (R)	65	65	1500	0.0433	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + R		105	1500	0.0700	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

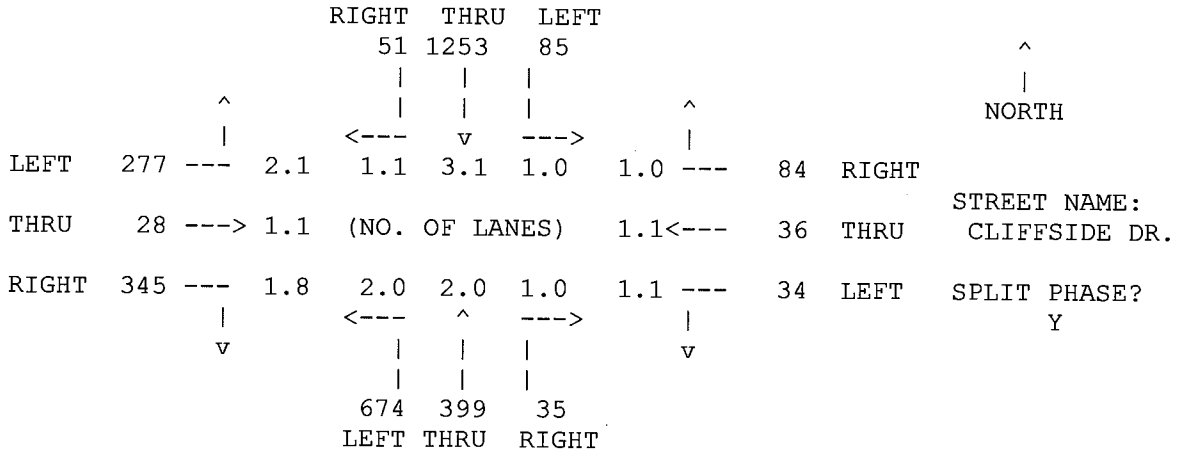
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	35	0 *	1500	0.0000	
THRU (T)	399	399	3300	0.1209	
LEFT (L)	674	674	2700	0.2496	0.2496
SB RIGHT (R)	51	51	1500	0.0340	
THRU (T)	1253	1253	4800	0.2610	
LEFT (L)	85	85	1500	0.0567	
T + R		1304	4800	0.2717	0.2717
EB RIGHT (R)	345	0 *	1500	0.0000	
THRU (T)	28	28	1500	0.0187	
LEFT (L)	277	277	2700	0.1026	
T + L		305	2700	0.1130	0.1130
WB RIGHT (R)	84	0 *	1500	0.0000	
THRU (T)	36	36	1500	0.0240	
LEFT (L)	34	34	1500	0.0227	
T + L		70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

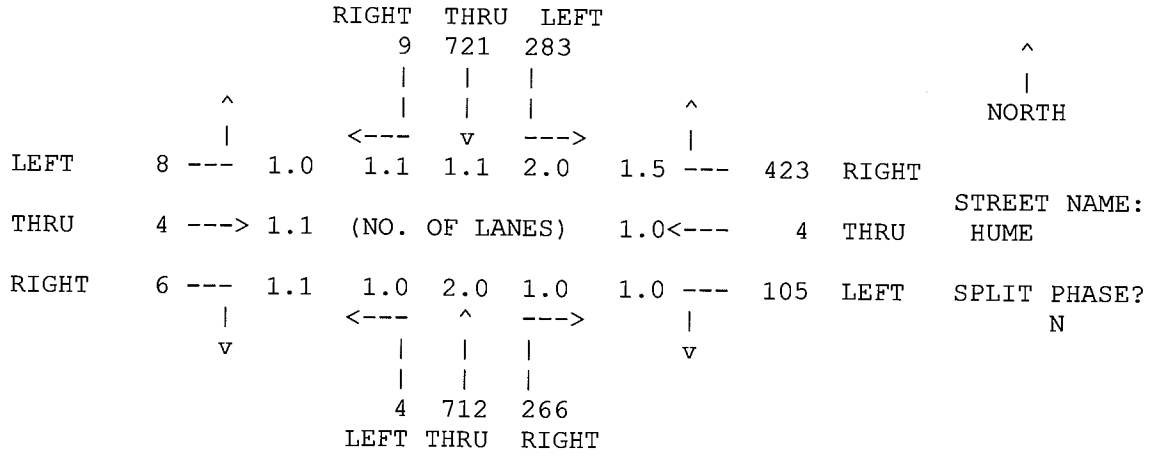
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	266	134 *	1500	0.0893	
	THRU (T)	712	712	3300	0.2158	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	721	721	1500	0.4807	
	LEFT (L)	283	283	2700	0.1048	
	T + R		730	1500	0.4867	0.4867
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + R		10	1500	0.0067	
WB	RIGHT (R)	423	186 *	1500	0.1240	0.1240
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	105	105	1500	0.0700	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.

```
                    RIGHT  THRU  LEFT
                      22   552   197
                       |    |     |                          ^
                       |    |     |                          |
              ^        |    |     |          ^               NORTH
              |        <---  v     --->       |
LEFT   367 ---  2.1   1.1  2.1   1.0   1.0 ---  543  RIGHT
                                                        STREET NAME:
THRU    23 ---> 1.1  (NO. OF LANES)    1.1<---  367  THRU   CHERRY GLEN

RIGHT   0 ---  1.0   1.1  1.1   1.0   1.1 ---   17  LEFT   SPLIT PHASE?
               |      <---  ^    --->      |                    Y
               v           |    |         v
                           |    |    |
                          11  111   203
                        LEFT THRU  RIGHT
```

STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	203	115 *	1500	0.0767	
	THRU (T)	111	111	1500	0.0740	
	LEFT (L)	11	11	1500	0.0073	
	T + L		122	1500	0.0813	0.0813
SB	RIGHT (R)	22	22	1500	0.0147	
	THRU (T)	552	552	3150	0.1752	
	LEFT (L)	197	197	1500	0.1313	0.1313
	T + R		574	3150	0.1822	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	23	23	1500	0.0153	
	LEFT (L)	367	367	2700	0.1359	
	T + L		390	2700	0.1444	0.1444
WB	RIGHT (R)	543	365 *	1500	0.2433	
	THRU (T)	367	367	1500	0.2447	
	LEFT (L)	17	17	1500	0.0113	
	T + L		384	1500	0.2560	0.2560

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

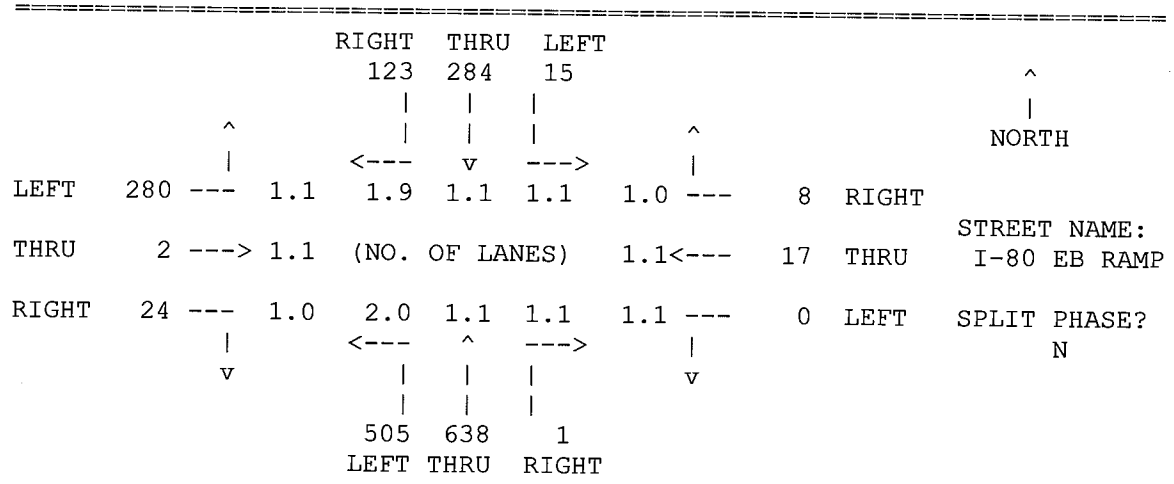
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 10/11/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT PM PK HOUR WITH MIT FILE 2030MIT.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1	1	1500	0.0007	
THRU (T)	638	638	1500	0.4253	
LEFT (L)	505	505	2700	0.1870	
T + R		639	1500	0.4260	0.4260
SB RIGHT (R)	123	123	1650	0.0745	
THRU (T)	284	284	1500	0.1893	
LEFT (L)	15	15	1500	0.0100	0.0100
T + L		299	1500	0.1993	
EB RIGHT (R)	24	0 *	1500	0.0000	
THRU (T)	2	2	1500	0.0013	
LEFT (L)	280	280	1500	0.1867	0.1867
T + L		282	1500	0.1880	
WB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	17	17	1500	0.0113	0.0113
LEFT (L)	0	0	1500	0.0000	
T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

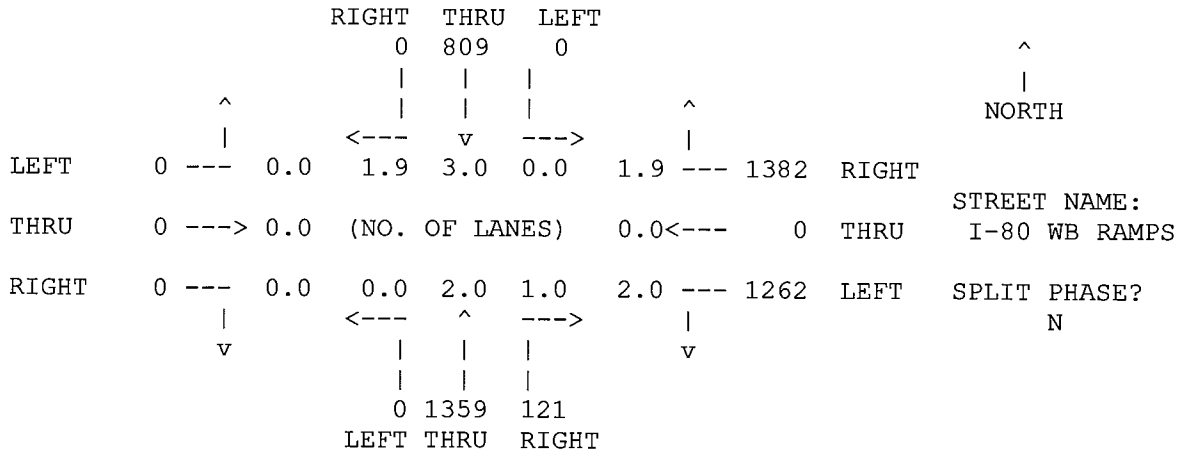
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI

INTERSECTION STUDY	COUNT#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.91	E
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.70	B
3	1295	LEISURE TOWN	ORANGE DRIVE	0.87	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.76	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.79	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.70	B
7	1614	VANDEN	LEISURE TOWN	0.55	A
8	1117	VANDEN	ALAMO	0.48	A
9	1114	NUT TREE RD.	ALAMO DR.	0.71	C
10	1107	PEABODY RD.	ALAMO DR.	0.82	D
11	1100	DAVIS ST.	ALAMO DR.	0.90	D
12	1095	ALAMO DR.	MARSHALL RD.	0.78	C
13	1007	ALAMO DR.	I-80 EB RAMPS	0.63	B
14	1093	ALAMO DRIVE	MERCHANT STRE	0.87	D
15	1234	PEABODY RD.	ELMIRA RD.	0.48	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	0.45	A
18	1491	PEABODY RD.	CSP - SOLANO	0.83	D
19	1247	PEABODY RD.	FOXBORO PKWY.	0.64	B
20	1245	PEABODY	CALIFORNIA	0.77	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.69	B
22	1200	DAVIS	HUME	0.71	C
23	1675	I-80 WB	CHERRY GLEN	0.43	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.23	A

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	121	0 *	1500	0.0000	
THRU (T)	1359	1359	3300	0.4118	0.4118
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	809	809	4950	0.1634	
WB RIGHT (R)	1382	1382	1650	0.8376	
LEFT (L)	1262	1262	2700	0.4674	0.4674

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.88
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

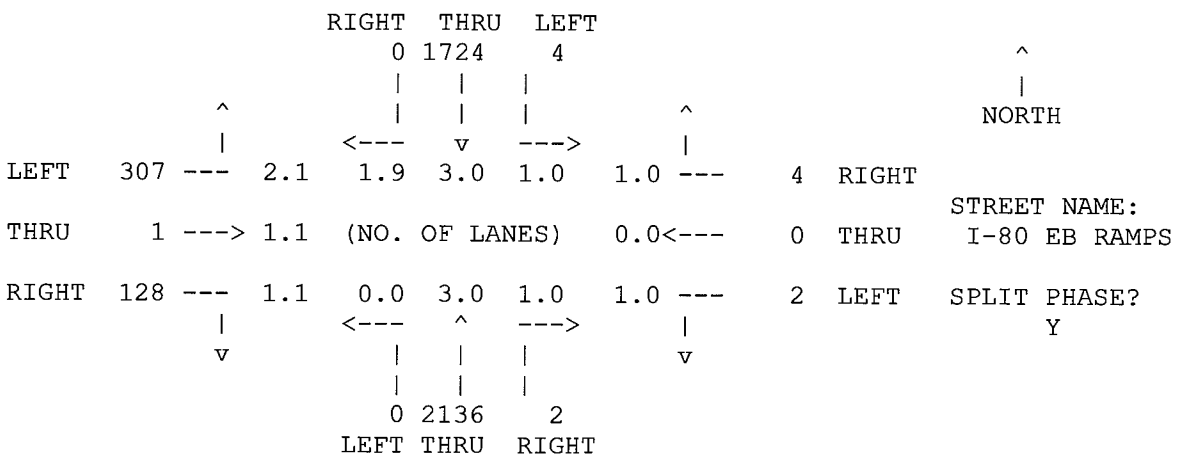
TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	2136	2136	4950	0.4315	0.4315
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	1724	1724	4950	0.3483	
	LEFT (L)	4	4	1500	0.0027	0.0027
EB	RIGHT (R)	128	128	1500	0.0853	
	THRU (T)	1	1	1500	0.0007	
	LEFT (L)	307	307	2700	0.1137	
	T + R		129	1500	0.0860	
	T + L		308	2700	0.1141	
	T + R + L		436	2700	0.1615	0.1615
WB	RIGHT (R)	4	0 *	1500	0.0000	
	LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT                              ^
                      212  1382   171                              |
                       |     |     |                               |
                  ^    |     |     |         ^                   NORTH
                  |    |     |     |         |
                  |   <---   v     --->       |
LEFT     47 ---  2.0   1.0   2.0   1.0   1.0 ---   98  RIGHT
                                                          STREET NAME:
THRU      6 ---> 2.1  (NO. OF LANES)          2.1<---   13  THRU     ORANGE DRIVE

RIGHT     0 ---  1.1   1.0   2.1   1.1   1.1 ---   45  LEFT    SPLIT PHASE?
                  |    <---   ^    --->       |                      N
                  v          |     |          v
                             |     |
                             0  1963   74
                           LEFT THRU  RIGHT
```

STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	74	74	1500	0.0493	
THRU (T)	1963	1963	3150	0.6232	
LEFT (L)	0	0	1500	0.0000	
T + R		2037	3150	0.6467	0.6467
SB RIGHT (R)	212	119 *	1500	0.0793	
THRU (T)	1382	1382	3300	0.4188	
LEFT (L)	171	171	1500	0.1140	0.1140
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	6	6	3150	0.0019	
LEFT (L)	47	47	2700	0.0174	0.0174
T + R		6	3150	0.0019	
WB RIGHT (R)	98	0 *	1500	0.0000	
THRU (T)	13	13	3150	0.0041	
LEFT (L)	45	45	1500	0.0300	
T + L		58	3150	0.0184	0.0184

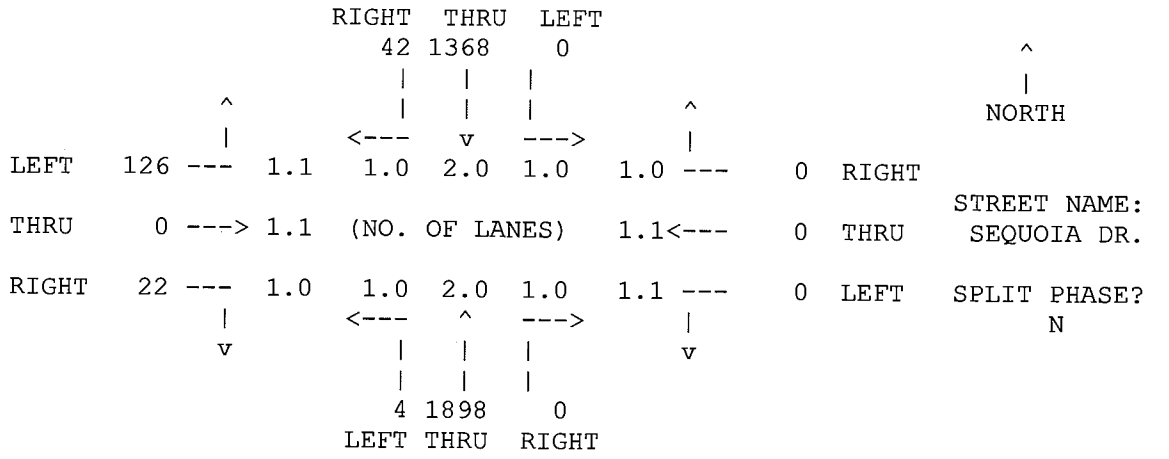
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.80
ADJUSTMENT FOR LOST YELLOW TIME:	0.07
TOTAL VOLUME-TO-CAPACITY RATIO:	0.87
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 BY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1898	1898	3300	0.5752	0.5752
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	42	0 *	1500	0.0000	
	THRU (T)	1368	1368	3300	0.4145	
	LEFT (L)	0	0	1500	0.0000	0.0000
EB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	126	126	1500	0.0840	0.0840
	T + L		126	1500	0.0840	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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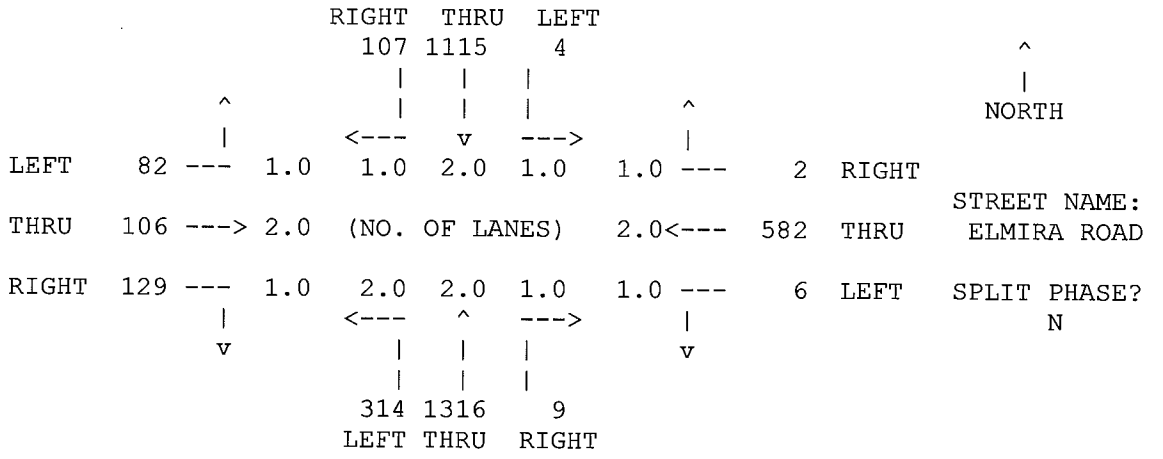
TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	1316	1316	3300	0.3988	
	LEFT (L)	314	314	2700	0.1163	0.1163
SB	RIGHT (R)	107	0 *	1500	0.0000	
	THRU (T)	1115	1115	3300	0.3379	0.3379
	LEFT (L)	4	4	1500	0.0027	
EB	RIGHT (R)	129	0 *	1500	0.0000	
	THRU (T)	106	106	3300	0.0321	
	LEFT (L)	82	82	1500	0.0547	0.0547
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	582	582	3300	0.1764	0.1764
	LEFT (L)	6	6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

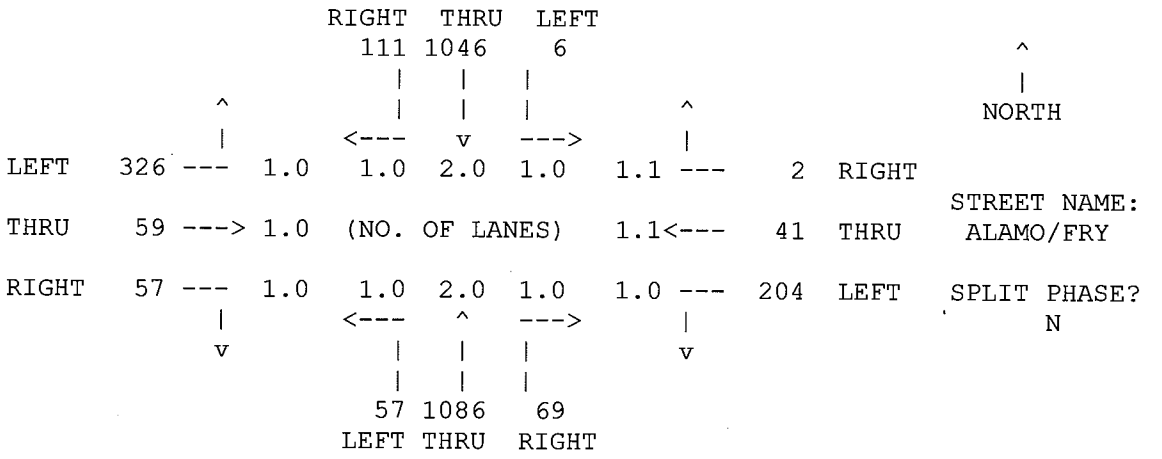
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	69	0 *	1500	0.0000	
THRU (T)	1086	1086	3300	0.3291	
LEFT (L)	57	57	1500	0.0380	0.0380
SB RIGHT (R)	111	0 *	1500	0.0000	
THRU (T)	1046	1046	3300	0.3170	0.3170
LEFT (L)	6	6	1500	0.0040	
EB RIGHT (R)	57	0 *	1500	0.0000	
THRU (T)	59	59	1650	0.0358	
LEFT (L)	326	326	1500	0.2173	0.2173
WB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	41	41	1500	0.0273	
LEFT (L)	204	204	1500	0.1360	
T + R		43	1500	0.0287	0.0287

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

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TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      0     0     0                          ^
                      |     |     |                          |
              ^       |     |     |          ^               NORTH
              |     <---    v     --->       |
LEFT     0 --- 0.0   0.0   0.0   0.0   0.0 ---    0  RIGHT
                                                   STREET NAME:
THRU    44 ---> 1.0  (NO. OF LANES)    1.0<---    7  THRU    LEISURE TOWN

RIGHT   89 ---  1.9   2.0   0.0   1.9   2.0 --- 1074  LEFT   SPLIT PHASE?
             |       <---    ^     --->       |                    N
             v         |     |     |          v
                       |     |     |
                      72     0   629
                    LEFT THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	629	629	1650	0.3812	
LEFT (L)	72	72	2700	0.0267	0.0267
EB RIGHT (R)	89	89	1650	0.0539	
THRU (T)	44	44	1650	0.0267	0.0267
WB THRU (T)	7	7	1650	0.0042	
LEFT (L)	1074	1074	2700	0.3978	0.3978

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.45
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.55

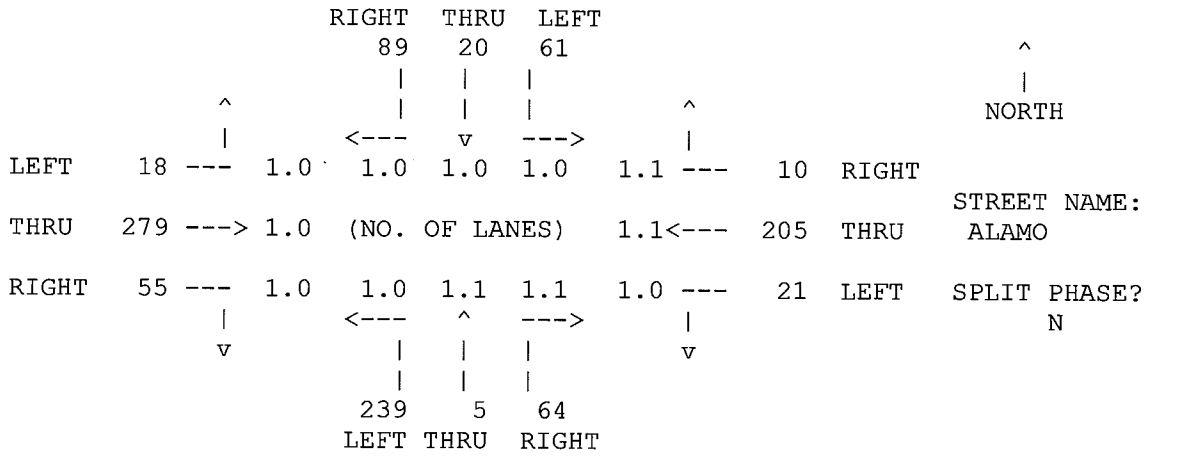
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	64	64	1500	0.0427	
THRU (T)	5	5	1500	0.0033	
LEFT (L)	239	239	1500	0.1593	0.1593
T + R		69	1500	0.0460	
SB RIGHT (R)	89	0 *	1500	0.0000	
THRU (T)	20	20	1650	0.0121	
LEFT (L)	61	61	1500	0.0407	0.0407
EB RIGHT (R)	55	0 *	1500	0.0000	
THRU (T)	279	279	1650	0.1691	0.1691
LEFT (L)	18	18	1500	0.0120	
WB RIGHT (R)	10	10	1500	0.0067	
THRU (T)	205	205	1500	0.1367	
LEFT (L)	21	21	1500	0.0140	0.0140
T + R		215	1500	0.1433	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

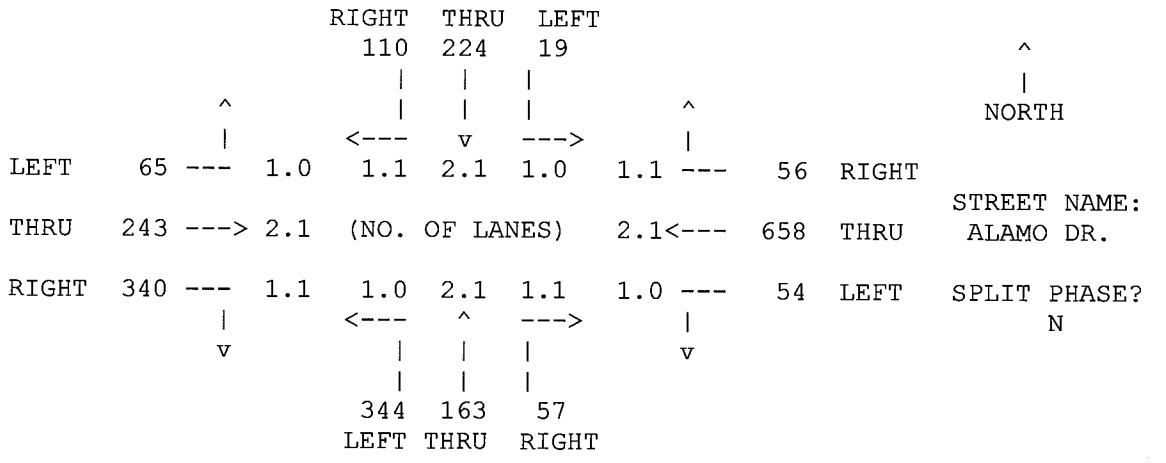
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	57	57	1500	0.0380	
THRU (T)	163	163	3150	0.0517	
LEFT (L)	344	344	1500	0.2293	0.2293
T + R		220	3150	0.0698	
SB RIGHT (R)	110	110	1500	0.0733	
THRU (T)	224	224	3150	0.0711	
LEFT (L)	19	19	1500	0.0127	
T + R		334	3150	0.1060	0.1060
EB RIGHT (R)	340	340	1500	0.2267	
THRU (T)	243	243	3150	0.0771	
LEFT (L)	65	65	1500	0.0433	0.0433
T + R		583	3150	0.1851	
WB RIGHT (R)	56	56	1500	0.0373	
THRU (T)	658	658	3150	0.2089	
LEFT (L)	54	54	1500	0.0360	
T + R		714	3150	0.2267	0.2267

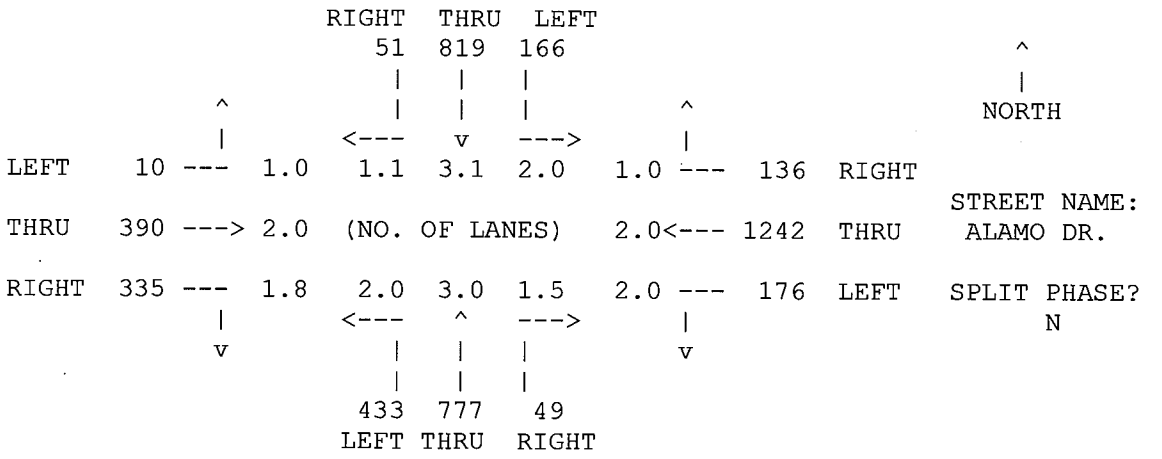
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.61
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.71
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	49	0 *	1500	0.0000	
	THRU (T)	777	777	4950	0.1570	
	LEFT (L)	433	433	2700	0.1604	0.1604
SB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	819	819	4800	0.1706	
	LEFT (L)	166	166	2700	0.0615	
	T + R		870	4800	0.1813	0.1813
EB	RIGHT (R)	335	0 *	1500	0.0000	
	THRU (T)	390	390	3300	0.1182	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	136	10 *	1500	0.0067	
	THRU (T)	1242	1242	3300	0.3764	0.3764
	LEFT (L)	176	176	2700	0.0652	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

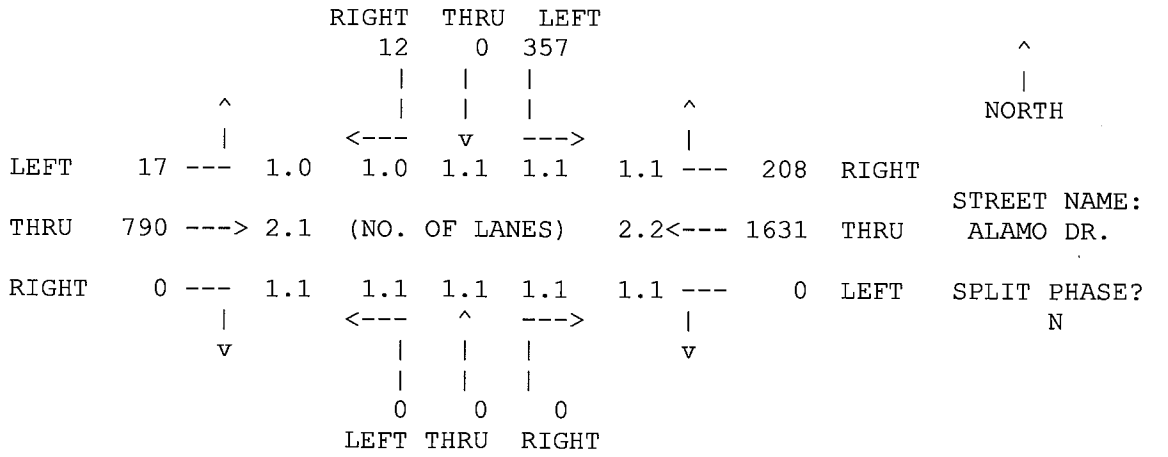
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	357	357	1500	0.2380	0.2380
	T + L		357	1500	0.2380	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	790	790	3150	0.2508	
	LEFT (L)	17	17	1500	0.0113	0.0113
	T + R		790	3150	0.2508	
WB	RIGHT (R)	208	208	1500	0.1387	
	THRU (T)	1631	1631	3000	0.5437	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1839	3000	0.6130	0.6130
	T + L		1631	3000	0.5437	
	T + R + L		1839	3000	0.6130	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

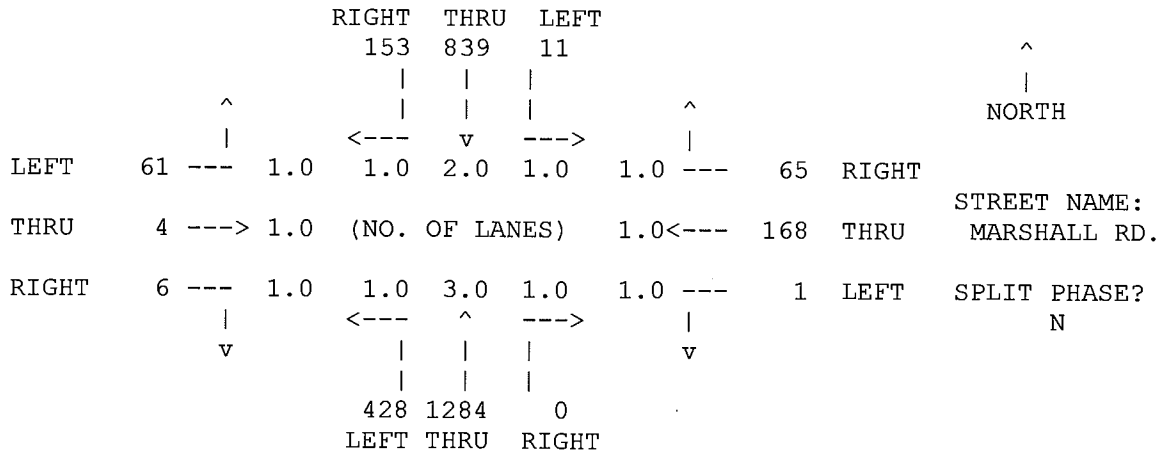
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1284	1284	4950	0.2594	
	LEFT (L)	428	428	1500	0.2853	0.2853
SB	RIGHT (R)	153	43 *	1500	0.0287	
	THRU (T)	839	839	3300	0.2542	0.2542
	LEFT (L)	11	11	1500	0.0073	
EB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	61	61	1500	0.0407	0.0407
WB	RIGHT (R)	65	0 *	1500	0.0000	
	THRU (T)	168	168	1650	0.1018	0.1018
	LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

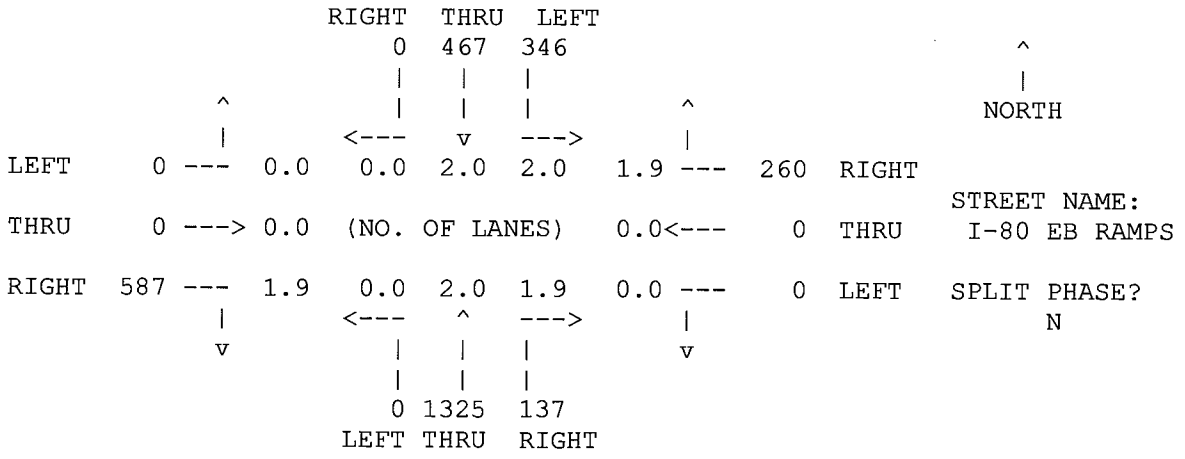
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	137	137	1650	0.0830	
THRU (T)	1325	1325	3300	0.4015	0.4015
SB THRU (T)	467	467	3300	0.1415	
LEFT (L)	346	346	2700	0.1281	0.1281
EB RIGHT (R)	587	587	1650	0.3558	
WB RIGHT (R)	260	260	1650	0.1576	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.53
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

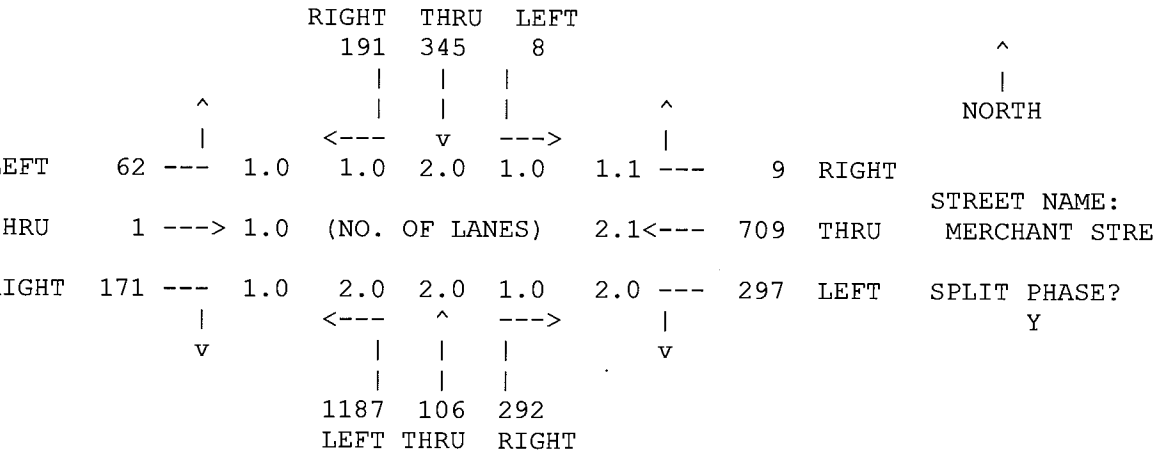
TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	292	130 *	1500	0.0867	
THRU (T)	106	106	3300	0.0321	
LEFT (L)	1187	1187	2700	0.4396	0.4396
SB RIGHT (R)	191	80 *	1500	0.0533	
THRU (T)	345	345	3300	0.1045	0.1045
LEFT (L)	8	8	1500	0.0053	
EB RIGHT (R)	171	0 *	1500	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	62	62	1500	0.0413	0.0413
WB RIGHT (R)	9	9	1500	0.0060	
THRU (T)	709	709	3150	0.2251	
LEFT (L)	297	297	2700	0.1100	
T + R		718	3150	0.2279	0.2279

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.81
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

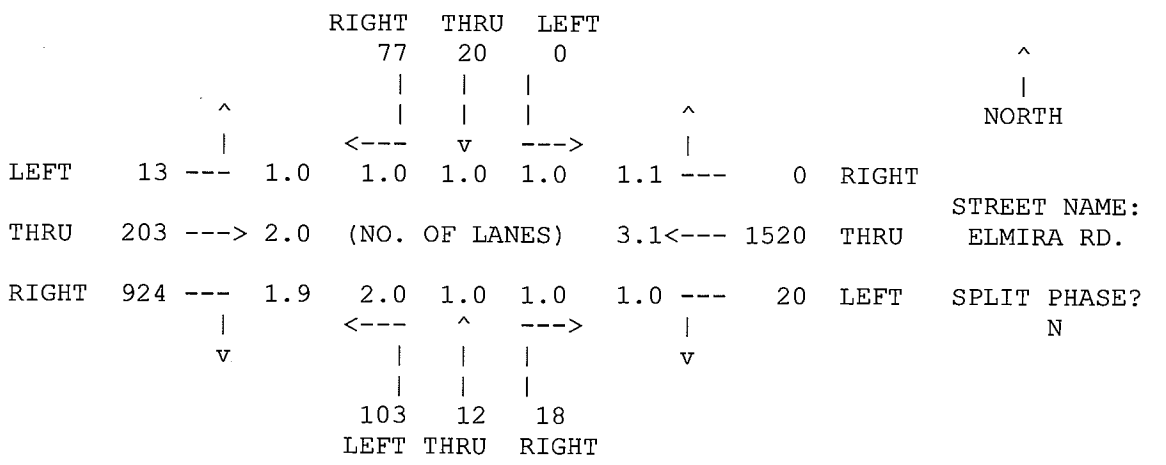
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	18	0 *	1500	0.0000	
THRU (T)	12	12	1650	0.0073	
LEFT (L)	103	103	2700	0.0381	0.0381
SB RIGHT (R)	77	0 *	1500	0.0000	
THRU (T)	20	20	1650	0.0121	0.0121
LEFT (L)	0	0	1500	0.0000	
EB RIGHT (R)	924	924	1650	0.5600	
THRU (T)	203	203	3300	0.0615	
LEFT (L)	13	13	1500	0.0087	0.0087
WB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1520	1520	4800	0.3167	0.3167
LEFT (L)	20	20	1500	0.0133	
T + R		1520	4800	0.3167	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.38
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

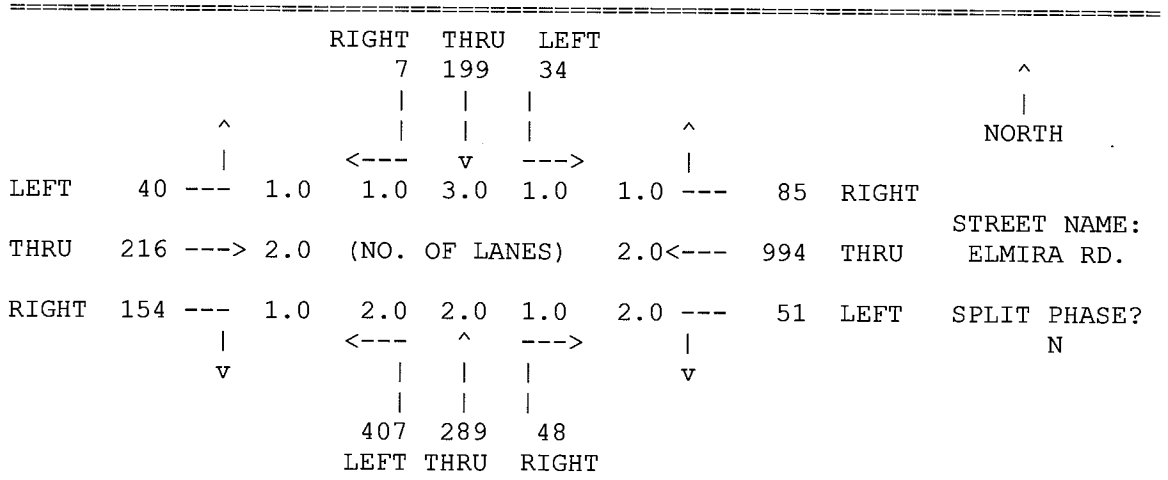
TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	48	0 *	1500	0.0000	
THRU (T)	289	289	3300	0.0876	
LEFT (L)	407	407	2700	0.1507	0.1507
SB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	199	199	4950	0.0402	0.0402
LEFT (L)	34	34	1500	0.0227	
EB RIGHT (R)	154	0 *	1500	0.0000	
THRU (T)	216	216	3300	0.0655	
LEFT (L)	40	40	1500	0.0267	0.0267
WB RIGHT (R)	85	0 *	1500	0.0000	
THRU (T)	994	994	3300	0.3012	0.3012
LEFT (L)	51	51	2700	0.0189	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

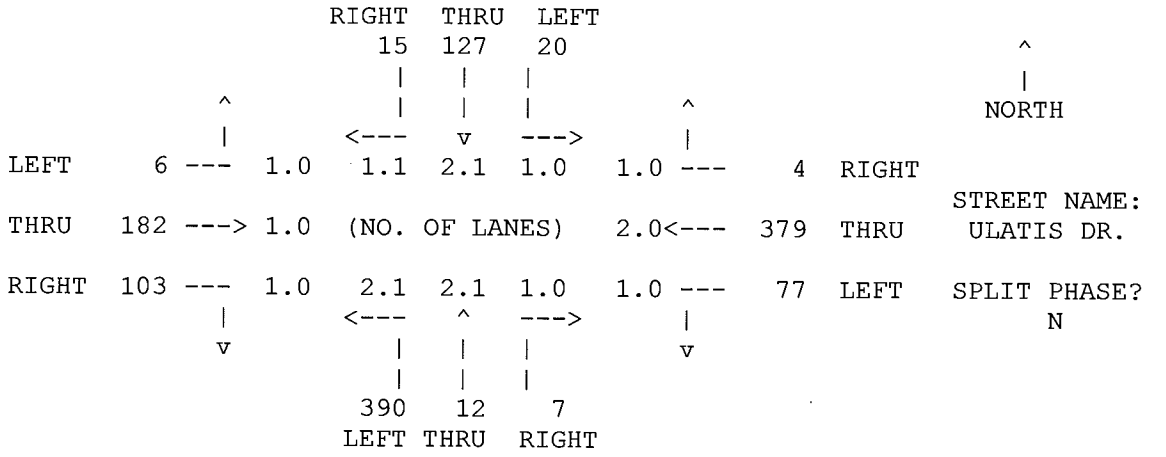
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	12	12	3150	0.0038	
	LEFT (L)	390	390	2700	0.1444	0.1444
	T + L		402	4350	0.0924	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	127	127	3150	0.0403	
	LEFT (L)	20	20	1500	0.0133	
	T + R		142	3150	0.0451	0.0451
EB	RIGHT (R)	103	0 *	1500	0.0000	
	THRU (T)	182	182	1650	0.1103	0.1103
	LEFT (L)	6	6	1500	0.0040	
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	379	379	3300	0.1148	
	LEFT (L)	77	77	1500	0.0513	0.0513

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.35
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

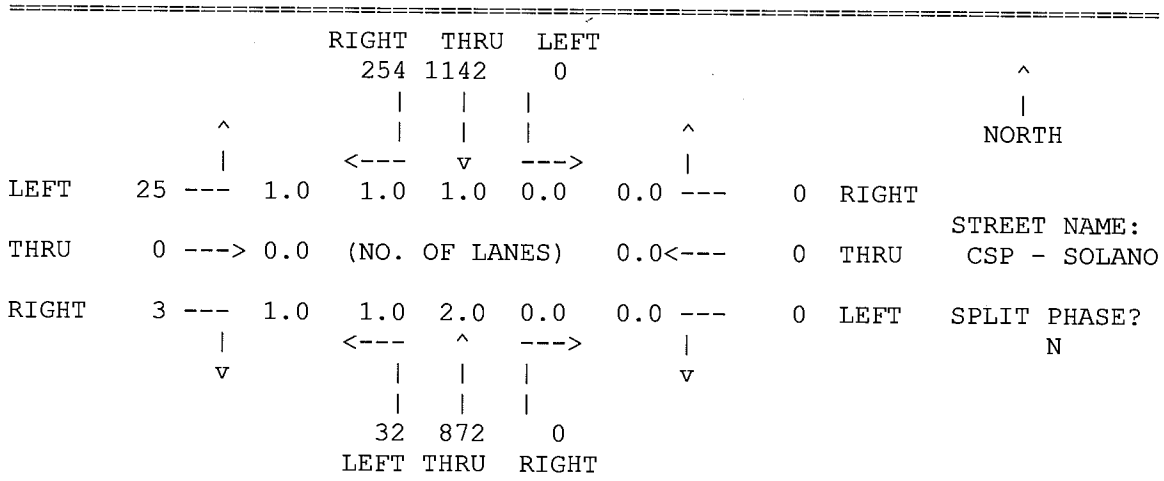
TOTAL VOLUME-TO-CAPACITY RATIO: 0.45
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	872	872	3300	0.2642	
LEFT (L)	32	32	1500	0.0213	0.0213
SB RIGHT (R)	254	162 *	1500	0.1080	
THRU (T)	1142	1142	1650	0.6921	0.6921
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

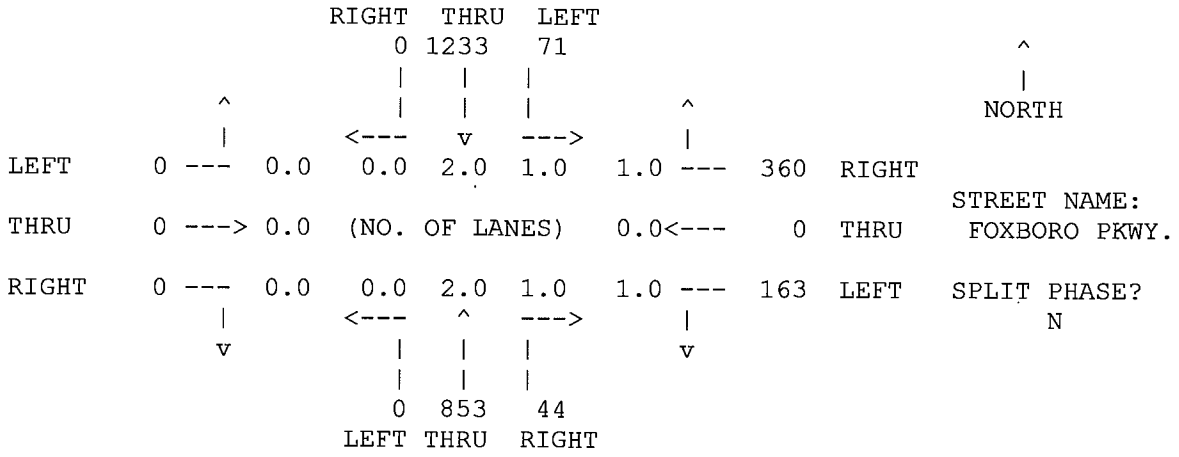
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.73
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.83
INTERSECTION LEVEL OF SERVICE:	D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	44	0 *	1500	0.0000	
THRU (T)	853	853	3300	0.2585	
SB THRU (T)	1233	1233	3300	0.3736	0.3736
LEFT (L)	71	71	1500	0.0473	
WB RIGHT (R)	360	245 *	1500	0.1633	0.1633
LEFT (L)	163	163	1500	0.1087	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

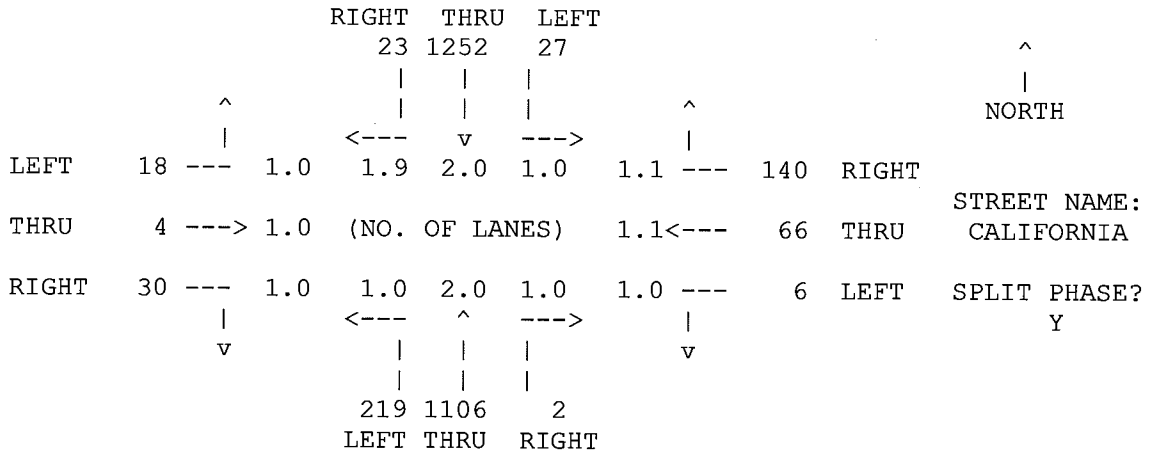
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	1106	1106	3300	0.3352	
	LEFT (L)	219	219	1500	0.1460	0.1460
SB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	1252	1252	3300	0.3794	0.3794
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	18	18	1500	0.0120	0.0120
WB	RIGHT (R)	140	140	1500	0.0933	
	THRU (T)	66	66	1500	0.0440	
	LEFT (L)	6	6	1500	0.0040	
	T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

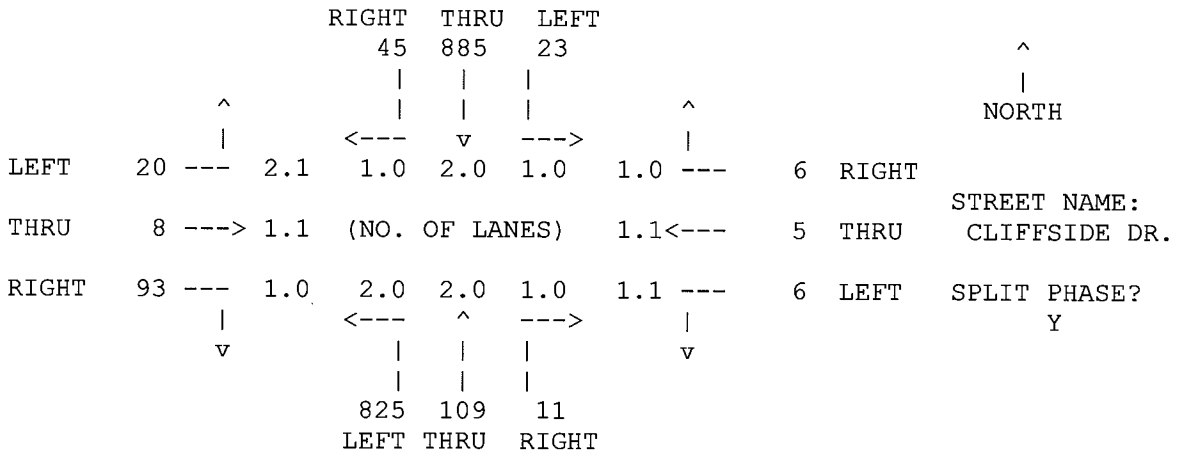
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	109	109	3300	0.0330	
	LEFT (L)	825	825	2700	0.3056	0.3056
SB	RIGHT (R)	45	0 *	1500	0.0000	
	THRU (T)	885	885	3300	0.2682	0.2682
	LEFT (L)	23	23	1500	0.0153	
EB	RIGHT (R)	93	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	20	20	2700	0.0074	
	T + L		28	2700	0.0104	0.0104
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	6	6	1500	0.0040	
	T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

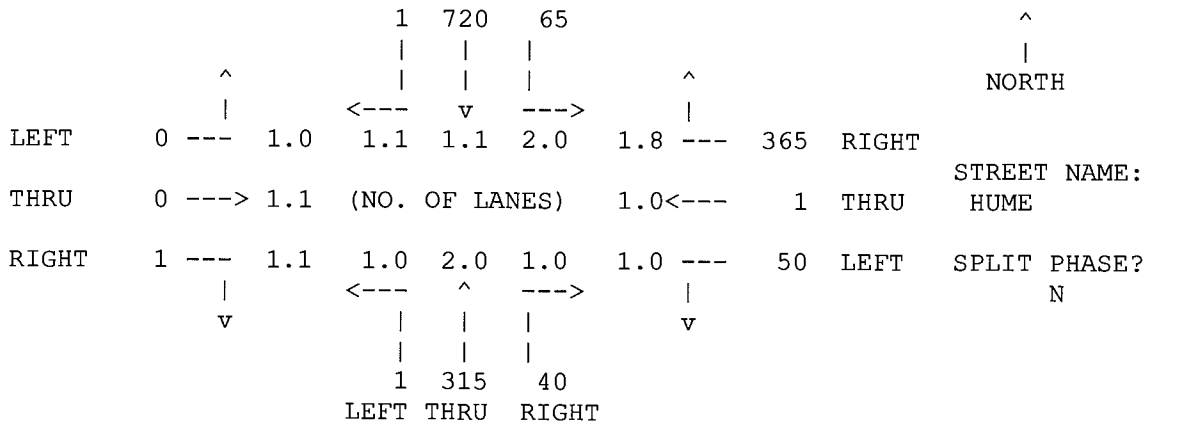
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	315	315	3300	0.0955	0.0955
	LEFT (L)	1	1	1500	0.0007	
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	720	720	1500	0.4800	
	LEFT (L)	65	65	2700	0.0241	
	T + R		721	1500	0.4807	0.4807
EB	RIGHT (R)	1	1	1500	0.0007	0.0007
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1	1500	0.0007	
WB	RIGHT (R)	365	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	50	50	1500	0.0333	0.0333

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

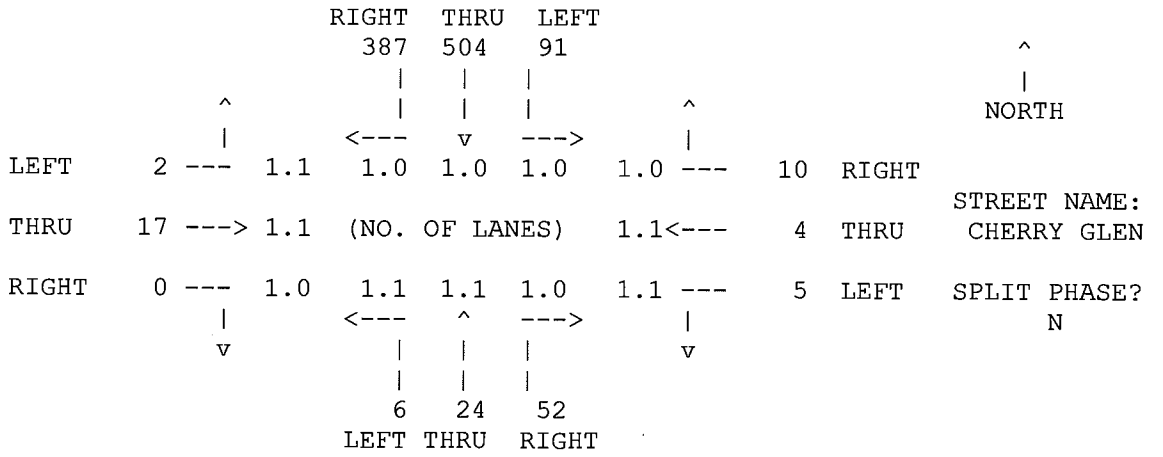
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + L		30	1500	0.0200	
SB	RIGHT (R)	387	306 *	1500	0.2040	
	THRU (T)	504	504	1650	0.3055	0.3055
	LEFT (L)	91	91	1500	0.0607	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	
	LEFT (L)	2	2	1500	0.0013	
	T + L		19	1500	0.0127	0.0127
WB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	0.0033
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.33
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

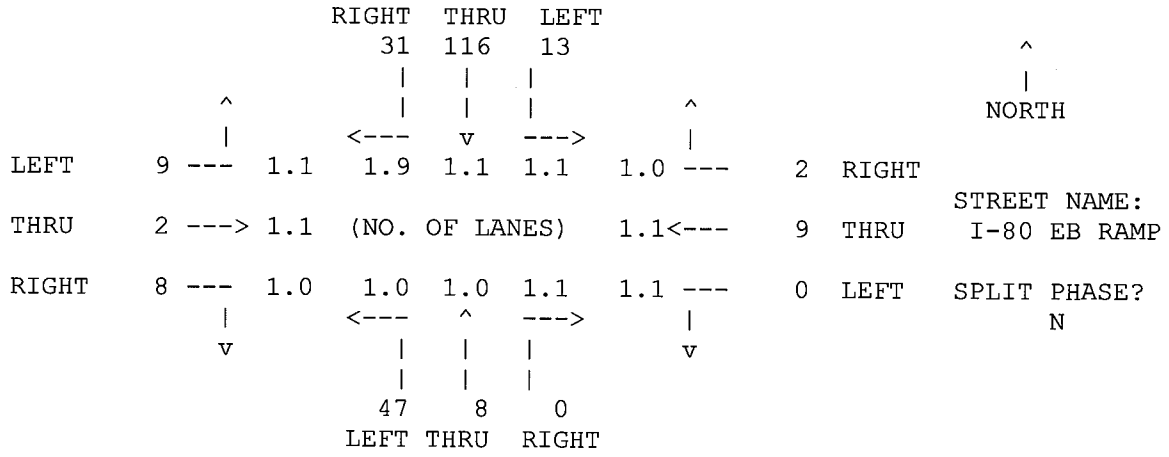
TOTAL VOLUME-TO-CAPACITY RATIO: 0.43
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 WITH PROJECT WO FB AM PK HR FILE 2030.VCI



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	
	LEFT (L)	47	47	1500	0.0313	0.0313
SB	RIGHT (R)	31	31	1650	0.0188	
	THRU (T)	116	116	1500	0.0773	
	LEFT (L)	13	13	1500	0.0087	
	T + L		129	1500	0.0860	0.0860
EB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		11	1500	0.0073	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	9	9	1500	0.0060	0.0060
	LEFT (L)	0	0	1500	0.0000	
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.13
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.23
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

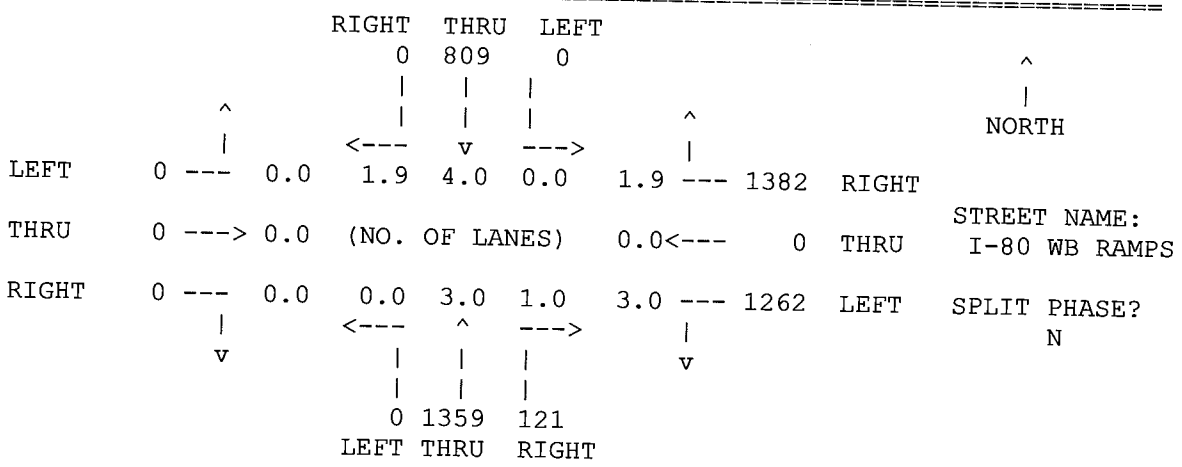
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.

INTERSECTION STUDY	COUNT#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.70	B
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.59	A
3	1295	LEISURE TOWN	ORANGE DRIVE	0.60	A
4	1299	LEISURE TOWN	SEQUOIA DR.	0.76	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.73	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.68	B
9	1114	NUT TREE RD.	ALAMO DR.	0.67	B
9	1114	NUT TREE RD.	ALAMO DR.	0.71	C
10	1107	PEABODY RD.	ALAMO DR.	0.82	D
10	1107	PEABODY RD.	ALAMO DR.	0.74	C
11	1100	DAVIS ST.	ALAMO DR.	0.90	D
11	1100	DAVIS ST.	ALAMO DR.	0.90	D
14	1093	ALAMO DRIVE	MERCHANT STRE	0.78	C
14	1093	ALAMO DRIVE	MERCHANT STRE	0.78	C
17	1277	NUT TREE RD.	ULATIS DR.	0.44	A
17	1277	NUT TREE RD.	ULATIS DR.	0.39	A
17	1277	NUT TREE RD.	ULATIS DR.	0.39	A
18	1491	PEABODY RD.	CSP - SOLANO	0.48	A
19	1247	PEABODY RD.	FOXBORO PKWY.	0.64	B
20	1245	PEABODY	CALIFORNIA	0.77	C
20	1245	PEABODY	CALIFORNIA	0.65	B
20	1245	PEABODY	CALIFORNIA	0.65	B
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.62	B
22	1200	DAVIS	HUME	0.75	C
23	1675	I-80 WB	CHERRY GLEN	0.40	A
24	1674	CHERRY GLENN	I-80 EB RAMP	0.22	A

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

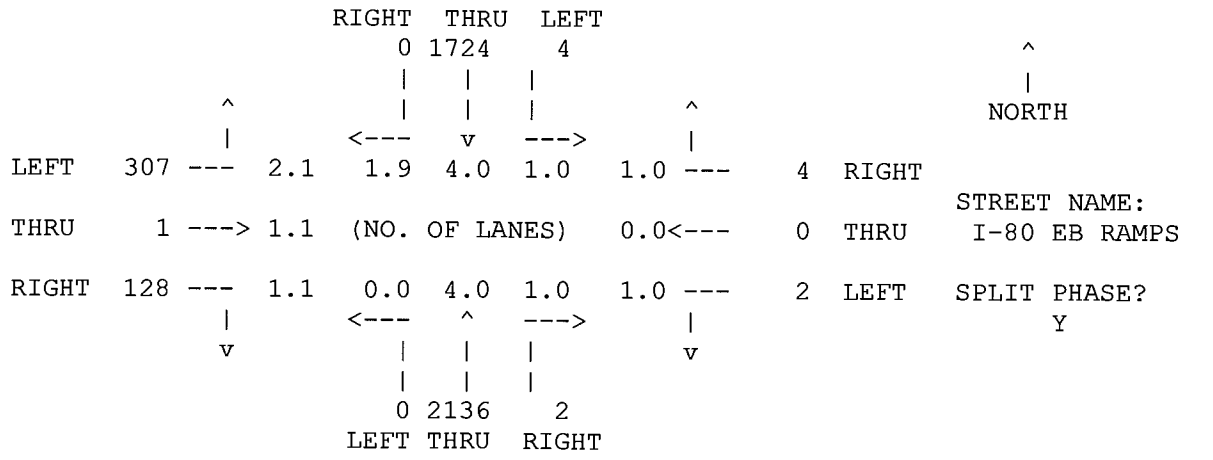
MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	121	0 *	1500	0.0000	
THRU (T)	1359	1359	4950	0.2745	0.2745
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	809	809	6600	0.1226	
WB RIGHT (R)	1382	1382	1650	0.8376	
LEFT (L)	1262	1262	3900	0.3236	0.3236
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:					0.60
ADJUSTMENT FOR LOST YELLOW TIME:					0.10
TOTAL VOLUME-TO-CAPACITY RATIO:					0.70
INTERSECTION LEVEL OF SERVICE:					B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	0 *	1500	0.0000	
THRU (T)	2136	2136	6600	0.3236	0.3236
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1724	1724	6600	0.2612	
LEFT (L)	4	4	1500	0.0027	0.0027
EB RIGHT (R)	128	128	1500	0.0853	
THRU (T)	1	1	1500	0.0007	
LEFT (L)	307	307	2700	0.1137	
T + R		129	1500	0.0860	
T + L		308	2700	0.1141	
T + R + L		436	2700	0.1615	0.1615
WB RIGHT (R)	4	0 *	1500	0.0000	
LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.49
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

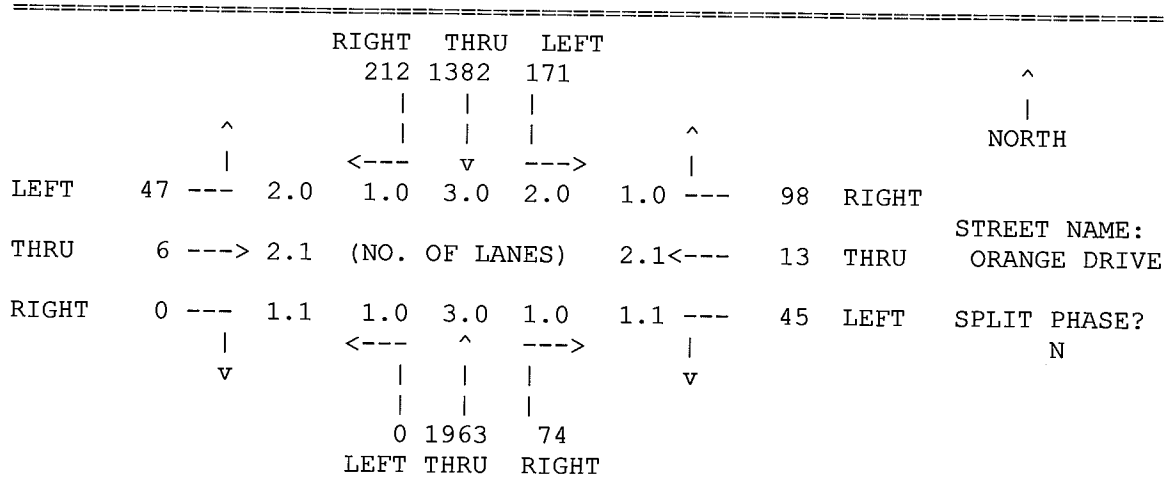
TOTAL VOLUME-TO-CAPACITY RATIO: 0.59
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	74	0 *	1500	0.0000	
	THRU (T)	1963	1963	4950	0.3966	0.3966
	LEFT (L)	0	0	1500	0.0000	
SB	RIGHT (R)	212	119 *	1500	0.0793	
	THRU (T)	1382	1382	4950	0.2792	
	LEFT (L)	171	171	2700	0.0633	0.0633
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	6	6	3150	0.0019	
	LEFT (L)	47	47	2700	0.0174	0.0174
	T + R		6	3150	0.0019	
WB	RIGHT (R)	98	0 *	1500	0.0000	
	THRU (T)	13	13	3150	0.0041	
	LEFT (L)	45	45	1500	0.0300	
	T + L		58	3150	0.0184	0.0184

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.50
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.60
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

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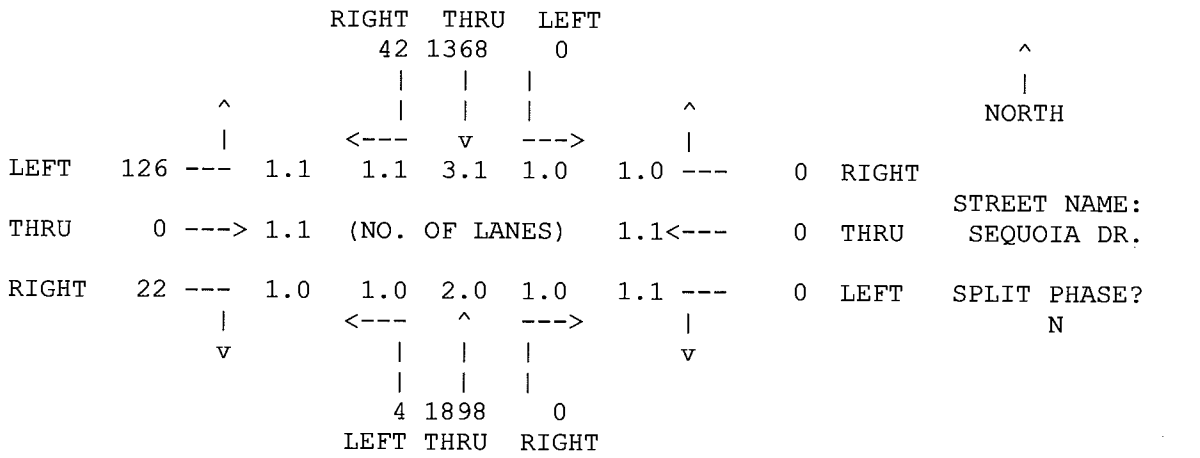
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1898	1898	3300	0.5752	0.5752
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	42	42	1500	0.0280	
	THRU (T)	1368	1368	4800	0.2850	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1410	4800	0.2937	
EB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	126	126	1500	0.0840	0.0840
	T + L		126	1500	0.0840	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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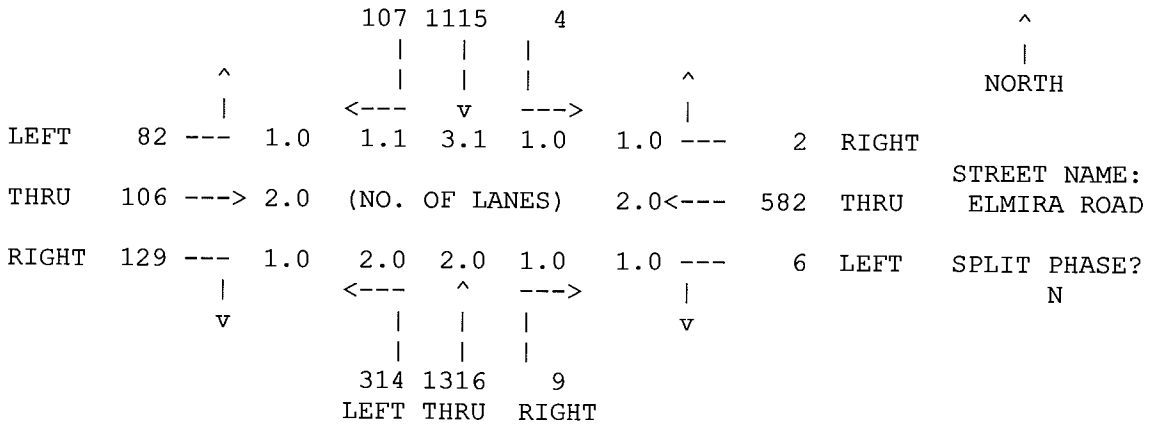
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	9	0 *	1500	0.0000	
	THRU (T)	1316	1316	3300	0.3988	0.3988
	LEFT (L)	314	314	2700	0.1163	
SB	RIGHT (R)	107	107	1500	0.0713	
	THRU (T)	1115	1115	4800	0.2323	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + R		1222	4800	0.2546	
EB	RIGHT (R)	129	0 *	1500	0.0000	
	THRU (T)	106	106	3300	0.0321	
	LEFT (L)	82	82	1500	0.0547	0.0547
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	582	582	3300	0.1764	0.1764
	LEFT (L)	6	6	1500	0.0040	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

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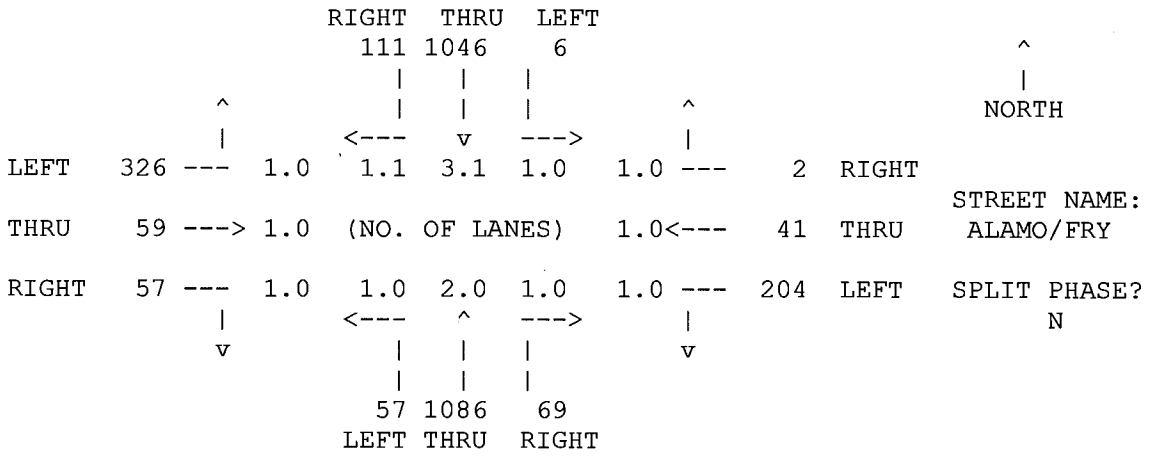
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	69	0 *	1500	0.0000	
	THRU (T)	1086	1086	3300	0.3291	0.3291
	LEFT (L)	57	57	1500	0.0380	
SB	RIGHT (R)	111	111	1500	0.0740	
	THRU (T)	1046	1046	4800	0.2179	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + R		1157	4800	0.2410	
EB	RIGHT (R)	57	0 *	1500	0.0000	
	THRU (T)	59	59	1650	0.0358	
	LEFT (L)	326	326	1500	0.2173	0.2173
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	41	41	1650	0.0248	0.0248
	LEFT (L)	204	204	1500	0.1360	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.58
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

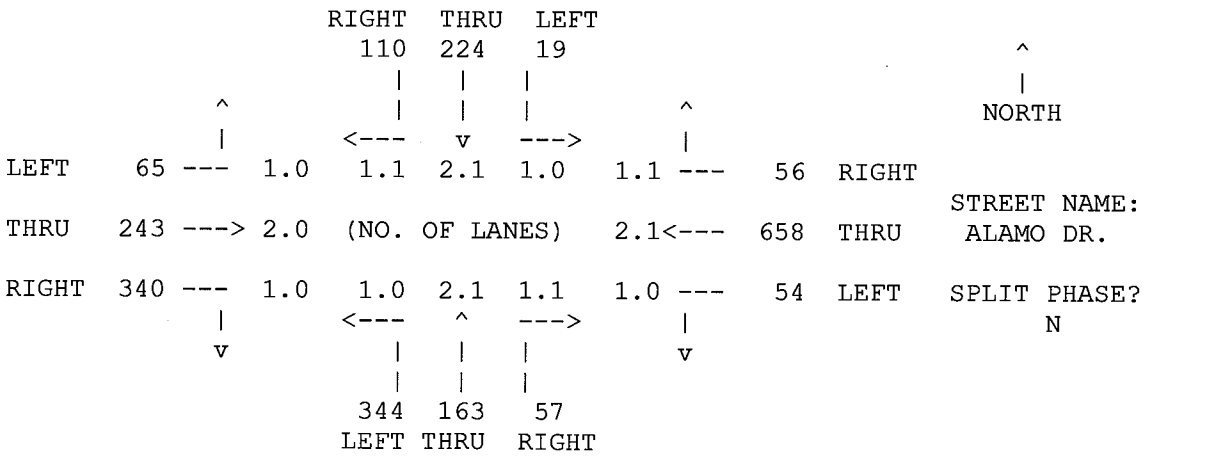
TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	57	57	1500	0.0380	
	THRU (T)	163	163	3150	0.0517	
	LEFT (L)	344	344	1500	0.2293	0.2293
	T + R		220	3150	0.0698	
SB	RIGHT (R)	110	110	1500	0.0733	
	THRU (T)	224	224	3150	0.0711	
	LEFT (L)	19	19	1500	0.0127	
	T + R		334	3150	0.1060	0.1060
EB	RIGHT (R)	340	88 *	1500	0.0587	
	THRU (T)	243	243	3300	0.0736	
	LEFT (L)	65	65	1500	0.0433	0.0433
WB	RIGHT (R)	56	56	1500	0.0373	
	THRU (T)	658	658	3150	0.2089	
	LEFT (L)	54	54	1500	0.0360	
	T + R		714	3150	0.2267	0.2267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

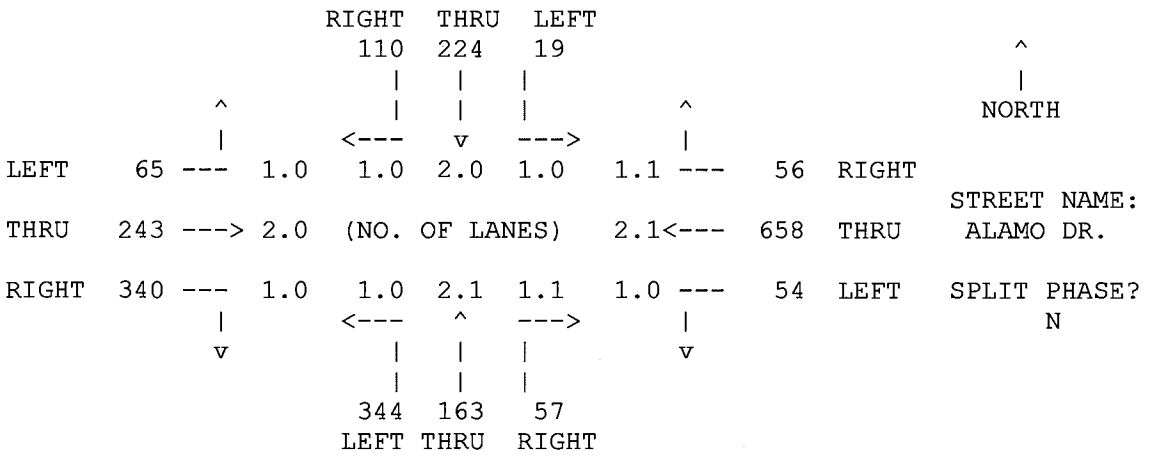
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	57	57	1500	0.0380	
	THRU (T)	163	163	3150	0.0517	
	LEFT (L)	344	344	1500	0.2293	0.2293
	T + R		220	3150	0.0698	
SB	RIGHT (R)	110	0 *	1500	0.0000	
	THRU (T)	224	224	3300	0.0679	0.0679
	LEFT (L)	19	19	1500	0.0127	
EB	RIGHT (R)	340	88 *	1500	0.0587	
	THRU (T)	243	243	3300	0.0736	
	LEFT (L)	65	65	1500	0.0433	0.0433
WB	RIGHT (R)	56	56	1500	0.0373	
	THRU (T)	658	658	3150	0.2089	
	LEFT (L)	54	54	1500	0.0360	
	T + R		714	3150	0.2267	0.2267

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.57
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

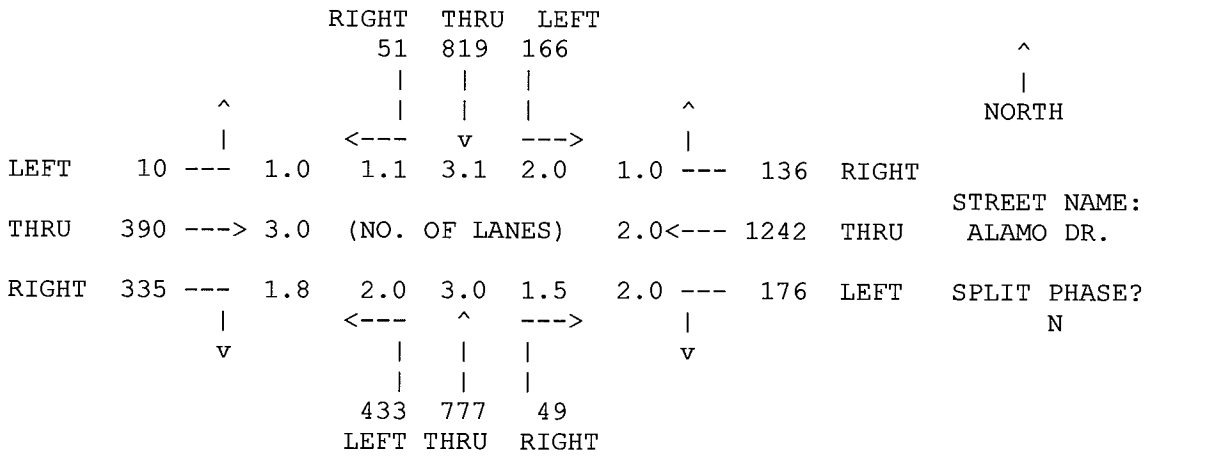
TOTAL VOLUME-TO-CAPACITY RATIO: 0.67
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 9 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	49	0 *	1500	0.0000	
	THRU (T)	777	777	4950	0.1570	
	LEFT (L)	433	433	2700	0.1604	0.1604
SB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	819	819	4800	0.1706	
	LEFT (L)	166	166	2700	0.0615	
	T + R		870	4800	0.1813	0.1813
EB	RIGHT (R)	335	0 *	1500	0.0000	
	THRU (T)	390	390	4950	0.0788	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	136	10 *	1500	0.0067	
	THRU (T)	1242	1242	3300	0.3764	0.3764
	LEFT (L)	176	176	2700	0.0652	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

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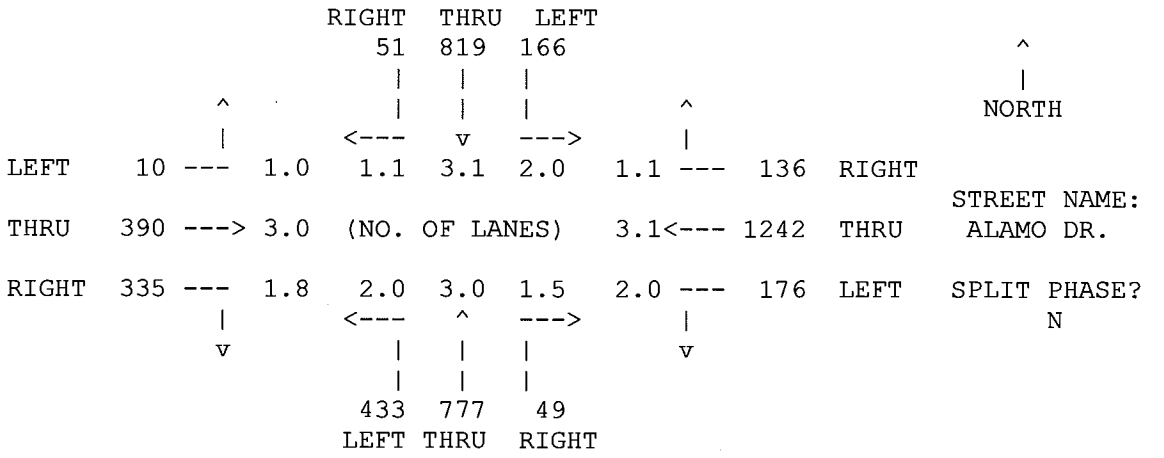
TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit2



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	49	0 *	1500	0.0000	
	THRU (T)	777	777	4950	0.1570	
	LEFT (L)	433	433	2700	0.1604	0.1604
SB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	819	819	4800	0.1706	
	LEFT (L)	166	166	2700	0.0615	
	T + R		870	4800	0.1813	0.1813
EB	RIGHT (R)	335	0 *	1500	0.0000	
	THRU (T)	390	390	4950	0.0788	
	LEFT (L)	10	10	1500	0.0067	0.0067
WB	RIGHT (R)	136	136	1500	0.0907	
	THRU (T)	1242	1242	4800	0.2588	
	LEFT (L)	176	176	2700	0.0652	
	T + R		1378	4800	0.2871	0.2871

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.64
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

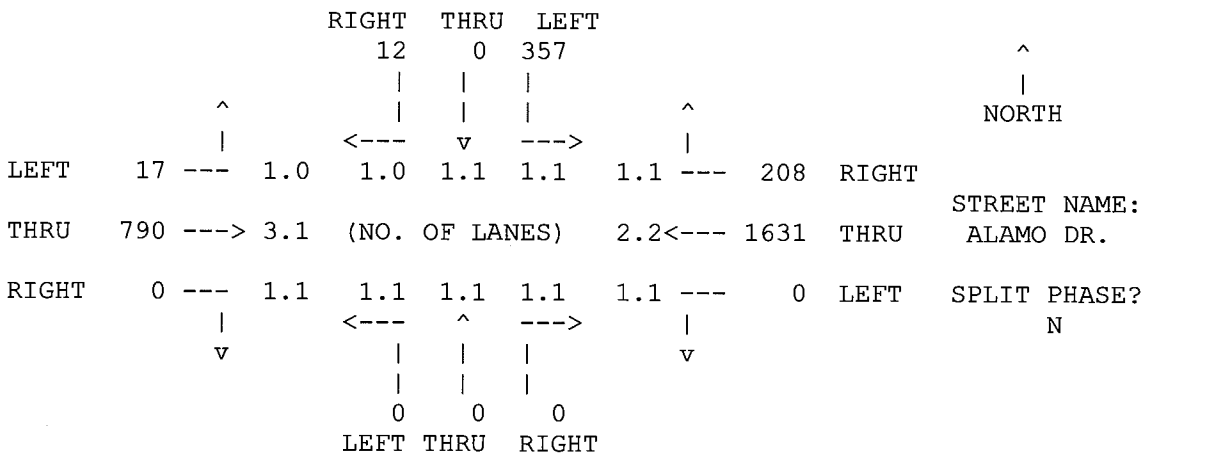
TOTAL VOLUME-TO-CAPACITY RATIO: 0.74
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	357	357	1500	0.2380	0.2380
	T + L		357	1500	0.2380	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	790	790	4800	0.1646	
	LEFT (L)	17	17	1500	0.0113	0.0113
	T + R		790	4800	0.1646	
WB	RIGHT (R)	208	208	1500	0.1387	
	THRU (T)	1631	1631	3000	0.5437	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1839	3000	0.6130	0.6130
	T + L		1631	3000	0.5437	
	T + R + L		1839	3000	0.6130	

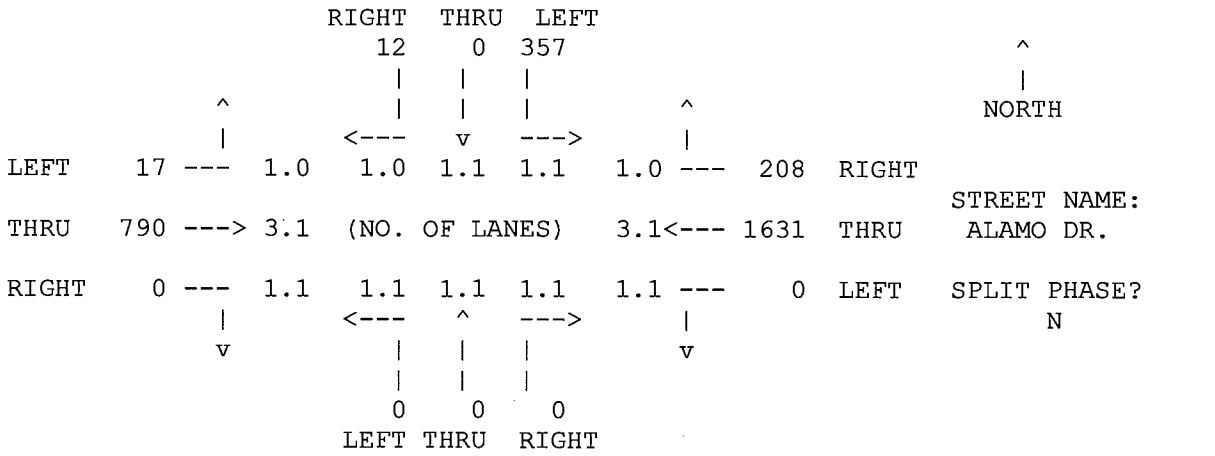
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.86
ADJUSTMENT FOR LOST YELLOW TIME: 0.04

TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit2



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	12	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	357	357	1500	0.2380	0.2380
	T + L		357	1500	0.2380	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	790	790	4800	0.1646	
	LEFT (L)	17	17	1500	0.0113	0.0113
	T + R		790	4800	0.1646	
WB	RIGHT (R)	208	0 *	1500	0.0000	
	THRU (T)	1631	1631	4800	0.3398	0.3398
	LEFT (L)	0	0	1500	0.0000	
	T + L		1631	4800	0.3398	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.59
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

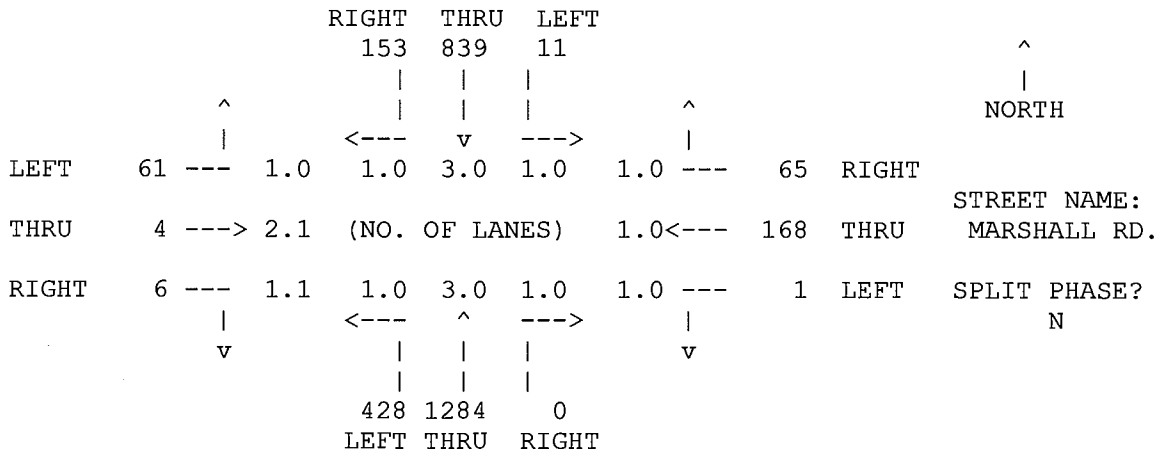
TOTAL VOLUME-TO-CAPACITY RATIO: 0.69
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1284	1284	4950	0.2594	
LEFT (L)	428	428	1500	0.2853	0.2853
SB RIGHT (R)	153	43 *	1500	0.0287	
THRU (T)	839	839	4950	0.1695	0.1695
LEFT (L)	11	11	1500	0.0073	
EB RIGHT (R)	6	6	1500	0.0040	
THRU (T)	4	4	3150	0.0013	
LEFT (L)	61	61	1500	0.0407	0.0407
T + R		10	3150	0.0032	
WB RIGHT (R)	65	0 *	1500	0.0000	
THRU (T)	168	168	1650	0.1018	0.1018
LEFT (L)	1	1	1500	0.0007	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

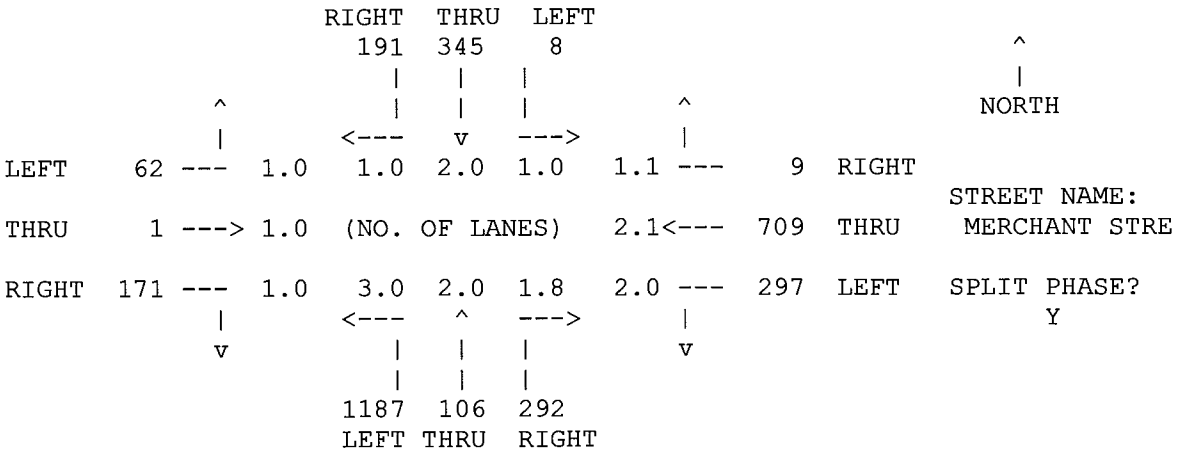
TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	292	0 *	1500	0.0000	
	THRU (T)	106	106	3300	0.0321	
	LEFT (L)	1187	1187	3900	0.3044	0.3044
SB	RIGHT (R)	191	80 *	1500	0.0533	
	THRU (T)	345	345	3300	0.1045	0.1045
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	62	62	1500	0.0413	0.0413
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	709	709	3150	0.2251	
	LEFT (L)	297	297	2700	0.1100	
	T + R		718	3150	0.2279	0.2279

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

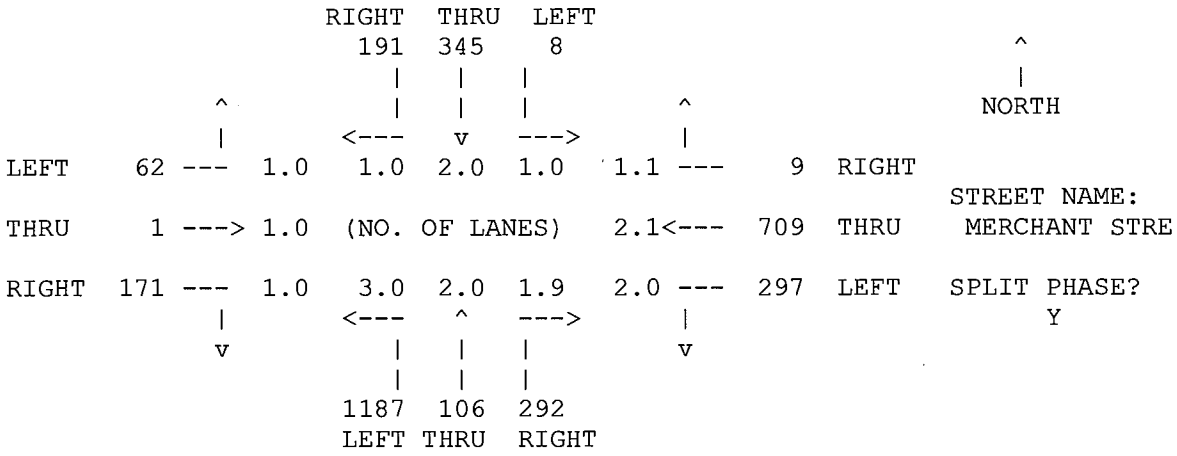
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	292	292	1650	0.1770	
	THRU (T)	106	106	3300	0.0321	
	LEFT (L)	1187	1187	3900	0.3044	0.3044
SB	RIGHT (R)	191	80 *	1500	0.0533	
	THRU (T)	345	345	3300	0.1045	0.1045
	LEFT (L)	8	8	1500	0.0053	
EB	RIGHT (R)	171	0 *	1500	0.0000	
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	62	62	1500	0.0413	0.0413
WB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	709	709	3150	0.2251	
	LEFT (L)	297	297	2700	0.1100	
	T + R		718	3150	0.2279	0.2279

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

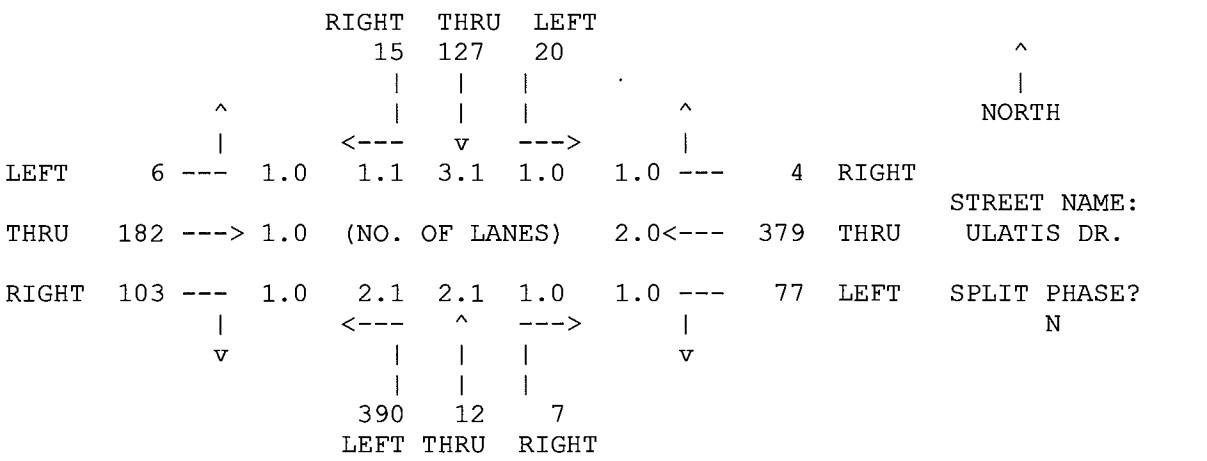
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	7	0 *	1500	0.0000	
THRU (T)	12	12	3150	0.0038	
LEFT (L)	390	390	2700	0.1444	0.1444
T + L		402	4350	0.0924	
SB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	127	127	4800	0.0265	
LEFT (L)	20	20	1500	0.0133	
T + R		142	4800	0.0296	0.0296
EB RIGHT (R)	103	0 *	1500	0.0000	
THRU (T)	182	182	1650	0.1103	0.1103
LEFT (L)	6	6	1500	0.0040	
WB RIGHT (R)	4	0 *	1500	0.0000	
THRU (T)	379	379	3300	0.1148	
LEFT (L)	77	77	1500	0.0513	0.0513

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

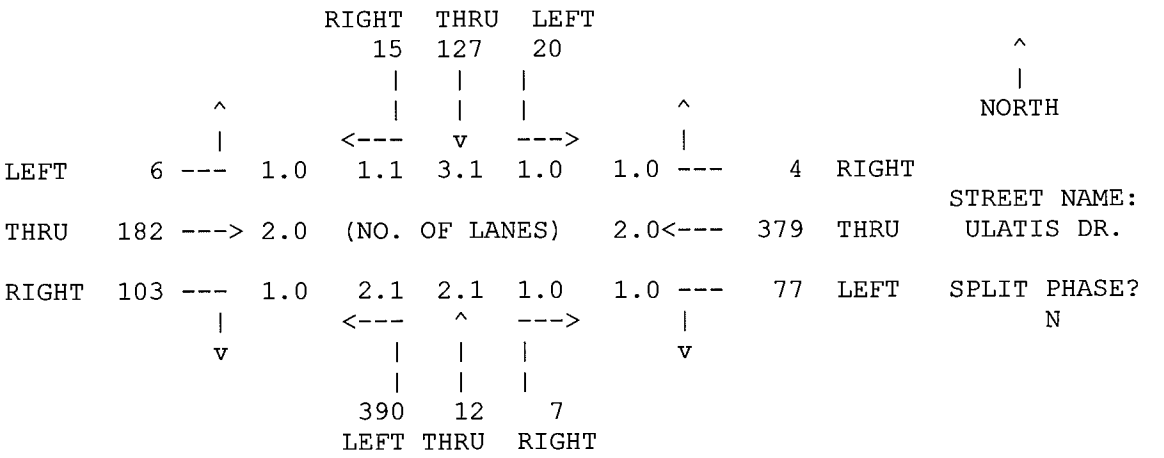
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	7	0 *	1500	0.0000	
	THRU (T)	12	12	3150	0.0038	
	LEFT (L)	390	390	2700	0.1444	0.1444
	T + L		402	4350	0.0924	
SB	RIGHT (R)	15	15	1500	0.0100	
	THRU (T)	127	127	4800	0.0265	
	LEFT (L)	20	20	1500	0.0133	
	T + R		142	4800	0.0296	0.0296
EB	RIGHT (R)	103	0 *	1500	0.0000	
	THRU (T)	182	182	3300	0.0552	
	LEFT (L)	6	6	1500	0.0040	0.0040
WB	RIGHT (R)	4	0 *	1500	0.0000	
	THRU (T)	379	379	3300	0.1148	0.1148
	LEFT (L)	77	77	1500	0.0513	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.29
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

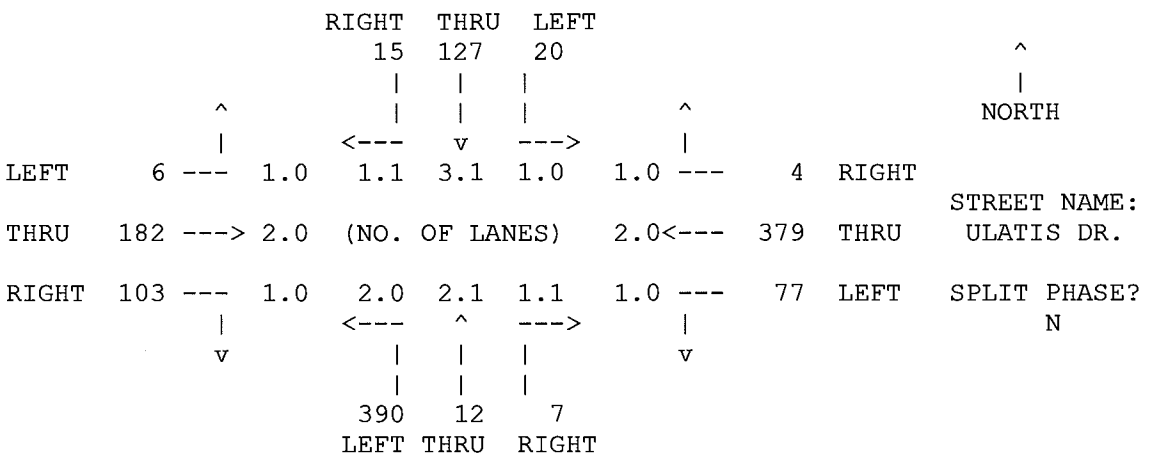
TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	7	7	1500	0.0047	
THRU (T)	12	12	3150	0.0038	
LEFT (L)	390	390	2700	0.1444	0.1444
T + R		19	3150	0.0060	
SB RIGHT (R)	15	15	1500	0.0100	
THRU (T)	127	127	4800	0.0265	
LEFT (L)	20	20	1500	0.0133	
T + R		142	4800	0.0296	0.0296
EB RIGHT (R)	103	0 *	1500	0.0000	
THRU (T)	182	182	3300	0.0552	
LEFT (L)	6	6	1500	0.0040	0.0040
WB RIGHT (R)	4	0 *	1500	0.0000	
THRU (T)	379	379	3300	0.1148	0.1148
LEFT (L)	77	77	1500	0.0513	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.29
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

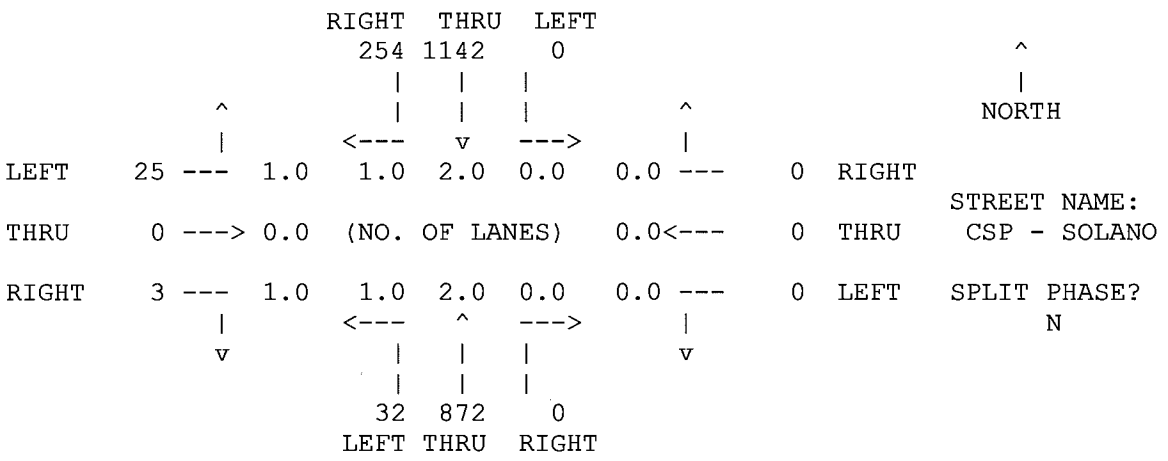
TOTAL VOLUME-TO-CAPACITY RATIO: 0.39
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	872	872	3300	0.2642	
LEFT (L)	32	32	1500	0.0213	0.0213
SB RIGHT (R)	254	162 *	1500	0.1080	
THRU (T)	1142	1142	3300	0.3461	0.3461
EB RIGHT (R)	3	0 *	1500	0.0000	
LEFT (L)	25	25	1500	0.0167	0.0167

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.38
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.48
INTERSECTION LEVEL OF SERVICE:	A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v

```
                    RIGHT  THRU  LEFT                                  ^
                      0    1233   71                                   |
                      |     |     |                                    |
                ^     |     |     |          ^                      NORTH
                |     |     |     |          |
                |    <---   v    --->        |
LEFT      0 ---  0.0   0.0  2.0   1.0   1.0 ---  360  RIGHT
                                                          STREET NAME:
THRU      0 ---> 0.0  (NO. OF LANES)    0.0<---    0  THRU    FOXBORO PKWY.

RIGHT     0 ---  0.0   0.0  3.0   1.0   1.0 ---  163  LEFT   SPLIT PHASE?
                |     <---   ^    --->        |                    N
                v           |     |          v
                            |     |
                            0    853    44
                          LEFT  THRU   RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	44	0 *	1500	0.0000	
THRU (T)	853	853	4950	0.1723	
SB THRU (T)	1233	1233	3300	0.3736	0.3736
LEFT (L)	71	71	1500	0.0473	
WB RIGHT (R)	360	245 *	1500	0.1633	0.1633
LEFT (L)	163	163	1500	0.1087	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.54
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

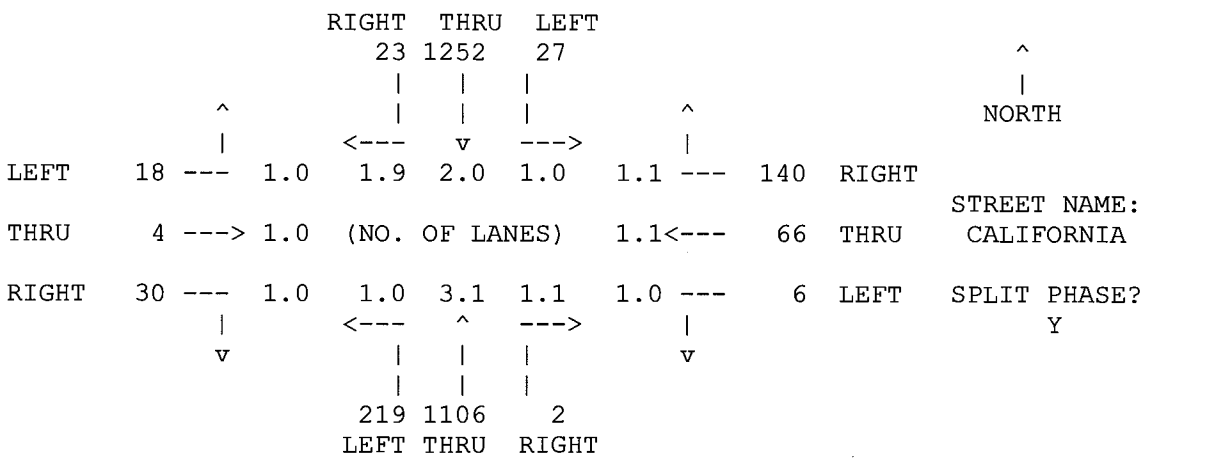
TOTAL VOLUME-TO-CAPACITY RATIO: 0.64
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1106	1106	4800	0.2304	
	LEFT (L)	219	219	1500	0.1460	0.1460
	T + R		1108	4800	0.2308	
SB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	1252	1252	3300	0.3794	0.3794
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	18	18	1500	0.0120	0.0120
WB	RIGHT (R)	140	140	1500	0.0933	
	THRU (T)	66	66	1500	0.0440	
	LEFT (L)	6	6	1500	0.0040	
	T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.67
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

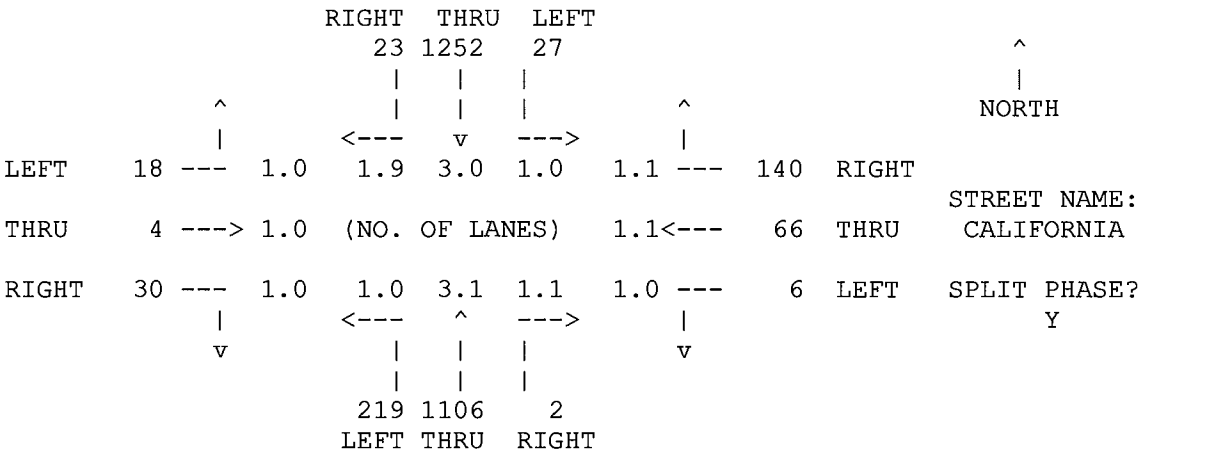
TOTAL VOLUME-TO-CAPACITY RATIO: 0.77
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	2	2	1500	0.0013	
	THRU (T)	1106	1106	4800	0.2304	
	LEFT (L)	219	219	1500	0.1460	0.1460
	T + R		1108	4800	0.2308	
SB	RIGHT (R)	23	23	1650	0.0139	
	THRU (T)	1252	1252	4950	0.2529	0.2529
	LEFT (L)	27	27	1500	0.0180	
EB	RIGHT (R)	30	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	18	18	1500	0.0120	0.0120
WB	RIGHT (R)	140	140	1500	0.0933	
	THRU (T)	66	66	1500	0.0440	
	LEFT (L)	6	6	1500	0.0040	
	T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

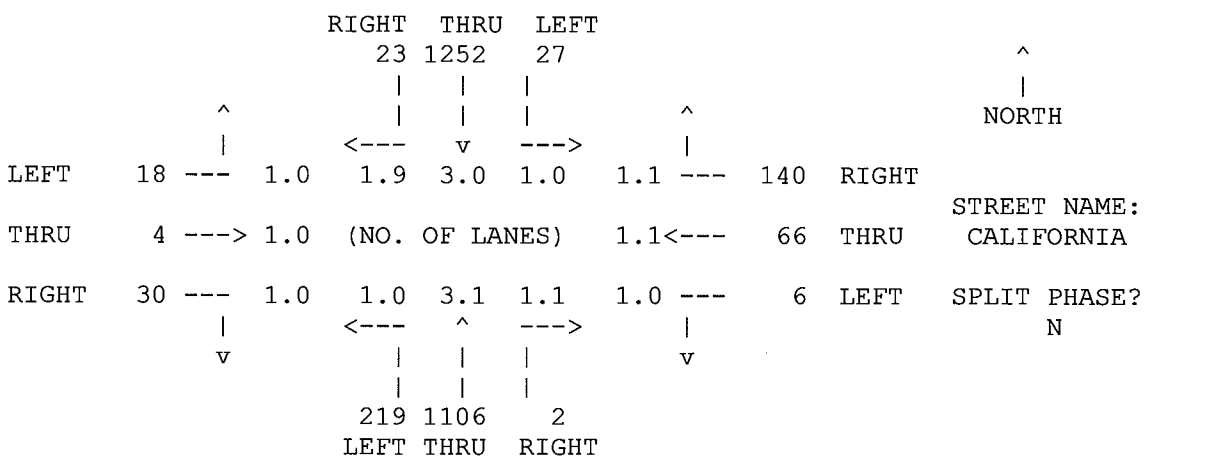
TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit2



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	2	2	1500	0.0013	
THRU (T)	1106	1106	4800	0.2304	
LEFT (L)	219	219	1500	0.1460	0.1460
T + R		1108	4800	0.2308	
SB RIGHT (R)	23	23	1650	0.0139	
THRU (T)	1252	1252	4950	0.2529	0.2529
LEFT (L)	27	27	1500	0.0180	
EB RIGHT (R)	30	0 *	1500	0.0000	
THRU (T)	4	4	1650	0.0024	
LEFT (L)	18	18	1500	0.0120	0.0120
WB RIGHT (R)	140	140	1500	0.0933	
THRU (T)	66	66	1500	0.0440	
LEFT (L)	6	6	1500	0.0040	
T + R		206	1500	0.1373	0.1373

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.55
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v

```
                      RIGHT  THRU  LEFT
                        45   885    23
                         |    |     |                          ^
                         |    |     |                          |
                ^        |    |     |          ^             NORTH
                |        |    |     |          |
                |       <---   v     --->      |
LEFT     20 ---  2.1     1.1  3.1   1.0   1.0 ---     6  RIGHT
                                                      STREET NAME:
THRU      8 ---> 1.1    (NO. OF LANES)      1.1<---    5  THRU     CLIFFSIDE DR.

RIGHT    93 ---  1.8     2.0  2.0   1.0   1.1 ---     6  LEFT     SPLIT PHASE?
                 |       <---   ^     --->      |                       Y
                 v          |    |     |         v
                            |    |     |
                           825  109    11
                          LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	11	0 *	1500	0.0000	
	THRU (T)	109	109	3300	0.0330	
	LEFT (L)	825	825	2700	0.3056	0.3056
SB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	885	885	4800	0.1844	
	LEFT (L)	23	23	1500	0.0153	
	T + R		930	4800	0.1937	0.1937
EB	RIGHT (R)	93	0 *	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	20	20	2700	0.0074	
	T + L		28	2700	0.0104	0.0104
WB	RIGHT (R)	6	0 *	1500	0.0000	
	THRU (T)	5	5	1500	0.0033	
	LEFT (L)	6	6	1500	0.0040	
	T + L		11	1500	0.0073	0.0073

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

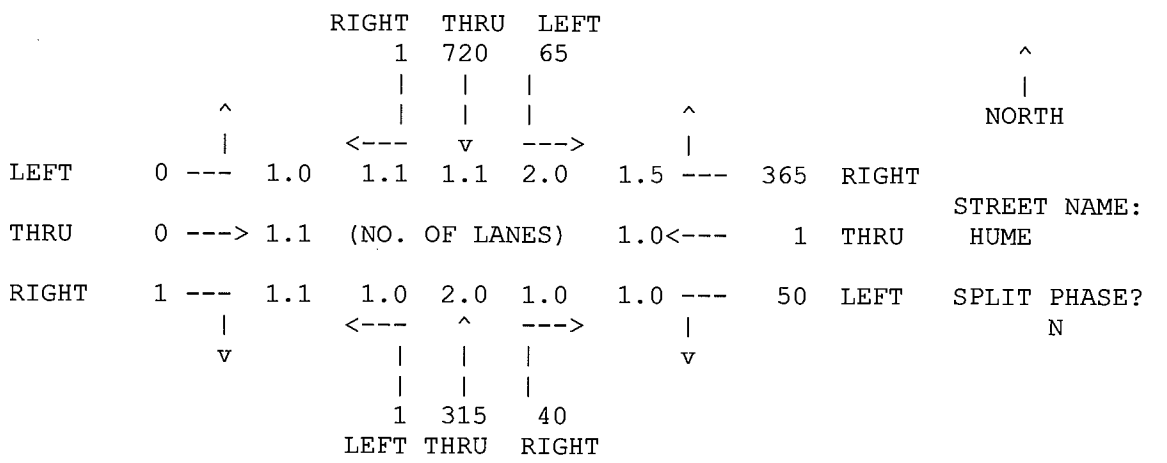
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	40	0 *	1500	0.0000	
	THRU (T)	315	315	3300	0.0955	
	LEFT (L)	1	1	1500	0.0007	0.0007
SB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	720	720	1500	0.4800	
	LEFT (L)	65	65	2700	0.0241	
	T + R		721	1500	0.4807	0.4807
EB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		1	1500	0.0007	
WB	RIGHT (R)	365	249 *	1500	0.1660	0.1660
	THRU (T)	1	1	1650	0.0006	
	LEFT (L)	50	50	1500	0.0333	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

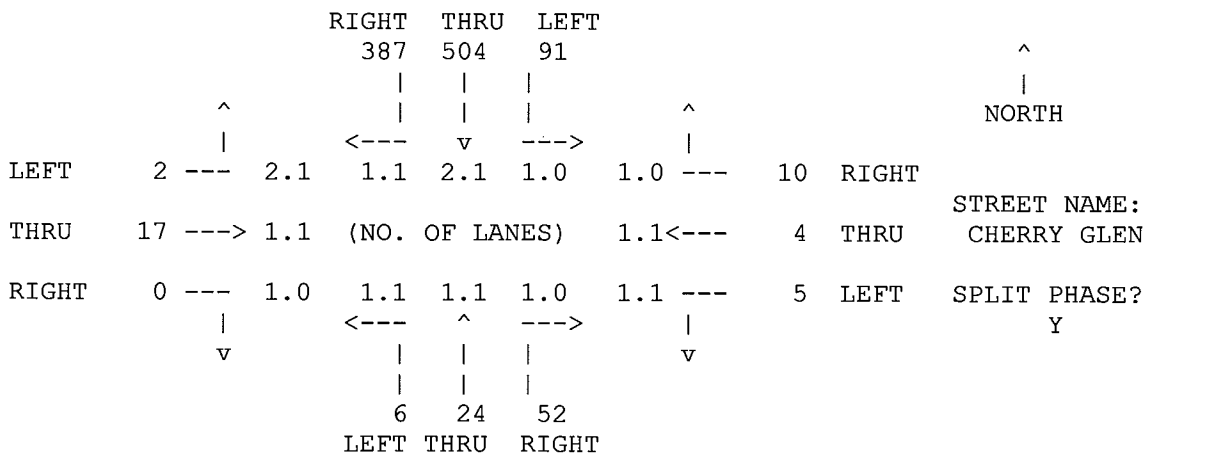
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: I-80 WB SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	52	0 *	1500	0.0000	
	THRU (T)	24	24	1500	0.0160	
	LEFT (L)	6	6	1500	0.0040	0.0040
	T + L		30	1500	0.0200	
SB	RIGHT (R)	387	387	1500	0.2580	
	THRU (T)	504	504	3150	0.1600	
	LEFT (L)	91	91	1500	0.0607	
	T + R		891	3150	0.2829	0.2829
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	2	2	2700	0.0007	
	T + L		19	2700	0.0070	
WB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	5	5	1500	0.0033	
	T + L		9	1500	0.0060	0.0060

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.30
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

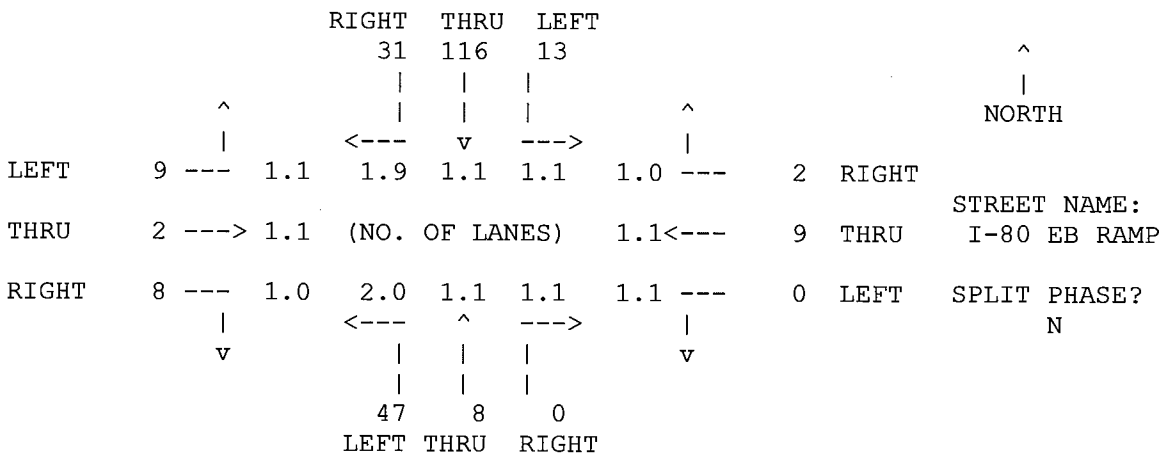
TOTAL VOLUME-TO-CAPACITY RATIO: 0.40
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/2011

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO AM WITH MIT FILE 2030mit.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	47	47	2700	0.0174	0.0174
	T + R		8	1500	0.0053	
SB	RIGHT (R)	31	31	1650	0.0188	
	THRU (T)	116	116	1500	0.0773	
	LEFT (L)	13	13	1500	0.0087	
	T + L		129	1500	0.0860	0.0860
EB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	9	9	1500	0.0060	0.0060
	T + L		11	1500	0.0073	
WB	RIGHT (R)	2	0 *	1500	0.0000	
	THRU (T)	9	9	1500	0.0060	0.0060
	LEFT (L)	0	0	1500	0.0000	
	T + L		9	1500	0.0060	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.12
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.22
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

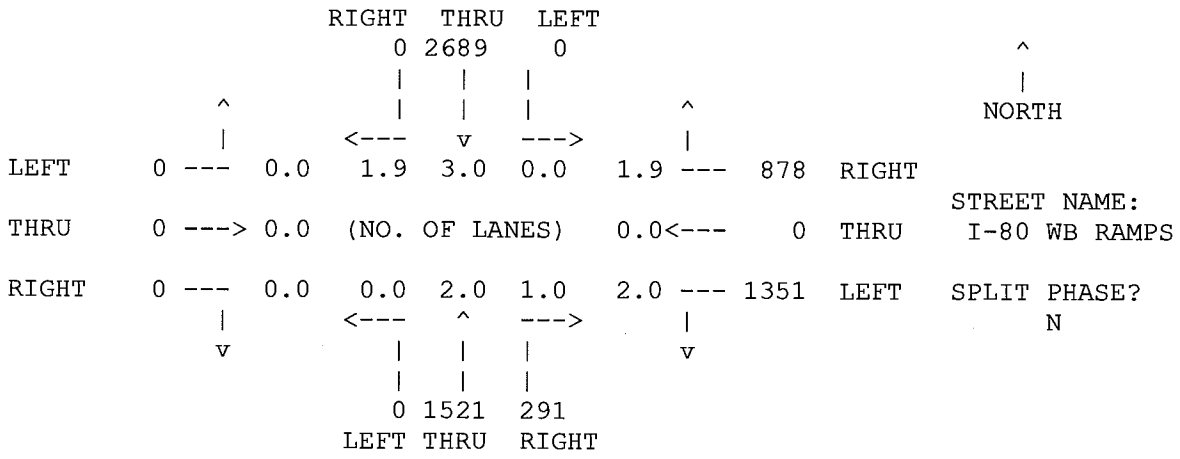
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

INTERSECTION STUDY	COUNT#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	1.04	F
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.90	D
3	1295	LEISURE TOWN	ORANGE DRIVE	1.15	F
4	1299	LEISURE TOWN	SEQUOIA DR.	0.83	D
5	1306	LEISURE TOWN	ELMIRA ROAD	0.83	D
6	1310	LEISURE TOWN	ALAMO/FRY	0.92	E
7	1614	VANDEN	LEISURE TOWN	0.44	A
8	1117	VANDEN	ALAMO	0.58	A
9	1114	NUT TREE RD.	ALAMO DR.	0.88	D
10	1107	PEABODY RD.	ALAMO DR.	0.89	D
11	1100	DAVIS ST.	ALAMO DR.	0.88	D
12	1095	ALAMO DR.	MARSHALL RD.	0.96	E
13	1007	ALAMO DR.	I-80 EB RAMPS	0.49	A
14	1093	ALAMO DRIVE	MERCHANT STRE	1.22	F
15	1234	PEABODY RD.	ELMIRA RD.	0.51	A
16	1279	NUT TREE RD.	ELMIRA RD.	0.78	C
17	1277	NUT TREE RD.	ULATIS DR.	1.21	F
18	1491	PEABODY RD.	CSP - SOLANO	0.96	E
19	1247	PEABODY RD.	FOXBORO PKWY.	0.87	D
20	1245	PEABODY	CALIFORNIA	0.91	E
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.86	D
22	1200	DAVIS	HUME	0.86	D
23	1675	I-80 WB	CHERRY GLEN	0.89	D
24	1674	CHERRY GLENN	I-80 EB RAMP	0.83	D

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	291	0 *	1500	0.0000	
THRU (T)	1521	1521	3300	0.4609	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2689	2689	4950	0.5432	0.5432
WB RIGHT (R)	878	878	1650	0.5321	
LEFT (L)	1351	1351	2700	0.5004	0.5004

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.04
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

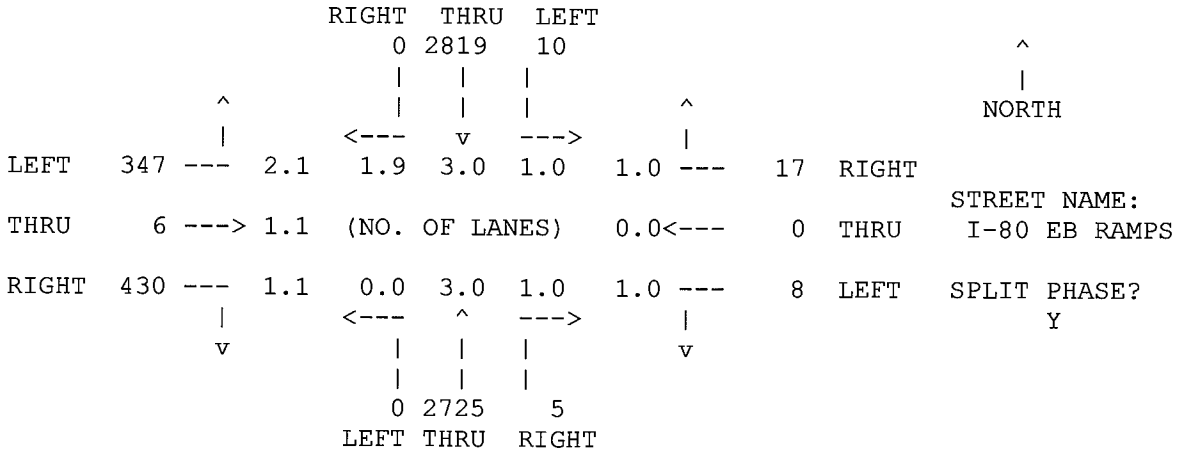
TOTAL VOLUME-TO-CAPACITY RATIO: 1.04
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	2725	2725	4950	0.5505	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	2819	2819	4950	0.5695	0.5695
	LEFT (L)	10	10	1500	0.0067	
EB	RIGHT (R)	430	430	1500	0.2867	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	347	347	2700	0.1285	
	T + R		436	1500	0.2907	0.2907
	T + L		353	2700	0.1307	
	T + R + L		783	2700	0.2900	
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.87
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

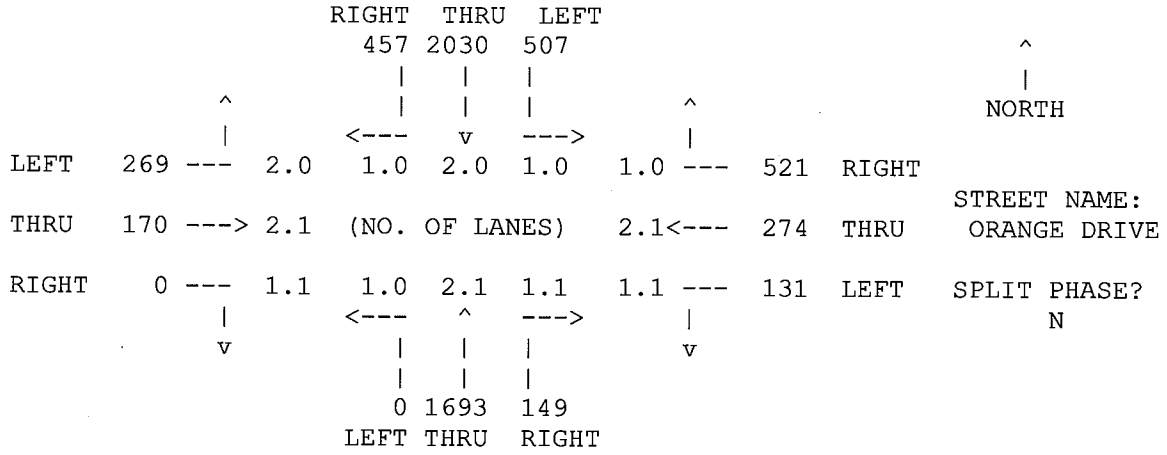
TOTAL VOLUME-TO-CAPACITY RATIO: 0.90
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	149	1500	0.0993	
THRU (T)	1693	1693	3150	0.5375	
LEFT (L)	0	0	1500	0.0000	
T + R		1842	3150	0.5848	0.5848
SB RIGHT (R)	457	302 *	1500	0.2013	
THRU (T)	2030	2030	3300	0.6152	
LEFT (L)	507	507	1500	0.3380	0.3380
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	170	170	3150	0.0540	
LEFT (L)	269	269	2700	0.0996	0.0996
T + R		170	3150	0.0540	
WB RIGHT (R)	521	188 *	1500	0.1253	
THRU (T)	274	274	3150	0.0870	
LEFT (L)	131	131	1500	0.0873	
T + L		405	3150	0.1286	0.1286

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.15
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

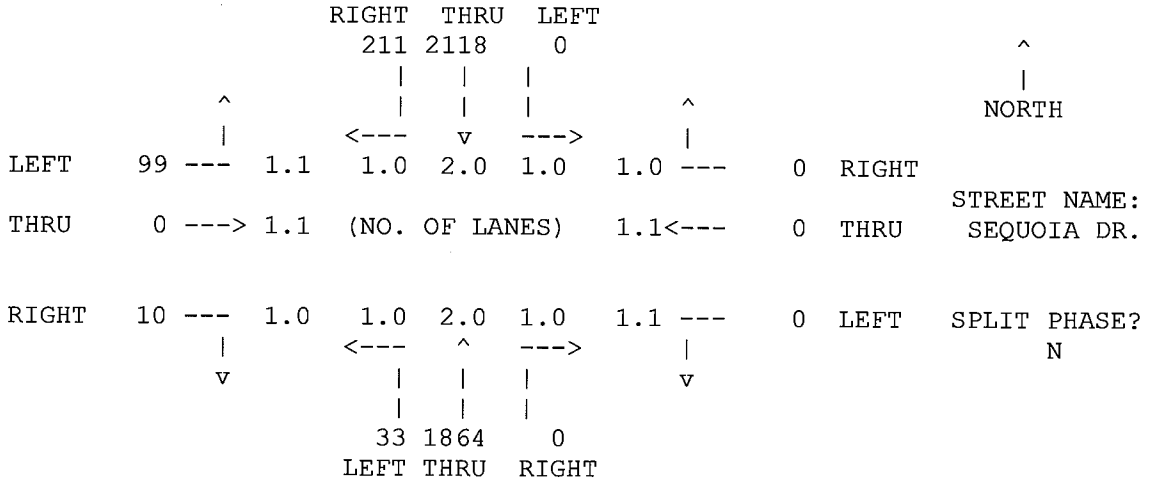
TOTAL VOLUME-TO-CAPACITY RATIO: 1.15
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1864	1864	3300	0.5648	
	LEFT (L)	33	33	1500	0.0220	0.0220
SB	RIGHT (R)	211	82 *	1500	0.0547	
	THRU (T)	2118	2118	3300	0.6418	0.6418
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + L		99	1500	0.0660	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.73
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

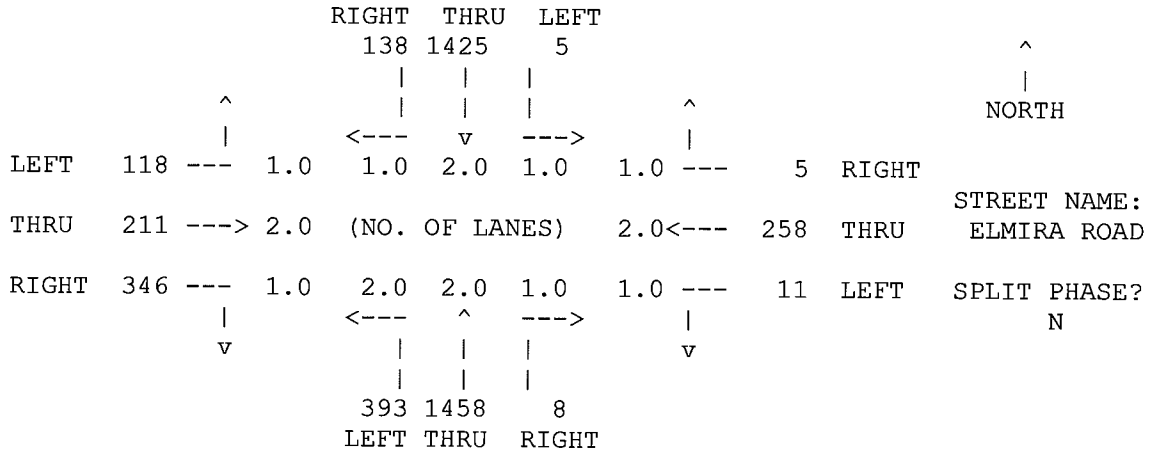
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	0 *	1500	0.0000	
THRU (T)	1458	1458	3300	0.4418	
LEFT (L)	393	393	2700	0.1456	0.1456
SB RIGHT (R)	138	0 *	1500	0.0000	
THRU (T)	1425	1425	3300	0.4318	0.4318
LEFT (L)	5	5	1500	0.0033	
EB RIGHT (R)	346	157 *	1500	0.1047	
THRU (T)	211	211	3300	0.0639	
LEFT (L)	118	118	1500	0.0787	0.0787
WB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	258	258	3300	0.0782	0.0782
LEFT (L)	11	11	1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.73
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

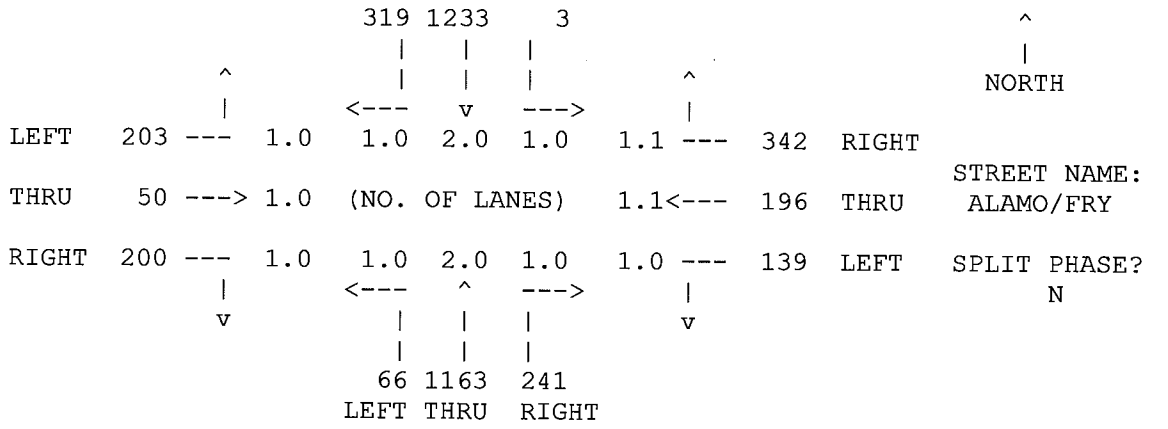
TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	241	92 *	1500	0.0613	
	THRU (T)	1163	1163	3300	0.3524	
	LEFT (L)	66	66	1500	0.0440	0.0440
SB	RIGHT (R)	319	138 *	1500	0.0920	
	THRU (T)	1233	1233	3300	0.3736	0.3736
	LEFT (L)	3	3	1500	0.0020	
EB	RIGHT (R)	200	87 *	1500	0.0580	
	THRU (T)	50	50	1650	0.0303	
	LEFT (L)	203	203	1500	0.1353	0.1353
WB	RIGHT (R)	342	342	1500	0.2280	
	THRU (T)	196	196	1500	0.1307	
	LEFT (L)	139	139	1500	0.0927	
	T + R		538	1500	0.3587	0.3587

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.91
ADJUSTMENT FOR LOST YELLOW TIME: 0.01

TOTAL VOLUME-TO-CAPACITY RATIO: 0.92
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 7 (1614) VANDEN and LEISURE TOWN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      0     0     0                          ^
                      |     |     |                          |
              ^       |     |     |          ^             NORTH
              |     <---    v    --->        |
LEFT      0 ---  0.0   0.0  0.0   0.0   0.0 ---     0  RIGHT
                                                    STREET NAME:
THRU     17 ---> 1.0  (NO. OF LANES)    1.0<---    46  THRU    LEISURE TOWN

RIGHT   250 ---  1.9   2.0  0.0   1.9   2.0 ---   801  LEFT   SPLIT PHASE?
              |     <---    ^    --->        |                      N
              v       |     |     |          v
                      |     |     |
                     80     0  1148
                    LEFT  THRU  RIGHT
```

STREET NAME: VANDEN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1148	1148	1650	0.6958	
LEFT (L)	80	80	2700	0.0296	0.0296
EB RIGHT (R)	250	250	1650	0.1515	
THRU (T)	17	17	1650	0.0103	0.0103
WB THRU (T)	46	46	1650	0.0279	
LEFT (L)	801	801	2700	0.2967	0.2967

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.34
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

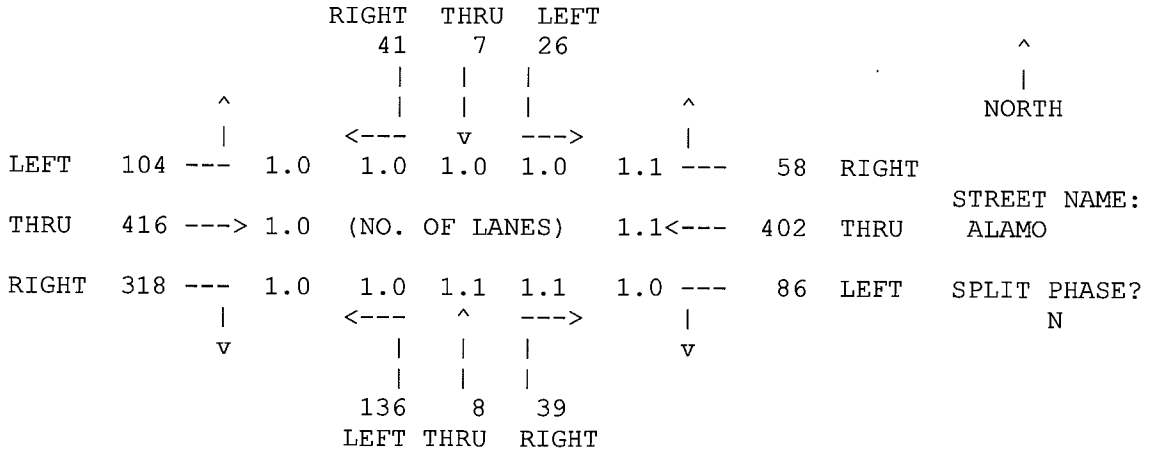
TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 8 (1117) VANDEN and ALAMO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: VANDEN SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	39	39	1500	0.0260	
	THRU (T)	8	8	1500	0.0053	
	LEFT (L)	136	136	1500	0.0907	0.0907
	T + R		47	1500	0.0313	
SB	RIGHT (R)	41	0 *	1500	0.0000	
	THRU (T)	7	7	1650	0.0042	
	LEFT (L)	26	26	1500	0.0173	0.0173
EB	RIGHT (R)	318	170 *	1500	0.1133	
	THRU (T)	416	416	1650	0.2521	
	LEFT (L)	104	104	1500	0.0693	0.0693
WB	RIGHT (R)	58	58	1500	0.0387	
	THRU (T)	402	402	1500	0.2680	
	LEFT (L)	86	86	1500	0.0573	
	T + R		460	1500	0.3067	0.3067

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.48
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

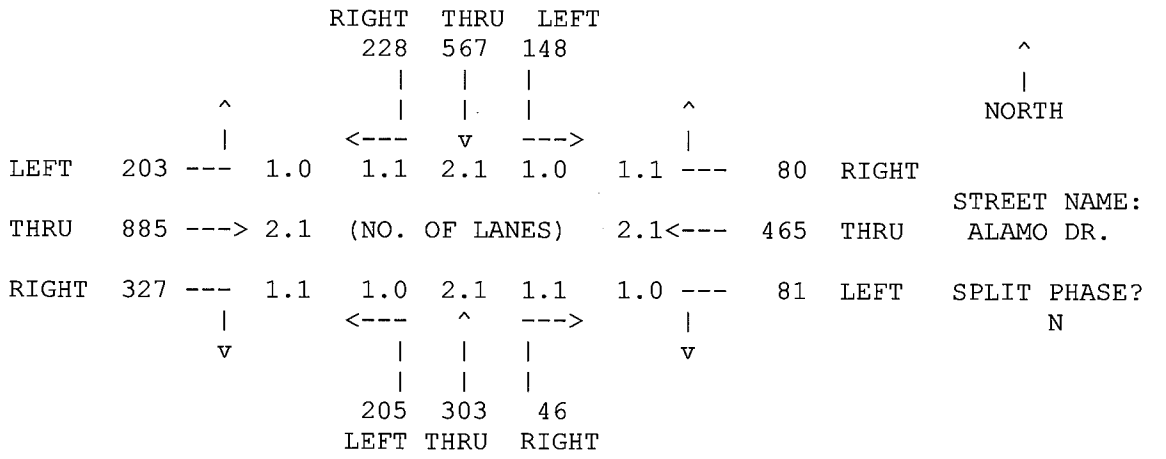
TOTAL VOLUME-TO-CAPACITY RATIO: 0.58
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	46	46	1500	0.0307	
	THRU (T)	303	303	3150	0.0962	
	LEFT (L)	205	205	1500	0.1367	0.1367
	T + R		349	3150	0.1108	
SB	RIGHT (R)	228	228	1500	0.1520	
	THRU (T)	567	567	3150	0.1800	
	LEFT (L)	148	148	1500	0.0987	
	T + R		795	3150	0.2524	0.2524
EB	RIGHT (R)	327	327	1500	0.2180	
	THRU (T)	885	885	3150	0.2810	
	LEFT (L)	203	203	1500	0.1353	
	T + R		1212	3150	0.3848	0.3848
WB	RIGHT (R)	80	80	1500	0.0533	
	THRU (T)	465	465	3150	0.1476	
	LEFT (L)	81	81	1500	0.0540	0.0540
	T + R		545	3150	0.1730	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.83
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

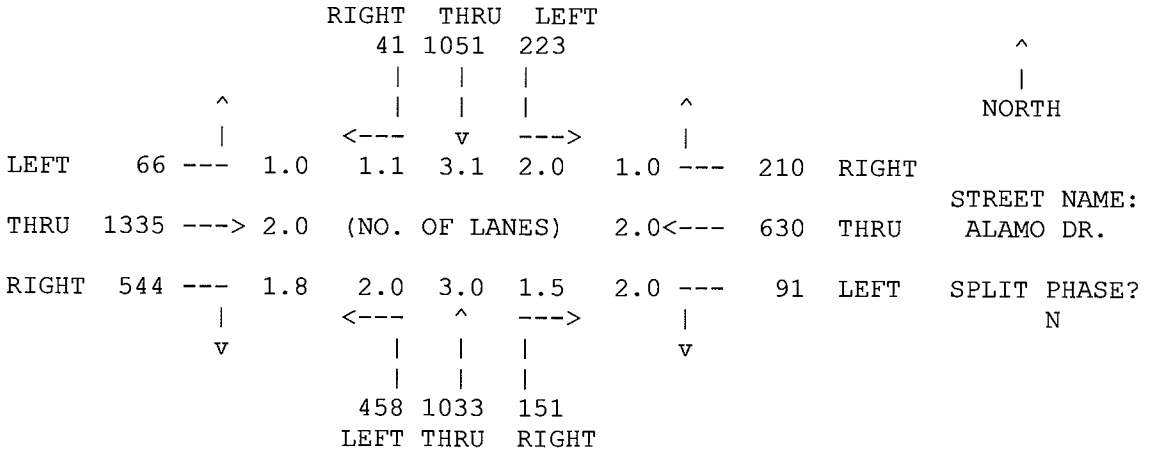
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	151	20 *	1500	0.0133	
	THRU (T)	1033	1033	4950	0.2087	
	LEFT (L)	458	458	2700	0.1696	0.1696
SB	RIGHT (R)	41	41	1500	0.0273	
	THRU (T)	1051	1051	4800	0.2190	
	LEFT (L)	223	223	2700	0.0826	
	T + R		1092	4800	0.2275	0.2275
EB	RIGHT (R)	544	73 *	1500	0.0487	
	THRU (T)	1335	1335	3300	0.4045	0.4045
	LEFT (L)	66	66	1500	0.0440	
WB	RIGHT (R)	210	68 *	1500	0.0453	
	THRU (T)	630	630	3300	0.1909	
	LEFT (L)	91	91	2700	0.0337	0.0337

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.84
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT                          ^
                      22     0   327                            |
                       |     |    |                             |
              ^        |     |    |          ^                NORTH
              |        |     |    |          |
              |      <---    v   --->        |
LEFT    11 ---  1.0   1.0  1.1   1.1   1.1 ---  463  RIGHT
                                                        STREET NAME:
THRU  1909 ---> 2.1   (NO. OF LANES)   2.2<--- 1018  THRU   ALAMO DR.

RIGHT    0 ---  1.1   1.1  1.1   1.1   1.1 ---    0  LEFT   SPLIT PHASE?
               |      <---   ^    --->       |                    N
               v             |     |          v
                             |     |
                             0     0     0
                           LEFT  THRU  RIGHT
```

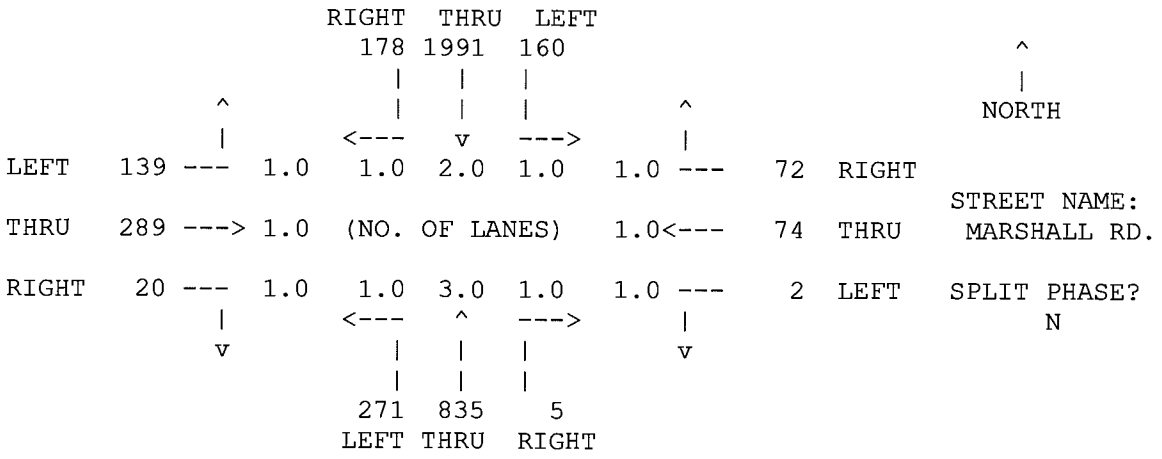
STREET NAME: DAVIS ST. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	0	0	1500	0.0000	0.0000
THRU (T)	0	0	1500	0.0000	
LEFT (L)	0	0	1500	0.0000	
T + R		0	1500	0.0000	
T + L		0	1500	0.0000	
T + R + L		0	1500	0.0000	
SB RIGHT (R)	22	0 *	1500	0.0000	
THRU (T)	0	0	1500	0.0000	
LEFT (L)	327	327	1500	0.2180	0.2180
T + L		327	1500	0.2180	
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	1909	1909	3150	0.6060	0.6060
LEFT (L)	11	11	1500	0.0073	
T + R		1909	3150	0.6060	
WB RIGHT (R)	463	463	1500	0.3087	
THRU (T)	1018	1018	3000	0.3393	
LEFT (L)	0	0	1500	0.0000	0.0000
T + R		1481	3000	0.4937	
T + L		1018	3000	0.3393	
T + R + L		1481	3000	0.4937	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.82
ADJUSTMENT FOR LOST YELLOW TIME:	0.06
TOTAL VOLUME-TO-CAPACITY RATIO:	0.88
INTERSECTION LEVEL OF SERVICE:	D

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	835	835	4950	0.1687	
	LEFT (L)	271	271	1500	0.1807	0.1807
SB	RIGHT (R)	178	29 *	1500	0.0193	
	THRU (T)	1991	1991	3300	0.6033	0.6033
	LEFT (L)	160	160	1500	0.1067	
EB	RIGHT (R)	20	0 *	1500	0.0000	
	THRU (T)	289	289	1650	0.1752	0.1752
	LEFT (L)	139	139	1500	0.0927	
WB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	74	74	1650	0.0448	
	LEFT (L)	2	2	1500	0.0013	0.0013

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.96
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

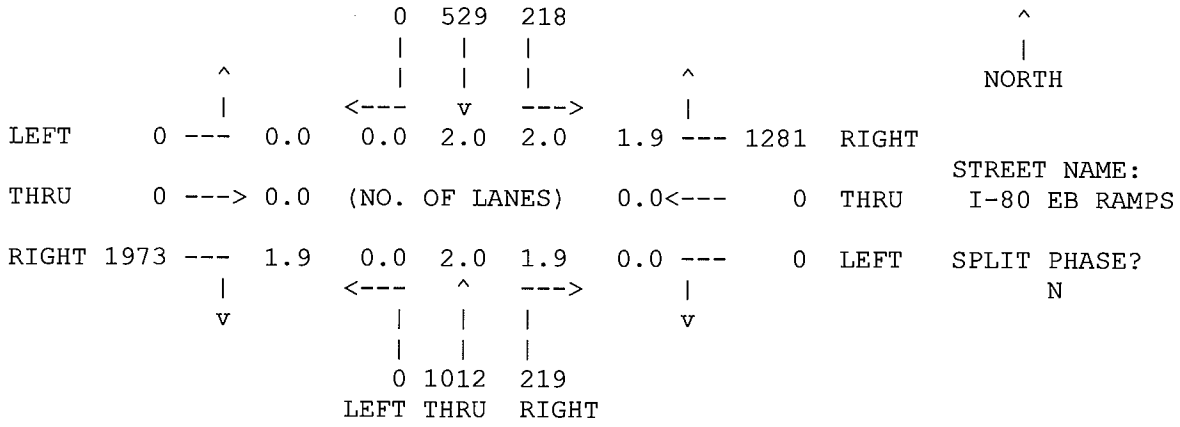
TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 13 (1007) ALAMO DR. and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	219	219	1650	0.1327	
THRU (T)	1012	1012	3300	0.3067	0.3067
SB THRU (T)	529	529	3300	0.1603	
LEFT (L)	218	218	2700	0.0807	0.0807
EB RIGHT (R)	1973	1973	1650	1.1958 **	
WB RIGHT (R)	1281	1281	1650	0.7764	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.39
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED ** APPROACHING OR EXCEEDING CAPACITY

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NN

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT                              ^
                      106   254    86                               |
                       |     |     |                               |
                ^      |     |     |        ^                    NORTH
                |      |     |     |        |
                |     <---   v     --->      |
LEFT    232 ---  1.0   1.0   2.0   1.0   1.1 ---   50  RIGHT
                                                          STREET NAME:
THRU     12 ---> 1.0  (NO. OF LANES)   2.1<---  420  THRU   MERCHANT STRE

RIGHT   247 ---  1.0   2.0   2.0   1.0   2.0 ---  245  LEFT   SPLIT PHASE?
                |     <---   ^     --->      |                     Y
                v        |     |     |      v
                         |     |     |
                       416   448  1429
                      LEFT  THRU  RIGHT
```

STREET NAME: ALAMO DRIVE SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	1429	1281 *	1500	0.8540	0.8540
THRU (T)	448	448	3300	0.1358	
LEFT (L)	416	416	2700	0.1541	
SB RIGHT (R)	106	0 *	1500	0.0000	
THRU (T)	254	254	3300	0.0770	
LEFT (L)	86	86	1500	0.0573	0.0573
EB RIGHT (R)	247	51 *	1500	0.0340	
THRU (T)	12	12	1650	0.0073	
LEFT (L)	232	232	1500	0.1547	0.1547
WB RIGHT (R)	50	50	1500	0.0333	
THRU (T)	420	420	3150	0.1333	
LEFT (L)	245	245	2700	0.0907	
T + R		470	3150	0.1492	0.1492

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.22
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

TOTAL VOLUME-TO-CAPACITY RATIO: 1.22
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 15 (1234) PEABODY RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      38     8     0                          ^
                      |      |     |                          |
                ^     |      |     |          ^               NORTH
                |     |      |     |          |
                |    <---    v    --->        |
LEFT    85 ---  1.0   1.0   1.0   1.0   1.1 ---     0  RIGHT
                                                        STREET NAME:
THRU   535 ---> 2.0  (NO. OF LANES)    3.1<---   935  THRU   ELMIRA RD.

RIGHT 1323 ---  1.9   2.0   1.0   1.0   1.0 ---    95  LEFT   SPLIT PHASE?
                |     <---    ^    --->        |                    N
                v       |     |     |          v
                        |     |     |
                      404    82   323
                     LEFT  THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	323	196 *	1500	0.1307	
	THRU (T)	82	82	1650	0.0497	
	LEFT (L)	404	404	2700	0.1496	0.1496
SB	RIGHT (R)	38	0 *	1500	0.0000	
	THRU (T)	8	8	1650	0.0048	0.0048
	LEFT (L)	0	0	1500	0.0000	
EB	RIGHT (R)	1323	1323	1650	0.8018	
	THRU (T)	535	535	3300	0.1621	
	LEFT (L)	85	85	1500	0.0567	0.0567
WB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	935	935	4800	0.1948	0.1948
	LEFT (L)	95	95	1500	0.0633	
	T + R		935	4800	0.1948	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.41
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

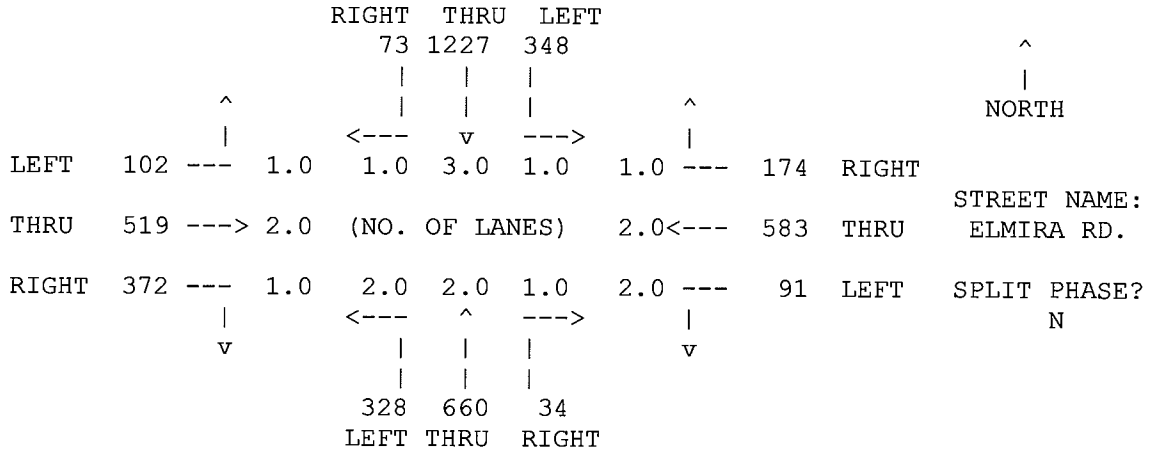
TOTAL VOLUME-TO-CAPACITY RATIO: 0.51
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 16 (1279) NUT TREE RD. and ELMIRA RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	34	0 *	1500	0.0000	
THRU (T)	660	660	3300	0.2000	0.2000
LEFT (L)	328	328	2700	0.1215	
SB RIGHT (R)	73	0 *	1500	0.0000	
THRU (T)	1227	1227	4950	0.2479	
LEFT (L)	348	348	1500	0.2320	0.2320
EB RIGHT (R)	372	201 *	1500	0.1340	
THRU (T)	519	519	3300	0.1573	
LEFT (L)	102	102	1500	0.0680	0.0680
WB RIGHT (R)	174	0 *	1500	0.0000	
THRU (T)	583	583	3300	0.1767	0.1767
LEFT (L)	91	91	2700	0.0337	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

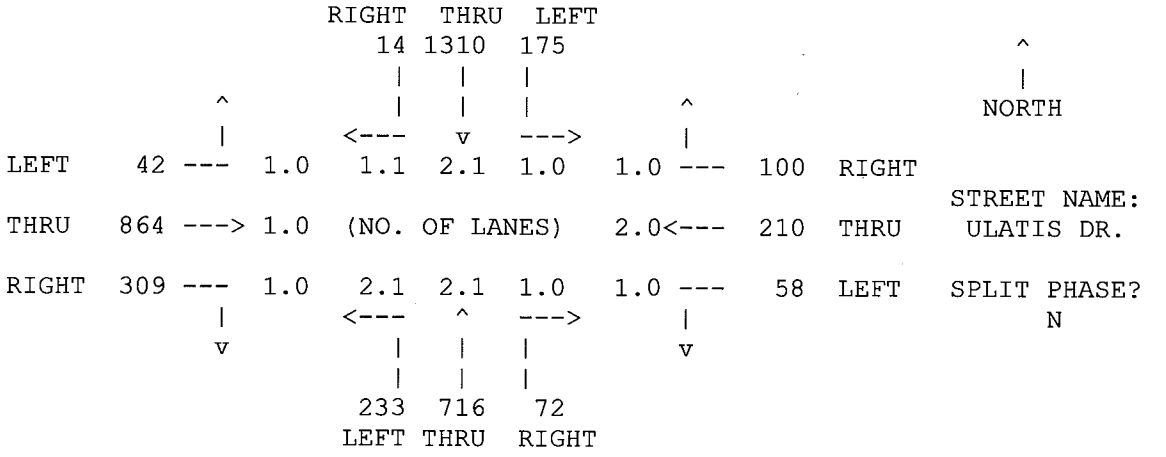
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	716	716	3150	0.2273	0.2273
LEFT (L)	233	233	2700	0.0863	
T + L		949	4350	0.2182	
SB RIGHT (R)	14	14	1500	0.0093	
THRU (T)	1310	1310	3150	0.4159	
LEFT (L)	175	175	1500	0.1167	
T + R		1324	3150	0.4203	0.4203
EB RIGHT (R)	309	164 *	1500	0.1093	
THRU (T)	864	864	1650	0.5236	0.5236
LEFT (L)	42	42	1500	0.0280	
WB RIGHT (R)	100	0 *	1500	0.0000	
THRU (T)	210	210	3300	0.0636	
LEFT (L)	58	58	1500	0.0387	0.0387

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.21
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

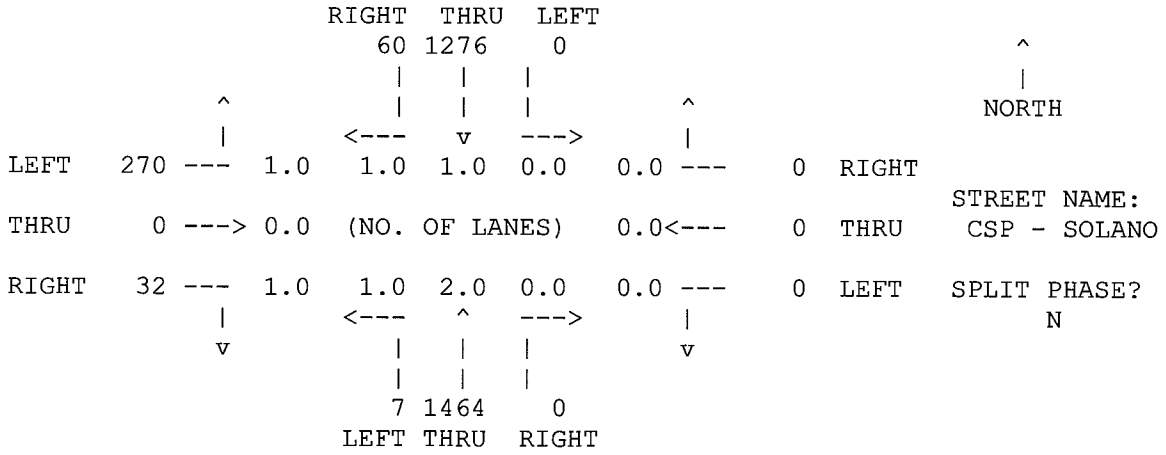
TOTAL VOLUME-TO-CAPACITY RATIO: 1.21
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	THRU (T)	1464	1464	3300	0.4436	
	LEFT (L)	7	7	1500	0.0047	0.0047
SB	RIGHT (R)	60	0 *	1500	0.0000	
	THRU (T)	1276	1276	1650	0.7733	0.7733
EB	RIGHT (R)	32	0 *	1500	0.0000	
	LEFT (L)	270	270	1500	0.1800	0.1800

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.96
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

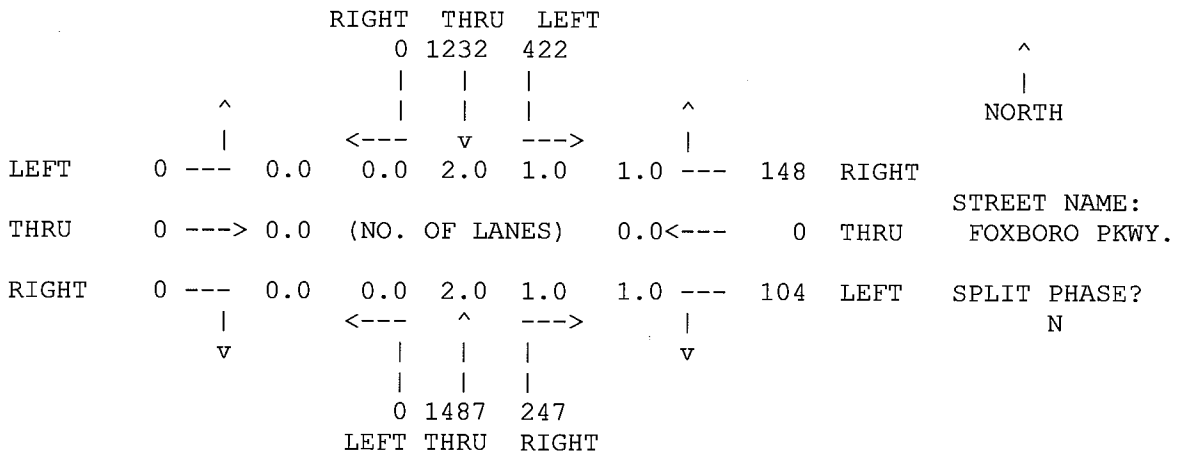
TOTAL VOLUME-TO-CAPACITY RATIO: 0.96
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	247	115 *	1500	0.0767	
THRU (T)	1487	1487	3300	0.4506	0.4506
SB THRU (T)	1232	1232	3300	0.3733	
LEFT (L)	422	422	1500	0.2813	0.2813
WB RIGHT (R)	148	0 *	1500	0.0000	
LEFT (L)	104	104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                       27  1460   196
                        |    |     |                          ^
                        |    |     |                          |
                  ^     |    |     |          ^               NORTH
                  |     |    |     |          |
                  |    <---   v    --->       |
LEFT     63 ---  1.0   1.9   2.0   1.0   1.1 ---    64  RIGHT
                                                        STREET NAME:
THRU    384 ---> 1.0  (NO. OF LANES)          1.1<---    40  THRU     CALIFORNIA

RIGHT   253 ---  1.0   1.0   2.0   1.0   1.0 ---     4  LEFT     SPLIT PHASE?
                  |    <---   ^    --->       |                        Y
                  v         |    |     |     v
                            |    |     |
                           120  1485    8
                          LEFT THRU  RIGHT
```

STREET NAME: PEABODY SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1485	1485	3300	0.4500	0.4500
	LEFT (L)	120	120	1500	0.0800	
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1460	1460	3300	0.4424	
	LEFT (L)	196	196	1500	0.1307	0.1307
EB	RIGHT (R)	253	113 *	1500	0.0753	
	THRU (T)	384	384	1650	0.2327	0.2327
	LEFT (L)	63	63	1500	0.0420	
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	
	T + R		104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.88
ADJUSTMENT FOR LOST YELLOW TIME: 0.03

TOTAL VOLUME-TO-CAPACITY RATIO: 0.91
INTERSECTION LEVEL OF SERVICE: E

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT
                      51  1254    85                          ^
                       |    |     |                           |
                  ^    |    |     |          ^                NORTH
                  |    |   <---   v    --->   |
LEFT   279 ---  2.1   1.0   2.0   1.0    1.0 ---   84  RIGHT
                                                   STREET NAME:
THRU    28 ---> 1.1  (NO. OF LANES)      1.1<---   36  THRU    CLIFFSIDE DR.

RIGHT  345 ---  1.0   2.0   2.0   1.0    1.1 ---   34  LEFT    SPLIT PHASE?
                  |    <---   ^    --->    |                        Y
                  v         |    |     |   v
                            |    |     |
                           675  399    35
                          LEFT THRU  RIGHT
```

STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	399	399	3300	0.1209	
	LEFT (L)	675	675	2700	0.2500	0.2500
SB	RIGHT (R)	51	0 *	1500	0.0000	
	THRU (T)	1254	1254	3300	0.3800	0.3800
	LEFT (L)	85	85	1500	0.0567	
EB	RIGHT (R)	345	78 *	1500	0.0520	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	279	279	2700	0.1033	
	T + L		307	2700	0.1137	0.1137
WB	RIGHT (R)	84	0 *	1500	0.0000	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	34	34	1500	0.0227	
	T + L		70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.79
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

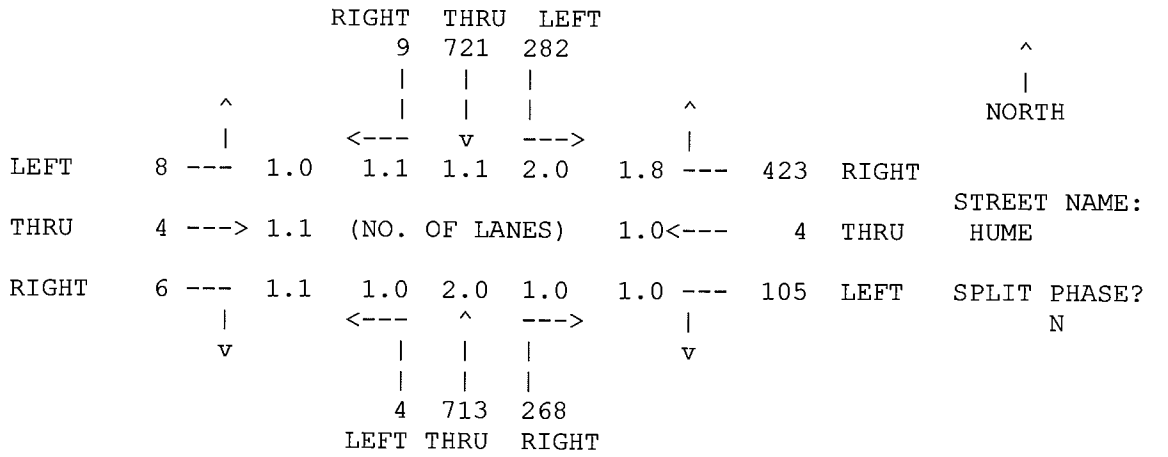
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: DAVIS SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	268	136 *	1500	0.0907	
	THRU (T)	713	713	3300	0.2161	0.2161
	LEFT (L)	4	4	1500	0.0027	
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	721	721	1500	0.4807	
	LEFT (L)	282	282	2700	0.1044	
	T + R		730	1500	0.4867	0.4867
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	
	T + R		10	1500	0.0067	0.0067
WB	RIGHT (R)	423	0 *	1500	0.0000	
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	105	105	1500	0.0700	0.0700

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.78
ADJUSTMENT FOR LOST YELLOW TIME: 0.08

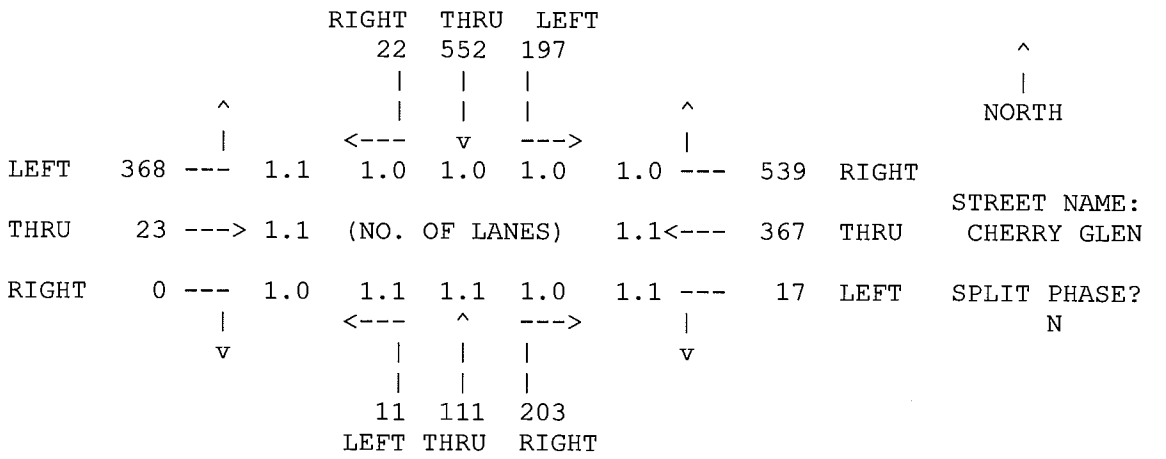
TOTAL VOLUME-TO-CAPACITY RATIO: 0.86
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	203	115 *	1500	0.0767	
	THRU (T)	111	111	1500	0.0740	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + L		122	1500	0.0813	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	552	552	1650	0.3345	0.3345
	LEFT (L)	197	197	1500	0.1313	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	23	23	1500	0.0153	
	LEFT (L)	368	368	1500	0.2453	0.2453
	T + L		391	1500	0.2607	
WB	RIGHT (R)	539	361 *	1500	0.2407	
	THRU (T)	367	367	1500	0.2447	
	LEFT (L)	17	17	1500	0.0113	
	T + L		384	1500	0.2560	0.2560

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.84
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

TOTAL VOLUME-TO-CAPACITY RATIO: 0.89
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 5/25/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : YEAR 2030 W PROJECT WO FB PM PK HR FILE 2030.VCI

```
                    RIGHT  THRU  LEFT                          ^
                      123   284    15                          |
                       |     |     |                          |
                ^      |     |     |          ^              NORTH
                |      |     |     |          |
                |     <---   v     --->       |
LEFT   276 ---  1.1   1.9   1.1   1.1   1.0 ---    8  RIGHT
                                                    STREET NAME:
THRU     2 ---> 1.1  (NO. OF LANES)    1.1<---   17  THRU    I-80 EB RAMP

RIGHT   24 ---  1.0   1.0   1.0   1.1   1.1 ---    0  LEFT   SPLIT PHASE?
                |     <---   ^     --->       |                    N
                v        |     |     |        v
                         |     |     |
                        505   638     1
                       LEFT  THRU  RIGHT
```

STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	638	638	1650	0.3867	
	LEFT (L)	505	505	1500	0.3367	0.3367
SB	RIGHT (R)	123	123	1650	0.0745	
	THRU (T)	284	284	1500	0.1893	
	LEFT (L)	15	15	1500	0.0100	
	T + L		299	1500	0.1993	0.1993
EB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	276	276	1500	0.1840	0.1840
	T + L		278	1500	0.1853	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.73
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.83
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

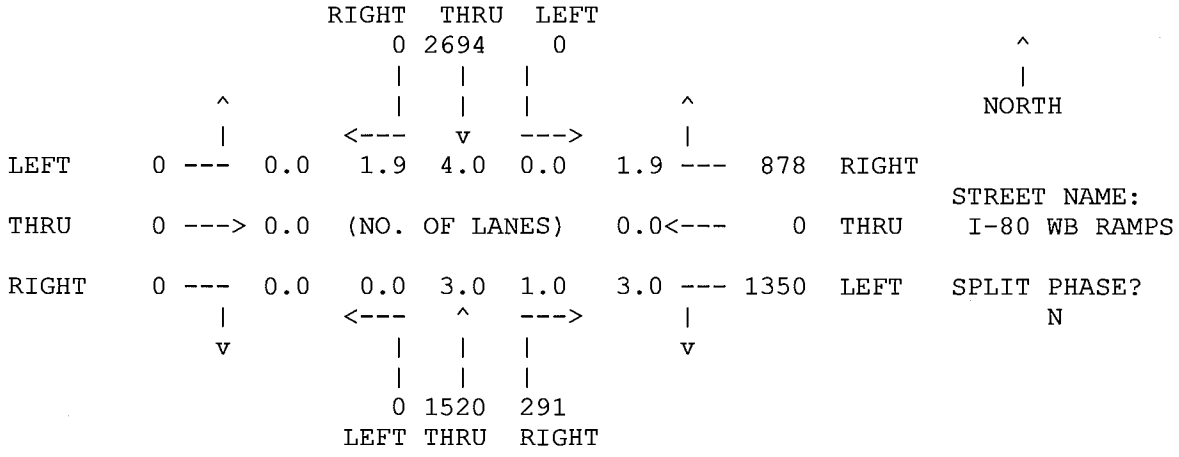
Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.

INTERSECTION STUDY	COUNT#	N-S STREET	E-W STREET	V/C	LOS
1	1028	LEISURE TOWN	I-80 WB RAMPS	0.84	D
2	1025	LEISURE TOWN	I-80 EB RAMPS	0.82	D
3	1295	LEISURE TOWN	ORANGE DRIVE	0.88	D
4	1299	LEISURE TOWN	SEQUOIA DR.	0.73	C
5	1306	LEISURE TOWN	ELMIRA ROAD	0.73	C
6	1310	LEISURE TOWN	ALAMO/FRY	0.78	C
9	1114	NUT TREE RD.	ALAMO DR.	0.81	D
9	1114	NUT TREE RD.	ALAMO DR.	0.73	C
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
10	1107	PEABODY RD.	ALAMO DR.	0.79	C
11	1100	DAVIS ST.	ALAMO DR.	0.82	D
11	1100	DAVIS ST.	ALAMO DR.	0.71	C
12	1095	ALAMO DR.	MARSHALL RD.	0.82	D
14	1093	ALAMO DRIVE	MERCHANT STRE	1.08	F
14	1093	ALAMO DRIVE	MERCHANT STRE	0.62	B
17	1277	NUT TREE RD.	ULATIS DR.	1.06	F
17	1277	NUT TREE RD.	ULATIS DR.	0.87	D
17	1277	NUT TREE RD.	ULATIS DR.	0.76	C
18	1491	PEABODY RD.	CSP - SOLANO	0.72	C
19	1247	PEABODY RD.	FOXBORO PKWY.	0.75	C
20	1245	PEABODY	CALIFORNIA	0.88	D
20	1245	PEABODY	CALIFORNIA	0.78	C
21	1235	PEABODY RD.	CLIFFSIDE DR.	0.78	C
22	1200	DAVIS	HUME	0.72	C
23	1675	I-80 WB	CHERRY GLEN	0.70	B
24	1674	CHERRY GLEN	I-80 EB RAMP	0.72	C

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1 (1028) LEISURE TOWN and I-80 WB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	291	0 *	1500	0.0000	
THRU (T)	1520	1520	4950	0.3071	
SB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	2694	2694	6600	0.4082	0.4082
WB RIGHT (R)	878	878	1650	0.5321	
LEFT (L)	1350	1350	3900	0.3462	0.3462

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.75
ADJUSTMENT FOR LOST YELLOW TIME: 0.09

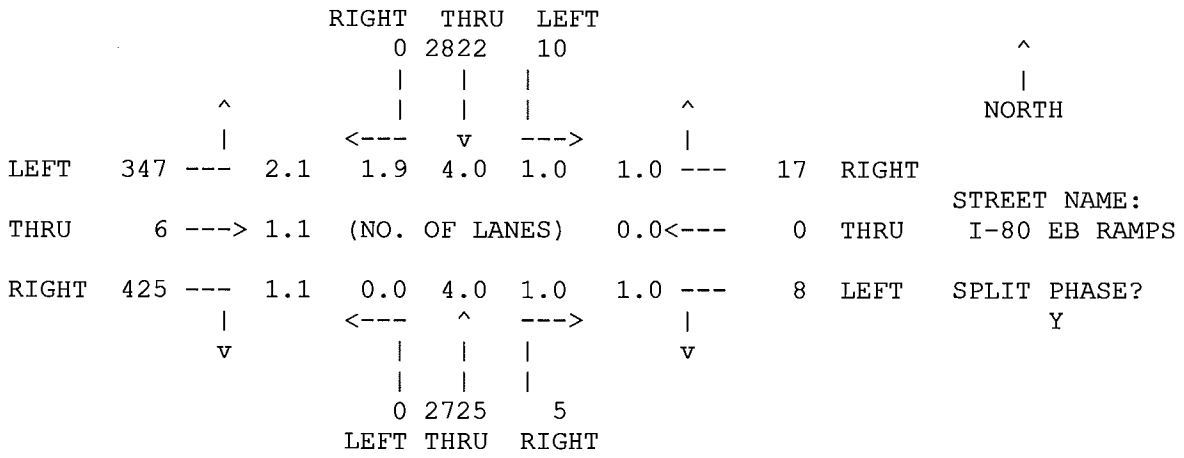
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 2 (1025) LEISURE TOWN and I-80 EB RAMPS VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	2725	2725	6600	0.4129	
SB	RIGHT (R)	0	0	1650	0.0000	
	THRU (T)	2822	2822	6600	0.4276	0.4276
	LEFT (L)	10	10	1500	0.0067	
EB	RIGHT (R)	425	425	1500	0.2833	
	THRU (T)	6	6	1500	0.0040	
	LEFT (L)	347	347	2700	0.1285	
	T + R		431	1500	0.2873	
	T + L		353	2700	0.1307	
	T + R + L		778	2700	0.2881	0.2881
WB	RIGHT (R)	17	0 *	1500	0.0000	
	LEFT (L)	8	8	1500	0.0053	0.0053

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

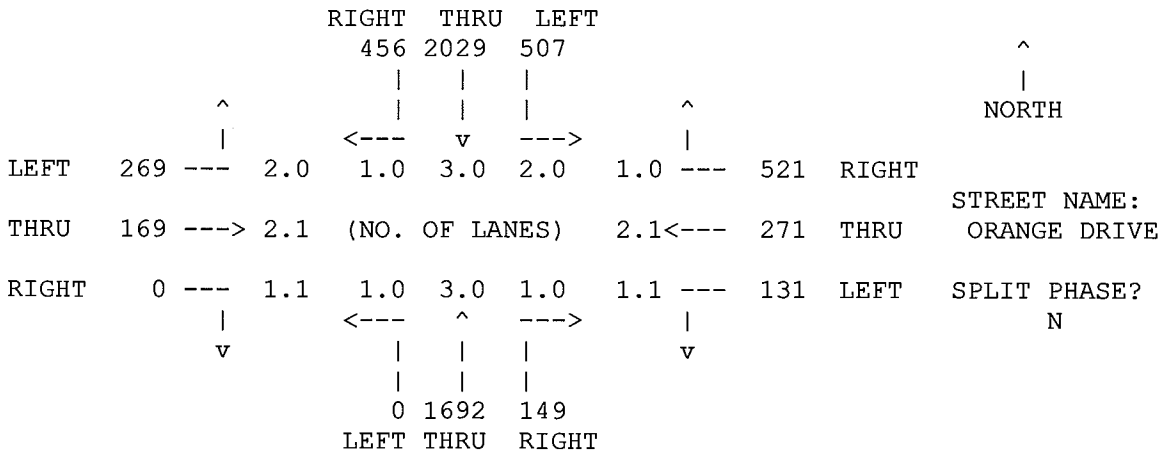
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 3 (1295) LEISURE TOWN and ORANGE DRIVE VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	149	4 *	1500	0.0027	
THRU (T)	1692	1692	4950	0.3418	0.3418
LEFT (L)	0	0	1500	0.0000	
SB RIGHT (R)	456	301 *	1500	0.2007	
THRU (T)	2029	2029	4950	0.4099	
LEFT (L)	507	507	2700	0.1878	0.1878
EB RIGHT (R)	0	0	1500	0.0000	
THRU (T)	169	169	3150	0.0537	
LEFT (L)	269	269	2700	0.0996	0.0996
T + R		169	3150	0.0537	
WB RIGHT (R)	521	300 *	1500	0.2000	0.2000
THRU (T)	271	271	3150	0.0860	
LEFT (L)	131	131	1500	0.0873	
T + L		402	3150	0.1276	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.83
ADJUSTMENT FOR LOST YELLOW TIME: 0.05

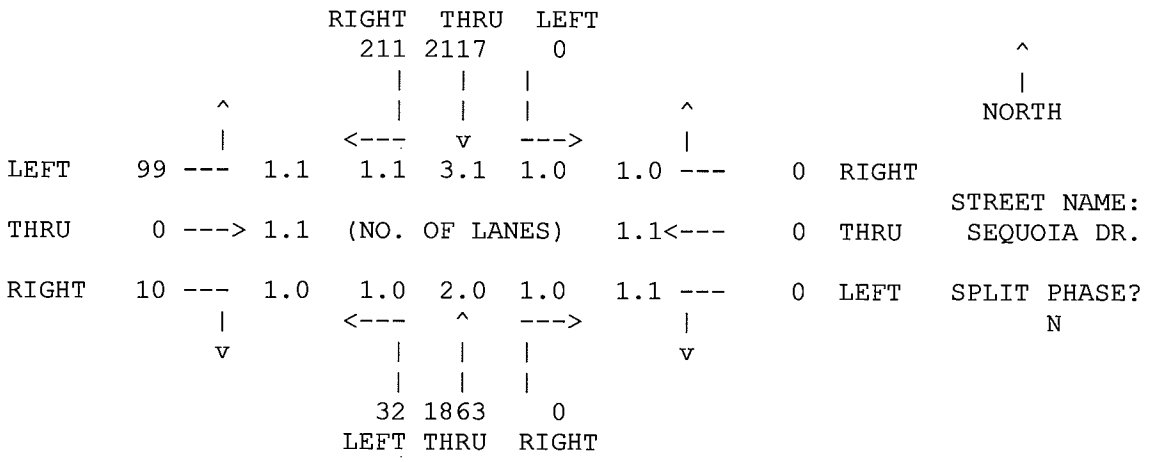
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 4 (1299) LEISURE TOWN and SEQUOIA DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1863	1863	3300	0.5645	0.5645
	LEFT (L)	32	32	1500	0.0213	
SB	RIGHT (R)	211	211	1500	0.1407	
	THRU (T)	2117	2117	4800	0.4410	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + R		2328	4800	0.4850	
EB	RIGHT (R)	10	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	99	99	1500	0.0660	0.0660
	T + L		99	1500	0.0660	
WB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + L		0	1500	0.0000	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

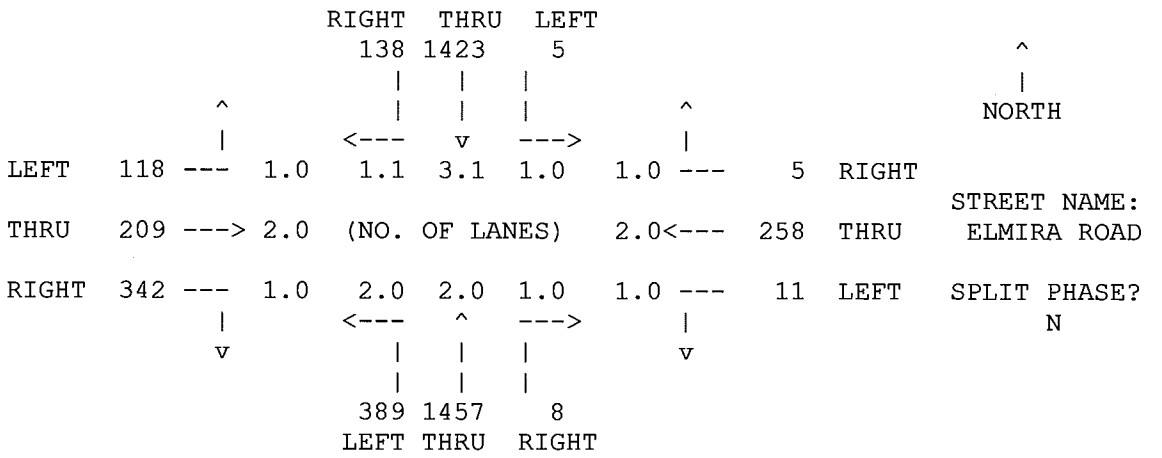
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 NB

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 5 (1306) LEISURE TOWN and ELMIRA ROAD VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	1457	1457	3300	0.4415	
	LEFT (L)	389	389	2700	0.1441	0.1441
SB	RIGHT (R)	138	138	1500	0.0920	
	THRU (T)	1423	1423	4800	0.2965	
	LEFT (L)	5	5	1500	0.0033	
	T + R		1561	4800	0.3252	0.3252
EB	RIGHT (R)	342	154 *	1500	0.1027	
	THRU (T)	209	209	3300	0.0633	
	LEFT (L)	118	118	1500	0.0787	0.0787
WB	RIGHT (R)	5	0 *	1500	0.0000	
	THRU (T)	258	258	3300	0.0782	0.0782
	LEFT (L)	11	11	1500	0.0073	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

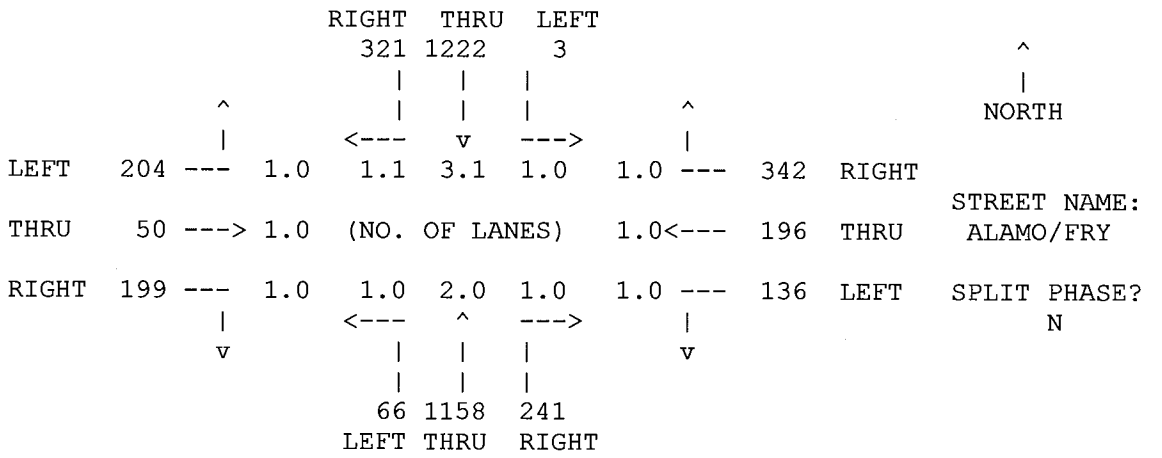
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 6 (1310) LEISURE TOWN and ALAMO/FRY VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: LEISURE TOWN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	241	93 *	1500	0.0620	
	THRU (T)	1158	1158	3300	0.3509	
	LEFT (L)	66	66	1500	0.0440	0.0440
SB	RIGHT (R)	321	321	1500	0.2140	
	THRU (T)	1222	1222	4800	0.2546	
	LEFT (L)	3	3	1500	0.0020	
	T + R		1543	4800	0.3215	0.3215
EB	RIGHT (R)	199	86 *	1500	0.0573	
	THRU (T)	50	50	1650	0.0303	
	LEFT (L)	204	204	1500	0.1360	0.1360
WB	RIGHT (R)	342	261 *	1500	0.1740	0.1740
	THRU (T)	196	196	1650	0.1188	
	LEFT (L)	136	136	1500	0.0907	

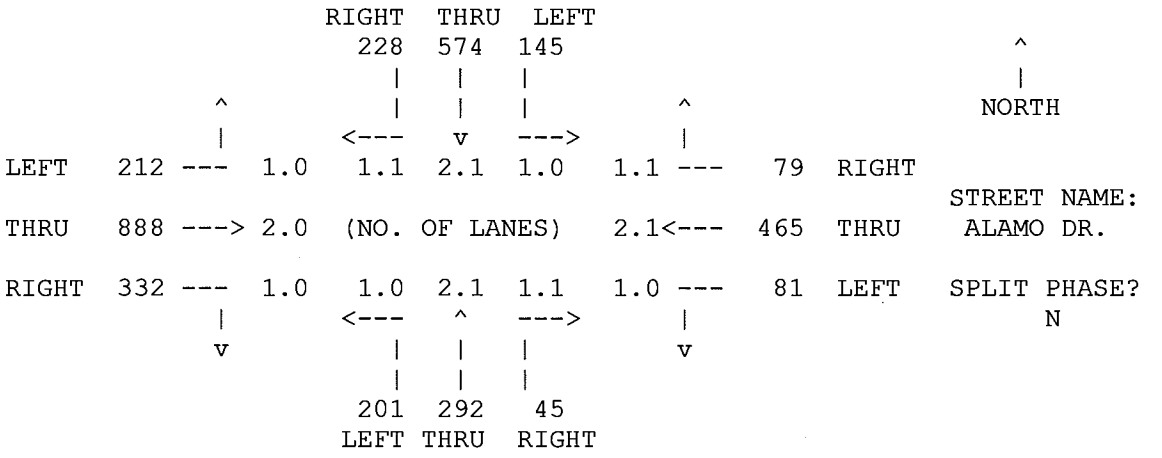
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.68
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.78
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	292	292	3150	0.0927	
	LEFT (L)	201	201	1500	0.1340	0.1340
	T + R		337	3150	0.1070	
SB	RIGHT (R)	228	228	1500	0.1520	
	THRU (T)	574	574	3150	0.1822	
	LEFT (L)	145	145	1500	0.0967	
	T + R		802	3150	0.2546	0.2546
EB	RIGHT (R)	332	152 *	1500	0.1013	
	THRU (T)	888	888	3300	0.2691	0.2691
	LEFT (L)	212	212	1500	0.1413	
WB	RIGHT (R)	79	79	1500	0.0527	
	THRU (T)	465	465	3150	0.1476	
	LEFT (L)	81	81	1500	0.0540	0.0540
	T + R		544	3150	0.1727	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.71
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

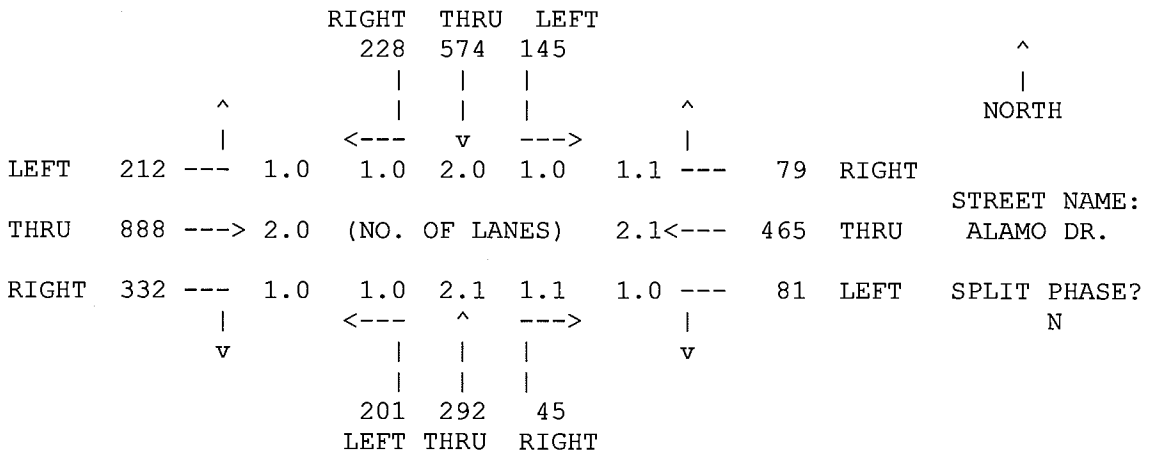
TOTAL VOLUME-TO-CAPACITY RATIO: 0.81
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 9 (1114) NUT TREE RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	45	45	1500	0.0300	
	THRU (T)	292	292	3150	0.0927	
	LEFT (L)	201	201	1500	0.1340	0.1340
	T + R		337	3150	0.1070	
SB	RIGHT (R)	228	42 *	1500	0.0280	
	THRU (T)	574	574	3300	0.1739	0.1739
	LEFT (L)	145	145	1500	0.0967	
EB	RIGHT (R)	332	152 *	1500	0.1013	
	THRU (T)	888	888	3300	0.2691	0.2691
	LEFT (L)	212	212	1500	0.1413	
WB	RIGHT (R)	79	79	1500	0.0527	
	THRU (T)	465	465	3150	0.1476	
	LEFT (L)	81	81	1500	0.0540	0.0540
	T + R		544	3150	0.1727	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.63
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

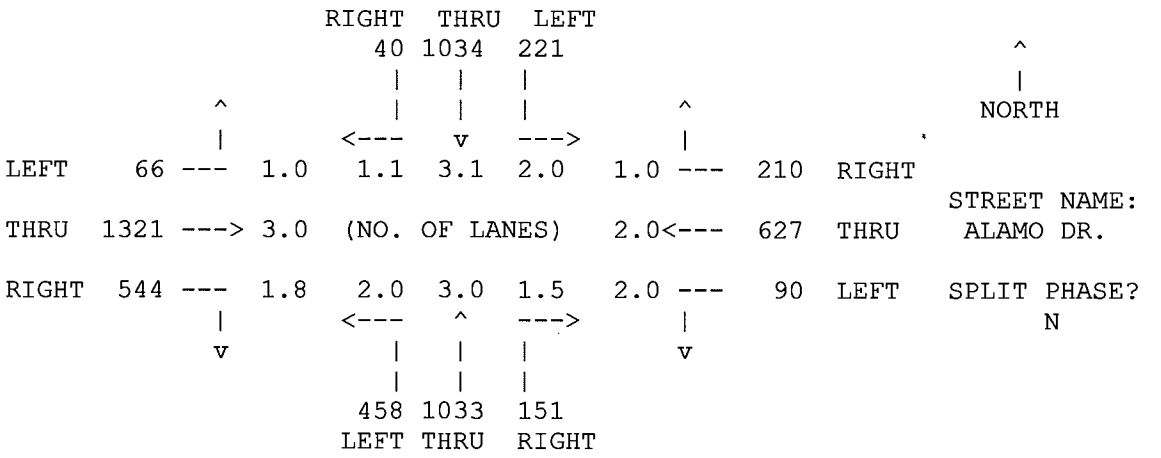
TOTAL VOLUME-TO-CAPACITY RATIO: 0.73
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	151	21 *	1500	0.0140	
	THRU (T)	1033	1033	4950	0.2087	
	LEFT (L)	458	458	2700	0.1696	0.1696
SB	RIGHT (R)	40	40	1500	0.0267	
	THRU (T)	1034	1034	4800	0.2154	
	LEFT (L)	221	221	2700	0.0819	
	T + R		1074	4800	0.2238	0.2238
EB	RIGHT (R)	544	9 *	1500	0.0060	
	THRU (T)	1321	1321	4950	0.2669	0.2669
	LEFT (L)	66	66	1500	0.0440	
WB	RIGHT (R)	210	69 *	1500	0.0460	
	THRU (T)	627	627	3300	0.1900	
	LEFT (L)	90	90	2700	0.0333	0.0333

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

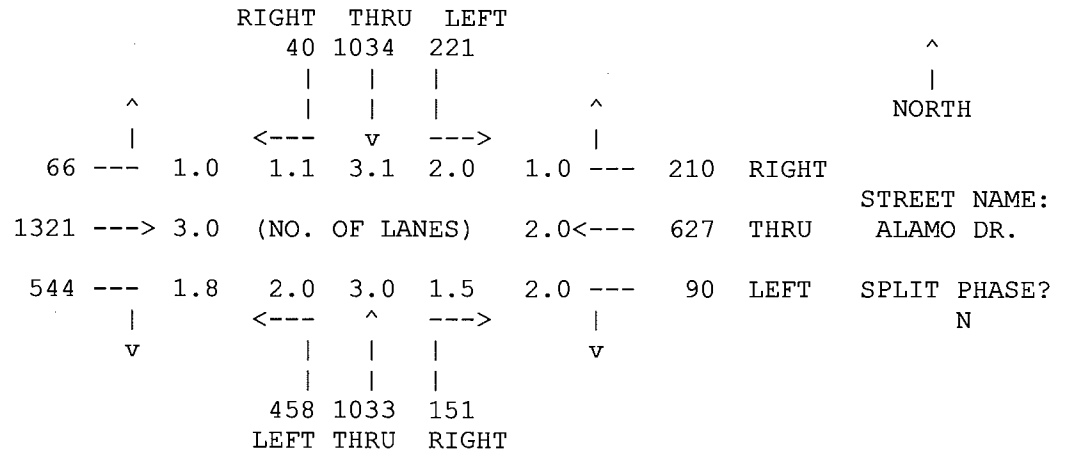
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 10 (1107) PEABODY RD. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	151	21 *	1500	0.0140	
THRU (T)	1033	1033	4950	0.2087	
LEFT (L)	458	458	2700	0.1696	0.1696
SB RIGHT (R)	40	40	1500	0.0267	
THRU (T)	1034	1034	4800	0.2154	
LEFT (L)	221	221	2700	0.0819	
T + R		1074	4800	0.2238	0.2238
EB RIGHT (R)	544	9 *	1500	0.0060	
THRU (T)	1321	1321	4950	0.2669	0.2669
LEFT (L)	66	66	1500	0.0440	
WB RIGHT (R)	210	69 *	1500	0.0460	
THRU (T)	627	627	3300	0.1900	
LEFT (L)	90	90	2700	0.0333	0.0333

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.69
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

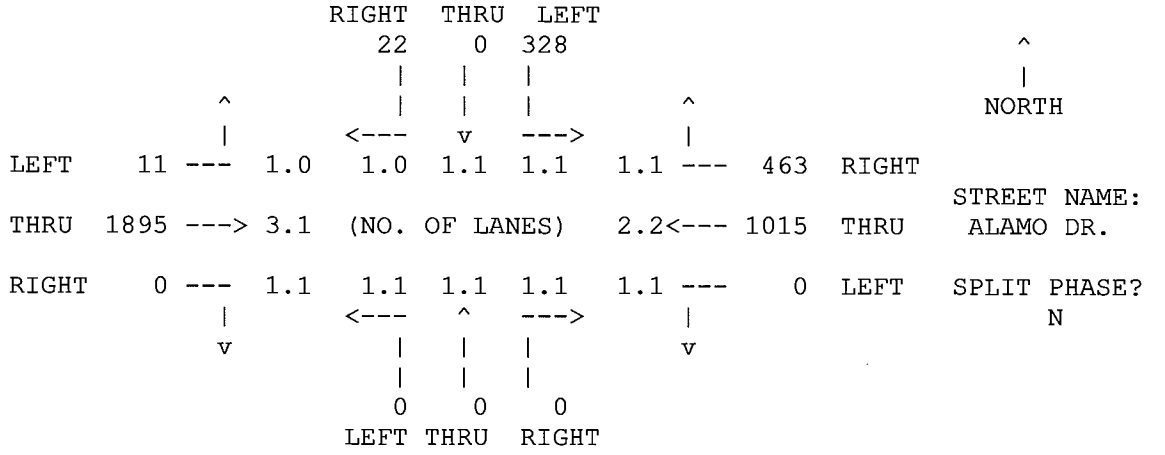
TOTAL VOLUME-TO-CAPACITY RATIO: 0.79
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1100 DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	328	328	1500	0.2187	0.2187
	T + L		328	1500	0.2187	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1895	1895	4800	0.3948	
	LEFT (L)	11	11	1500	0.0073	0.0073
	T + R		1895	4800	0.3948	
WB	RIGHT (R)	463	463	1500	0.3087	
	THRU (T)	1015	1015	3000	0.3383	
	LEFT (L)	0	0	1500	0.0000	
	T + R		1478	3000	0.4927	0.4927
	T + L		1015	3000	0.3383	
	T + R + L		1478	3000	0.4927	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

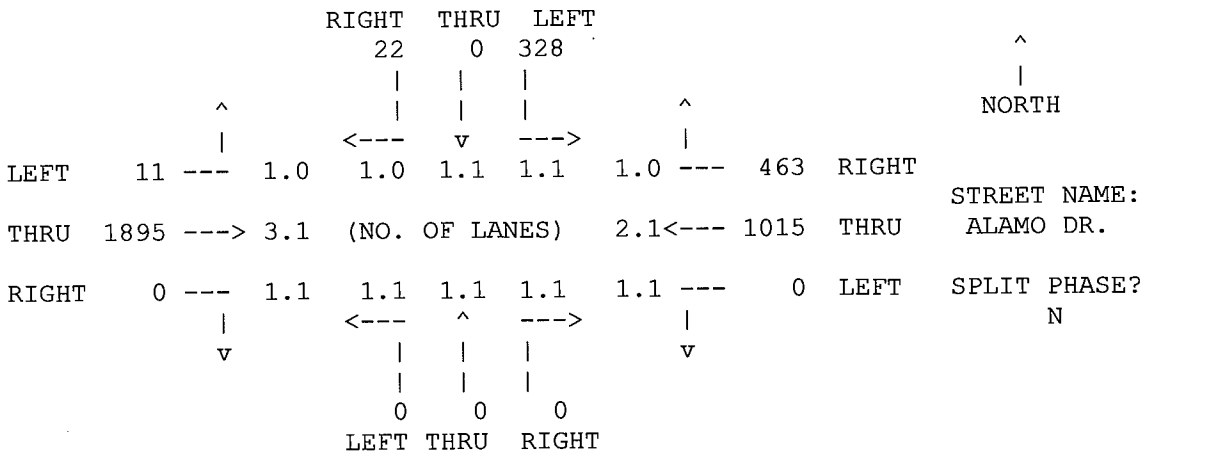
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 11 (1100) DAVIS ST. and ALAMO DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: DAVIS ST. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	0	0	1500	0.0000	0.0000
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	0	0	1500	0.0000	
	T + R		0	1500	0.0000	
	T + L		0	1500	0.0000	
	T + R + L		0	1500	0.0000	
SB	RIGHT (R)	22	0 *	1500	0.0000	
	THRU (T)	0	0	1500	0.0000	
	LEFT (L)	328	328	1500	0.2187	0.2187
	T + L		328	1500	0.2187	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	1895	1895	4800	0.3948	0.3948
	LEFT (L)	11	11	1500	0.0073	
	T + R		1895	4800	0.3948	
WB	RIGHT (R)	463	219 *	1500	0.1460	
	THRU (T)	1015	1015	3150	0.3222	
	LEFT (L)	0	0	1500	0.0000	0.0000
	T + L		1015	3150	0.3222	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.61
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

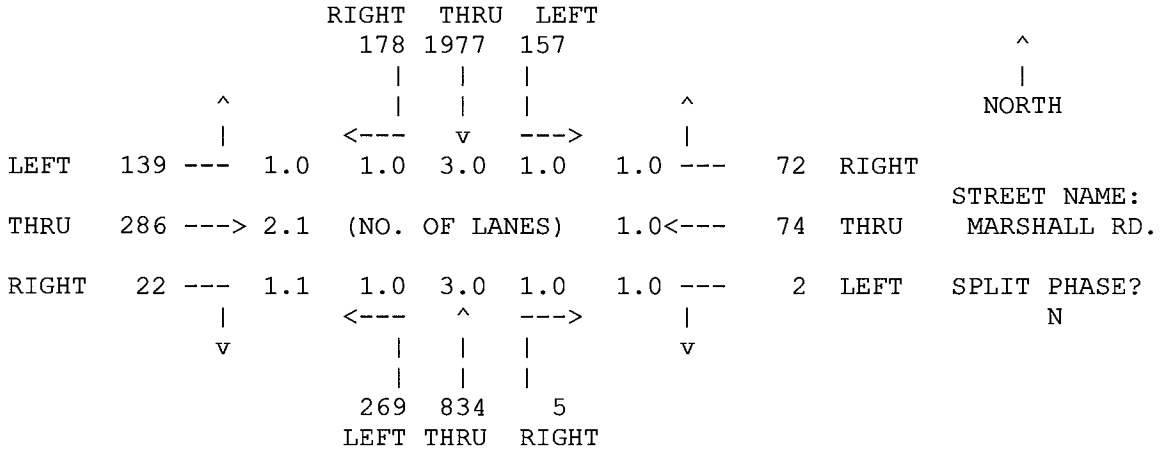
TOTAL VOLUME-TO-CAPACITY RATIO: 0.71
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 12 (1095) ALAMO DR. and MARSHALL RD. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: ALAMO DR. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	5	0 *	1500	0.0000	
THRU (T)	834	834	4950	0.1685	
LEFT (L)	269	269	1500	0.1793	0.1793
SB RIGHT (R)	178	29 *	1500	0.0193	
THRU (T)	1977	1977	4950	0.3994	0.3994
LEFT (L)	157	157	1500	0.1047	
EB RIGHT (R)	22	22	1500	0.0147	
THRU (T)	286	286	3150	0.0908	
LEFT (L)	139	139	1500	0.0927	0.0927
T + R		308	3150	0.0978	
WB RIGHT (R)	72	0 *	1500	0.0000	
THRU (T)	74	74	1650	0.0448	0.0448
LEFT (L)	2	2	1500	0.0013	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.72
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

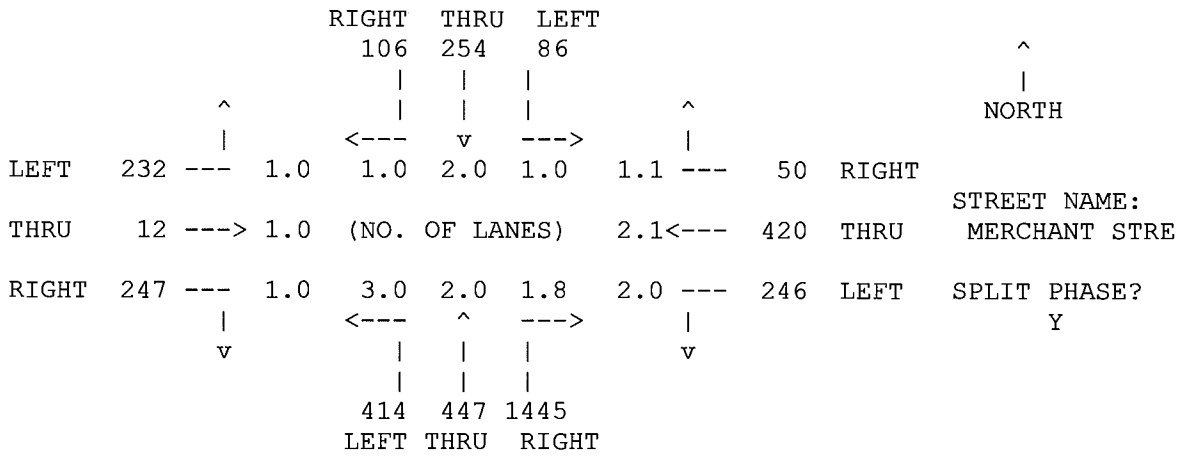
TOTAL VOLUME-TO-CAPACITY RATIO: 0.82
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1445	1044 *	1500	0.6960	0.6960
	THRU (T)	447	447	3300	0.1355	
	LEFT (L)	414	414	3900	0.1062	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	254	254	3300	0.0770	0.0770
	LEFT (L)	86	86	1500	0.0573	
EB	RIGHT (R)	247	87 *	1500	0.0580	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	232	232	1500	0.1547	0.1547
WB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	420	420	3150	0.1333	
	LEFT (L)	246	246	2700	0.0911	
	T + R		470	3150	0.1492	0.1492

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.08
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

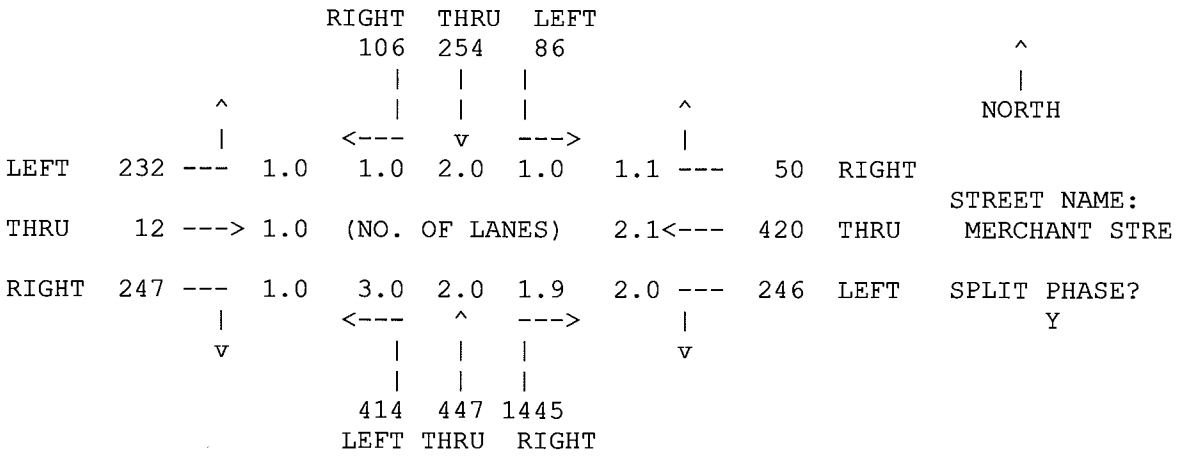
TOTAL VOLUME-TO-CAPACITY RATIO: 1.08
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 14 (1093) ALAMO DRIVE and MERCHANT STRE VACAVILLE, CA
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: ALAMO DRIVE SPLIT PHASE? Y

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1445	1445	1650	0.8758	
	THRU (T)	447	447	3300	0.1355	0.1355
	LEFT (L)	414	414	3900	0.1062	
SB	RIGHT (R)	106	0 *	1500	0.0000	
	THRU (T)	254	254	3300	0.0770	0.0770
	LEFT (L)	86	86	1500	0.0573	
EB	RIGHT (R)	247	87 *	1500	0.0580	
	THRU (T)	12	12	1650	0.0073	
	LEFT (L)	232	232	1500	0.1547	0.1547
WB	RIGHT (R)	50	50	1500	0.0333	
	THRU (T)	420	420	3150	0.1333	
	LEFT (L)	246	246	2700	0.0911	
	T + R		470	3150	0.1492	0.1492

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.52
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

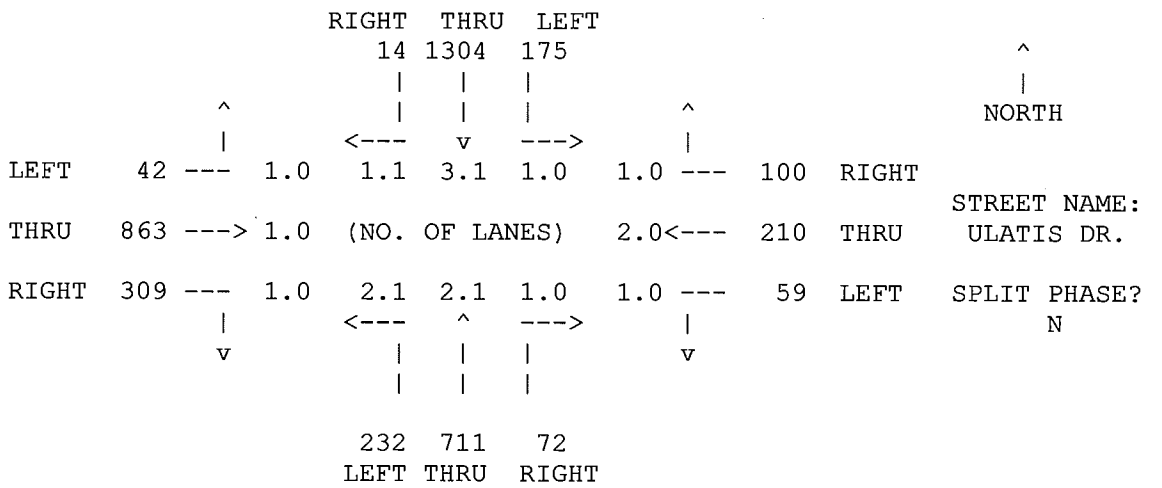
TOTAL VOLUME-TO-CAPACITY RATIO: 0.62
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	711	711	3150	0.2257	0.2257
	LEFT (L)	232	232	2700	0.0859	
	T + L		943	4350	0.2168	
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1304	1304	4800	0.2717	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1318	4800	0.2746	0.2746
EB	RIGHT (R)	309	165 *	1500	0.1100	
	THRU (T)	863	863	1650	0.5230	0.5230
	LEFT (L)	42	42	1500	0.0280	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 1.06
ADJUSTMENT FOR LOST YELLOW TIME: 0.00

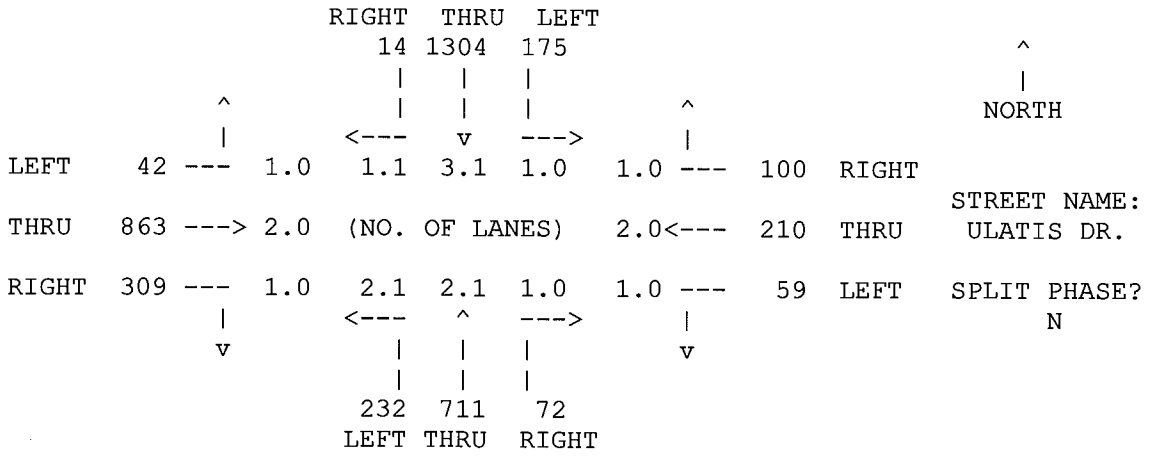
TOTAL VOLUME-TO-CAPACITY RATIO: 1.06
INTERSECTION LEVEL OF SERVICE: F

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 1277 NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: NUT TREE RD. SPLIT PHASE? Y

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	711	711	3150	0.2257	0.2257
	LEFT (L)	232	232	2700	0.0859	
	T + L		943	4350	0.2168	
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1304	1304	4800	0.2717	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1318	4800	0.2746	0.2746
EB	RIGHT (R)	309	165 *	1500	0.1100	
	THRU (T)	863	863	3300	0.2615	0.2615
	LEFT (L)	42	42	1500	0.0280	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.80
ADJUSTMENT FOR LOST YELLOW TIME: 0.07

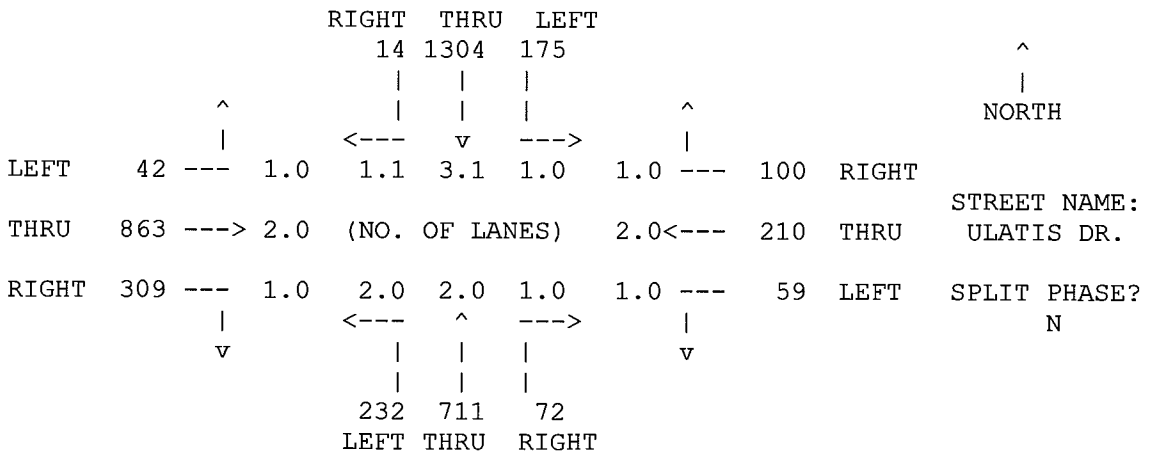
TOTAL VOLUME-TO-CAPACITY RATIO: 0.87
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 17 (1277) NUT TREE RD. and ULATIS DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit2



STREET NAME: NUT TREE RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	72	0 *	1500	0.0000	
	THRU (T)	711	711	3300	0.2155	
	LEFT (L)	232	232	2700	0.0859	0.0859
SB	RIGHT (R)	14	14	1500	0.0093	
	THRU (T)	1304	1304	4800	0.2717	
	LEFT (L)	175	175	1500	0.1167	
	T + R		1318	4800	0.2746	0.2746
EB	RIGHT (R)	309	165 *	1500	0.1100	
	THRU (T)	863	863	3300	0.2615	0.2615
	LEFT (L)	42	42	1500	0.0280	
WB	RIGHT (R)	100	0 *	1500	0.0000	
	THRU (T)	210	210	3300	0.0636	
	LEFT (L)	59	59	1500	0.0393	0.0393

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.66
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

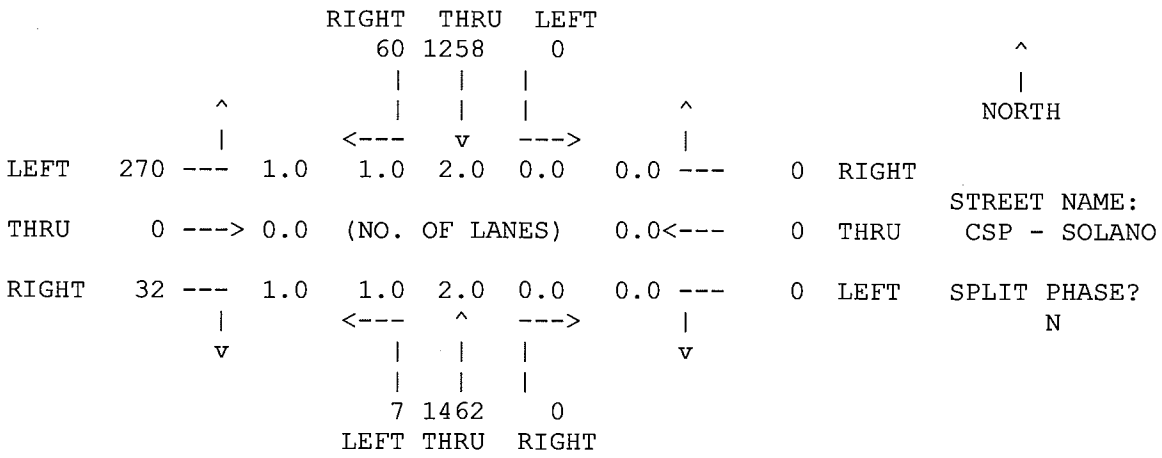
TOTAL VOLUME-TO-CAPACITY RATIO: 0.76
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 18 (1491) PEABODY RD. and CSP - SOLANO VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB THRU (T)	1462	1462	3300	0.4430	0.4430
LEFT (L)	7	7	1500	0.0047	
SB RIGHT (R)	60	0 *	1500	0.0000	
THRU (T)	1258	1258	3300	0.3812	
EB RIGHT (R)	32	0 *	1500	0.0000	
LEFT (L)	270	270	1500	0.1800	0.1800

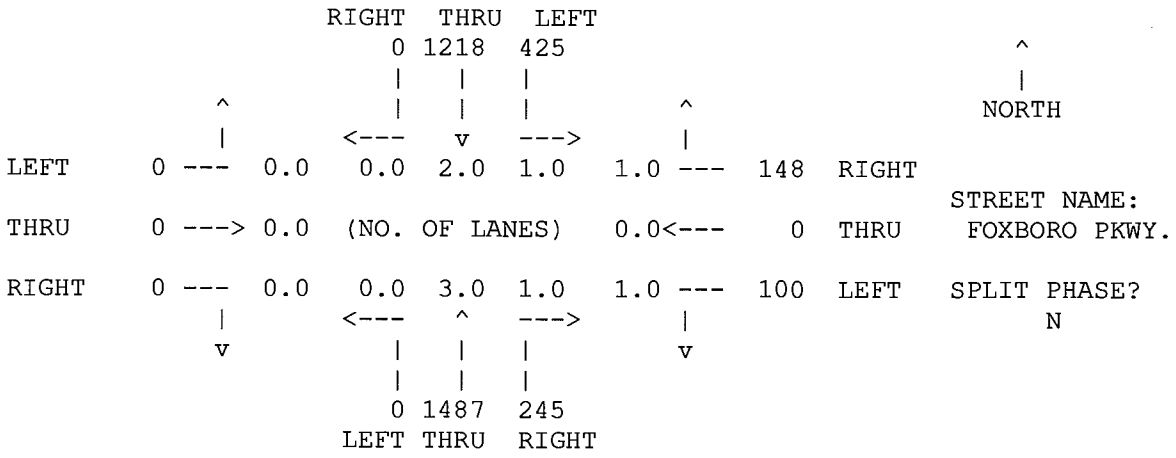
VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION:	0.62
ADJUSTMENT FOR LOST YELLOW TIME:	0.10
TOTAL VOLUME-TO-CAPACITY RATIO:	0.72
INTERSECTION LEVEL OF SERVICE:	C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 19 (1247) PEABODY RD. and FOXBORO PKWY. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	245	115 *	1500	0.0767	
THRU (T)	1487	1487	4950	0.3004	0.3004
SB THRU (T)	1218	1218	3300	0.3691	
LEFT (L)	425	425	1500	0.2833	0.2833
WB RIGHT (R)	148	0 *	1500	0.0000	
LEFT (L)	100	100	1500	0.0667	0.0667

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.65
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

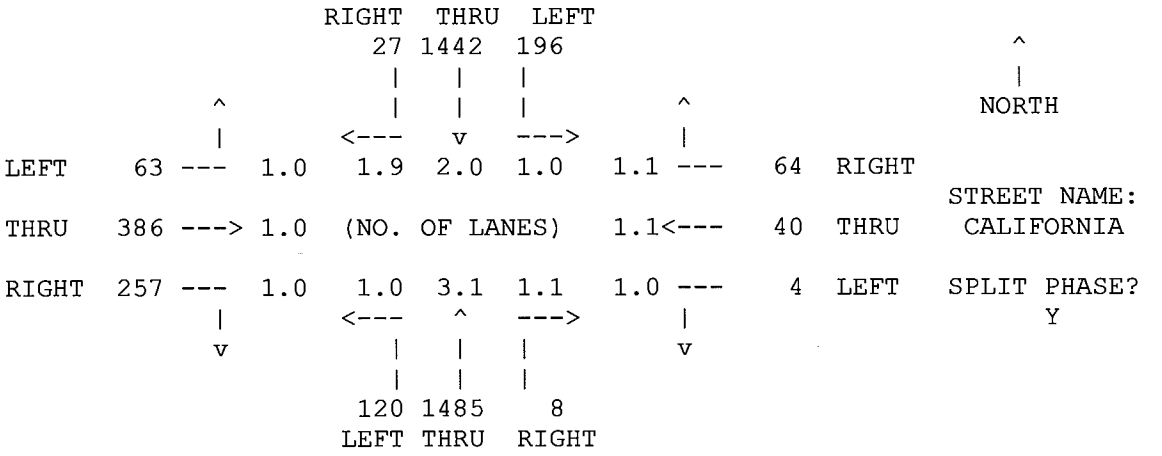
TOTAL VOLUME-TO-CAPACITY RATIO: 0.75
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1485	1485	4800	0.3094	
	LEFT (L)	120	120	1500	0.0800	0.0800
	T + R		1493	4800	0.3110	
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1442	1442	3300	0.4370	0.4370
	LEFT (L)	196	196	1500	0.1307	
EB	RIGHT (R)	257	117 *	1500	0.0780	
	THRU (T)	386	386	1650	0.2339	0.2339
	LEFT (L)	63	63	1500	0.0420	
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	
	T + R		104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.82
ADJUSTMENT FOR LOST YELLOW TIME: 0.06

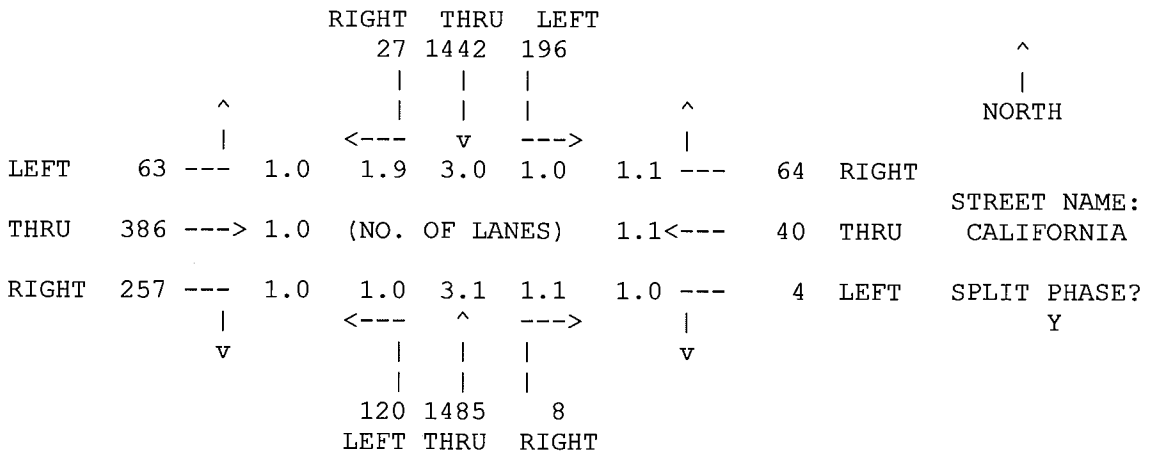
TOTAL VOLUME-TO-CAPACITY RATIO: 0.88
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1485	1485	4800	0.3094	
	LEFT (L)	120	120	1500	0.0800	
	T + R		1493	4800	0.3110	0.3110
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1442	1442	4950	0.2913	
	LEFT (L)	196	196	1500	0.1307	0.1307
EB	RIGHT (R)	257	117 *	1500	0.0780	
	THRU (T)	386	386	1650	0.2339	0.2339
	LEFT (L)	63	63	1500	0.0420	
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	
	T + R		104	1500	0.0693	0.0693

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.74
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

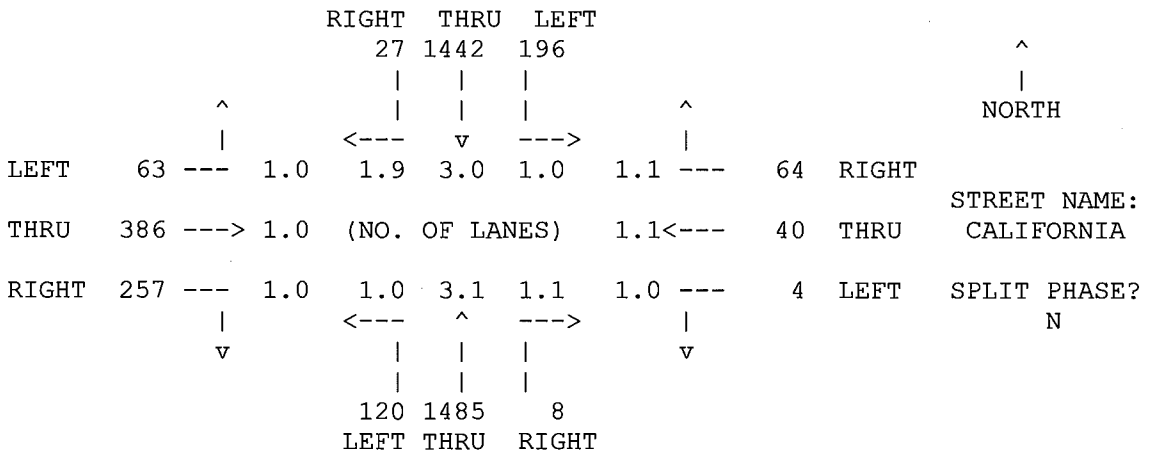
TOTAL VOLUME-TO-CAPACITY RATIO: 0.84
INTERSECTION LEVEL OF SERVICE: D

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 20 (1245) PEABODY and CALIFORNIA VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit2



STREET NAME: PEABODY SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	8	8	1500	0.0053	
	THRU (T)	1485	1485	4800	0.3094	
	LEFT (L)	120	120	1500	0.0800	
	T + R		1493	4800	0.3110	0.3110
SB	RIGHT (R)	27	27	1650	0.0164	
	THRU (T)	1442	1442	4950	0.2913	
	LEFT (L)	196	196	1500	0.1307	0.1307
EB	RIGHT (R)	257	117 *	1500	0.0780	
	THRU (T)	386	386	1650	0.2339	0.2339
	LEFT (L)	63	63	1500	0.0420	
WB	RIGHT (R)	64	64	1500	0.0427	
	THRU (T)	40	40	1500	0.0267	
	LEFT (L)	4	4	1500	0.0027	0.0027
	T + R		104	1500	0.0693	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

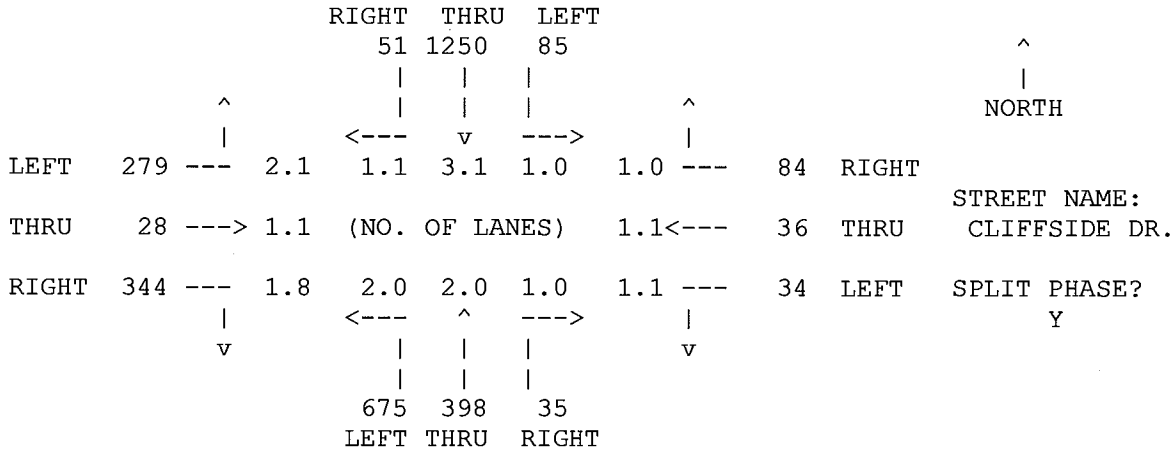
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 21 (1235) PEABODY RD. and CLIFFSIDE DR. VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: PEABODY RD. SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	35	0 *	1500	0.0000	
	THRU (T)	398	398	3300	0.1206	
	LEFT (L)	675	675	2700	0.2500	0.2500
SB	RIGHT (R)	51	51	1500	0.0340	
	THRU (T)	1250	1250	4800	0.2604	
	LEFT (L)	85	85	1500	0.0567	
	T + R		1301	4800	0.2710	0.2710
EB	RIGHT (R)	344	0 *	1500	0.0000	
	THRU (T)	28	28	1500	0.0187	
	LEFT (L)	279	279	2700	0.1033	
	T + L		307	2700	0.1137	0.1137
WB	RIGHT (R)	84	0 *	1500	0.0000	
	THRU (T)	36	36	1500	0.0240	
	LEFT (L)	34	34	1500	0.0227	
	T + L		70	1500	0.0467	0.0467

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.68
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

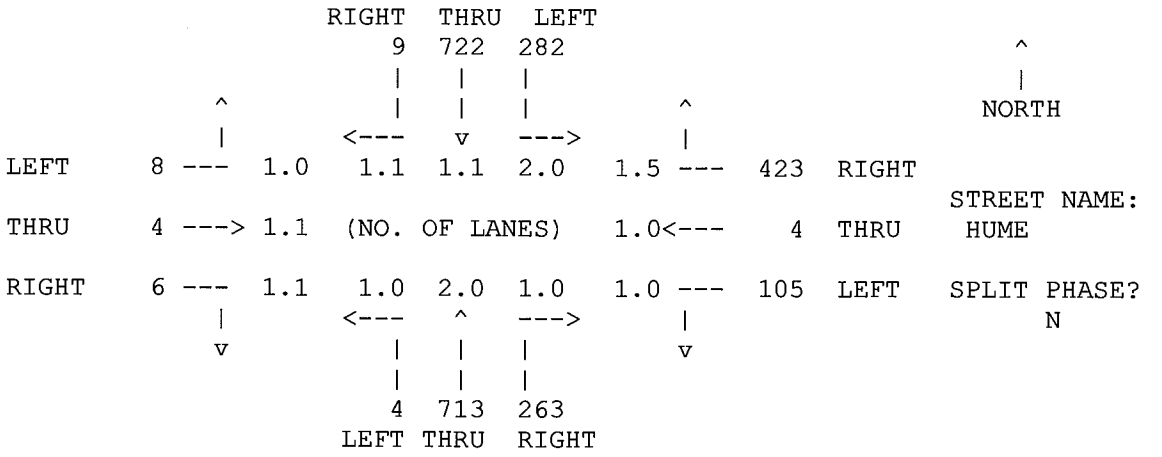
TOTAL VOLUME-TO-CAPACITY RATIO: 0.78
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 22 (1200) DAVIS and HUME VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE eapmit.v



STREET NAME: DAVIS SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	263	131 *	1500	0.0873	
	THRU (T)	713	713	3300	0.2161	
	LEFT (L)	4	4	1500	0.0027	0.0027
SB	RIGHT (R)	9	9	1500	0.0060	
	THRU (T)	722	722	1500	0.4813	
	LEFT (L)	282	282	2700	0.1044	
	T + R		731	1500	0.4873	0.4873
EB	RIGHT (R)	6	6	1500	0.0040	
	THRU (T)	4	4	1500	0.0027	
	LEFT (L)	8	8	1500	0.0053	0.0053
	T + R		10	1500	0.0067	
WB	RIGHT (R)	423	186 *	1500	0.1240	0.1240
	THRU (T)	4	4	1650	0.0024	
	LEFT (L)	105	105	1500	0.0700	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

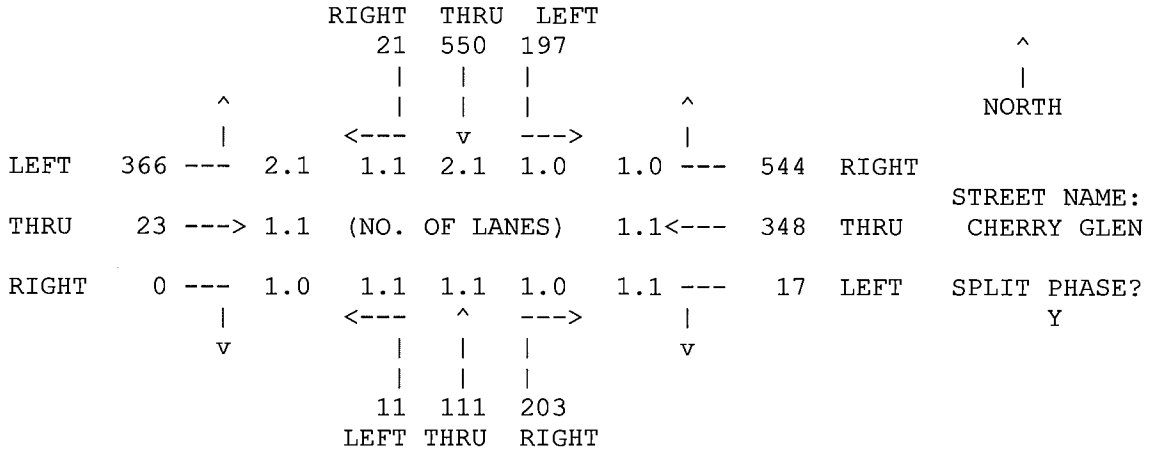
TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 23 (1675) I-80 WB and CHERRY GLEN VACAVILLE
COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: I-80 WB SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	203	115 *	1500	0.0767	
	THRU (T)	111	111	1500	0.0740	
	LEFT (L)	11	11	1500	0.0073	
	T + L		122	1500	0.0813	0.0813
SB	RIGHT (R)	21	21	1500	0.0140	
	THRU (T)	550	550	3150	0.1746	
	LEFT (L)	197	197	1500	0.1313	0.1313
	T + R		571	3150	0.1813	
EB	RIGHT (R)	0	0	1500	0.0000	
	THRU (T)	23	23	1500	0.0153	
	LEFT (L)	366	366	2700	0.1356	
	T + L		389	2700	0.1441	0.1441
WB	RIGHT (R)	544	366 *	1500	0.2440	0.2440
	THRU (T)	348	348	1500	0.2320	
	LEFT (L)	17	17	1500	0.0113	
	T + L		365	1500	0.2433	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.60
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.70
INTERSECTION LEVEL OF SERVICE: B

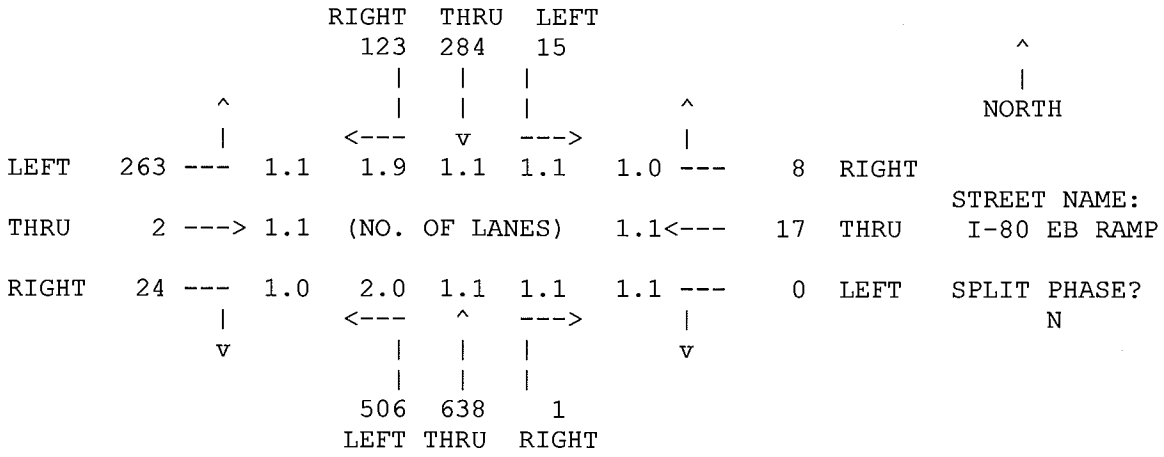
* ADJUSTED FOR RIGHT TURN ON RED

Developed by TJKM Transportation Consultants, Pleasanton, CA, 1990 YY

TJKM INTERSECTION CAPACITY ANALYSIS 11/30/11

INTERSECTION 24 (1674) CHERRY GLENN and I-80 EB RAMP VACAVILLE

COUNT DATE/TIME: PEAK HOUR:
CONDITION : 2030 WITH PROJECT WO FOXBORO PM WITH MIT FILE 2030mit.



STREET NAME: CHERRY GLENN SPLIT PHASE? N

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	1	1	1500	0.0007	
	THRU (T)	638	638	1500	0.4253	
	LEFT (L)	506	506	2700	0.1874	
	T + R		639	1500	0.4260	0.4260
SB	RIGHT (R)	123	123	1650	0.0745	
	THRU (T)	284	284	1500	0.1893	
	LEFT (L)	15	15	1500	0.0100	0.0100
	T + L		299	1500	0.1993	
EB	RIGHT (R)	24	0 *	1500	0.0000	
	THRU (T)	2	2	1500	0.0013	
	LEFT (L)	263	263	1500	0.1753	0.1753
	T + L		265	1500	0.1767	
WB	RIGHT (R)	8	0 *	1500	0.0000	
	THRU (T)	17	17	1500	0.0113	0.0113
	LEFT (L)	0	0	1500	0.0000	
	T + L		17	1500	0.0113	

VOLUME-TO-CAPACITY RATIO FOR THE INTERSECTION: 0.62
ADJUSTMENT FOR LOST YELLOW TIME: 0.10

TOTAL VOLUME-TO-CAPACITY RATIO: 0.72
INTERSECTION LEVEL OF SERVICE: C

* ADJUSTED FOR RIGHT TURN ON RED