

COMMUTER RAIL EXTENSION TO MONTEREY COUNTY PASSENGER PAJARO RAIL STATION

TRAFFIC IMPACT ANALYSIS

June 2011

Revised December 2011

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Executive Summary

This report provides technical data to the addendum to the *Commuter Rail Extension to Monterey Environmental Impact Report*. That document, in turn, is an addendum to the *Environmental Impact Report for the Caltrain Extension to Monterey County Passenger Rail Stations Project*, currently known as the Commuter Rail Extension to Monterey County Project. These changes are a result of new information or requirements resulting from coordination among the County of Monterey, Transportation Agency for Monterey County (lead agency), and design modifications necessary to accommodate commuter rail coaches at the Pajaro Passenger Station.

The Commuter Rail Extension to Monterey County Project is a 37-mile long passenger rail project that will extend commuter rail service from the existing terminus in Gilroy to Monterey County, including stations in Pajaro, Castroville and Salinas. At its inception, the service would consist of two or three round trips per weekday running from Salinas to Gilroy and would be increased to four or more round trips after five years or as passenger demands require. The proposed project would require the expansion of the Salinas Intermodal Transportation Center, construction of two new stations, a train layover facility in Salinas, minor track improvements, and limited equipment acquisitions.

The *Environmental Impact Report* considered two location options for the construction of the Pajaro Station. Site 1 was proposed to be located at the Watsonville Junction within an area bordered by Salinas Road on the west, Lewis Road on the south, and Railroad Avenue on the north. This location was identified in the Environmental Impact Report as the locally preferred alternative.

Since preparation and adoption of the Environmental Impact Report, a number of minor changes to various project components have become necessary. These changes include the following: rail passenger loading platforms would be 800 feet by 20 feet instead of 700 feet by 20 feet and a signal would be installed at the Salinas Road/Lewis Road intersection rather than at the Salinas Road/Railroad Avenue intersection.

The development of the proposed station entails construction of rail passenger loading platforms, platform shelters, bus or shuttle berths and shelters, parking, bicycle facilities, sidewalks, and

circulation roadways. Regional access to the station is proposed via two driveways on Salinas Road.

To assess traffic impacts, traffic volumes were counted at key intersections adjacent to or near the proposed station site. The traffic counts were conducted in 2011 and these volumes were increased by a growth factor of one (1) percent per year to represent future conditions when the commuter rail service was projected to be operating. For the purpose of this assessment, traffic operating conditions were analyzed without the project (termed background conditions) and with the project (project conditions) for the year 2020. Traffic operations were also assessed for the year of the traffic counts (2011).

AM and PM peak-hour operations of the study intersections were evaluated for the following scenarios:

- Scenario 1:** *Baseline Conditions.* Peak-hour volumes for 2011, for the projected peak hours of both the commuter rail station and the surrounding roadway network.
- Scenario 2:** *Background Conditions.* Baseline conditions plus projected peak-hour volumes from future growth. Background conditions were evaluated for the peak hours of both the commuter rail station operations and the surrounding roadway network, under a long-term (ten-year horizon) scenario. The background conditions are those conditions caused by existing traffic and future growth. The background analysis represents the “no project” condition.
- Scenario 3:** *Project Conditions.* Background conditions plus estimated project-generated traffic. Project conditions were evaluated for the peak hours of both the commuter rail station operations and the surrounding roadway network, under a long-term (ten-year horizon with a daily service of four trains) scenario.

A total of four (4) intersections were evaluated for this project using SYNCHRO software. Existing intersection traffic volumes were obtained by performing manual turning-movement counts at the study intersections in March 2011. Cycle lengths are commonly-used default values. Project trip generation is based on methodology reported in *Ridership Estimates for Caltrain Extension*. In addition, 7-day, 24-hour counts were conducted at two locations in the project vicinity. Two proposed driveways on Salinas Road were analyzed for the project conditions.

The results of the level of service analysis for all intersections during all conditions are presented in the table at the end of this executive summary.

Base Year Conditions

The results of the level of service analysis indicate that under base year conditions, one study intersection in Pajaro does not operate at an acceptable level of service and with excess capacity during the network peak hour (Salinas Road at Railroad Avenue). The stop-controlled approach

of Railroad Avenue at Salinas Road operates at LOS F during the existing PM network peak hour.

Background Conditions

In the background scenario, traffic operations will occur with slightly increased delay but relatively close to the same levels of service as during the base year scenario. Due to the growth rate applied to the base year traffic volumes, the delays may increase causing some levels of service to decline. Where this decline occurs is at Porter Drive and San Juan Road during the network AM peak, Salinas Road and Railroad Avenue during the network AM peak and Salinas Road and Lewis Road during the network PM peak.

Project Conditions

In conjunction with the development of a passenger rail station at the locally preferred site, installation of signalized traffic control at the Salinas Road/Lewis Road intersection is proposed. The traffic signal would be required solely as a result of this station project, whereby the westerly yard lead track is moved closer to Salinas Road.

In the project scenario, almost all Pajaro Valley intersections will continue to operate at the pre-project levels projected by the background scenario or better during all peak periods with the exception of Salinas Road at Railroad Avenue during the station PM peak.



Intersection Level of Service Summary

Intersection	Peak	Peak Hour	Condition					
			Baseline LOS	Delay, sec ^a	10-Year Background LOS	Delay, sec ^a	10-Year Project LOS	Delay, sec ^a
Pajaro Valley								
Porter Drive at San Juan Road	Train AM	5:30-6:30	B	15.9	B	10.8	B	10.8
	Network AM	7:15-8:15	B	19.8	C	20.5	B	15.6 ^b
	Train PM	5:45-6:45	C	20.6	C	21.8	C	21.8
	Network PM	4:30-5:30	C	20.5	B	19.3	B	19.3
Salinas Road at Matiasevich Lane	Train AM	5:30-6:30	A	3.5	A	3.5	A	3.8
	Network AM	7:15-8:15	A	7.4	A	8.8	A	7.6 ^b
	Train PM	5:45-6:45	A	4.9	A	5.6	A	4.0 ^b
	Network PM	4:30-5:30	A	7.3	A	5.8	A	5.3 ^b
Salinas Road at Railroad Avenue (westbound leg)	Train AM	5:30-6:30	B	10.4	B	10.7	B	11.9
	Network AM	7:15-8:15	C	25.0	D	32.7	D	28.7 ^b
	Train PM	5:45-6:45	C	16.9	C	19.0	D	28.0
	Network PM	4:30-5:30	F	55.1	F	—	F	—
Salinas Road at Station Driveway 1 (westbound leg)	Train AM	5:30-6:30	N/A		N/A		B	12.2
	Network AM	7:15-8:15					C	22.8
	Train PM	5:45-6:45					D	29.1
	Network PM	4:30-5:30					D	28.1
Salinas Road at Station Driveway 2 (westbound leg)	Train AM	5:30-6:30	N/A		N/A		A	9.7
	Network AM	7:15-8:15					C	18.0
	Train PM	5:45-6:45					C	19.9
	Network PM	4:30-5:30					C	21.5
Salinas Road at Lewis Road ^c	Train AM	5:30-6:30	B	10.5	B	10.7	A	5.9
	Network AM	7:15-8:15	C	20.2	C	23.8	A	9.0
	Train PM	5:45-6:45	B	13.8	B	14.8	A	7.4
	Network PM	5:00-6:00	B	13.9	C	15.1	A	9.3

Source: Parsons

Notes:

Observations at these intersections indicate that spillback conditions sometimes bring traffic flow to a standstill, reducing traffic flow and the resulting counts. This condition can result in analysis results that do not accurately reflect conditions.

^aDelay in seconds. This number represents the average intersection delay at signalized intersections and the approach delay at unsignalized intersections.

^bSome slight reductions may occur in delay between scenarios as a result of minor signal timing changes and small adjustments in operations from intersection to intersection.

^cLevel of service results are based upon unsignalized conditions for the Baseline and Background scenarios for the westbound leg of the intersection. For the Project Long-Term scenario, intersection signalization was assumed for project purposes. This is reflected in the level of service calculations.

1. Introduction

This document provides technical detail to the addendum to the *Commuter Rail Extension to Monterey Environmental Impact Report*. That document, in turn, is an addendum to the *Environmental Impact Report* (EIR) for the Caltrain Extension to Monterey County Passenger Rail Stations Project, currently known as the Commuter Rail Extension to Monterey County Project.¹ It has been prepared to address minor technical changes or additions associated with the project (see discussion below), per the requirements of the California Environmental Quality Act (CEQA). These changes are a result of new information or requirements resulting from coordination among the County of Monterey, Transportation Agency for Monterey County (lead agency), and design modifications necessary to accommodate commuter rail coaches at the Pajaro Passenger Station.

Background and Need for Addendum

CEQA Guidelines Section 15162 indicates the following:

- (a) *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
 - (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental*

¹Note: The *Environmental Impact Report* was certified by the Transportation Agency for Monterey County Board of Directors (local Lead Agency) on August 23, 2006.

effects or a substantial increase in the severity of previously identified significant effects; or

(3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*

(A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

(B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

(C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

(D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

(b) *If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.*

CEQA Guidelines Section 15164 further states the following:

(a) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

(b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

(c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*

(d) *The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

(e) *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the*

project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Project Description and Station Locale

The Commuter Rail Extension to Monterey County Project (the Project) is a 37 mile-long passenger rail project that will extend commuter rail² service from the existing terminus in Gilroy to Monterey County, including stations in Pajaro, Castroville, and Salinas. At its inception, the service would consist of two or three round trips per weekday running from Salinas to Gilroy and would be increased to four or more round trips after five years or as passenger demands require. The proposed project would require the expansion of the Salinas Intermodal Transportation Center, construction of two new stations, a train layover facility in Salinas, minor track improvements, and limited equipment acquisition.

The *Environmental Impact Report* considered a number of location options and configurations for the proposed stations and Intermodal Transportation Center, respectively. A brief description of those selected for analysis in the *Environmental Impact Report* and subsequently developed during the preliminary and final engineering stages are described below.

The *Environmental Impact Report* considered two location options for construction of the Pajaro Station. Site 1 was proposed to be located at the Watsonville Junction within an area bordered by Salinas Road on the west, Lewis Road on the south, and Railroad Avenue to the north. Site 1 was identified in the *Environmental Impact Report* as the locally preferred alternative. Site 2 was proposed to be located along Lewis Road approximately one-quarter mile east of Site 1. This site was identified as considered, but rejected as a viable alternative in the *Environmental Impact Report* and no further analysis was conducted.

Project Components

The following project components are applicable to the Pajaro Passenger Station:

- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays and landscaping
- Signing and striping
- Construction/relocation of station track, turnouts, track removals, and railroad signaling, as may be required
- Site drainage, lighting, and landscaping
- ROW acquisition and roadway improvements
- Rail passenger loading platform (700 feet by 20 feet)

²Caltrain is a commuter rail service that runs between Gilroy and San Francisco. Caltrain operates weekday trains between San Francisco and San Jose, with commute-hour service to Gilroy. Weekend service is offered from San Francisco to San Jose. The service extension may alternatively be provided by the Capitol Corridor rail service, which currently runs between San Jose and Auburn, California.

- Intertrack fencing
- Bus, shuttle, and van loading/unloading berths, shelters, information displays
- Parking:
 - A total of 416 parking spaces and a bus turnout area would be provided.
 - Bicycle facilities, sidewalks, and circulation roadways.

Summary of the Proposed Minor Revisions to the Adopted Project

Since preparation and adoption of the *Environmental Impact Report*, a number of minor changes to various project components have become necessary. These changes were not previously known at the time of conceptual engineering and include proposed roadway and station modifications and property acquisitions. The sections below contain a brief discussion of the project components as they were described in the *Environmental Impact Report*, the proposed modifications that are now operative (station and roadway elements), the changes in property acquisitions that are now required, and a brief overview of associated construction activities.

Proposed Station Modifications

Section 2.0 (Project Description) of the *Environmental Impact Report* noted that the rail passenger loading platforms would be 700 feet by 20 feet. However, the platforms need to be lengthened by 100 feet in order to accommodate commuter rail trains operated by the Capitol Corridor Joint Powers Agency. Additionally, the number of parking spaces would be 409, rather than 416, as a result of refinements to the design.

Proposed Roadway Modifications

Section 3.14 (Traffic & Circulation) of the *Environmental Impact Report* indicated that the westbound stop-controlled approach of Railroad Avenue at Salinas Road would decline to level of service (LOS) D during the morning peak hour of station activity under the 10-year project scenario. In addition, the stop-controlled leg of Driveway 1 would operate at LOS F during the evening peak hour of commuter rail operations. To address this, the *Environmental Impact Report* proposed the installation of a traffic signal at Salinas Road and Railroad Avenue to mitigate impacts.

Since certification of the *Environmental Impact Report*, preliminary engineering indicates that due to track geometry requirements, the track nearest Salinas Road needs to be relocated to the west, thereby reducing the available storage capacity of Lewis Road between the relocated track and the stop bar at Salinas Road. Subsequent roadway design analysis and consultation with the California Public Utilities Commission determined that the proposed signal should be moved to Lewis Road (approximately 0.3 miles south of its previously proposed location) to ensure that vehicles traveling from Lewis Road will not block the track crossing, due to inadequate gaps in traffic on Salinas Road.

At this location, Salinas Road narrows from four lanes to three lanes between Lewis Road and the Santa Cruz branch line at-grade railroad crossing just south of Railroad Avenue. The County of Monterey has requested that the Salinas Road improvements associated with the project not preclude the potential for restriping of the roadway to accommodate four lanes at some time in the future. In addition, they have also requested that the Transportation Agency for Monterey County evaluate the merits of striping Salinas Road as four lanes initially in order to increase roadway capacity. Appendix A contains the location of the proposed minor modifications associated with this station area.

This report presents the results of the traffic impact analysis conducted for the proposed commuter rail facility. The purpose of this study is to evaluate the impacts of the proposed development on the transportation system in the vicinity of the site. The traffic analysis is based on peak-hour levels of service for four key intersections and 7-day, 24-hour counts at two locations adjacent to the proposed station site.

Pajaro Valley

The proposed facility is located at the Union Pacific Railroad Watsonville Junction in the southeast corner of the intersection of Salinas Road and Railroad Avenue. The station will include a rail passenger loading platform, platform shelters, bus or shuttle berths and shelters, parking, bicycle facilities, sidewalks, and circulation roadways. The station will be accessed via two driveways on Salinas Road. Four key intersections were analyzed:

- Porter Drive at San Juan Road
- Salinas Road at Railroad Avenue (westbound leg)
- Salinas Road at the Pajaro School entrance
- Salinas Road at Lewis Road (westbound leg)

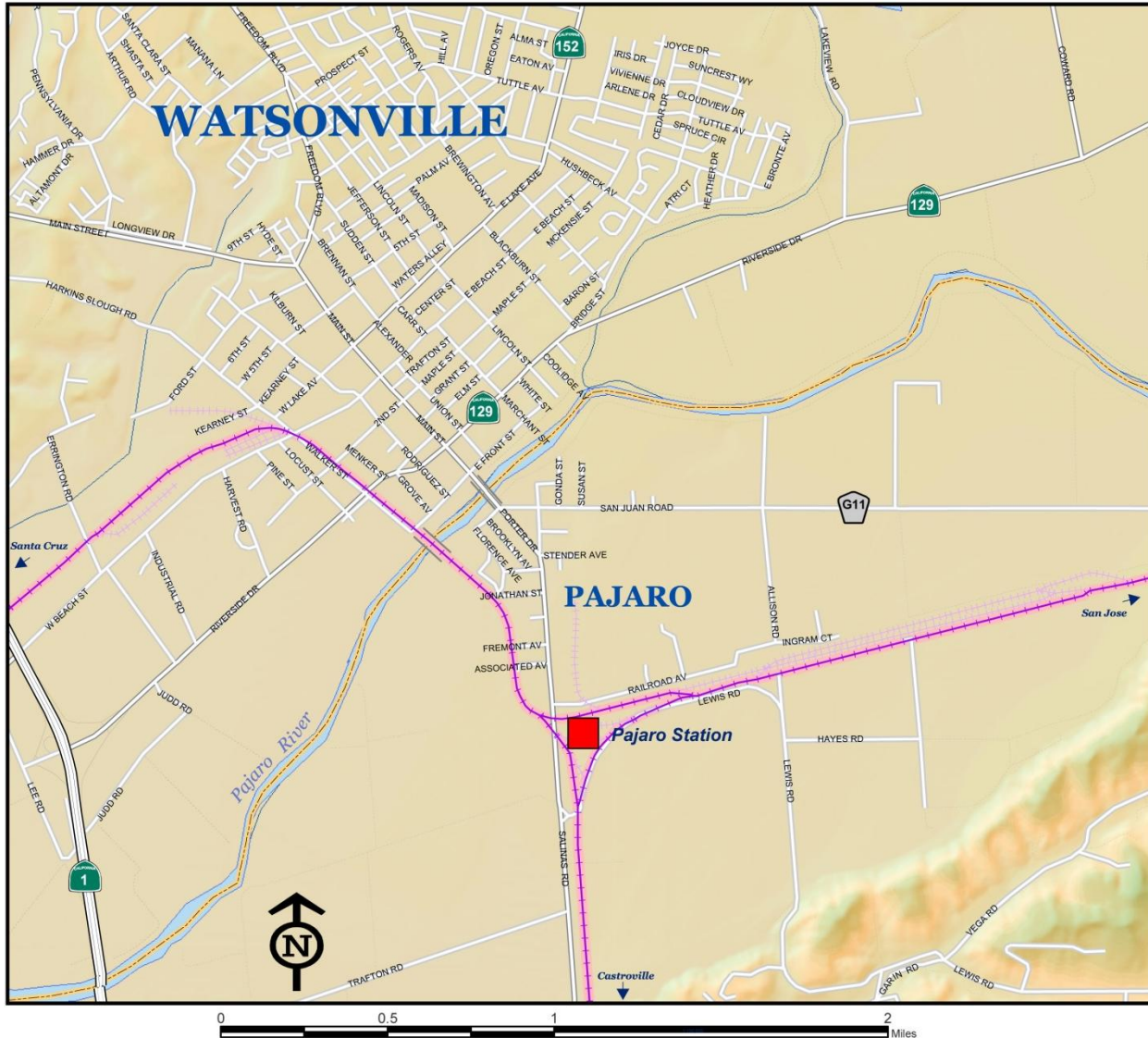
In addition, 7-day, 24-hour tube counts were conducted at the following locations:

- Lewis Road just north of Salinas Road
- Salinas Road near the entrance to the proposed station location

See Appendix B for the peak-hour turning-movement and the 7-day, 24-hour count sheets.

Figure 1 shows the project site location, surrounding roadway network, and study intersections/count locations.

Figure 1
Pajaro Valley Station Location



Source: Parsons

Traffic conditions during both AM and PM peak periods were evaluated under the following scenarios for the study intersections:

- Scenario 1:** *Baseline Conditions.* Peak-hour volumes for 2011, for the projected peak hours of both the commuter rail station and the surrounding roadway network.
- Scenario 2:** *Background Conditions.* Baseline conditions plus projected peak-hour volumes from future growth. Background conditions were evaluated for the peak hours of both the commuter rail station operations and the surrounding roadway network, under a long-term (ten-year horizon) scenario. The background conditions are those conditions caused by existing traffic and future growth. The background analysis represents the “no project” condition.

Scenario 3: Project Conditions. Background conditions plus estimated project-generated traffic. Project conditions were evaluated for the peak hours of both the commuter rail station operations and the surrounding roadway network, under a long-term (ten-year horizon with a daily service of four trains) scenario.

Intersection Analysis

Both the signalized and unsignalized study intersections were analyzed using SYNCHRO (version 6.0), a traffic engineering analysis software program that calculates intersection level of service based on *Highway Capacity Manual* methodology. Level of service is both a quantitative and qualitative description of an intersection’s operation, ranging from LOS A, or free-flow conditions, to LOS F, or highly congested conditions. The correlation between average stopped vehicular delay and level of service is shown in Table 1.

Table 1
Intersection Level of Service Definitions

Level of Service	Description	Control Delay per Vehicle (sec)
Signalized Intersections		
A	Free flow; minimal to no delay	≤10
B	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.	>10 and ≤20
C	Stable flow, but most drivers can not select their own speeds and feel somewhat restricted, acceptable delays.	>20 and ≤35
D	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.	>35 and ≤55
E	Unstable flow with stop and go; delays.	>55 and ≤80
F	Total breakdown; congested conditions with excessive delay.	>80
Unsignalized Intersections		
A	Free flow; minimal to no delay	≤10
B	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.	>10 and ≤15
C	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted, acceptable delays.	>15 and ≤25
D	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.	>25 and ≤35
E	Unstable flow with stop and go; delays.	>35 and ≤50
F	Total breakdown; congested conditions with excessive delay.	>50

Source: 2000 Highway Capacity Manual

Report Organization

This report is divided into five chapters. **Chapter 2** describes base year conditions regarding the project site, including traffic volumes, traffic operations of nearby intersections, transit service provisions, and bicycle/pedestrian access. **Chapter 3** describes the intersection operations for background conditions. The methods used to estimate project conditions and impacts on the transportation system and parking are described in **Chapter 4**. **Chapter 5** presents the general conclusions resulting from the traffic analysis and an identification of project mitigations, if any.

2. **Base Year (Existing) Conditions**

This chapter provides a description of the base year conditions including roadway network facilities and operations, pedestrian/bicycle access, transit services, and intersection levels of service.

Existing Roadway Network

Pajaro Valley

Regional access to the proposed commuter rail station would be provided via two driveways on Salinas Road. The local roadways included in the traffic analysis are San Juan Road, Railroad Avenue, and Lewis Road. The roadway network serving the site is shown on Figure 1.

Salinas Road is a minor arterial roadway oriented generally in a north/south direction. Salinas Road begins at State Highway 1 to the southwest of Pajaro and runs eastward as a two-lane facility approximately one and one-half miles before turning north and becoming County Road G12. From its junction with Elkhorn Road to Railroad Avenue, a distance of 0.9 miles, Salinas Road is a four-lane facility. Less than one mile north of the project site, Salinas Road turns due north and becomes Porter Drive. At the signalized intersection of Porter Drive and San Juan Road, Porter Drive northbound has one exclusive left-turn lane, two through lanes, and one right-turn lane. At this intersection, southbound Porter Drive has two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane. At the signalized intersection of Salinas Road and the entrance to Pajaro Middle School, Salinas Road has one exclusive left-turn lane, and one shared through/right-turn lane in each direction. At its unsignalized intersection with Railroad Avenue, Salinas Road has one lane in each direction separated by a two-way-left-turn lane. (Railroad Avenue traffic turning onto Salinas Road is controlled by a stop sign.) At its unsignalized intersection with Lewis Road, Salinas Road has one through lane and one shared through/right-turn lane in the northbound direction and one exclusive left-turn lane and two through lanes in the southbound direction. The northbound and southbound lanes are separated by a small median. Lewis Road traffic turning onto Salinas Road is controlled by a stop sign.

A seven-day, 24-hour tube counter was placed on Salinas Road between Lewis Road and Railroad Avenue in March of 2011. (See Appendix B for tube count volumes.) Weekday

volumes average $\pm 17,000$ passenger car equivalents per day. The highest hourly volumes occur between 7:00 and 9:00 a.m. and from 11:00 a.m. to 6:00 or 7:00 p.m.. See Figure 2 for a table and graph depicting the volumes. The methods for computing level of service for rural highway segments do not address two-lane highways with signalized intersections since traffic signals control the traffic flow along this roadway segment. Utilizing the methodology and procedures for urban highway analysis (segments less than two miles and with traffic signals) would also not be applicable. A general level of service planning analysis is possible using daily volume thresholds based on planning applications of the Highway Capacity Manual. Based upon this methodology, this roadway typically operates at LOS D during peak hours. Additionally, the counts conducted were passenger vehicle equivalent counts, which means the tube counter counts axles and divides this number by two (which purports an assumption that each vehicle is a passenger car). Depending upon the number of trucks with more than two axles traveling through this study area on a daily basis, the 24 hour total count shown on Figure 2 could potentially be lower by more than ten (10) percent.

San Juan Road (County Road G11) is a two-lane roadway that runs predominantly in an east/west direction. It begins at Porter Drive just north of the project site and runs generally southeast for approximately 10 miles before ending at U.S. Highway 101. At its signalized intersection with Porter Drive (Salinas Road), the westbound leg of San Juan Road has two exclusive right turn lanes and one shared through/left-turn lane. The eastbound leg has one exclusive left-turn lane, one through lane, and one exclusive right-turn lane.

Matiasevich Lane (opposite the entrance to Pajaro Middle School) is a loop roadway that begins at Salinas Road, heads to the west for approximately 100 feet, turns to the north for approximately 350 feet and then heads back to the east to reconnect with Salinas Road. At its signalized intersection with Salinas Road (the southernmost connection) the eastbound leg serves as a driveway leaving Pajaro Middle School. This leg has one exclusive left-turn lane and a shared through/right-turn lane. The westbound leg also has an exclusive left-turn lane and a shared through/right-turn lane.

Railroad Avenue is a two-lane roadway that runs in an east/west direction, beginning at Salinas Road and running eastward for approximately one mile before it ends. At its stop-controlled intersection with Salinas Road, the westbound leg of Railroad Avenue has one exclusive left-turn lane and one exclusive right-turn lane.

Lewis Road is a two-lane road that begins at Salinas Road and crosses the Union Pacific railroad tracks before turning immediately northward to follow the curve of the tracks to the easternmost edge of the Watsonville Junction yard. At that point, Lewis Road turns south and travels approximately three miles before ending at San Miguel Canyon Road. At its stop-controlled intersection with Salinas Road, Lewis Road has one shared left-turn/right-turn lane.

A 7-day, 24-hour tube count was conducted in March 2011 on Lewis Road just north of Salinas Road. (See Appendix B for volume sheets.) This road serves $\pm 2,000$ passenger car equivalents (2-axle vehicles) per day. See Figure 3 for the volumes in table and graph format. Sunday is typically the day with the lowest hourly volumes. Based upon the Highway Capacity Manual methodology described above, Lewis Road typically operates at LOS A during the roadway peak hours.

Figure 2
Salinas Road Railroad Grade Crossings (Two-way Volumes)*

3/9-15/2011	60-Minute Period																							24 Hour Total	
	AM											PM													
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00		23:00
Monday	42	53	41	69	284	461	1,036	1,150	946	844	919	1,039	1,011	1,119	1,244	1,382	1,463	1,159	847	647	479	303	140	81	16,759
Tuesday	36	28	43	94	304	494	1,001	1,051	828	807	942	1,020	978	1,051	1,345	1,370	1,573	1,296	838	661	482	244	123	68	16,677
Wednesday	43	35	43	42	119	333	641	1,189	1,114	898	856	908	1,028	1,045	1,126	1,300	1,386	1,368	1,294	895	664	489	310	124	17,250
Thursday	78	39	45	54	72	333	609	1,069	1,038	891	787	840	913	995	1,092	1,303	1,392	1,435	1,188	811	629	463	285	130	16,491
Friday	78	46	43	46	91	397	845	1,297	1,068	860	868	920	1,024	1,079	1,093	1,204	1,236	1,277	1,212	953	610	477	420	195	17,339
Saturday	145	81	62	59	55	232	443	513	682	908	935	1,013	1,140	1,211	1,172	1,170	1,189	1,202	1,108	946	691	619	436	262	16,274
Sunday	157	101	97	72	155	145	217	399	591	809	931	1,039	1,260	1,150	1,219	1,248	1,007	848	826	702	504	322	182	79	14,060
7-Day Total	579	383	374	436	1,080	2,395	4,792	6,668	6,267	6,017	6,238	6,779	7,354	7,650	8,291	8,977	9,246	8,585	7,313	5,615	4,059	2,917	1,896	939	114,850
7-Day Avg	83	55	53	62	154	342	685	953	895	860	891	968	1,051	1,093	1,184	1,282	1,321	1,226	1,045	802	580	417	271	134	16,407
Highest Count	157	101	97	94	304	494	1,036	1,297	1,114	908	942	1,039	1,260	1,211	1,345	1,382	1,573	1,435	1,294	953	691	619	436	262	20,044
Lowest Count	36	28	41	42	55	145	217	399	591	807	787	840	913	995	1,092	1,170	1,007	848	826	647	479	244	123	68	12,400
Fri-Sun Avg	127	76	67	59	100	258	502	736	780	859	911	991	1,141	1,147	1,161	1,207	1,144	1,109	1,049	867	602	473	346	179	15,891
Mon-Thur Avg	50	39	43	65	195	405	822	1,115	982	860	876	952	983	1,053	1,202	1,339	1,454	1,315	1,042	754	564	375	215	101	16,794

*Passenger car equivalents of 2 axles per vehicle

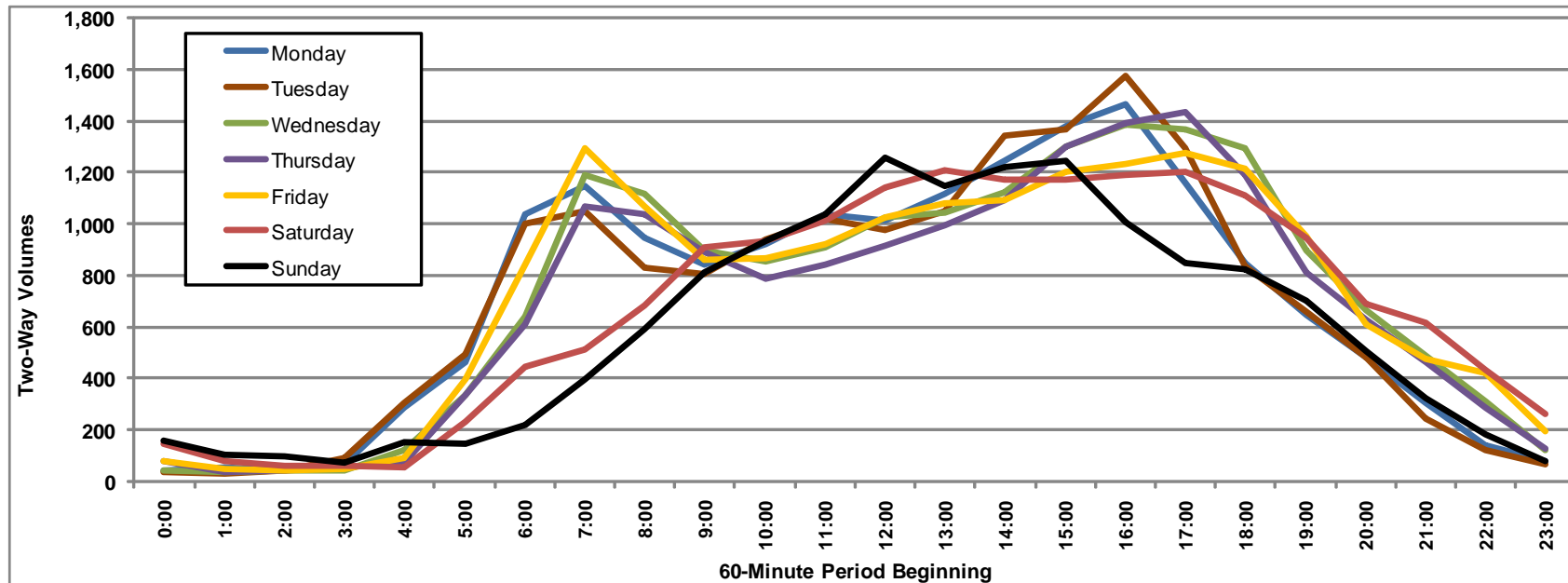
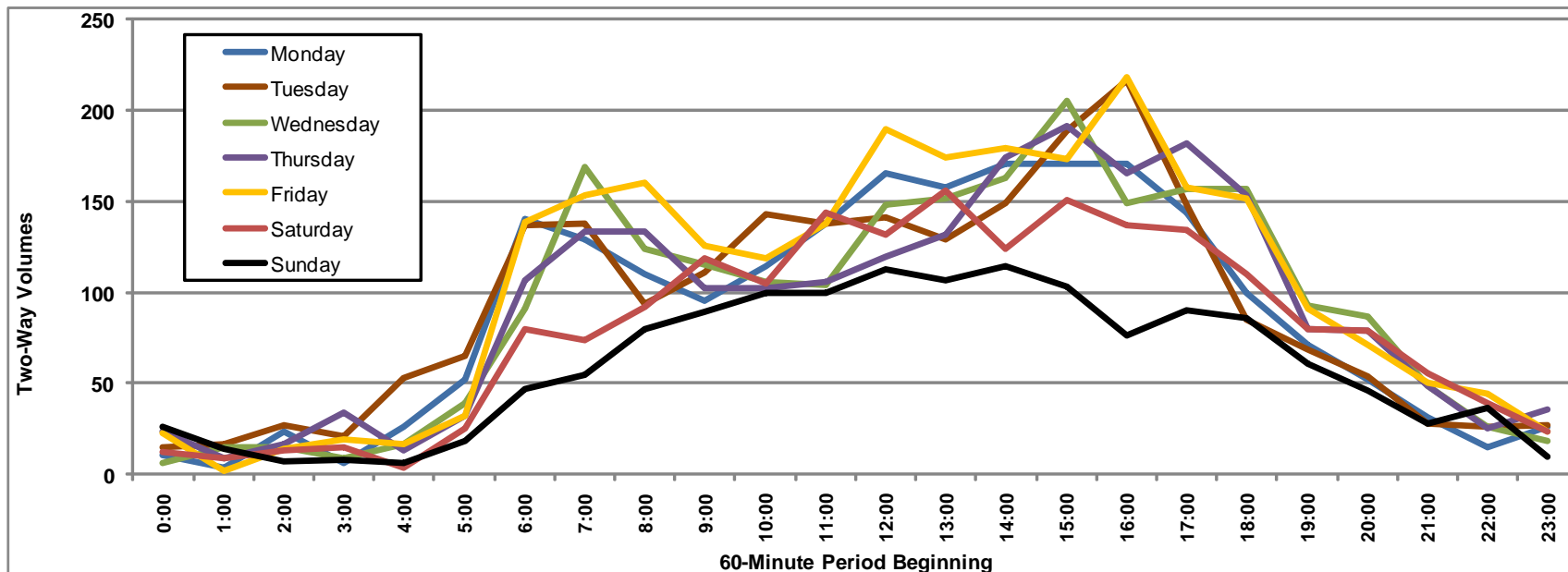


Figure 3
Lewis Road Railroad Grade Crossings (Two-way Volumes)*

3/9-15/2011	60-Minute Period																								24 Hour Total
	AM												PM												
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
Monday	11	4	24	6	26	52	140	129	110	95	114	138	165	158	171	171	171	144	100	71	52	31	15	26	2,124
Tuesday	15	17	27	21	53	65	137	138	94	111	143	138	141	129	149	189	216	148	85	69	54	28	26	27	2,220
Wednesday	6	15	15	9	17	39	91	169	124	115	106	104	148	152	163	205	149	157	157	93	87	49	26	18	2,214
Thursday	24	9	17	34	13	32	107	133	133	102	102	106	120	132	174	191	165	182	153	80	79	49	25	36	2,198
Friday	23	2	14	19	17	32	139	153	160	126	119	138	190	174	179	173	218	158	152	91	71	50	44	24	2,466
Saturday	12	9	13	15	4	25	80	74	92	119	105	144	132	156	124	151	137	134	110	80	79	56	39	24	1,914
Sunday	26	14	7	8	6	18	47	55	80	89	100	100	113	107	114	103	76	90	86	61	46	28	37	10	1,421
7-Day Total	117	70	117	112	136	263	741	851	793	757	789	868	1,009	1,008	1,074	1,183	1,132	1,013	843	545	468	291	212	165	14,557
7-Day Avg	17	10	17	16	19	38	106	122	113	108	113	124	144	144	153	169	162	145	120	78	67	42	30	24	2,080
Highest Count	26	17	27	34	53	65	140	169	160	126	143	144	190	174	179	205	218	182	157	93	87	56	44	36	2,725
Lowest Count	6	2	7	6	4	18	47	55	80	89	100	100	113	107	114	103	76	90	85	61	46	28	15	10	1,362
Fri-Sun Avg	20	8	11	14	9	25	89	94	111	111	108	127	145	146	139	142	144	127	116	77	65	45	40	19	1,934
Mon-Thu Avg	14	11	21	18	27	47	119	142	115	106	116	122	144	143	164	189	175	158	124	78	68	39	23	27	2,189

*Passenger car equivalents of 2 axles per vehicle



Transit System

Bus service in the study areas is provided by Monterey–Salinas Transit the Santa Cruz Metropolitan Transit District, Greyhound Lines, and Amtrak Thruway Motor Coach.

Pajaro Valley

Monterey–Salinas Transit operates Routes 28 and 29, which pass by the proposed Pajaro Valley Rail Station on Salinas Road. Both routes run between Watsonville and Salinas. Route 27 could also potentially be rerouted to serve the proposed station.

The Santa Cruz Metropolitan Transit District, otherwise known as METRO, operates seven routes that serve the Watsonville Transit Center, located at 475 Rodriguez Street: Route 69A Capitola Road/Watsonville via Airport B; 69W Capitola Road/Cabrillo/Watsonville; Route 71 Watsonville/Santa Cruz; Route 72 Corralitos; Route 74 Ohlone Parkway/Rolling Hills; Route 75 Green Valley; Route 79 East Lake; and Route 91x Commuter Express Santa Cruz/Watsonville.

Bicycle and Pedestrian System

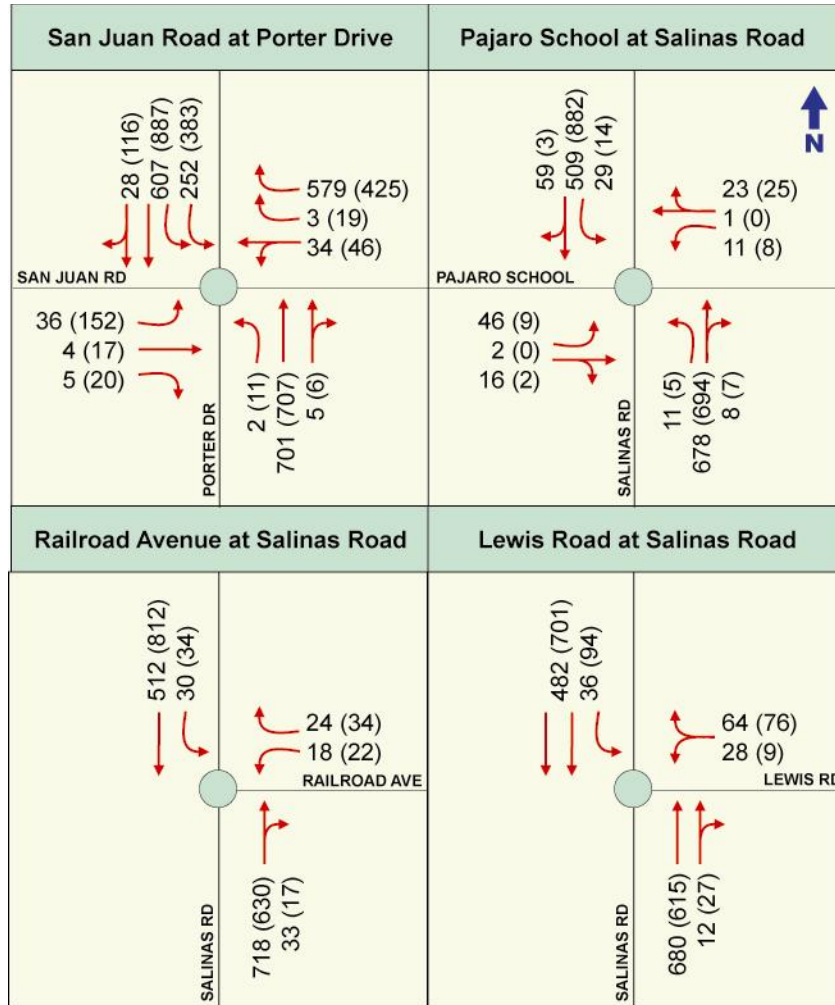
Sidewalks are generally provided along Salinas Road between Porter Drive and Railroad Avenue. Utility poles located within these sidewalks reduce their effective width. Sidewalks are not provided along Railroad Avenue or Lewis Road. No sidewalks front the proposed station site along Salinas Road.

No bicycle lanes, paths, or routes are provided within the immediate vicinity of the proposed station site.

Existing Intersection Volumes

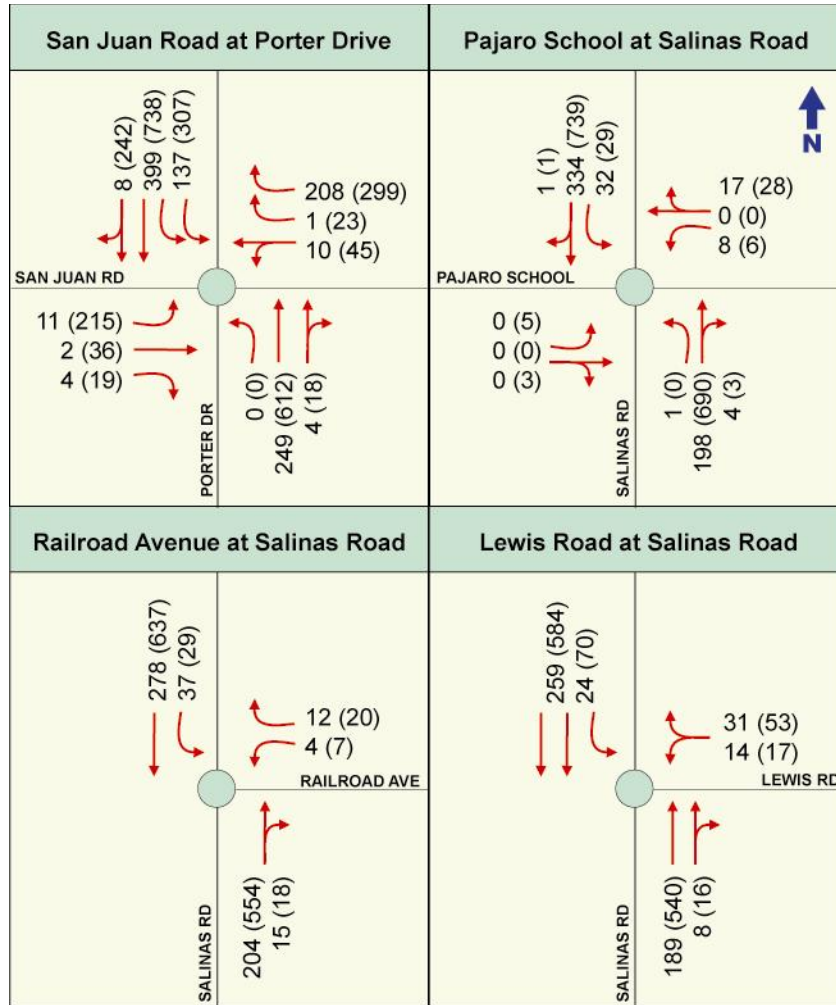
Traffic data were obtained for key study area intersections by conducting manual turning-movement counts during AM and PM peak periods of peak traffic flows and during the hours when passenger trains are expected to arrive at and depart from the stations. Traffic counts were conducted in March 2011. (See Appendix B for turning-movement volumes.) Existing traffic signal cycle lengths used for the analysis are commonly-used default values. (See Appendix C for level of service calculation sheets.) Figure 4 shows the existing volumes at the study intersections during the peak hours of **network** traffic. Figure 5 shows existing volumes during the projected peak hours of **station** traffic.

Figure 4
Existing (Baseline) Traffic Volumes during Network Peak Hours



xx (xx) = AM (PM) peak hour traffic volumes

Figure 5
Existing (Baseline) Traffic Volumes during Station Peak Hours



xx (xx) = AM (PM) peak hour traffic volumes

The results of the level of service analysis indicate that under base year conditions, all study intersection in Pajaro operate at an acceptable level of service, except one (Salinas Road and Railroad Avenue) and with excess capacity during the network peak hour. The stop-controlled approach of Railroad Avenue at Salinas Road operates at LOS F during the existing PM network peak hour.

Table
Base Year Intersection Levels of Service

	Intersection	Peak	Peak Hour	Baseline LOS	Delay, sec†
Pajaro Valley	Porter Drive at San Juan Road	Train AM	5:30-6:30	B	15.9
		Network AM	7:15-8:15	B	19.8
		Train PM	5:45-6:45	C	20.6
		Network PM	4:30-5:30	C	20.5
	Salinas Road at Matiasevich Lane/ Pajaro School entrance	Train AM	5:30-6:30	A	3.5
		Network AM	7:15-8:15	A	7.4
		Train PM	5:45-6:45	A	4.9
		Network PM	4:30-5:30	A	7.3
	Salinas Road at Railroad Avenue (westbound leg)	Train AM	5:30-6:30	B	10.4
		Network AM	7:15-8:15	C	25.0
		Train PM	5:45-6:45	C	16.9
		Network PM	4:30-5:30	F	55.1
	Salinas Road at Lewis Road (westbound leg)	Train AM	5:30-6:30	B	10.5
		Network AM	7:15-8:15	C	20.2
		Train PM	5:45-6:45	B	13.8
		Network PM	5:00-6:00	B	13.9

† Delay in seconds. This number represents the average intersection delay at signalized intersections and the approach delay at unsignalized intersections.

3. **Background (No Project) Conditions**

Background conditions are those conditions caused by existing traffic and future growth. The background analysis represents the "No Project" condition.

In the station vicinity, no additional planned developments were included in this analysis.

To account for likely but unspecified growth, a one (1) percent annual increase in traffic (growth rate) was applied to base year volumes to project ten-year (2020) Background Condition. This is one-half the annual rate of growth used by Caltrans in its Traffic Operational Analysis for Route 156 from Route 183 to Meridian Road and is based on Department of Finance population projections for the region and the AMBAG traffic model. The 1 percent annual growth rate was deemed reasonable based upon the current economy as well as the 2011 turning-movement counts when compared with the turning-movement counts collected for the 2005 edition of this traffic impact report. Geometry and signal timing for the background conditions were not changed from that of the existing conditions. The results of the background intersection level of service analysis are presented in Table 3. (See Appendix C for level of service calculation sheets.) Figure 6 shows the background volumes at the study intersections during the peak hours of **network** traffic. Figure 7 shows background volumes during the projected peak hour of **station** traffic.

In the background scenario, traffic operations in Pajaro will continue to occur with slightly increased delay but at the same levels of service as during the base year scenario, with three exceptions. The AM network peak hour level of service declines from B to C at the Porter Drive and San Juan Road intersection. The stop-controlled approach of Railroad Avenue at Salinas Road declines from LOS C to LOS D during the morning peak hour of network traffic. Also, the stop-controlled approach of Lewis Road at Salinas Road declines from LOS B to LOS C during the PM peak hour of network traffic.

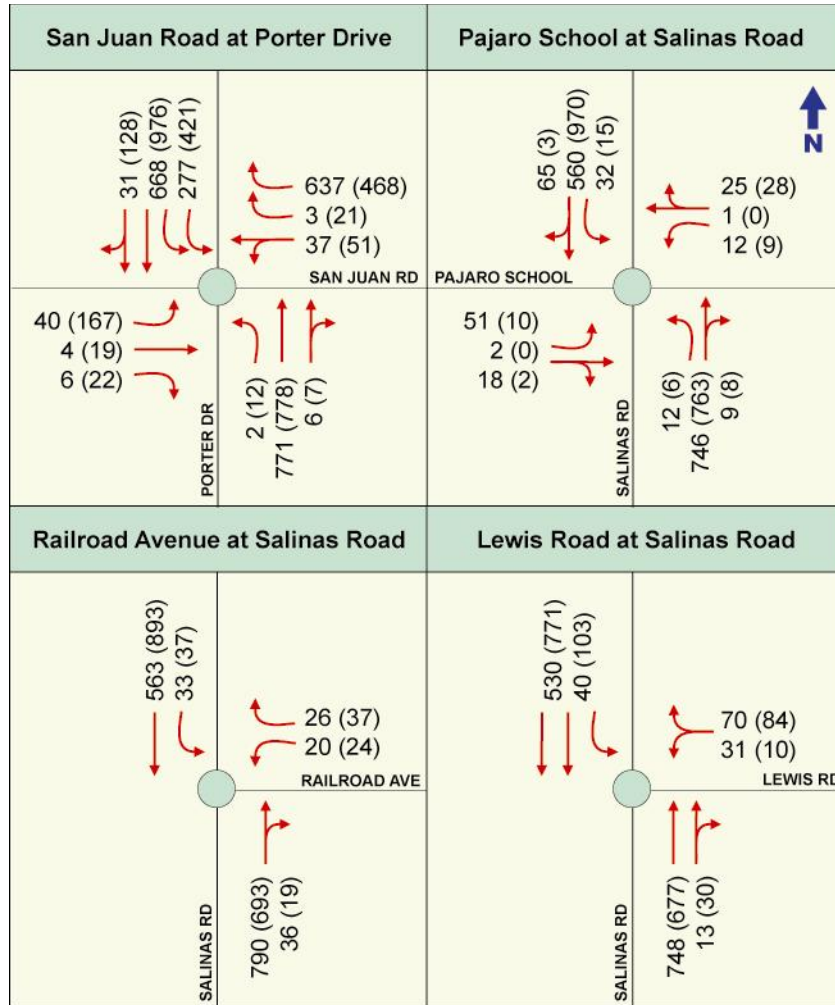
Table 3
Background Intersection Levels of Service

Intersection	Peak	Peak Hour	Condition			
			Baseline LOS	Delay, sec†	10-Year Background LOS	Delay, sec†
Pajaro Valley						
Porter Drive at San Juan Road	Train AM	5:30-6:30	B	15.9	B	10.8
	Network AM	7:15-8:15	B	19.8	C	20.5
	Train PM	5:45-6:45	C	20.6	C	21.8
	Network PM	4:30-5:30	C	20.5	B	19.3
Salinas Road at Matiasевич Lane/Pajaro School entrance	Train AM	5:30-6:30	A	3.5	A	3.5
	Network AM	7:15-8:15	A	7.4	A	8.8
	Train PM	5:45-6:45	A	4.9	A	5.6
	Network PM	4:30-5:30	A	7.3	A	5.8
Salinas Road at Railroad Avenue (westbound leg)	Train AM	5:30-6:30	B	10.4	B	10.7
	Network AM	7:15-8:15	C	25.0	D	32.7
	Train PM	5:45-6:45	C	16.9	C	19.0
	Network PM	4:30-5:30	F	55.1	F	—
Salinas Road at Lewis Road (westbound leg)	Train AM	5:30-6:30	B	10.5	B	10.7
	Network AM	7:15-8:15	C	20.2	C	23.8
	Train PM	5:45-6:45	B	13.8	B	14.8
	Network PM	5:00-6:00	B	13.9	C	15.1

Observations at these intersections indicate that spillback conditions sometimes bring traffic flow to a standstill, reducing traffic flow and the resulting counts. This condition can result in analysis results that do not accurately reflect conditions.

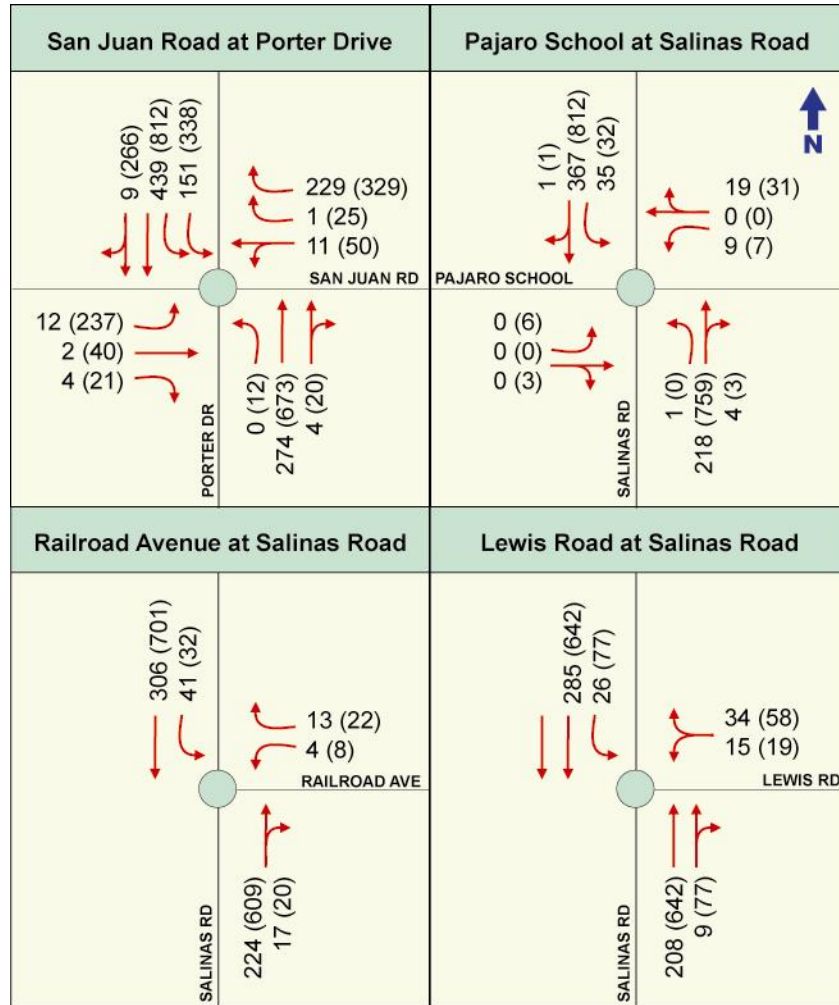
†Delay in seconds. This number represents the average intersection delay at signalized intersections and the approach delay at unsignalized intersections.

Figure 6
Background Traffic Volumes during Network Peak Hours



xx (xx) = AM (PM) peak hour traffic volumes

Figure 7
Background Traffic Volumes during Station Peak Hours



xx (xx) = AM (PM) peak hour traffic volumes

4. **Project Conditions**

The methodology for assessing project traffic impacts involves examining trips generated or attracted to the station, the distribution of where these trips come from or are destined to, and the routes motorists use to access the station.

Trip Generation

Daily ridership estimates were forecast for the proposed commuter rail station based on the methodology reported in *Ridership Estimates for Caltrain Extension*. Estimates were performed for the ten-year scenario. The ten-year scenario considered operation of four round trip trains per day and 2020 background conditions as the basis of analysis.

The percentage of total ridership arriving and departing via automobile was estimated based on the 2001 Caltrain passenger origin and destination survey and knowledge of each station's market area. It is projected that 86 percent of riders will arrive by automobile in Pajaro.

The ridership totals resulting from these percentages were multiplied by two for park-and-ride boardings (one entering trip in the morning and one exiting trip in the evening) or by four for kiss-and-ride boardings (one entering and one exiting trip in the morning plus one entering and one exiting trip in the evening).

These totals were divided by two to separate the morning's departing riders and the evening's arriving riders.

The resulting totals for morning and evening were multiplied by 60 percent to represent the number of riders that would arrive during the single peak hour of the morning or evening station-generated traffic (based on boarding patterns at the Gilroy Caltrain station).

The single peak 60 minutes for Caltrain ridership, in most cases, will not coincide with the peak hour observed on the adjacent street network. In those cases, the 60-minute time slice during the morning and evening periods that would represent the ridership peak—and therefore the trip generation peak—was assumed to be the 60 minutes in the morning when the last scheduled train

would depart and the 60 minutes in the evening when the first scheduled train would arrive¹. In cases where this peak 60 minute time slice did not fall within the observed peak hour on the adjacent network, the 60-minute time slice that was closest to the network peak (while still containing a scheduled Caltrain arrival or departure) was selected. This resulted in a “worst-case” analysis scenario in which as much of the Caltrain peak traffic as possible overlaps with the network peak traffic.

In cases in which there was partial overlap between the Caltrain peak 60-minute time slice of traffic generation and the network peak hour, a judgment was made regarding the percentage of peak 60-minute time slice project trips that would take place within the network peak hour.

- Traffic volumes on the roadway network peak from 7:15 a.m. to 8:15 a.m. in the morning and from 4:30 to 6:00 p.m. in the evening.
- The peak 60 minutes of morning station activity is projected to take place from 5:30 to 6:30 a.m., assuming that most riders will take the last train at 6:34 a.m. In the project scenario, the next-latest train leaves at 6:00 a.m. With four trains arriving over a two-hour period in the morning, 60 percent of riders are projected to use the station during the 5:30 to 6:30 a.m. hour.
- None of the peak 60-minute time slice Caltrain trips are projected to take place within the adjacent roadway network peak hour of 7:15 to 8:15 a.m. at any of the study intersections. This assumes that the riders on the 6:34 train will stop arriving at the station by 6:30 a.m.
- The peak 60 minutes of evening station activity is projected to take place from 5:45 to 6:45 p.m., assuming that most riders will take the first train and arrive at 6:10 p.m. Kiss-and-ride drivers are assumed to begin to arrive 15 minutes prior to the arrival of the train. The second train arrives at 7:03 p.m. in the project scenario.
- In the project scenario, none of the peak Caltrain trips are projected to take place within the network peak hour of 4:30 to 5:30 p.m. at the intersections of San Juan Road and Porter Drive, Salinas Road and Railroad Avenue, and Salinas Road at the entrance to Pajaro School. Ten northbound and ten southbound bus trips have been added to the traffic projections however, to reflect increased Monterey–Salinas Transit and Santa Cruz Metropolitan Transit District service to Pajaro. At the intersection of Salinas Road at Lewis Road, in both scenarios, 50 percent of the peak Caltrain trips are projected to take place from 5:45 to 6:15 p.m., coinciding with the network peak hour of 5:00 to 6:00 p.m.

Table 4 outlines the trip generation estimate methodology.

¹ On August 1, 2005, Caltrain updated its service with faster trains and a new schedule which included three trains instead of four serving the south end of the San Francisco to San Jose/Gilroy line. For the purposes of this study, the new schedule was compared to the previous schedule upon which this analysis was based to ensure that the results were still comparable. Parsons’ proposed schedule for the capacity study for northbound trains involved the utilization of four trains from Salinas to San Francisco. The proposed utilization for the southbound direction also included four trains. The revised Caltrain schedule was reviewed and during the AM and PM peak periods, the arrival and departure times at the proposed Salinas station will be within the same window of time as those analyzed for this study. Therefore, the peak hour traffic volumes that were used for the level of service calculations are still applicable with the new Caltrain schedule.

Trip Distribution

The project trip distribution pattern was estimated based on the roadway network and the surrounding land uses. Geographic information system software was used to determine population patterns in the station catchment areas and to calculate the percentage of riders within each market area that would approach the station from each major approach.

Table 4
Trip Generation Estimates

Project Scenario (10-Year, 4-Train)	Pajaro Valley
Projected Daily Riders	570
Estimated park-and-ride share	73%
Number park-and-ride riders	416
Park-and-ride trips generated (riders × 2)	832
Estimated kiss-and-ride share	13%
Number kiss-and-ride	74
Kiss-and-ride trips generated (riders × 4)	296
Daily total of trips	1128
AM and PM total trips (total × ½)	564
Peak AM and PM Hour Trips (AM and PM Totals × 60%)	338

Source: Parsons

The major directions of approach and departure to and from the project site are:

- 85 percent on Main Street/Porter Road/Salinas Road to and from the northwest
- 2 percent on San Juan Road to and from the northeast
- 2 percent on Railroad Avenue to and from the east and northeast
- 2 percent on Lewis Road to and from the southeast
- 9 percent on Salinas Road to and from the southwest

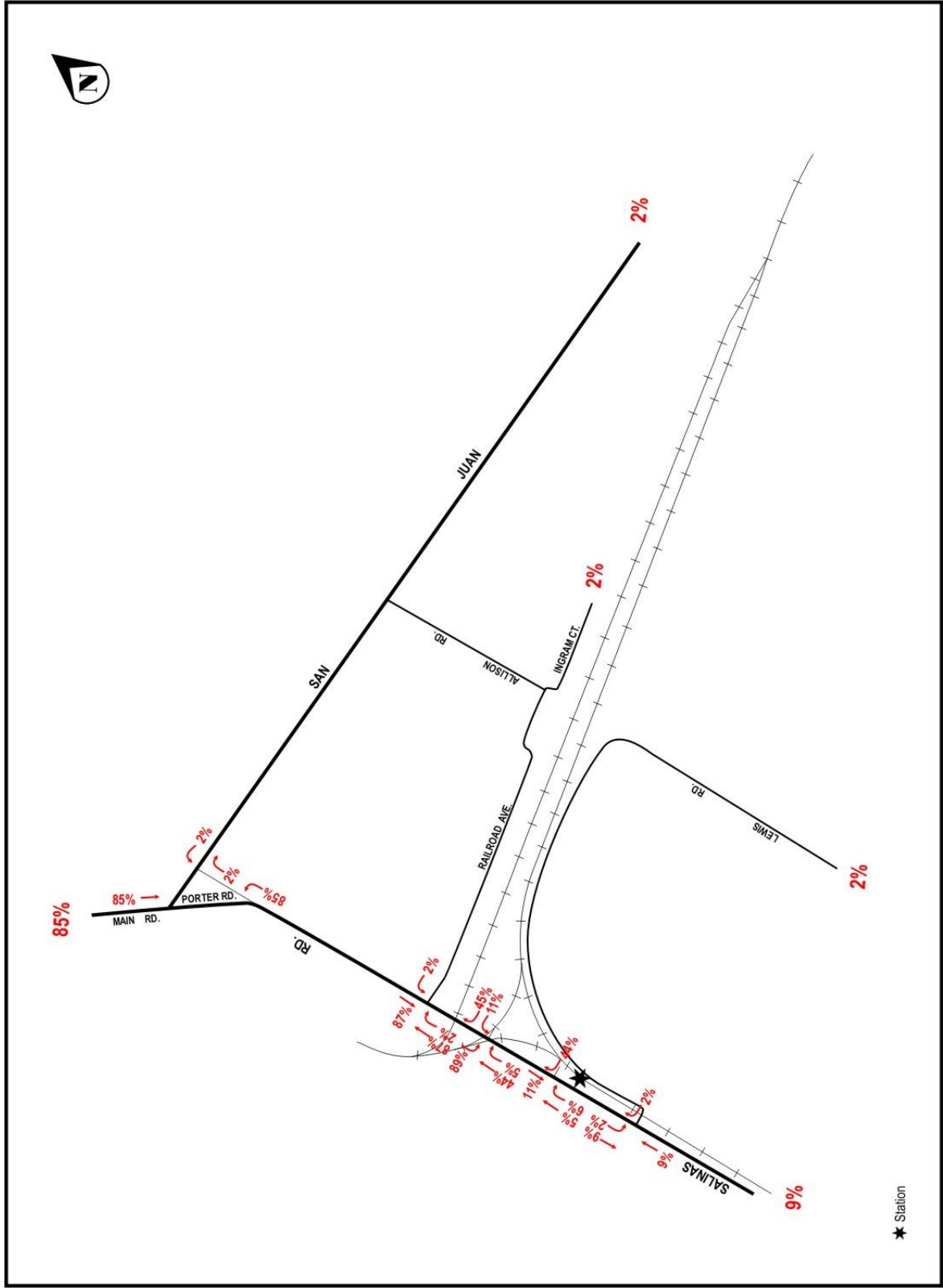
Trip Assignment

The trips generated by the proposed station were assigned to specific roadways and turning movements were estimated based on the trip distribution patterns discussed above.

The proposed project would have two entrances on Salinas Road. The primary entrance will have a center left-turn lane provided on Salinas Road. The other entrance, several hundred feet south of the first, will be right-in/right-out only, with a median preventing access to or from southbound Salinas Road.

The estimated directions of approach and departure for the station site are presented on Figure 8. Figure 9 depicts the assignment of project trips to the Pajaro Valley Station.

Figure 8
Trip Distribution to and from Pajaro Valley Station



Project Intersection Level of Service Analysis

The results of the analysis indicate that the addition of project volumes to the study intersections will not generally cause a decline in traffic level of service from the background condition during any of the peak periods except for the PM peak hour of station traffic at the Salinas Road/Railroad Avenue intersection. TAMC requested that a traffic signal warrant analysis be conducted for the intersection of Salinas Road at Railroad Avenue. The results indicate that a new traffic signal is not warranted at this intersection. See Appendix D for the warrant analysis sheet.

In conjunction with the development of a passenger rail station at this site, installation of signalized traffic control at the Salinas Road/Lewis Road intersection is proposed. The traffic signal would be required solely as a result of this station project, whereby the westerly yard lead track is moved closer to Salinas Road. TAMC requested that a traffic signal warrant analysis be conducted for the intersection of Salinas

In addition, a lane modification is proposed on Salinas Road which will have no impact on project conditions. Currently, northbound Salinas Road narrows from two lanes to one lane just south of Railroad Avenue. The proposed modification would be to move the lane drop site to a location approximately 600 feet south of the Salinas Road/Lewis Road intersection. This alteration is proposed in order to remove potential vehicular conflict involving lane changes/merging near the proposed realigned trackage as well as the proposed project driveways.

The commuter rail service would function as an extension of existing Caltrain commuter rail service, but it may be operated by the Peninsula Corridor Joint Powers Board or the Capitol Corridor Joint Powers Authority. Caltrain commuter rail service runs between San Francisco and Gilroy. Caltrain operates daily trains between San Francisco and San Jose, with weekday commute-hour service from Gilroy in the AM peak and to Gilroy in the PM peak. Capitol Corridor passenger rail service runs daily between Auburn, Sacramento and San Jose. If the Capitol Corridor were to operate the extension of service to Salinas, the time slots would be oriented to commuters coming from Monterey County into the Silicon Valley for work. No matter which agency operates the service (via subcontract to Amtrak in either case), the schedule would still be oriented to commuter traffic between Salinas and Silicon Valley and the service would still be functionally an extension of the Caltrain commuter service in the San Francisco Bay Area.

The service would start with two or three round-trips, eventually expanding to four round-trips as demand warrants. The project utilizes 37 miles of existing Union Pacific Coast main line track between Gilroy and Salinas. No change in the number of trains operated or authorized by existing agreements with Union Pacific between San Jose and Gilroy is proposed.

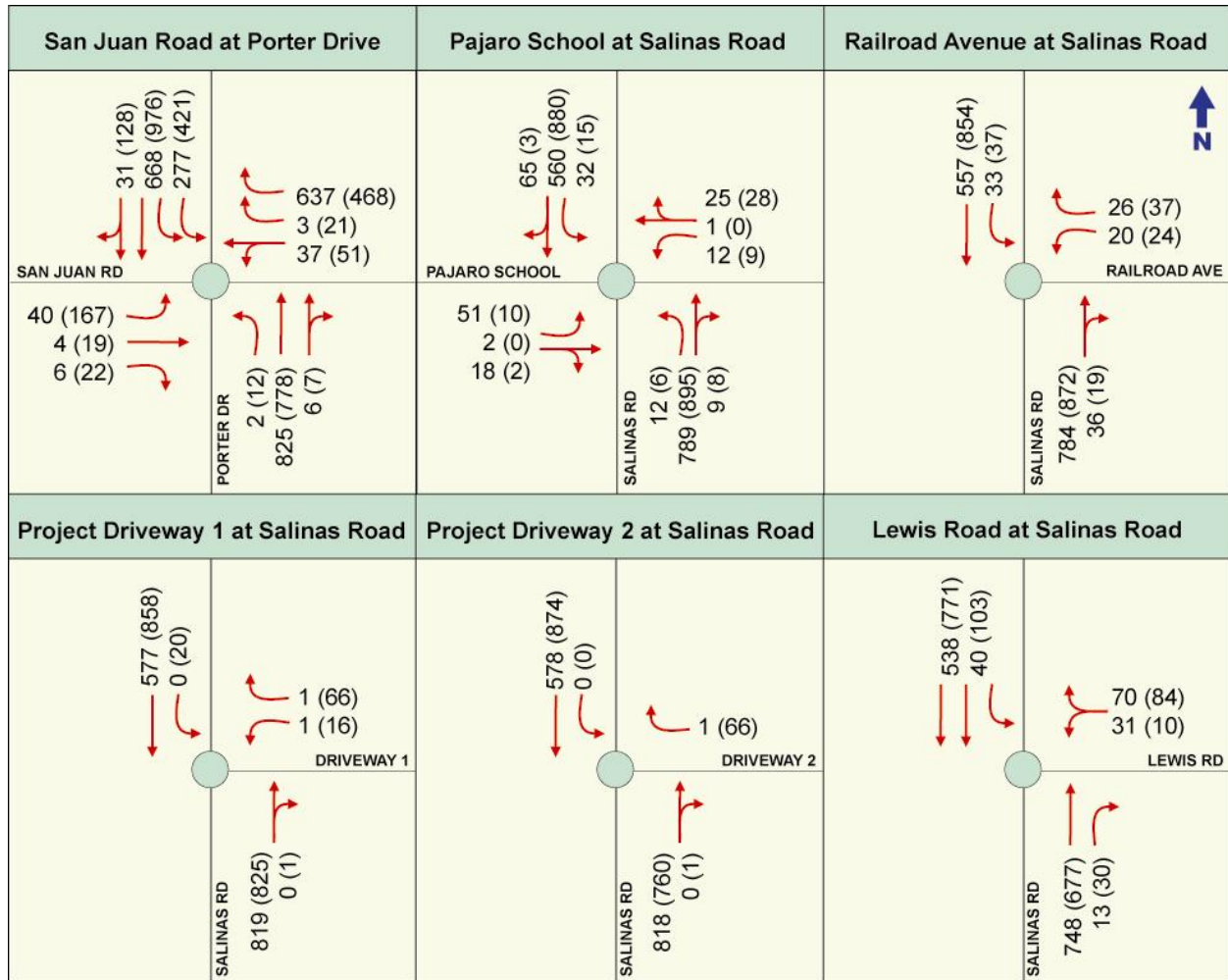
The peak hour traffic volumes that were used for the level of service calculations would still be applicable with the new train schedule. Figure 10 shows the project volumes at the study intersections during the peak hours of **network** traffic. Figure 11 shows project volumes during the projected peak hour of **station** traffic.

The results of the project intersection level of service analysis are presented in Table 5. (See Appendix C level of service calculation sheets.)

Site Access, Circulation, and Parking

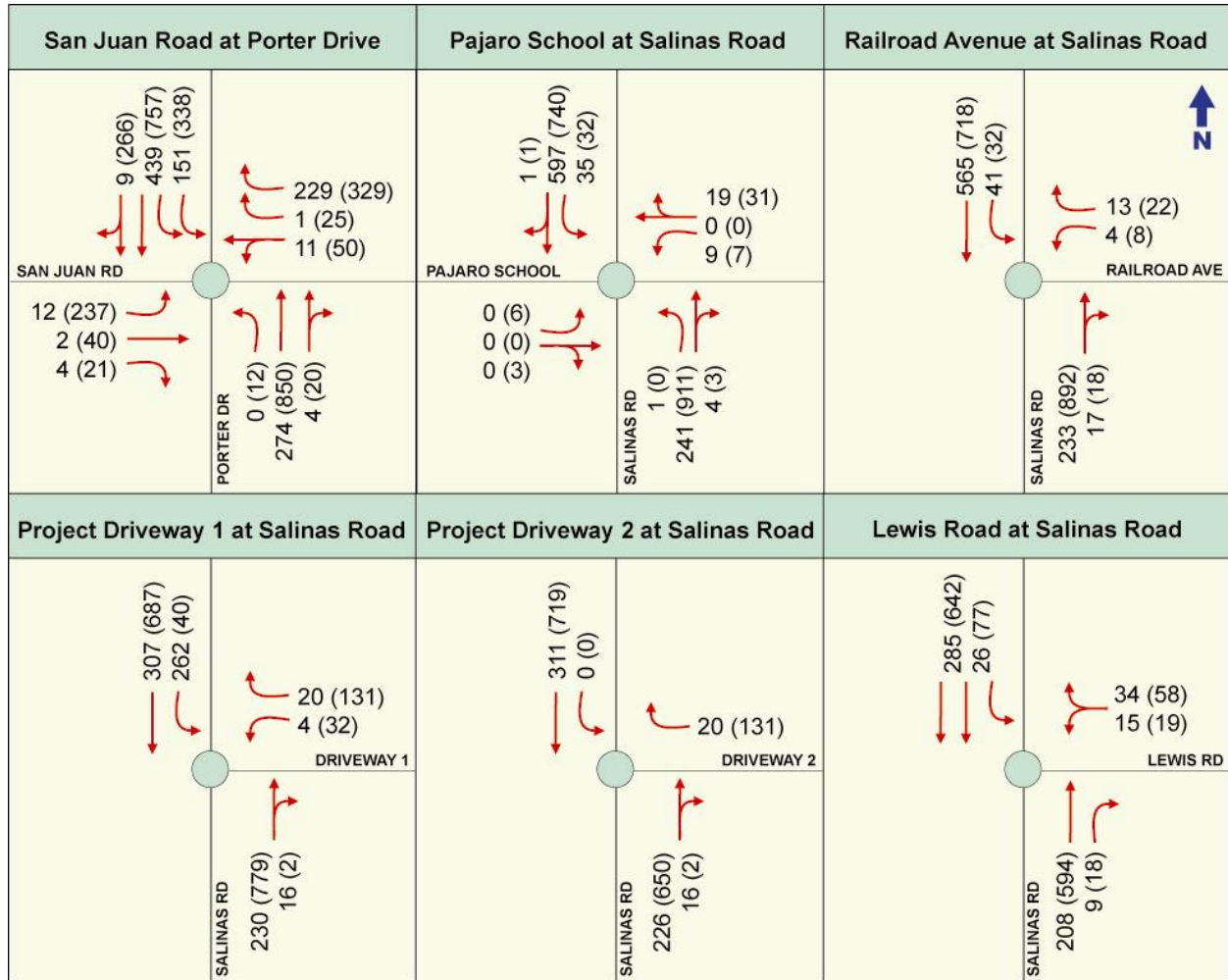
For the proposed station, patronage forecasts coupled with mode of arrival assumptions indicate that approximately 450 parking spaces will be required in the long-term. The preliminary engineering plans for the station propose 409 spaces at Pajaro Valley.

Figure 10
Project Traffic Volumes during Network Peak Hours



xx (xx) = AM (PM) peak hour traffic volumes

Figure 11
Project Traffic Volumes during Station Peak Hours



xx (xx) = AM (PM) peak hour traffic volumes

**Table 5
 Background and Project Intersection Levels of Service (2020)**

Intersection	Peak	Peak Hour	Condition					
			Baseline LOS	Delay, sec ^a	10-Year Background LOS	Delay, sec ^a	10-Year Project LOS	Delay, sec ^a
Pajaro Valley								
Porter Drive at San Juan Road	Caltrain AM	5:30-6:30	B	15.9	B	10.8	B	10.8
	Network AM	7:15-8:15	B	19.8	C	20.5	B	15.6 ^b
	Caltrain PM	5:45-6:45	C	20.6	C	21.8	C	21.8
	Network PM	4:30-5:30	C	20.5	B	19.3	B	19.3
Salinas Road at Matiasevich Lane/Pajaro School entrance	Caltrain AM	5:30-6:30	A	3.5	A	3.5	A	3.8
	Network AM	7:15-8:15	A	7.4	A	8.8	A	7.6 ^b
	Caltrain PM	5:45-6:45	A	4.9	A	5.6	A	4.0 ^b
	Network PM	4:30-5:30	A	7.3	A	5.8	A	5.3 ^b
Salinas Road at Railroad Avenue (westbound leg)	Caltrain AM	5:30-6:30	B	10.4	B	10.7	B	11.9
	Network AM	7:15-8:15	C	25.0	D	32.7	D	28.7 ^b
	Caltrain PM	5:45-6:45	C	16.9	C	19.0	D	28.0
	Network PM	4:30-5:30	F	55.1	F	—	F	—
Salinas Road at Station Driveway 1 (westbound leg)	Caltrain AM	5:30-6:30					B	12.2
	Network AM	7:15-8:15	N/A		N/A		C	22.8
	Caltrain PM	5:45-6:45					D	29.1
	Network PM	4:30-5:30					D	28.1
Salinas Road at Station Driveway 2 (westbound leg)	Caltrain AM	5:30-6:30					A	9.7
	Network AM	7:15-8:15	N/A		N/A		C	18.0
	Caltrain PM	5:45-6:45					C	19.9
	Network PM	4:30-5:30					C	21.5
Salinas Road at Lewis Road (westbound leg) ^c	Caltrain AM	5:30-6:30	B	10.5	B	10.7	A	5.9
	Network AM	7:15-8:15	C	20.2	C	23.8	A	9.0
	Caltrain PM	5:45-6:45	B	13.8	B	14.8	A	7.4
	Network PM	5:00-6:00	B	13.9	C	15.1	A	9.3

Source: Parsons

Notes:

Observations at these intersections indicate that spillback conditions sometimes bring traffic flow to a standstill, reducing traffic flow and the resulting counts. This condition can result in analysis results that do not accurately reflect conditions.

^aDelay in seconds. This number represents the average intersection delay at signalized intersections and the approach delay at unsignalized intersections.

^b Some slight reductions may occur in delay between scenarios as a result of minor signal timing changes and small adjustments in operations from intersection to intersection.

^cLevel of service results are based upon unsignalized conditions for the Baseline and Background scenarios for the westbound leg of the intersection. For the Project Long-Term scenario, intersection signalization was assumed for project purposes. This is reflected in the level of service calculations.

5.

Conclusion

In Pajaro Valley, the proposed commuter rail station is projected to attract 1,128 daily trips in the ten-year, four train scenario. Three hundred thirty-eight (338) of those trips will occur during each of the AM and PM station peak hours in the ten-year scenario. Total parking supply designed for the station will meet 91 percent of the long-range demand.

The signalized intersection of Porter Drive at San Juan Road is not significantly impacted by the project.

The stop-controlled approach of Railroad Avenue at Salinas Road operates at LOS F during the evening network peak under baseline, background and project conditions. While the project will add some volume to this intersection and slightly impact operations, it is not projected to have a significant adverse impact.

At the stop-controlled approach of Lewis Road to Salinas Road, traffic operates at acceptable levels of service during all analysis scenarios and times of day. To address railroad crossing safety needs, the project proposes to install a traffic signal at this location. This signal will additionally ease traffic operations at Station Driveway 1 by allowing gaps in traffic for vehicles exiting the station.

At Driveway 1, the station's northernmost access point, southbound traffic exiting the station is projected to encounter delay during the evening peak hour under the ten-year scenario. This exit driveway will be stop-controlled and will accommodate left turns out of the driveway, resulting in delays for southbound exiting traffic. Northbound exiting traffic should not be significantly delayed. This situation will be mitigated through the installation of traffic signal control at Lewis Road which will create gaps in northbound traffic flows that will permit southbound exiting traffic to access the center turn/refuge lane along Salinas Road. Driveway 2, which will be right-in/ right-out only for the section of Salinas Road adjacent to the driveway, is not projected to experience delays during any of the peak periods.

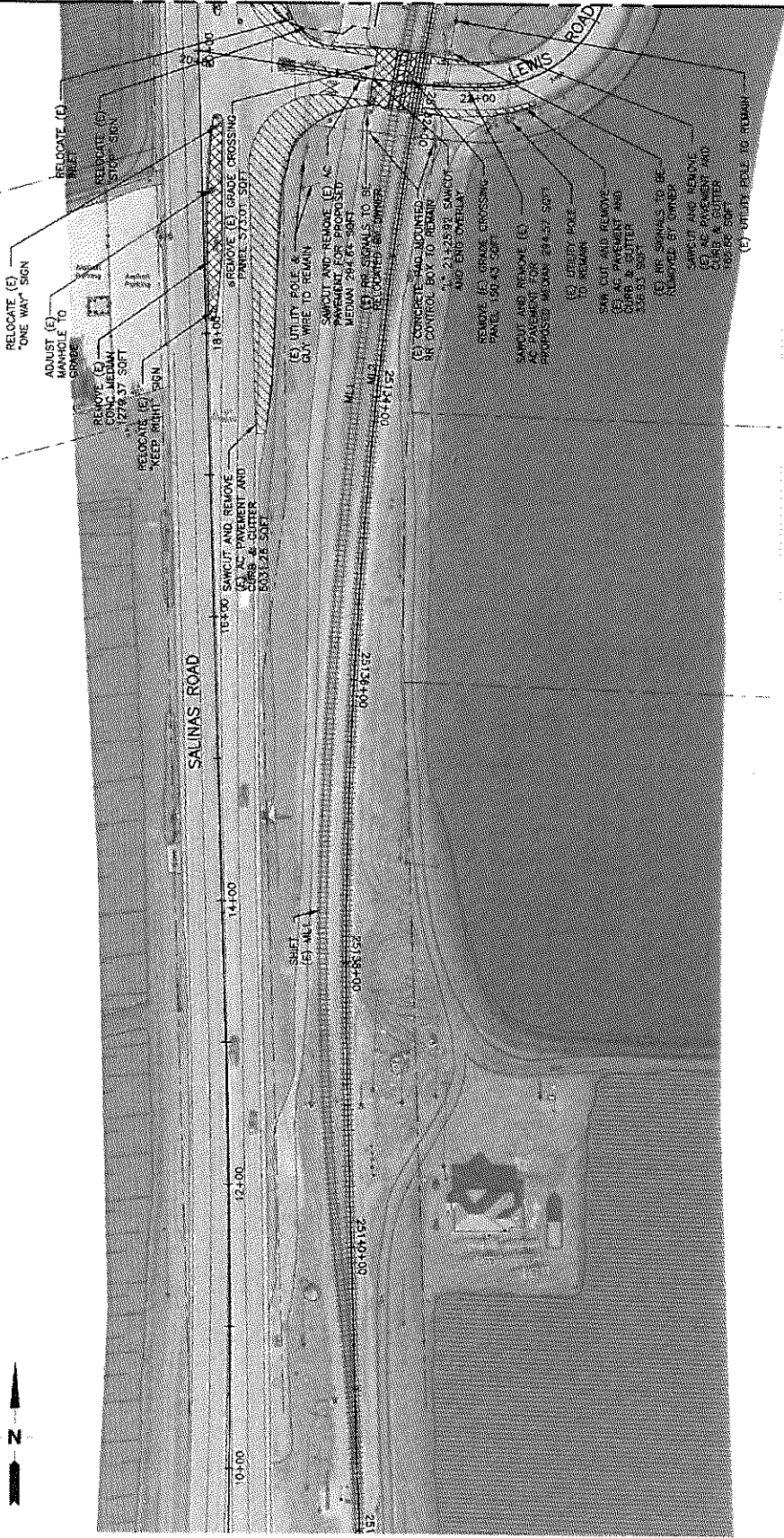
The overall results of this traffic impact analysis indicate that traffic generated by the proposed commuter rail station will not cause a significant decline in operating conditions on the adjacent street networks. Operations in most cases are not projected to diminish at all. In the locations and hours where project-related declines are projected, the resulting levels of service will remain within the range of acceptable operations and delays.

Insofar as lane striping on Salinas Road, the project proposes to extend the lane striping which exists north of Railroad Avenue approximately 700 feet toward the south to Lewis Road. The resulting lane configuration will provide one lane per direction plus a center turn and refuge lane. The center turn lane will permit vehicles accessing the proposed station, and adjacent roadside businesses, to do so safely. The four lane section of Salinas Road, running from Lewis Road to Elkhorn Road, a distance of 0.9 miles, will continue as existing.

Daily traffic volumes using Salinas Road operate on the cusp of level of service C/D conditions for a two-lane roadway. Approved (entitled) land development will not significantly increase traffic demands along Salinas Road, nor will the construction of an interchange at Highway 1. Nevertheless, the project proposes to provide striping and temporary median construction that will allow for restriping the roadway to four lanes at a later date should traffic volumes warrant.

APPENDIX A

Proposed Modifications to the Pajaro Station Area



MATCH LINE SEE DWG C0102

- NOTES:**
1. SEE DRAWINGS T0401-T0407 FOR DETAILS ON TRACK SHIFTS AND REMOVALS.
 2. SEE DRAWINGS U0201-U0205 FOR DETAILS ON UTILITY RELOCATIONS.
 3. SEE DRAWINGS C1101-C1102 FOR DETAILS ON PAVEMENT REMOVAL.

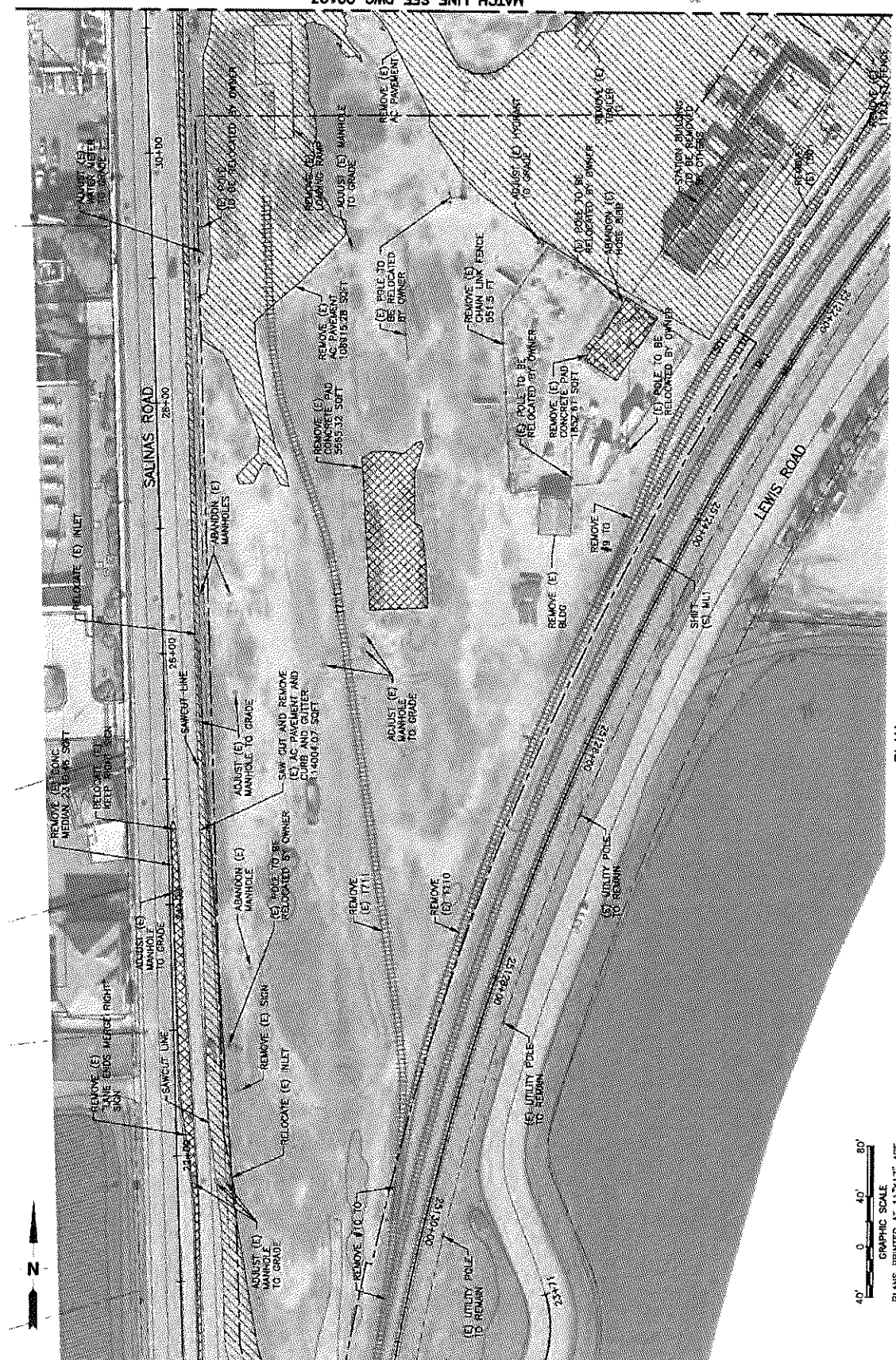


GRAPHIC SCALE
 PLANS PRINTED AT 11"x17" ARE
 REDUCED PLANS; USE GRAPHIC SCALE

PLAN
 SCALE: 1"=40'

KEY PLAN
 SCALE: NTS

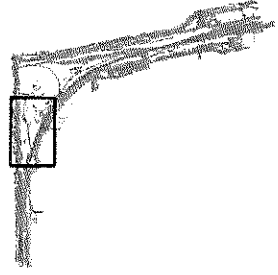
REV.	DATE	BY	CHK	APP	DESCRIPTION	<p>TAMC TRANSPORTATION FOR MONTEREY COUNTY 55-B Plaza Circle Salinas, CA 93801</p>	<p>PARSONS 100 West San Fernando Street Suite 450 San Jose, California 95113</p>	DESIGNED: R. POWELL	<p>MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT PAJARO STATION DEMOLITION SHEET 1 OF 7</p>
								CHECKED: O. SANDOVAL M. SANTOS	



MATCH LINE SEE DWG C0103

MATCH LINE SEE DWG C0103

NOTE:
REFER TO DRAWING NUMBER C0101
FOR NOTES.



KEY PLAN
SCALE: NTS

40' 0' 40' 80'
GRAPHIC SCALE
PLANS PRINTED AT 11"x17" ARE
REDUCED PLANS. USE GRAPHIC SCALE

REV.	DATE	BY	CHK	APP	DESCRIPTION

<p>TAMC TRANSPORTATION AND MATERIALS COMPANY FOR MONTEREY COUNTY 55-B Plaza Circle Salinas, CA 93801</p>	<p>PARSONS 100 West San Fernando Street Suite 450 San Jose, California 95113</p>	<p>RECORDS: R. POWELL O. SANDOVAL M. SANTOS DATE: 12.20.10</p>	<p>MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT PAJARO STATION DEMOLITION SHEET 2 OF 7</p>
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<p>SCALE: 1"=40'</p>	<p>PLAN</p>
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<p>SCALE: 1"=40'</p>	<p>KEY PLAN</p>
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APPENDIX B

Turning Movement Counts and Tube Counts

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-001 SALINAS-LEWIS
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 1

Groups Printed- Unshifted

Start Time	SALINAS RD. Southbound			LEWIS RD. Westbound			SALINAS RD. Northbound			Eastbound			Int. Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total	App. Total	App. Total
04:00	0	7	0	1	0	0	0	0	0	0	9	0	0	0	0	0	17
04:15	0	9	0	0	0	0	0	0	0	0	17	0	0	0	0	0	26
04:30	0	11	0	1	0	3	4	0	0	0	9	0	0	0	0	0	24
04:45	1	19	0	0	0	3	3	0	0	0	20	1	0	0	0	0	44
Total	1	46	0	2	0	6	8	0	0	0	55	1	0	0	0	0	111
05:00	1	41	0	3	0	0	3	0	0	0	9	0	0	0	0	0	54
05:15	1	63	0	2	0	3	5	0	0	0	21	0	0	0	0	0	90
05:30	6	71	0	4	0	8	12	0	0	0	42	2	0	0	0	0	133
05:45	2	36	0	2	0	5	7	0	0	0	45	2	0	0	0	0	92
Total	10	211	0	11	0	16	27	0	0	0	117	4	0	0	0	0	369
06:00	4	77	0	4	0	9	13	0	0	0	42	1	0	0	0	0	137
06:15	12	75	0	4	0	9	13	0	0	0	60	3	0	0	0	0	163
06:30	15	118	0	2	0	10	12	0	0	0	85	6	0	0	0	0	236
06:45	12	87	0	12	0	8	20	0	0	0	100	8	0	0	0	0	227
Total	43	357	0	22	0	36	58	0	0	0	287	18	0	0	0	0	763
07:00	10	96	0	7	0	16	23	0	0	0	126	2	0	0	0	0	267
07:15	9	121	0	15	0	20	35	0	0	0	185	2	0	0	0	0	352
07:30	9	130	0	4	0	15	19	0	0	0	216	3	0	0	0	0	377
07:45	9	125	0	4	0	17	21	0	0	0	139	3	0	0	0	0	297
Total	37	472	0	30	0	68	98	0	0	0	666	10	0	0	0	0	1283
08:00	9	106	0	5	0	12	17	0	0	0	140	4	0	0	0	0	276
08:15	13	90	0	0	0	12	12	0	0	0	113	4	0	0	0	0	232
08:30	8	117	0	6	0	16	22	0	0	0	134	2	0	0	0	0	283
08:45	12	81	0	3	0	13	16	0	0	0	131	1	0	0	0	0	241
Total	42	394	0	14	0	53	67	0	0	0	518	11	0	0	0	0	1032
09:00	12	87	0	6	0	11	17	0	0	0	106	3	0	0	0	0	225
09:15	13	84	0	3	0	10	13	0	0	0	91	2	0	0	0	0	203
Total	25	171	0	9	0	21	30	0	0	0	197	5	0	0	0	0	428

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-001 SALINAS-LEWIS
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 2

Groups Printed- Unshifted

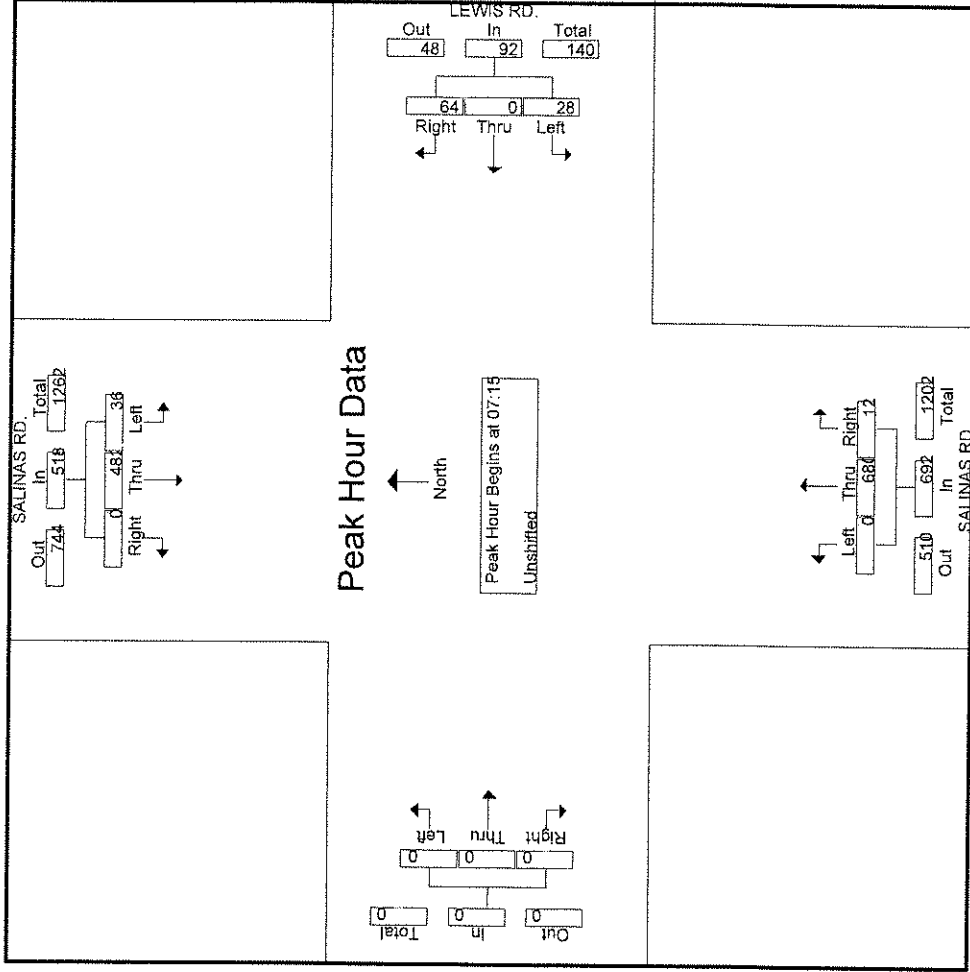
Start Time	SALINAS RD. Southbound			LEWIS RD. Westbound			SALINAS RD. Northbound			Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	
16:00	18	175	0	3	0	14	17	0	138	6	144	0	0	0	354
16:15	21	180	0	2	0	15	17	0	150	4	154	0	0	0	372
16:30	20	178	0	6	0	19	25	0	149	3	152	0	0	0	375
16:45	20	179	0	3	0	16	19	0	142	6	148	0	0	0	366
Total	79	712	0	14	0	64	78	0	579	19	598	0	0	0	1467
17:00	22	203	0	0	0	12	12	0	136	10	146	0	0	0	383
17:15	24	187	0	1	0	25	26	0	145	5	150	0	0	0	387
17:30	25	161	0	4	0	21	25	0	157	4	161	0	0	0	372
17:45	23	150	0	4	0	18	22	0	177	8	185	0	0	0	380
Total	94	701	0	9	0	76	85	0	615	27	642	0	0	0	1522
18:00	9	159	0	7	0	16	23	0	117	3	120	0	0	0	311
18:15	14	138	0	3	0	8	11	0	116	4	120	0	0	0	283
18:30	24	137	0	3	0	11	14	0	130	1	131	0	0	0	306
18:45	14	127	0	2	0	8	10	0	119	1	120	0	0	0	271
Total	61	561	0	15	0	43	58	0	482	9	491	0	0	0	1171
19:00	13	101	0	2	0	8	10	0	101	0	101	0	0	0	225
19:15	9	108	0	0	0	10	10	0	90	2	92	0	0	0	219
19:30	13	89	0	1	0	5	6	0	84	0	84	0	0	0	192
19:45	8	108	0	1	0	6	7	0	82	1	83	0	0	0	206
Total	43	406	0	4	0	29	33	0	357	3	360	0	0	0	842
20:00	12	84	0	0	0	6	6	0	73	2	75	0	0	0	177
20:15	13	86	0	3	0	8	11	0	45	0	45	0	0	0	155
Grand Total	460	4201	0	133	0	426	559	0	3991	109	4100	0	0	0	9320
Approch %	9.9	90.1	0	23.8	0	76.2	2.7	0	97.3	2.7	0	0	0	0	0
Total %	4.9	45.1	0	1.4	0	4.6	6	0	42.8	1.2	4.4	0	0	0	0

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-001 SALINAS-LEWIS
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-003 SALINAS-PAJARO SCHOOL
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 1

Groups Printed - Unshifted

Start Time	SALINAS RD. Southbound				MATIASEVICH LANE Westbound				SALINAS RD. Northbound				PAJARO SCHOOL ENTRANCE Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00	0	8	0	8	1	0	1	2	0	10	0	10	0	0	0	0
04:15	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
04:30	0	21	0	21	0	0	0	0	0	12	0	12	0	0	0	0	33
04:45	4	31	0	35	1	0	2	3	0	20	0	20	0	0	0	0	58
Total	4	68	0	72	2	0	3	5	0	54	0	54	0	0	0	0	131
05:00	6	42	0	48	0	0	2	2	0	22	0	22	0	0	0	0	72
05:15	1	63	0	64	1	0	3	4	0	32	0	32	0	0	0	0	100
05:30	7	87	0	94	2	0	1	3	0	48	0	48	0	0	0	0	145
05:45	6	81	1	88	2	0	3	5	0	38	2	40	0	0	0	0	133
Total	20	273	1	294	5	0	9	14	0	140	2	142	0	0	0	0	450
06:00	6	66	0	72	3	0	4	7	0	44	1	45	0	0	0	0	124
06:15	13	100	0	113	1	0	9	10	1	68	1	70	0	0	0	0	193
06:30	7	111	1	119	2	0	8	10	0	99	3	102	0	0	0	0	231
06:45	6	92	1	99	1	0	9	10	0	106	1	107	1	0	0	1	217
Total	32	369	2	403	7	0	30	37	1	317	6	324	1	0	0	1	765
07:00	9	109	3	121	4	0	10	14	3	137	3	143	2	0	0	2	280
07:15	6	113	11	130	3	1	2	6	3	177	1	181	4	0	1	5	322
07:30	7	131	27	165	6	0	4	10	6	191	1	198	17	1	6	24	397
07:45	11	145	19	175	1	0	8	9	2	146	2	150	21	1	9	31	365
Total	33	498	60	591	14	1	24	39	14	651	7	672	44	2	16	62	1364
08:00	5	120	2	127	1	0	9	10	0	164	4	168	4	0	0	4	309
08:15	7	105	1	113	4	0	1	5	0	141	4	145	0	0	0	0	263
08:30	8	121	2	131	4	0	10	14	2	143	2	147	1	0	0	1	293
08:45	6	100	1	107	2	0	4	6	0	146	8	154	1	0	0	1	268
Total	26	446	6	478	11	0	24	35	2	594	18	614	6	0	0	6	1133
09:00	2	101	2	105	5	0	8	13	0	128	2	130	0	0	2	2	250
09:15	3	95	1	99	2	0	5	7	1	115	0	116	3	0	1	4	226
Total	5	196	3	204	7	0	13	20	1	243	2	246	3	0	3	6	476

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-003 SALINAS-PAJARO SCHOOL
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 2

Groups Printed- Unshifted

Start Time	SALINAS RD. Southbound			MATIASEVICH LANE Westbound			SALINAS RD. Northbound			PAJARO SCHOOL ENTRANCE Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
16:00	2	173	0	3	0	4	7	1	202	3	206	14	1	1	1	16	404
16:15	4	179	2	4	0	3	7	0	164	3	167	2	0	0	0	2	361
16:30	2	196	2	1	0	6	7	1	183	3	187	0	0	1	1	1	395
16:45	7	231	0	3	0	6	9	2	165	0	167	4	0	1	5	419	
Total	15	779	4	11	0	19	30	4	714	9	727	20	1	3	24	1579	
17:00	2	221	0	3	0	10	13	2	169	2	173	1	0	0	1	410	
17:15	3	234	1	1	0	3	4	0	177	2	179	4	0	0	4	425	
17:30	2	187	0	0	0	4	4	0	186	1	187	2	0	0	2	382	
17:45	1	174	0	0	0	4	4	0	181	0	181	1	0	2	3	363	
Total	8	816	1	4	0	21	25	2	713	5	720	8	0	2	10	1580	
18:00	9	211	0	3	0	8	11	0	154	1	155	3	0	0	3	389	
18:15	7	165	1	2	0	7	9	0	165	1	166	1	0	1	2	350	
18:30	12	189	0	1	0	9	10	0	190	1	191	0	0	0	0	402	
18:45	8	143	1	2	0	6	8	0	150	1	151	0	0	0	0	311	
Total	36	708	2	8	0	30	38	0	659	4	663	4	0	1	5	1452	
19:00	10	162	0	1	0	11	12	0	122	1	123	2	0	0	2	309	
19:15	12	123	2	2	0	9	11	0	145	1	146	2	0	0	2	296	
19:30	6	123	1	4	0	6	10	0	96	0	96	1	0	0	1	237	
19:45	9	103	0	1	0	7	8	0	86	0	86	0	0	0	0	206	
Total	37	511	3	8	0	33	41	0	449	2	451	5	0	0	5	1048	
20:00	12	93	0	0	0	10	10	0	76	0	76	0	0	0	0	191	
20:15	6	126	1	0	0	4	4	0	77	1	78	1	0	0	1	216	
Grand Total	234	4883	83	77	1	220	298	24	4687	56	4767	92	3	25	120	10385	
Approch %	4.5	93.9	1.6	25.8	0.3	73.8	2.9	0.5	98.3	1.2	76.7	2.5	0.2	0.2	0.2	10385	
Total %	2.3	47	0.8	0.7	0	2.1	2.9	0.2	45.1	0.5	45.9	0.9	0	0	1.2		

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-003 SALINAS-PAJARO SCHOOL
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 3

Start Time	SALINAS RD. Southbound			MATIASEVICH LANE Westbound			SALINAS RD. Northbound			PAJARO SCHOOL ENTRANCE Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
07:15	6	113	11	3	1	2	3	177	1	4	0	1	181	322
07:30	7	131	27	6	0	4	6	191	1	17	1	6	198	397
07:45	11	145	19	1	0	8	2	146	2	21	1	9	150	365
08:00	5	120	2	1	0	9	0	164	4	4	0	0	168	309
Total Volume	29	509	59	11	1	23	11	678	8	46	2	16	697	1393
% App. Total	4.9	85.3	9.9	31.4	2.9	65.7	1.6	97.3	1.1	71.9	3.1	25	880	1393
PHF	.659	.878	.546	.458	.250	.639	.458	.887	.500	.548	.500	.444	.880	.877

Peak Hour Analysis From 04:00 to 09:15 - Peak 1 of 1

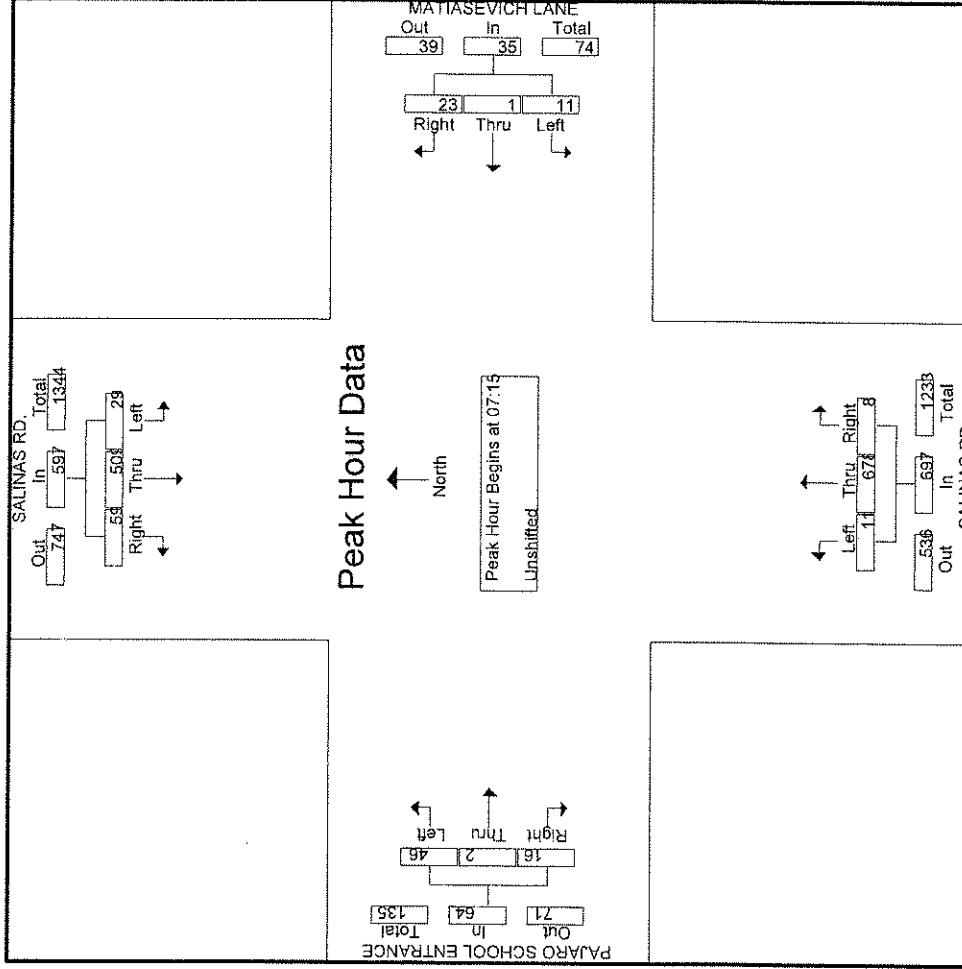
Peak Hour for Entire Intersection Begins at 07:15

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-003 SALINAS-PAJARO SCHOOL
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-003 SALINAS-PAJARO SCHOOL
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 5

Start Time	SALINAS RD. Southbound			MATIASEVICH LANE Westbound			SALINAS RD. Northbound			PAJARO SCHOOL ENTRANCE Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
16:30	2	196	2	1	0	6	7	1	183	3	0	1	187	395
16:45	7	231	0	3	0	6	9	2	165	0	4	1	167	419
17:00	2	221	0	3	0	10	13	2	169	2	1	0	173	410
17:15	3	234	1	1	0	3	4	0	177	2	4	0	179	425
Total Volume	14	882	3	8	0	25	33	5	694	7	9	2	706	1649
% App. Total	1.6	98.1	0.3	24.2	0	75.8	1	0.7	98.3	1	81.8	0	94.4	97.0
PHF	.500	.942	.375	.667	.000	.625	.635	.625	.948	.583	.563	.500	.944	.550

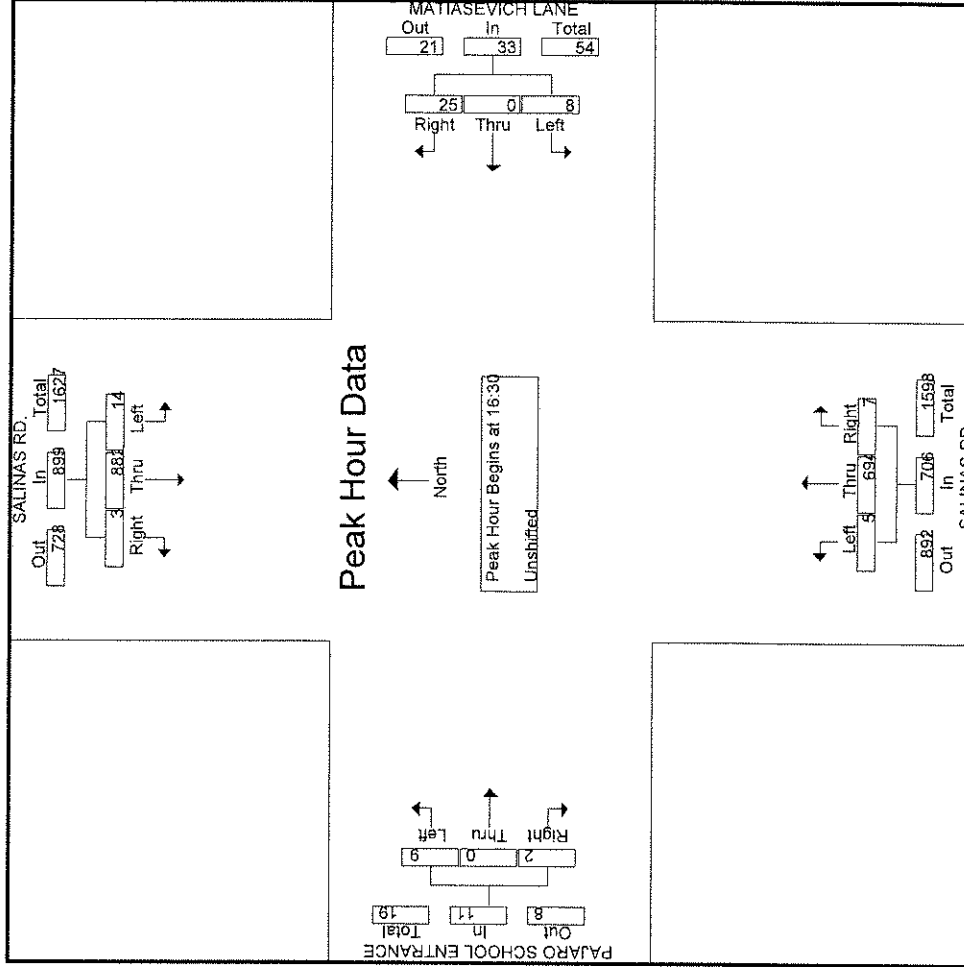
Peak Hour Analysis From 16:00 to 20:15 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:30

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-003 SALINAS-PAJARO SCHOOL
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 6



All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-004 PORTER-SAN JUAN

Site Code : 00000000

Start Date : 3/9/2011

Page No : 1

Groups Printed- Unshifted

Start Time	PORTER DR. Southbound				SAN JUAN RD. Westbound				PORTER DR. Northbound				SAN JUAN RD. Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
04:00	5	3	0	8	0	0	5	5	0	8	0	0	8	0	0	0	0	21
04:15	6	6	0	12	0	0	11	11	0	10	0	0	10	0	0	0	0	33
04:30	11	12	0	23	0	0	9	9	0	14	0	0	14	1	0	0	1	47
04:45	8	17	0	25	0	0	10	10	0	12	1	0	13	0	0	0	0	48
Total	30	38	0	68	0	0	35	35	0	44	1	0	45	1	0	0	1	149
05:00	12	36	1	49	1	0	20	21	0	19	0	0	19	2	1	0	3	92
05:15	16	45	0	61	2	0	23	25	0	23	0	0	23	2	0	0	2	111
05:30	16	63	2	81	0	0	18	18	0	37	0	0	37	0	0	0	0	136
05:45	35	172	2	209	2	0	69	71	0	86	1	0	87	1	1	0	2	369
Total	79	316	5	400	5	0	130	135	0	165	1	0	166	5	2	0	7	708
06:00	38	72	2	112	1	1	46	48	0	47	3	0	50	3	1	2	6	216
06:15	48	92	2	142	7	0	75	82	0	79	0	0	79	7	0	2	9	312
06:30	81	110	3	194	2	0	84	86	0	105	2	0	107	13	3	0	16	403
06:45	56	93	6	155	4	0	81	85	1	117	0	0	118	8	0	1	9	367
Total	223	367	13	603	14	1	286	301	1	348	5	0	354	31	4	5	40	1298
07:00	42	98	1	141	9	0	117	126	1	137	2	0	140	8	2	1	11	418
07:15	57	134	7	198	9	2	119	130	1	172	0	0	173	7	1	4	12	513
07:30	73	155	4	232	11	0	176	187	0	209	1	0	210	12	1	0	13	642
07:45	73	186	12	271	8	0	170	178	0	161	0	0	161	8	1	0	9	619
Total	245	573	24	842	37	2	582	621	2	679	3	0	684	35	5	5	45	2192
08:00	49	132	5	186	6	1	114	121	1	159	4	0	164	9	1	1	11	482
08:15	48	113	10	171	4	0	95	99	2	160	4	0	166	9	3	2	14	450
08:30	56	126	6	188	8	1	111	120	0	137	3	0	140	9	2	3	14	462
08:45	53	110	6	169	4	2	102	108	3	139	2	0	144	8	1	0	9	430
Total	206	481	27	714	22	4	422	448	6	595	13	0	614	35	7	6	48	1824
09:00	49	117	9	175	10	1	97	108	1	125	8	0	134	14	2	7	23	440
09:15	42	90	11	143	5	2	76	83	1	113	5	0	119	10	1	2	13	358
Total	91	207	20	318	15	3	173	191	2	238	13	0	253	24	3	9	36	798

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-004 PORTER-SAN JUAN
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 2

Groups Printed- Unshifted

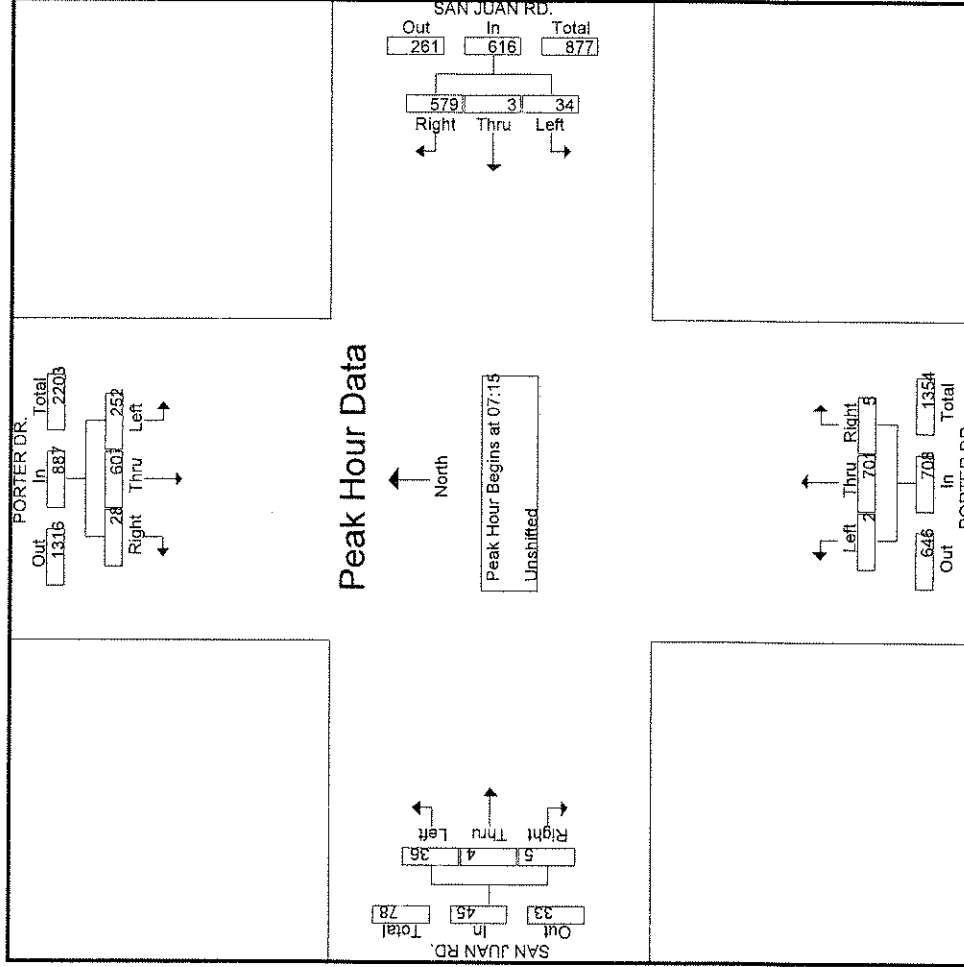
Start Time	PORTER DR. Southbound			SAN JUAN RD. Westbound			PORTER DR. Northbound			SAN JUAN RD. Eastbound			Int. Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total	
16:00	89	207	24	12	2	119	133	2	217	5	224	35	3	6	44	721
16:15	92	210	29	13	3	86	102	3	149	1	153	33	3	5	41	627
16:30	75	222	18	9	4	99	112	3	186	2	191	35	6	5	46	664
16:45	100	221	30	11	2	102	115	5	182	1	188	52	4	2	58	712
Total	356	860	101	45	11	406	462	13	734	9	756	155	16	18	189	2724
17:00	114	213	31	17	7	104	128	3	150	1	154	32	6	8	46	686
17:15	94	231	37	9	6	120	135	0	189	2	191	33	1	5	39	727
17:30	96	222	22	11	4	86	101	1	159	2	162	24	3	6	33	636
17:45	87	181	49	11	3	77	91	2	175	3	180	61	8	2	71	659
Total	391	847	139	48	20	387	455	6	673	8	687	150	18	21	189	2708
18:00	72	221	57	10	8	69	87	1	133	4	138	61	2	1	64	639
18:15	72	132	77	17	6	76	99	4	146	5	155	42	23	9	74	609
18:30	76	204	59	7	6	77	90	4	158	6	168	51	3	7	61	658
18:45	93	202	52	8	4	60	72	3	152	3	158	27	7	5	39	616
Total	313	759	245	42	24	282	348	12	589	18	619	181	35	22	238	2522
19:00	87	198	48	11	7	72	90	3	148	5	156	42	12	4	58	637
19:15	81	178	42	9	5	69	83	5	158	3	166	34	15	9	58	608
19:30	69	151	38	4	6	54	64	2	134	3	139	28	4	5	37	498
19:45	51	132	41	8	6	48	62	1	127	1	129	14	9	7	30	445
Total	288	659	169	32	24	243	299	11	567	12	590	118	40	25	183	2188
20:00	42	98	35	6	5	34	45	3	112	0	115	9	5	2	16	351
20:15	38	81	27	5	4	36	45	1	94	1	96	17	6	0	23	310
Grand Total	2302	5286	805	271	98	3016	3385	57	4838	84	4979	761	141	113	1015	17772
Approch %	27.4	63	9.6	8	2.9	89.1	1.1	1.1	97.2	1.7	28	75	13.9	11.1	10.15	177.72
Total %	13	29.7	4.5	1.5	0.6	17	19	0.3	27.2	0.5	28	4.3	0.8	0.6	5.7	5.7

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-004 PORTER-SAN JUAN
 Site Code : 000000000
 Start Date : 3/9/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-004 PORTER-SAN JUAN

Site Code : 00000000

Start Date : 3/9/2011

Page No : 5

Start Time	PORTER DR. Southbound			SAN JUAN RD. Westbound			PORTER DR. Northbound			SAN JUAN RD. Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:30	75	222	18	9	4	99	3	186	2	35	6	5
16:45	100	221	30	11	2	102	5	182	1	52	4	2
17:00	114	213	31	17	7	104	3	150	1	32	6	8
17:15	94	231	37	9	6	120	0	189	2	33	1	5
Total Volume	383	887	116	46	19	425	11	707	6	152	17	20
% App. Total	27.6	64	8.4	9.4	3.9	86.7	1.5	97.7	0.8	80.4	9	10.6
PHF	.840	.960	.784	.676	.679	.885	.550	.935	.750	.731	.708	.625
		.957		.907		.948		.815				.959

Peak Hour Analysis From 16:00 to 20:15 - Peak 1 of 1

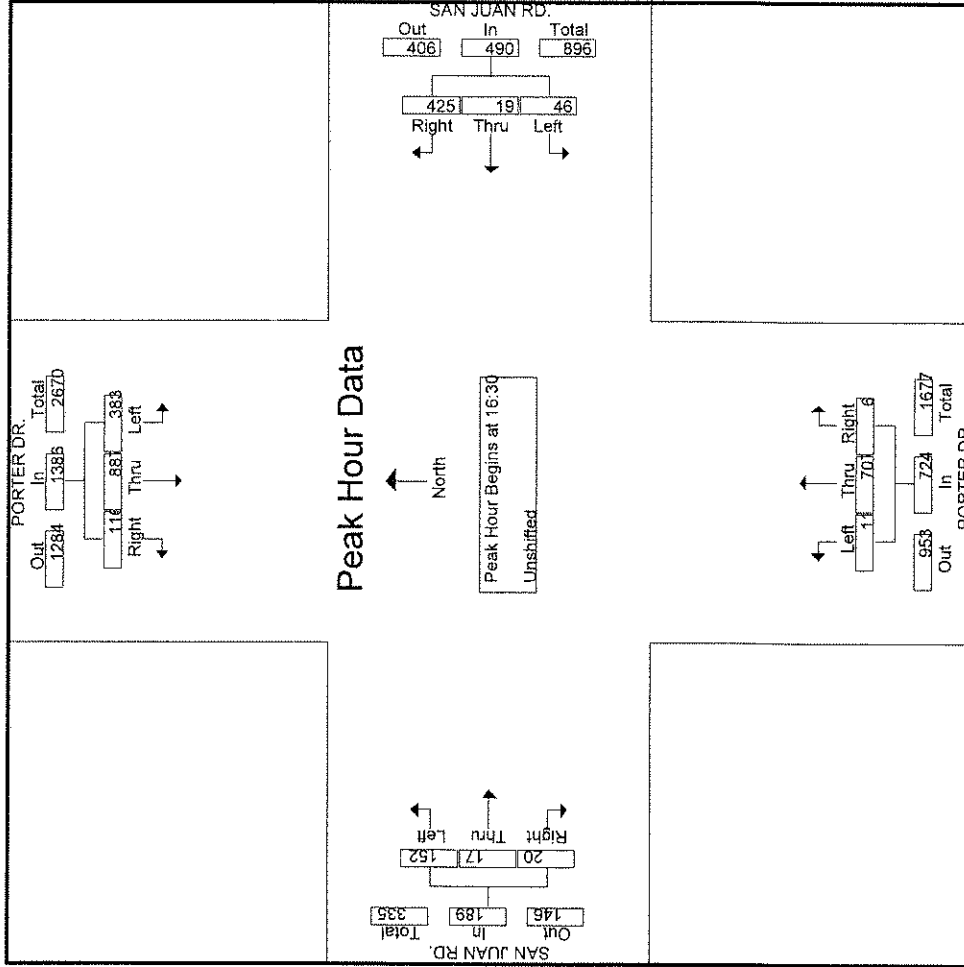
Peak Hour for Entire Intersection Begins at 16:30

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-004 PORTER-SAN JUAN
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 6



Volumes for: Wednesday, March 9, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	128			6	120				
12:15	3	122			6	115				
12:30	7	132			9	143				
12:45	6	144	20	526	2	124	23	502	43	1028
1:00	6	135			4	116				
1:15	1	117			3	133				
1:30	4	127			8	141				
1:45	7	126	18	505	2	150	17	540	35	1045
2:00	5	122			4	158				
2:15	8	130			3	138				
2:30	8	159			2	128				
2:45	7	149	28	560	6	142	15	566	43	1126
3:00	4	154			1	174				
3:15	6	156			1	137				
3:30	8	151			8	180				
3:45	9	175	27	636	5	173	15	664	42	1300
4:00	15	183			15	168				
4:15	13	178			13	168				
4:30	20	160			12	174				
4:45	16	171	64	692	15	184	55	694	119	1386
5:00	26	138			23	210				
5:15	13	135			47	193				
5:30	27	144			65	209				
5:45	51	171	117	588	81	168	216	780	333	1368
6:00	55	165			43	161				
6:15	59	151			84	191				
6:30	75	137			90	172				
6:45	97	150	286	603	138	167	355	691	641	1294
7:00	109	132			104	128				
7:15	144	100			112	143				
7:30	202	116			132	100				
7:45	243	64	698	412	143	112	491	483	1189	895
8:00	162	62			134	91				
8:15	160	59			117	89				
8:30	132	52			126	117				
8:45	156	50	610	223	127	144	504	441	1114	664
9:00	148	39			103	108				
9:15	127	44			101	100				
9:30	102	30			101	81	0			
9:45	120	31	497	144	96	56	401	345	898	489
10:00	117	38			103	59				
10:15	114	33			93	48				
10:30	102	36			88	39				
10:45	127	25	460	132	112	32	396	178	856	310
11:00	123	20			96	21				
11:15	107	16			106	25				
11:30	122	4			105	17				
11:45	129	7	481	47	120	14	427	77	908	124
Total	3306	5068	3306	5068	2915	5961	2915	5961	6221	11029
Combined Total	8374		8374		8876		8876		17250	
AM Peak	7:30 AM				7:30 AM					
Vol.	767				526					
P.H.F.	0.789				0.920					
PM Peak		3:45 PM				4:45 PM				
Vol.		696				796				
P.H.F.		0.975				0.948				
Percentage	39.5%	60.5%			32.8%	67.2%				

Volumes for: Thursday, March 10, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	10	113			13	116				
12:15	8	116			14	130				
12:30	5	113			11	105				
12:45	8	125	31	467	9	95	47	446	78	913
1:00	4	108			6	119				
1:15	5	119			11	128				
1:30	3	113			3	130				
1:45	4	137	16	477	3	141	23	518	39	995
2:00	4	130			2	120				
2:15	7	133			8	128				
2:30	4	157			6	108				
2:45	10	182	25	602	4	134	20	490	45	1092
3:00	5	168			8	157				
3:15	9	134			3	158				
3:30	4	151			8	169				
3:45	9	187	27	640	8	179	27	663	54	1303
4:00	9	172			4	188				
4:15	12	163			8	196				
4:30	11	151			6	175				
4:45	12	159	44	645	10	188	28	747	72	1392
5:00	28	163			21	207				
5:15	25	128			41	199				
5:30	27	157			63	219				
5:45	47	170	127	618	81	192	206	817	333	1435
6:00	62	150			43	190				
6:15	42	140			69	171				
6:30	71	151			101	129				
6:45	106	121	281	562	115	136	328	626	609	1188
7:00	113	129			80	121				
7:15	144	61			95	131				
7:30	176	82			112	118				
7:45	208	81	641	353	141	88	428	458	1069	811
8:00	172	58			127	93				
8:15	148	58			99	99				
8:30	138	70			108	98				
8:45	135	61	593	247	111	92	445	382	1038	629
9:00	143	51			101	70				
9:15	124	48			91	63				
9:30	115	55			88	59	0			
9:45	120	52	502	206	109	65	389	257	891	463
10:00	106	36			95	48				
10:15	97	36			103	44				
10:30	93	30			87	33				
10:45	114	33	410	135	92	25	377	150	787	285
11:00	97	15			103	31				
11:15	88	13			86	14				
11:30	110	15			106	15				
11:45	141	12	436	55	109	15	404	75	840	130
Total	3133	5007	3133	5007	2722	5629	2722	5629	5855	10636
Combined Total	8140		8140		8351		8351		16491	
AM Peak	7:30 AM				7:30 AM					
Vol.	704				479					
P.H.F.	0.846				0.849					
PM Peak		3:30 PM				5:00 PM				
Vol.		673				817				
P.H.F.		0.912				0.933				
Percentage	38.5%	61.5%			32.6%	67.4%				

Volumes for: Friday, March 11, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	139			14	117				
12:15	10	109			19	133				
12:30	7	138			10	125				
12:45	6	139	27	525	8	124	51	499	78	1024
1:00	3	169			4	128				
1:15	7	136			8	122				
1:30	4	113			7	130				
1:45	5	154	19	572	8	127	27	507	46	1079
2:00	1	123			6	146				
2:15	2	135			10	116				
2:30	6	139			7	121				
2:45	7	184	16	581	4	129	27	512	43	1093
3:00	4	173			5	138				
3:15	3	155			9	156				
3:30	8	133			11	154				
3:45	4	151	19	612	2	144	27	592	46	1204
4:00	19	151			5	150				
4:15	9	136			4	170				
4:30	20	143			8	166				
4:45	14	147	62	577	12	173	29	659	91	1236
5:00	40	163			26	179				
5:15	20	133			48	174				
5:30	33	141			67	176				
5:45	68	146	161	583	95	165	236	694	397	1277
6:00	87	157			68	159				
6:15	79	161			76	181				
6:30	115	129			132	155				
6:45	138	132	419	579	150	138	426	633	845	1212
7:00	139	130			132	124				
7:15	168	99			177	164				
7:30	172	95			153	152				
7:45	176	79	655	403	180	110	642	550	1297	953
8:00	160	65			172	104				
8:15	120	64			140	102				
8:30	111	69			139	67				
8:45	126	67	517	265	100	72	551	345	1068	610
9:00	133	58			113	71				
9:15	107	44			104	75				
9:30	125	39			99	59	0			
9:45	103	74	468	215	76	57	392	262	860	477
10:00	134	73			104	62				
10:15	110	48			95	40				
10:30	114	46			84	56				
10:45	123	34	481	201	104	61	387	219	868	420
11:00	129	28			114	31				
11:15	127	27			103	35				
11:30	136	21			111	19				
11:45	101	18	493	94	99	16	427	101	920	195
Total	3337	5207	3337	5207	3222	5573	3222	5573	6559	10780
Combined Total	8544		8544		8795		8795		17339	
AM Peak	7:15 AM				7:15 AM					
Vol.	676				682					
P.H.F.	0.960				0.947					
PM Peak		2:30 PM				4:45 PM				
Vol.		651				702				
P.H.F.		0.909				0.980				
Percentage	39.1%	60.9%			36.6%	63.4%				

Volumes for: Saturday, March 12, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	143			26	155				
12:15	16	121			27	149				
12:30	17	148			10	120				
12:45	11	154	66	566	16	150	79	574	145	1140
1:00	9	158			13	145				
1:15	11	161			8	159				
1:30	6	160			9	159				
1:45	10	140	36	619	15	129	45	592	81	1211
2:00	5	132			10	156				
2:15	9	125			11	155				
2:30	6	145			11	147				
2:45	6	173	26	575	4	139	36	597	62	1172
3:00	7	127			8	151				
3:15	9	132			7	164				
3:30	6	142			6	176				
3:45	7	129	29	530	9	149	30	640	59	1170
4:00	6	141			2	181				
4:15	8	149			3	148				
4:30	10	136			7	161				
4:45	8	135	32	561	11	138	23	628	55	1189
5:00	12	147			12	132				
5:15	20	139			29	182				
5:30	16	142			61	163				
5:45	26	134	74	562	56	163	158	640	232	1202
6:00	38	143			34	143				
6:15	38	131			46	121				
6:30	61	124			65	159				
6:45	58	159	195	557	103	128	248	551	443	1108
7:00	73	161			50	129				
7:15	54	101			61	124				
7:30	76	108			65	109				
7:45	76	110	279	480	58	104	234	466	513	946
8:00	95	78			65	72				
8:15	105	87			62	114				
8:30	91	84			70	83				
8:45	116	88	407	337	78	85	275	354	682	691
9:00	120	76			83	81				
9:15	133	79			97	80				
9:30	112	97			116	65	0			
9:45	148	66	513	318	99	75	395	301	908	619
10:00	119	70			108	65				
10:15	126	52			107	59				
10:30	124	47			104	40				
10:45	133	49	502	218	114	54	433	218	935	436
11:00	127	44			101	34				
11:15	117	32			127	35				
11:30	129	35			133	30				
11:45	141	28	514	139	138	24	499	123	1013	262
Total	2673	5462	2673	5462	2455	5684	2455	5684	5128	11146
Combined Total	8135		8135		8139		8139		16274	
AM Peak	11:45 AM				11:30 AM					
Vol.	553				575					
P.H.F.	0.934				0.927					
PM Peak		12:45 PM				3:15 PM				
Vol.		633				670				
P.H.F.		0.984				0.925				
Percentage	32.9%	67.1%			30.2%	69.8%				

Volumes for: Sunday, March 13, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	27	153			27	163				
12:15	17	160			14	115				
12:30	17	182			21	179				
12:45	17	141	78	636	17	167	79	624	157	1260
1:00	18	132			9	122				
1:15	11	155			11	147				
1:30	10	164			14	147				
1:45	16	120	55	571	12	163	46	579	101	1150
2:00	17	176			15	147				
2:15	19	141			14	157				
2:30	8	153			6	158				
2:45	11	159	55	629	7	128	42	590	97	1219
3:00	6	136			5	171				
3:15	7	140			12	166				
3:30	4	165			14	155				
3:45	12	144	29	585	12	171	43	663	72	1248
4:00	15	143			8	126				
4:15	4	131			26	143				
4:30	4	126			41	103				
4:45	14	124	37	524	43	111	118	483	155	1007
5:00	27	124			16	114				
5:15	20	101			9	102				
5:30	11	99			13	96				
5:45	28	128	86	452	21	84	59	396	145	848
6:00	18	119			16	80				
6:15	32	117			26	97				
6:30	38	101			21	85				
6:45	36	125	124	462	30	102	93	364	217	826
7:00	50	83			33	96				
7:15	44	74			31	97				
7:30	67	71			34	109				
7:45	72	75	233	303	68	97	166	399	399	702
8:00	79	55			54	80				
8:15	85	76			62	64				
8:30	82	51			55	71				
8:45	83	56	329	238	91	51	262	266	591	504
9:00	105	45			117	56				
9:15	103	35			93	44				
9:30	106	36			107	39	0			
9:45	92	40	406	156	86	27	403	166	809	322
10:00	110	33			108	24				
10:15	106	15			102	32				
10:30	128	19			111	22				
10:45	139	19	483	86	127	18	448	96	931	182
11:00	139	17			105	7				
11:15	137	9			107	17				
11:30	143	1			134	9				
11:45	128	10	547	37	146	9	492	42	1039	79
Total	2462	4679	2462	4679	2251	4668	2251	4668	4713	9347
Combined Total	7141		7141		6919		6919		14060	
AM Peak	11:45 AM				11:45 AM					
Vol.	623				603					
P.H.F.	0.856				0.842					
PM Peak		12:00 PM				3:00 PM				
Vol.		636				663				
P.H.F.		0.930				0.969				
Percentage	34.5%	65.5%			32.5%	67.5%				

Volumes for: Monday, March 14, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	121			0	132				
12:15	3	110			5	116				
12:30	7	128			10	131				
12:45	6	129	22	488	5	144	20	523	42	1011
1:00	8	123			8	148				
1:15	8	121			7	123				
1:30	6	157			6	148				
1:45	5	170	27	571	5	129	26	548	53	1119
2:00	4	146			6	131				
2:15	4	124			4	153				
2:30	4	152			9	201				
2:45	10	165	22	587	0	172	19	657	41	1244
3:00	6	169			4	171				
3:15	6	164			5	202				
3:30	14	145			9	195				
3:45	17	153	43	631	8	183	26	751	69	1382
4:00	33	165			11	199				
4:15	15	158			34	223				
4:30	21	168			55	204				
4:45	44	179	113	670	71	167	171	793	284	1463
5:00	46	161			29	164				
5:15	37	135			51	161				
5:30	57	120			62	164				
5:45	89	114	229	530	90	140	232	629	461	1159
6:00	98	112			85	122				
6:15	106	94			110	126				
6:30	162	88			87	116				
6:45	247	87	613	381	141	102	423	466	1036	847
7:00	179	78			147	93				
7:15	163	61			127	108				
7:30	155	61			128	93				
7:45	137	64	634	264	114	89	516	383	1150	647
8:00	159	42			121	84				
8:15	128	49			120	70				
8:30	127	48			97	75				
8:45	101	38	515	177	93	73	431	302	946	479
9:00	111	32			96	55				
9:15	119	33			90	56				
9:30	114	38			100	35	0			
9:45	121	24	465	127	93	30	379	176	844	303
10:00	101	19			114	28				
10:15	119	6			95	23				
10:30	117	20			115	22				
10:45	125	13	462	58	133	9	457	82	919	140
11:00	150	16			113	11				
11:15	125	7			135	7				
11:30	142	12			95	17				
11:45	134	3	551	38	145	8	488	43	1039	81
Total	3696	4522	3696	4522	3188	5353	3188	5353	6884	9875
Combined Total	8218		8218		8541		8541		16759	
AM Peak	6:30 AM				6:45 AM					
Vol.	751				543					
P.H.F.	0.760				0.923					
PM Peak	4:00 PM				3:45 PM					
Vol.	670				809					
P.H.F.	0.981				0.907					
Percentage	45.0%	55.0%			37.3%	62.7%				

Volumes for: Tuesday, March 15, 2011

City: Pajaro

Project #: 11-7082-001

Location: Salinas Road between Lewis Road and Railroad Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	143			1	120				
12:15	3	116			10	139				
12:30	5	111			4	108				
12:45	7	113	16	483	5	128	20	495	36	978
1:00	3	113			3	129				
1:15	2	140			2	125				
1:30	4	146			7	121				
1:45	2	133	11	532	5	144	17	519	28	1051
2:00	8	167			4	174				
2:15	2	154			4	143				
2:30	6	157			5	181				
2:45	8	188	24	666	6	181	19	679	43	1345
3:00	15	155			4	151				
3:15	14	156			6	170				
3:30	13	195			16	195				
3:45	15	159	57	665	11	189	37	705	94	1370
4:00	27	174			15	207				
4:15	20	171			34	247				
4:30	29	160			57	234				
4:45	44	166	120	671	78	214	184	902	304	1573
5:00	52	158			35	196				
5:15	31	144			50	211				
5:30	68	115			83	187				
5:45	86	109	237	526	89	176	257	770	494	1296
6:00	104	108			100	109				
6:15	115	89			84	107				
6:30	142	111			95	113				
6:45	233	104	594	412	128	97	407	426	1001	838
7:00	163	108			126	93				
7:15	151	78			101	120				
7:30	149	62			116	86				
7:45	136	52	599	300	109	62	452	361	1051	661
8:00	131	40			107	80				
8:15	117	49			97	93				
8:30	108	45			89	77				
8:45	91	33	447	167	88	65	381	315	828	482
9:00	124	40			111	30				
9:15	96	34			85	36				
9:30	106	30			99	32	0			
9:45	93	14	419	118	93	28	388	126	807	244
10:00	133	21			106	12				
10:15	119	15			92	28				
10:30	137	10			134	12				
10:45	123	12	512	58	98	13	430	65	942	123
11:00	126	10			124	14				
11:15	111	9			126	11				
11:30	118	3			126	9				
11:45	137	6	492	28	152	6	528	40	1020	68
Total	3528	4626	3528	4626	3120	5403	3120	5403	6648	10029
Combined Total	8154		8154		8523		8523		16677	
AM Peak	6:45 AM				11:30 AM					
Vol.	696				537					
P.H.F.	0.747				0.883					
PM Peak	3:30 PM				4:00 PM					
Vol.	699				902					
P.H.F.	0.900				0.913					
Percentage	43.3%	56.7%			36.6%	63.4%				

Volumes for: Wednesday, March 9, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

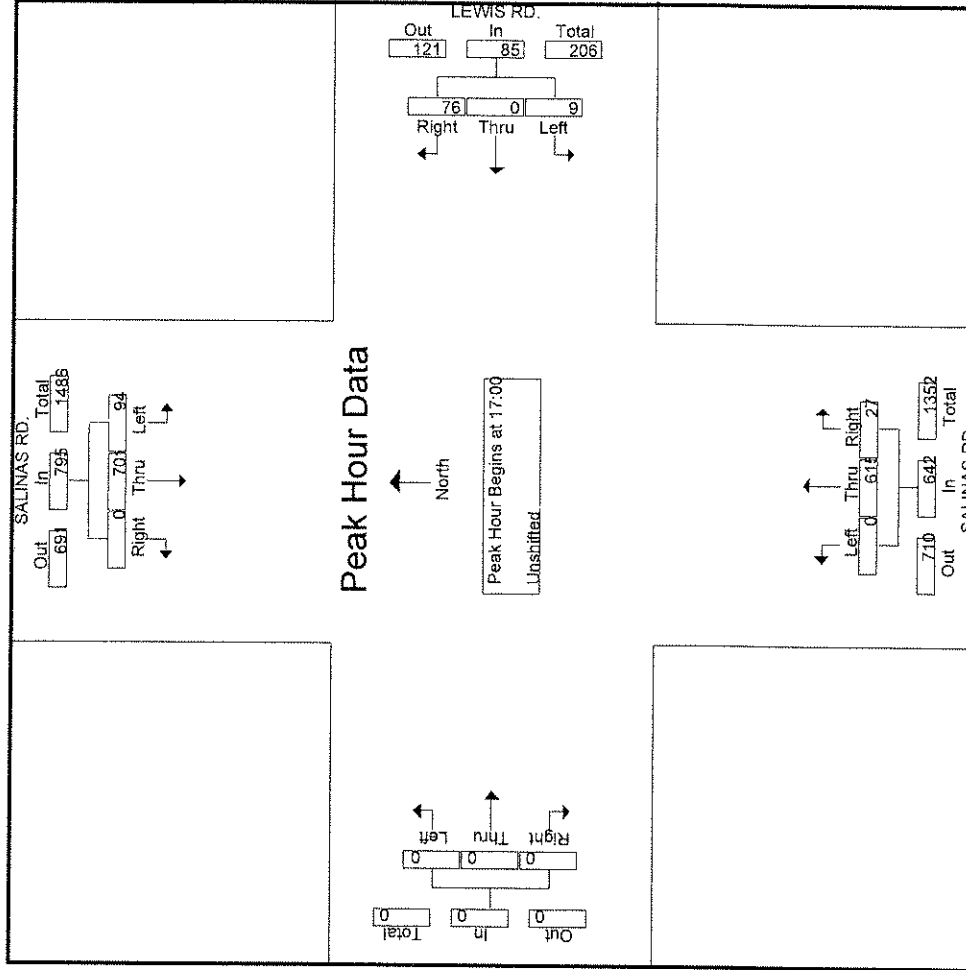
Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	16			0	17				
12:15	0	25			0	16				
12:30	1	27			0	15				
12:45	1	14	3	82	3	18	3	66	6	148
1:00	0	21			6	20				
1:15	0	17			1	18				
1:30	2	20			2	18				
1:45	2	22	4	80	2	16	11	72	15	152
2:00	1	19			3	18				
2:15	2	21			0	20				
2:30	1	23			0	19				
2:45	2	12	6	75	6	31	9	88	15	163
3:00	0	26			4	21				
3:15	0	32			1	18				
3:30	0	46			1	16				
3:45	0	25	0	129	3	21	9	76	9	205
4:00	1	12			1	9				
4:15	3	15			4	24				
4:30	1	28			2	15				
4:45	0	28	5	83	5	18	12	66	17	149
5:00	2	25			3	14				
5:15	1	26			4	12				
5:30	1	17			6	24				
5:45	8	15	12	83	14	24	27	74	39	157
6:00	4	21			8	22				
6:15	4	18			14	20				
6:30	14	20			15	17				
6:45	20	20	42	79	12	19	49	78	91	157
7:00	19	14			19	16				
7:15	12	10			28	13				
7:30	10	13			47	5				
7:45	12	17	53	54	22	5	116	39	169	93
8:00	12	13			23	13				
8:15	11	14			20	7				
8:30	15	15			13	3				
8:45	9	20	47	62	21	2	77	25	124	87
9:00	14	15			16	2				
9:15	12	12			18	3				
9:30	15	7			13	5				
9:45	12	5	53	39	15	0	62	10	115	49
10:00	12	5			15	1				
10:15	14	3			14	1				
10:30	8	3			15	5				
10:45	13	4	47	15	15	4	59	11	106	26
11:00	9	1			13	0				
11:15	16	7			7	7				
11:30	13	0			17	0				
11:45	13	3	51	11	16	0	53	7	104	18
Total	323	792	323	792	487	612	487	612	810	1404
Combined Total	1115		1115		1099		1099		2214	
AM Peak	11:45 AM				7:15 AM					
Vol.	81				120					
P.H.F.	0.750				0.638					
PM Peak	3:00 PM				2:15 PM					
Vol.	129				91					
P.H.F.	0.701				0.734					
Percentage	29.0%	71.0%			44.3%	55.7%				

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-001 SALINAS-LEWIS
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 6



All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-002 SALINAS-RAILROAD
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 2

Groups Printed- Unshifted

Start Time	SALINAS RD. Southbound			RAILROAD AVE. Westbound			SALINAS RD. Northbound			DRIVEWAY Eastbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
16:00	3	199	0	3	0	17	20	0	151	3	154	0	0	0	0	376
16:15	7	201	1	2	0	10	12	0	166	11	177	0	0	0	0	398
16:30	11	196	1	6	0	11	17	2	153	3	158	0	0	1	1	384
16:45	7	184	1	6	1	5	12	0	154	4	158	0	0	0	0	362
Total	28	780	3	17	1	43	61	2	624	21	647	0	0	1	1	1520
17:00	9	221	0	6	0	7	13	0	151	5	156	0	0	0	0	399
17:15	7	211	0	4	0	11	15	0	172	5	177	0	0	1	1	411
17:30	4	166	0	1	0	10	11	0	163	4	167	0	0	0	0	348
17:45	6	156	0	4	0	5	9	2	165	8	175	0	0	0	0	346
Total	26	754	0	15	0	33	48	2	651	22	675	0	0	1	1	1504
18:00	8	157	0	1	0	5	6	0	120	4	124	0	0	0	0	295
18:15	8	156	0	2	0	3	5	0	129	3	132	0	0	0	0	301
18:30	7	168	0	0	0	7	7	0	140	3	143	0	0	0	0	325
18:45	7	138	0	3	0	2	5	0	132	0	132	0	0	0	0	282
Total	30	619	0	6	0	17	23	0	521	10	531	0	0	0	0	1203
19:00	5	123	0	3	0	8	11	0	124	2	126	0	0	0	0	265
19:15	4	115	0	1	0	4	5	0	111	6	117	0	0	0	0	241
19:30	5	91	0	2	0	0	2	0	100	5	105	0	0	0	0	203
19:45	4	97	0	1	0	6	7	0	104	5	109	0	0	0	0	217
Total	18	426	0	7	0	18	25	0	439	18	457	0	0	0	0	926
20:00	6	117	0	1	0	3	4	0	92	0	92	0	0	0	0	219
20:15	7	93	0	1	0	4	5	0	51	1	52	0	0	0	0	157
Grand Total	251	4675	10	106	5	215	326	8	4458	178	4644	10	4	9	23	9929
Appreh %	5.1	94.7	0.2	32.5	1.5	66	0.2	96	3.8	39.1	43.5	17.4	0	0	0	
Total %	2.5	47.1	0.1	1.1	0.1	2.2	3.3	0.1	44.9	1.8	46.8	0.1	0	0	0.1	0.2

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-002 SALINAS-RAILROAD
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 3

Start Time	SALINAS RD. Southbound			RAILROAD AVE. Westbound			SALINAS RD. Northbound			DRIVEWAY Eastbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
07:15	4	126	0	5	0	8	13	1	192	5	198	0	0	1	1	342
07:30	10	139	0	2	0	5	7	0	207	10	217	1	0	0	1	374
07:45	13	130	1	5	0	4	9	0	159	12	171	0	0	0	0	324
08:00	3	117	0	6	0	7	13	1	160	6	167	1	0	0	1	301
Total Volume	30	512	1	18	0	24	42	2	718	33	753	2	0	1	3	1341
% App. Total	5.5	94.3	0.2	42.9	0	57.1	808	0.3	95.4	4.4	868	66.7	0	33.3	0	1341
PHF	.577	.921	.250	.750	.000	.750	.808	.500	.867	.688	.868	.500	.000	.250	.750	.896

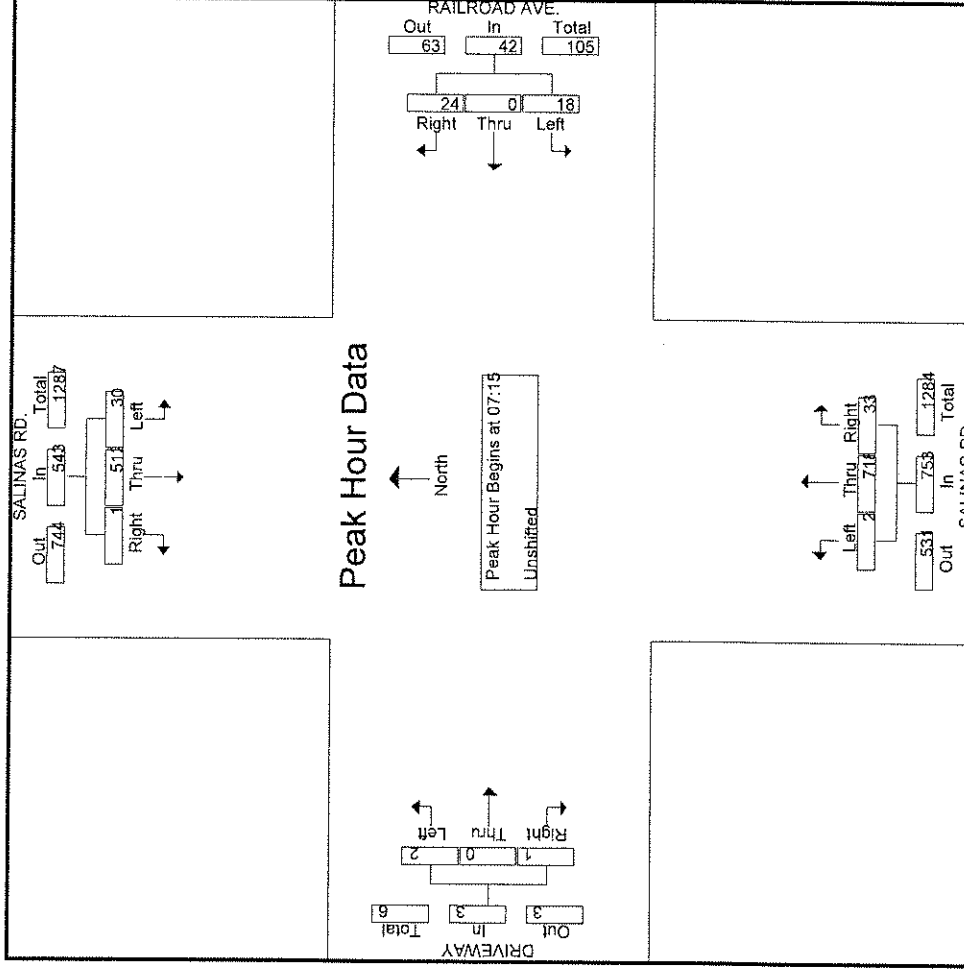
Peak Hour Analysis From 04:00 to 09:15 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15

All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-002 SALINAS-RAILROAD
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 4

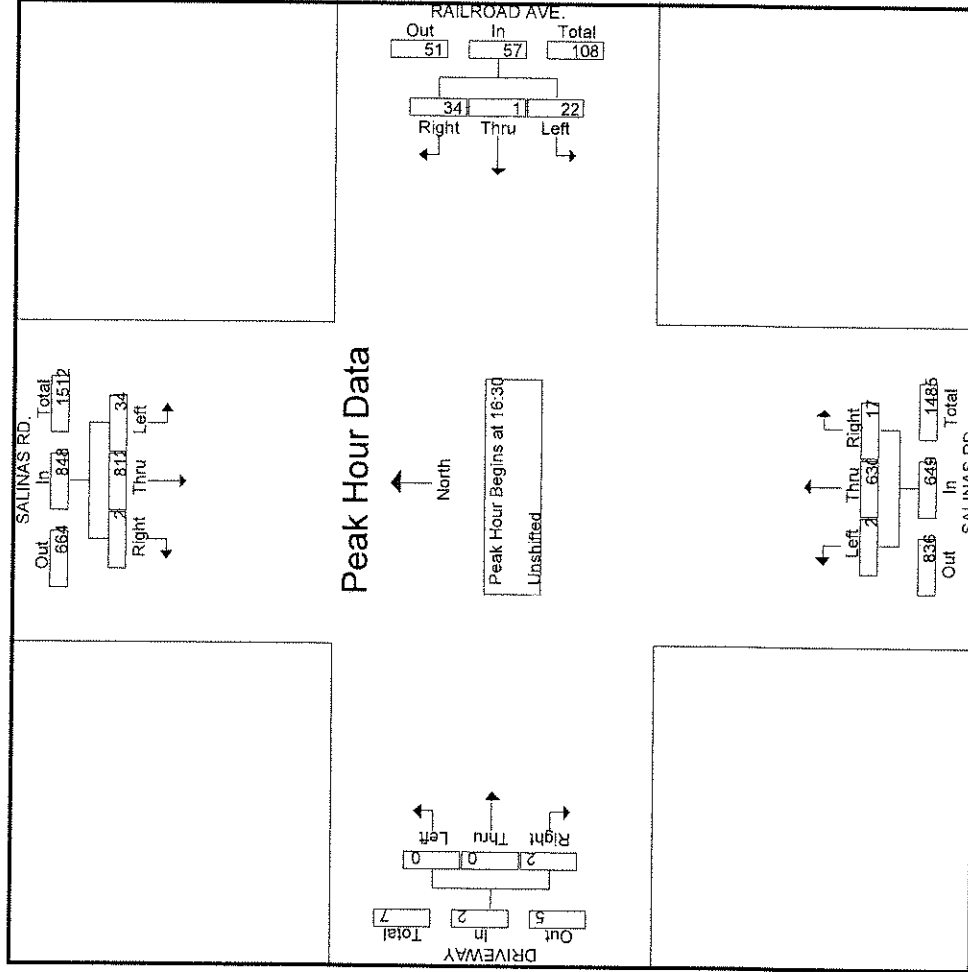


All Traffic Data

(916) 771-8700

CITY OF PAJARO

File Name : 11-7083-002 SALINAS-RAILROAD
 Site Code : 00000000
 Start Date : 3/9/2011
 Page No : 6



Volumes for: Thursday, March 10, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	17			0	19				
12:15	4	8			3	11				
12:30	4	16			6	18				
12:45	1	13	14	54	1	18	10	66	24	120
1:00	2	19			0	9				
1:15	3	22			3	14				
1:30	0	29			0	15				
1:45	1	15	6	85	0	9	3	47	9	132
2:00	1	19			1	19				
2:15	3	24			2	21				
2:30	1	20			2	26				
2:45	1	20	6	83	6	25	11	91	17	174
3:00	3	29			1	30				
3:15	3	32			4	19				
3:30	3	18			5	19				
3:45	1	23	10	102	14	21	24	89	34	191
4:00	3	22			2	15				
4:15	0	24			3	17				
4:30	0	27			4	12				
4:45	0	36	3	109	1	12	10	56	13	165
5:00	2	20			3	17				
5:15	2	30			4	24				
5:30	4	30			3	19				
5:45	2	25	10	105	12	17	22	77	32	182
6:00	2	25			15	26				
6:15	5	13			12	19				
6:30	19	20			16	18				
6:45	23	21	49	79	15	11	58	74	107	153
7:00	14	10			21	13				
7:15	6	16			30	6				
7:30	9	11			24	10				
7:45	11	6	40	43	18	8	93	37	133	80
8:00	11	12			30	8				
8:15	14	12			18	5				
8:30	12	11			22	5				
8:45	15	17	52	52	11	9	81	27	133	79
9:00	12	10			12	3				
9:15	16	10			11	5				
9:30	12	9			14	4				
9:45	10	6	50	35	15	2	52	14	102	49
10:00	14	6			13	0				
10:15	15	5			8	3				
10:30	7	4			17	1				
10:45	14	4	50	19	14	2	52	6	102	25
11:00	10	8			20	1				
11:15	14	1			11	6				
11:30	13	4			14	4				
11:45	8	8	45	21	16	4	61	15	106	36
Total	335	787	335	787	477	599	477	599	812	1386
Combined Total	1122		1122		1076		1076		2198	
AM Peak	6:30 AM				7:15 AM					
Vol.	62				102					
P.H.F.	0.674				0.850					
PM Peak	4:45 PM				2:15 PM					
Vol.	116				102					
P.H.F.	0.806				0.850					
Percentage	29.9%	70.1%			44.3%	55.7%				

Volumes for: Friday, March 11, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	21			6	18				
12:15	4	31			1	27				
12:30	3	21			0	19				
12:45	2	22	12	95	4	31	11	95	23	190
1:00	1	27			0	30				
1:15	1	20			0	22				
1:30	0	20			0	14				
1:45	0	20	2	87	0	21	0	87	2	174
2:00	1	17			0	16				
2:15	2	30			5	21				
2:30	1	24			3	21				
2:45	0	27	4	98	2	23	10	81	14	179
3:00	1	23			2	21				
3:15	1	17			1	23				
3:30	4	27			2	22				
3:45	1	20	7	87	7	20	12	86	19	173
4:00	2	34			6	27				
4:15	0	22			4	18				
4:30	1	36			2	11				
4:45	0	34	3	126	2	36	14	92	17	218
5:00	2	17			3	31				
5:15	1	25			3	16				
5:30	3	25			7	14				
5:45	2	18	8	85	11	12	24	73	32	158
6:00	9	19			16	20				
6:15	16	25			17	24				
6:30	17	15			19	23				
6:45	22	16	64	75	23	10	75	77	139	152
7:00	13	11			19	21				
7:15	17	11			24	10				
7:30	13	18			29	6				
7:45	19	6	62	46	19	8	91	45	153	91
8:00	32	16			27	5				
8:15	16	12			14	7				
8:30	21	12			14	7				
8:45	17	11	86	51	19	1	74	20	160	71
9:00	17	5			13	8				
9:15	14	7			13	2				
9:30	17	9			25	7				
9:45	13	5	61	26	14	7	65	24	126	50
10:00	13	11			12	5				
10:15	8	5			19	4				
10:30	16	6			18	2				
10:45	18	8	55	30	15	3	64	14	119	44
11:00	17	6			16	2				
11:15	16	4			14	4				
11:30	19	4			25	1				
11:45	9	2	61	16	22	1	77	8	138	24
Total	425	822	425	822	517	702	517	702	942	1524
Combined Total	1247		1247		1219		1219		2466	
AM Peak	7:45 AM				7:15 AM					
Vol.	88				99					
P.H.F.	0.688				0.853					
PM Peak	4:00 PM				12:15 PM					
Vol.	126				107					
P.H.F.	0.875				0.863					
Percentage	34.1%	65.9%			42.4%	57.6%				

Volumes for: Saturday, March 12, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	18			2	22				
12:15	3	19			1	12				
12:30	0	10			1	15				
12:45	1	23	8	70	0	13	4	62	12	132
1:00	2	20			0	13				
1:15	0	22			1	27				
1:30	0	13			2	23				
1:45	4	23	6	78	0	15	3	78	9	156
2:00	0	11			1	12				
2:15	3	15			2	9				
2:30	5	22			1	22				
2:45	0	17	8	65	1	16	5	59	13	124
3:00	1	22			2	9				
3:15	1	20			3	11				
3:30	1	19			3	21				
3:45	0	30	3	91	4	19	12	60	15	151
4:00	0	20			1	9				
4:15	0	16			0	16				
4:30	0	20			1	15				
4:45	1	24	1	80	1	17	3	57	4	137
5:00	1	8			2	16				
5:15	0	20			4	10				
5:30	2	20			2	13				
5:45	3	20	6	68	11	27	19	66	25	134
6:00	6	10			4	17				
6:15	10	10			7	18				
6:30	4	13			7	14				
6:45	28	18	48	51	14	10	32	59	80	110
7:00	11	7			11	10				
7:15	6	14			9	3				
7:30	3	9			18	13				
7:45	5	11	25	41	11	13	49	39	74	80
8:00	13	11			18	3				
8:15	8	18			12	12				
8:30	10	8			13	7				
8:45	8	12	39	49	10	8	53	30	92	79
9:00	13	8			13	4				
9:15	15	8			17	8				
9:30	13	5			16	8				
9:45	13	9	54	30	19	6	65	26	119	56
10:00	16	6			15	5				
10:15	20	4			10	2				
10:30	5	5			16	8				
10:45	11	4	52	19	12	5	53	20	105	39
11:00	17	5			20	2				
11:15	17	6			27	0				
11:30	13	4			18	5				
11:45	11	0	58	15	21	2	86	9	144	24
Total	308	657	308	657	384	565	384	565	692	1222
Combined Total	965		965		949		949		1914	
AM Peak	9:30 AM				11:15 AM					
Vol.	62				88					
P.H.F.	0.775				0.815					
PM Peak		3:00 PM				1:00 PM				
Vol.		91				78				
P.H.F.		0.758				0.722				
Percentage	31.9%	68.1%			40.5%	59.5%				

Volumes for: Sunday, March 13, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	12			3	20				
12:15	2	14			0	15				
12:30	6	8			1	16				
12:45	4	14	17	48	5	14	9	65	26	113
1:00	5	12			5	8				
1:15	1	9			1	21				
1:30	1	15			0	12				
1:45	0	15	7	51	1	15	7	56	14	107
2:00	3	15			0	10				
2:15	1	24			1	14				
2:30	0	16			1	12				
2:45	0	11	4	66	1	12	3	48	7	114
3:00	0	11			3	14				
3:15	0	11			3	12				
3:30	0	14			1	11				
3:45	0	14	0	50	1	16	8	53	8	103
4:00	0	10			1	7				
4:15	0	18			1	10				
4:30	0	8			0	11				
4:45	0	5	0	41	4	7	6	35	6	76
5:00	0	16			4	10				
5:15	0	15			2	16				
5:30	2	10			1	5				
5:45	5	11	7	52	4	7	11	38	18	90
6:00	7	10			5	11				
6:15	3	10			9	15				
6:30	2	11			4	11				
6:45	5	10	17	41	12	8	30	45	47	86
7:00	6	7			5	7				
7:15	3	12			9	7				
7:30	4	11			8	5				
7:45	11	6	24	36	9	6	31	25	55	61
8:00	3	7			7	4				
8:15	14	5			13	4				
8:30	10	11			10	8				
8:45	9	4	36	27	14	3	44	19	80	46
9:00	8	11			16	6				
9:15	9	2			11	0				
9:30	15	3			12	4				
9:45	6	0	38	16	12	2	51	12	89	28
10:00	10	8			16	4				
10:15	12	3			8	7				
10:30	18	5			9	1				
10:45	10	5	50	21	17	4	50	16	100	37
11:00	6	2			10	3				
11:15	11	1			7	0				
11:30	22	2			11	0				
11:45	13	2	52	7	20	0	48	3	100	10
Total	252	456	252	456	298	415	298	415	550	871
Combined Total	708		708		713		713		1421	
AM Peak	11:30 AM				11:45 AM					
Vol.	61				71					
P.H.F.	0.693				0.888					
PM Peak		1:45 PM				12:00 PM				
Vol.		70				65				
P.H.F.		0.729				0.813				
Percentage	35.6%	64.4%			41.8%	58.2%				

Volumes for: Monday, March 14, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	19			4	21				
12:15	1	28			0	16				
12:30	1	26			0	15				
12:45	3	23	5	96	2	17	6	69	11	165
1:00	0	15			1	12				
1:15	0	27			1	32				
1:30	1	18			0	18				
1:45	1	15	2	75	0	21	2	83	4	158
2:00	2	18			0	12				
2:15	0	17			0	23				
2:30	3	33			15	29				
2:45	0	18	5	86	4	21	19	85	24	171
3:00	0	37			2	11				
3:15	1	23			1	24				
3:30	1	23			0	12				
3:45	0	23	2	106	1	18	4	65	6	171
4:00	1	25			8	18				
4:15	0	26			0	21				
4:30	2	22			6	11				
4:45	1	17	4	90	8	31	22	81	26	171
5:00	3	23			7	10				
5:15	3	22			4	25				
5:30	3	24			5	14				
5:45	14	12	23	81	13	14	29	63	52	144
6:00	23	20			17	14				
6:15	10	9			12	8				
6:30	11	15			29	12				
6:45	7	8	51	52	31	14	89	48	140	100
7:00	17	17			21	5				
7:15	19	12			20	6				
7:30	13	11			21	4				
7:45	9	8	58	48	9	8	71	23	129	71
8:00	11	10			24	3				
8:15	15	9			11	5				
8:30	14	6			17	6				
8:45	9	10	49	35	9	3	61	17	110	52
9:00	6	9			12	4				
9:15	11	9			9	2				
9:30	10	3			8	1				
9:45	20	2	47	23	19	1	48	8	95	31
10:00	18	5			13	0				
10:15	8	1			23	1				
10:30	16	4			12	1				
10:45	12	2	54	12	12	1	60	3	114	15
11:00	21	5			14	5				
11:15	18	4			17	0				
11:30	13	4			21	2				
11:45	19	3	71	16	15	3	67	10	138	26
Total	371	720	371	720	478	555	478	555	849	1275
Combined Total	1091		1091		1033		1033		2124	
AM Peak	11:45 AM				6:30 AM					
Vol.	92				101					
P.H.F.	0.821				0.815					
PM Peak	2:30 PM				1:45 PM					
Vol.	111				85					
P.H.F.	0.750				0.733					
Percentage	34.0%	66.0%			46.3%	53.7%				

Volumes for: Tuesday, March 15, 2011

City: Pajaro

Project #: 11-7082-002

Location: Lewis Road just east of UP railroad

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	23			1	15				
12:15	5	13			5	19				
12:30	0	14			0	14				
12:45	2	25	8	75	1	18	7	66	15	141
1:00	2	15			1	8				
1:15	1	21			0	16				
1:30	2	21			4	17				
1:45	7	14	12	71	0	17	5	58	17	129
2:00	1	21			1	22				
2:15	1	14			1	19				
2:30	3	25			10	15				
2:45	3	18	8	78	7	15	19	71	27	149
3:00	1	23			4	18				
3:15	0	25			9	14				
3:30	1	27			1	28				
3:45	3	26	5	101	2	28	16	88	21	189
4:00	2	33			10	15				
4:15	3	28			6	21				
4:30	5	45			5	20				
4:45	4	25	14	131	18	29	39	85	53	216
5:00	2	25			11	15				
5:15	5	26			6	15				
5:30	7	20			10	15				
5:45	12	17	26	88	12	15	39	60	65	148
6:00	18	13			20	13				
6:15	9	11			13	11				
6:30	9	14			22	7				
6:45	16	9	52	47	30	7	85	38	137	85
7:00	6	16			26	9				
7:15	19	9			18	6				
7:30	19	10			23	2				
7:45	9	6	53	41	18	11	85	28	138	69
8:00	11	10			14	6				
8:15	9	7			13	3				
8:30	12	4			16	9				
8:45	10	13	42	34	9	2	52	20	94	54
9:00	16	4			19	3				
9:15	6	5			13	2				
9:30	18	8			11	2				
9:45	12	3	52	20	16	1	59	8	111	28
10:00	22	5			15	2				
10:15	18	4			23	0				
10:30	19	2			18	3				
10:45	13	9	72	20	15	1	71	6	143	26
11:00	18	4			19	0				
11:15	11	4			11	6				
11:30	14	3			18	3				
11:45	25	2	68	13	22	5	70	14	138	27
Total	412	719	412	719	547	542	547	542	959	1261
Combined Total	1131		1131		1089		1089		2220	
AM Peak	11:30 AM				6:45 AM					
Vol.	75				97					
P.H.F.	0.750				0.808					
PM Peak	3:45 PM				3:30 PM					
Vol.	132				92					
P.H.F.	0.733				0.821					
Percentage	36.4%	63.6%			50.2%	49.8%				

APPENDIX C

Level of Service Calculations

Existing AM Network Peak
4: Lewis Road & Salinas Road

6/3/2011

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↖		↑↗		↘	↖↗
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	28	64	680	12	36	482
Peak Hour Factor	0.66	0.66	0.79	0.79	0.93	0.93
Hourly flow rate (vph)	42	97	861	15	39	518
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1205	438			876	
vC1, stage 1 conf vol	868					
vC2, stage 2 conf vol	337					
vCu, unblocked vol	1205	438			876	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	83			95	
cM capacity (veh/h)	212	567			766	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	139	574	302	39	259	259
Volume Left	42	0	0	39	0	0
Volume Right	97	0	15	0	0	0
cSH	375	1700	1700	766	1700	1700
Volume to Capacity	0.37	0.34	0.18	0.05	0.15	0.15
Queue Length 95th (ft)	42	0	0	4	0	0
Control Delay (s)	20.2	0.0	0.0	9.9	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	20.2	0.0		0.7		
Approach LOS	C					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			38.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Existing AM Network Peak
13: Railroad Avenue & Salinas Road

6/3/2011

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↕		↙	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	18	24	718	33	30	512
Peak Hour Factor	0.81	0.81	0.87	0.87	0.91	0.91
Hourly flow rate (vph)	22	30	825	38	33	563
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked						
vC, conflicting volume	1473	844			863	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1473	844			863	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	92			96	
cM capacity (veh/h)	134	363			779	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	22	30	863	33	563	
Volume Left	22	0	0	33	0	
Volume Right	0	30	38	0	0	
cSH	134	363	1700	779	1700	
Volume to Capacity	0.17	0.08	0.51	0.04	0.33	
Queue Length 95th (ft)	14	7	0	3	0	
Control Delay (s)	37.2	15.8	0.0	9.8	0.0	
Lane LOS	E	C		A		
Approach Delay (s)	25.0		0.0	0.5		
Approach LOS	C					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			49.8%		ICU Level of Service	A
Analysis Period (min)			15			






















Existing AM Network Peak
16: San Juan Road & Porter Drive

6/3/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Fr't	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1782	2787	1770	3535		3433	3516	
Flt Permitted	0.73	1.00	1.00		0.74	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1356	1863	1583		1381	2787	1770	3535		3433	3516	
Volume (vph)	36	4	5	34	3	579	2	701	5	252	607	28
Peak-hour factor, PHF	0.86	0.86	0.86	0.82	0.82	0.82	0.84	0.84	0.84	0.82	0.82	0.82
Adj. Flow (vph)	42	5	6	41	4	706	2	835	6	307	740	34
RTOR Reduction (vph)	0	0	5	0	0	633	0	0	0	0	2	0
Lane Group Flow (vph)	42	5	1	0	45	73	2	841	0	307	772	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	9.3	9.3	9.3		9.3	9.3	1.8	55.7		13.0	66.9	
Effective Green, g (s)	9.3	9.3	9.3		9.3	9.3	1.8	55.7		13.0	66.9	
Actuated g/C Ratio	0.10	0.10	0.10		0.10	0.10	0.02	0.62		0.14	0.74	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	140	193	164		143	288	35	2188		496	2614	
v/s Ratio Prot							0.00	c0.24		c0.09	0.22	
v/s Ratio Perm	0.03	0.00	0.00		c0.03	0.03						
v/c Ratio	0.30	0.03	0.00		0.31	0.25	0.06	0.38		0.62	0.30	
Uniform Delay, d1	37.3	36.3	36.2		37.4	37.2	43.3	8.6		36.2	3.8	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.05	1.14		1.00	1.00	
Incremental Delay, d2	1.2	0.1	0.0		1.3	0.5	0.6	0.5		2.3	0.3	
Delay (s)	38.5	36.3	36.2		38.7	37.6	45.9	10.2		38.5	4.1	
Level of Service	D	D	D		D	D	D	B		D	A	
Approach Delay (s)		38.1			37.7			10.3			13.9	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM Average Control Delay			19.8		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			53.1%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

Existing AM Network Peak
 23: Pajaro School Entrance & Salinas Road

6/3/2011






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.86		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1611		1770	1594		1770	1860		1770	1834	
Flt Permitted	0.74	1.00		0.74	1.00		0.95	1.00		0.36	1.00	
Satd. Flow (perm)	1378	1611		1386	1594		1770	1860		678	1834	
Volume (vph)	46	2	16	11	1	23	11	678	8	29	509	59
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	52	2	18	12	1	26	12	770	9	33	578	67
RTOR Reduction (vph)	0	17	0	0	24	0	0	0	0	0	2	0
Lane Group Flow (vph)	52	3	0	12	3	0	12	779	0	33	643	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	6.1	6.1		6.1	6.1		1.5	75.9		70.4	70.4	
Effective Green, g (s)	6.1	6.1		6.1	6.1		1.5	75.9		70.4	70.4	
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.02	0.84		0.78	0.78	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	93	109		94	108		30	1569		530	1435	
v/s Ratio Prot		0.00			0.00		0.01	c0.42				0.35
v/s Ratio Perm	c0.04			0.01						0.05		
v/c Ratio	0.56	0.03		0.13	0.03		0.40	0.50		0.06	0.45	
Uniform Delay, d1	40.6	39.2		39.4	39.2		43.8	1.9		2.2	3.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.93	1.53	
Incremental Delay, d2	7.1	0.1		0.6	0.1		8.5	1.1		0.2	1.0	
Delay (s)	47.8	39.3		40.1	39.3		52.3	3.0		2.3	6.0	
Level of Service	D	D		D	D		D	A		A	A	
Approach Delay (s)		45.4			39.5			3.8				5.8
Approach LOS		D			D			A				A

Intersection Summary

HCM Average Control Delay	7.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			





















Existing PM Network Peak
16: San Juan Road & Porter Drive

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Fr _t	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Fl _t Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1799	2787	1770	3535		3433	3478	
Fl _t Permitted	0.71	1.00	1.00		0.81	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1323	1863	1583		1503	2787	1770	3535		3433	3478	
Volume (vph)	152	17	20	46	19	425	11	707	6	383	887	116
Peak-hour factor, PHF	0.81	0.81	0.81	0.91	0.91	0.91	0.95	0.95	0.95	0.96	0.96	0.96
Adj. Flow (vph)	188	21	25	51	21	467	12	744	6	399	924	121
RTOR Reduction (vph)	0	0	20	0	0	377	0	0	0	0	8	0
Lane Group Flow (vph)	188	21	5	0	72	90	12	750	0	399	1037	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	17.3	17.3	17.3		17.3	17.3	1.6	45.4		15.3	59.1	
Effective Green, g (s)	17.3	17.3	17.3		17.3	17.3	1.6	45.4		15.3	59.1	
Actuated g/C Ratio	0.19	0.19	0.19		0.19	0.19	0.02	0.50		0.17	0.66	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	254	358	304		289	536	31	1783		584	2284	
v/s Ratio Prot							0.01	c0.21		c0.12	c0.30	
v/s Ratio Perm	c0.14	0.01	0.00		0.05	0.03						
v/c Ratio	0.74	0.06	0.02		0.25	0.17	0.39	0.42		0.68	0.45	
Uniform Delay, d ₁	34.2	29.7	29.5		30.8	30.3	43.7	14.0		35.1	7.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.97	0.92		1.00	1.00	
Incremental Delay, d ₂	11.0	0.1	0.0		0.5	0.1	7.2	0.7		3.3	0.7	
Delay (s)	45.2	29.8	29.5		31.3	30.5	49.4	13.6		38.4	8.2	
Level of Service	D	C	C		C	C	D	B		D	A	
Approach Delay (s)		42.2			30.6			14.2			16.5	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay			20.5				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			56.6%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Network Peak
 23: Pajaro School Entrance & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	1860		1770	1862	
Flt Permitted	1.00	1.00		1.00	1.00		0.95	1.00		0.38	1.00	
Satd. Flow (perm)	1863	1583		1863	1583		1770	1860		713	1862	
Volume (vph)	9	0	2	8	0	25	5	694	7	14	882	3
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	0	2	9	0	27	5	738	7	15	938	3
RTOR Reduction (vph)	0	2	0	0	26	0	0	0	0	0	0	0
Lane Group Flow (vph)	10	0	0	9	1	0	5	745	0	15	941	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	4.0	4.0		4.0	4.0		1.3	78.0		72.7	72.7	
Effective Green, g (s)	4.0	4.0		4.0	4.0		1.3	78.0		72.7	72.7	
Actuated g/C Ratio	0.04	0.04		0.04	0.04		0.01	0.87		0.81	0.81	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	70		83	70		26	1612		576	1504	
v/s Ratio Prot		0.00			0.00		0.00	c0.40				c0.51
v/s Ratio Perm	c0.01			0.00						0.02		
v/c Ratio	0.12	0.00		0.11	0.02		0.19	0.46		0.03	0.63	
Uniform Delay, d1	41.3	41.1		41.3	41.1		43.8	1.3		1.7	3.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.41	2.25	
Incremental Delay, d2	0.7	0.0		0.6	0.1		3.6	1.0		0.1	1.8	
Delay (s)	42.0	41.1		41.9	41.2		47.4	2.3		2.5	9.4	
Level of Service	D	D		D	D		D	A		A	A	
Approach Delay (s)		41.8			41.4			2.6			9.3	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			7.3			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			60.4%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Network Peak
4: Lewis Road & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑↑		↘	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	9	76	615	27	94	701
Peak Hour Factor	0.82	0.82	0.87	0.87	0.88	0.88
Hourly flow rate (vph)	11	93	707	31	107	797
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1334	369			738	
vC1, stage 1 conf vol	722					
vC2, stage 2 conf vol	612					
vCu, unblocked vol	1334	369			738	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	85			88	
cM capacity (veh/h)	193	628			864	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	104	471	267	107	398	398
Volume Left	11	0	0	107	0	0
Volume Right	93	0	31	0	0	0
cSH	507	1700	1700	864	1700	1700
Volume to Capacity	0.20	0.28	0.16	0.12	0.23	0.23
Queue Length 95th (ft)	19	0	0	11	0	0
Control Delay (s)	13.9	0.0	0.0	9.8	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	13.9	0.0		1.2		
Approach LOS	B					

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Existing PM Network Peak
 13: Railroad Avenue & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↷		↶	↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	22	34	630	17	34	812
Peak Hour Factor	0.84	0.84	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	40	685	18	37	883
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked	0.74					
vC, conflicting volume	1651	694			703	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1881	694			703	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	91			96	
cM capacity (veh/h)	55	443			894	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	26	40	703	37	883
Volume Left	26	0	0	37	0
Volume Right	0	40	18	0	0
cSH	55	443	1700	894	1700
Volume to Capacity	0.47	0.09	0.41	0.04	0.52
Queue Length 95th (ft)	45	8	0	3	0
Control Delay (s)	118.7	13.9	0.0	9.2	0.0
Lane LOS	F	B		A	
Approach Delay (s)	55.1		0.0	0.4	
Approach LOS	F				

Intersection Summary					
Average Delay			2.4		
Intersection Capacity Utilization			52.7%	ICU Level of Service	A
Analysis Period (min)			15		

Existing AM Station Peak
4: Lewis Road & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑↑		↘	↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	14	31	189	8	24	259
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	34	205	9	26	282
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	403	107			214	
vC1, stage 1 conf vol	210					
vC2, stage 2 conf vol	193					
vCu, unblocked vol	403	107			214	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	96			98	
cM capacity (veh/h)	466	926			1353	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	49	137	77	26	141	141
Volume Left	15	0	0	26	0	0
Volume Right	34	0	9	0	0	0
cSH	708	1700	1700	1353	1700	1700
Volume to Capacity	0.07	0.08	0.05	0.02	0.08	0.08
Queue Length 95th (ft)	6	0	0	1	0	0
Control Delay (s)	10.5	0.0	0.0	7.7	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	10.5	0.0		0.7		
Approach LOS	B					

Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		22.1%		ICU Level of Service		A
Analysis Period (min)			15			

Existing AM Station Peak
 13: Railroad Avenue & Salinas Road






















6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↔		↙	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	12	204	15	37	278
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	13	222	16	40	302
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked						
vC, conflicting volume	612	230			238	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	612	230			238	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			97	
cM capacity (veh/h)	442	809			1329	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	4	13	238	40	302	
Volume Left	4	0	0	40	0	
Volume Right	0	13	16	0	0	
cSH	442	809	1700	1329	1700	
Volume to Capacity	0.01	0.02	0.14	0.03	0.18	
Queue Length 95th (ft)	1	1	0	2	0	
Control Delay (s)	13.2	9.5	0.0	7.8	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	10.4		0.0	0.9		
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			28.3%		ICU Level of Service	A
Analysis Period (min)			15			





















Existing AM Station Peak
16: San Juan Road & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88		0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00		0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1781	2787		3531		3433	3528	
Flt Permitted	0.75	1.00	1.00		0.76	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	1397	1863	1583		1420	2787		3531		3433	3528	
Volume (vph)	11	2	4	10	1	208	0	249	4	137	399	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	2	4	11	1	226	0	271	4	149	434	9
RTOR Reduction (vph)	0	0	4	0	0	209	0	1	0	0	0	0
Lane Group Flow (vph)	12	2	0	0	12	17	0	274	0	149	443	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	6.6	6.6	6.6		6.6	6.6		62.4		9.0	75.4	
Effective Green, g (s)	6.6	6.6	6.6		6.6	6.6		62.4		9.0	75.4	
Actuated g/C Ratio	0.07	0.07	0.07		0.07	0.07		0.69		0.10	0.84	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	102	137	116		104	204		2448		343	2956	
v/s Ratio Prot								0.08		c0.04	c0.13	
v/s Ratio Perm	c0.01	0.00	0.00		0.01	0.01						
v/c Ratio	0.12	0.01	0.00		0.12	0.08		0.11		0.43	0.15	
Uniform Delay, d1	39.0	38.7	38.6		39.0	38.9		4.6		38.1	1.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.06		1.00	1.00	
Incremental Delay, d2	0.5	0.0	0.0		0.5	0.2		0.1		0.9	0.1	
Delay (s)	39.5	38.7	38.7		39.5	39.0		5.0		39.0	1.5	
Level of Service	D	D	D		D	D		A		D	A	
Approach Delay (s)		39.2			39.1			5.0			10.9	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM Average Control Delay			15.9				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.18									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			31.9%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												























Existing AM Station Peak
25: Pajaro School & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Frt				1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1583		1770	1858		1770	1862	
Flt Permitted				1.00	1.00		0.95	1.00		0.62	1.00	
Satd. Flow (perm)				1863	1583		1770	1858		1157	1862	
Volume (vph)	0	0	0	8	0	17	1	198	4	32	334	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	9	0	18	1	215	4	35	363	1
RTOR Reduction (vph)	0	0	0	0	17	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	9	1	0	1	219	0	35	364	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)				2.8	2.8		1.2	79.2		74.0	74.0	
Effective Green, g (s)				2.8	2.8		1.2	79.2		74.0	74.0	
Actuated g/C Ratio				0.03	0.03		0.01	0.88		0.82	0.82	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				58	49		24	1635		951	1531	
v/s Ratio Prot					0.00		0.00	c0.12			c0.20	
v/s Ratio Perm				c0.00						0.03		
v/c Ratio				0.16	0.01		0.04	0.13		0.04	0.24	
Uniform Delay, d1				42.4	42.3		43.8	0.7		1.5	1.8	
Progression Factor				1.00	1.00		1.00	1.00		0.97	1.04	
Incremental Delay, d2				1.2	0.1		0.7	0.2		0.1	0.4	
Delay (s)				43.7	42.4		44.5	0.9		1.5	2.2	
Level of Service				D	D		D	A		A	A	
Approach Delay (s)		0.0			42.8			1.1			2.1	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM Average Control Delay			3.5				HCM Level of Service			A		
HCM Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			34.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												





















Existing PM Station Peak
16: San Juan Rd & Porter Drive

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Fr't	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1803	2787	1770	3524		3433	3408	
Flt Permitted	0.71	1.00	1.00		0.82	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1320	1863	1583		1521	2787	1770	3524		3433	3408	
Volume (vph)	215	36	19	45	23	299	11	612	18	307	738	242
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	234	39	21	49	25	325	12	665	20	334	802	263
RTOR Reduction (vph)	0	0	16	0	0	252	0	2	0	0	23	0
Lane Group Flow (vph)	234	39	5	0	74	73	12	683	0	334	1042	0
Turn Type	custom		custom		Perm		Perm	Prot		Prot		
Protected Phases						8		5	2		1	6
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	20.1	20.1	20.1		20.1	20.1	1.6	44.2		13.7	56.3	
Effective Green, g (s)	20.1	20.1	20.1		20.1	20.1	1.6	44.2		13.7	56.3	
Actuated g/C Ratio	0.22	0.22	0.22		0.22	0.22	0.02	0.49		0.15	0.63	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	295	416	354		340	622	31	1731		523	2132	
v/s Ratio Prot							0.01	c0.19		c0.10	c0.31	
v/s Ratio Perm	c0.18	0.02	0.00		0.05	0.03						
v/c Ratio	0.79	0.09	0.01		0.22	0.12	0.39	0.39		0.64	0.49	
Uniform Delay, d1	33.0	27.7	27.2		28.5	27.9	43.7	14.5		35.8	9.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.97	0.95		1.00	1.00	
Incremental Delay, d2	13.6	0.1	0.0		0.3	0.1	7.2	0.6		2.6	0.8	
Delay (s)	46.6	27.8	27.2		28.9	28.0	49.5	14.3		38.4	9.9	
Level of Service	D	C	C		C	C	D	B		D	A	
Approach Delay (s)		42.7			28.1			14.9			16.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay			20.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			60.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Station Peak
23: Pajaro School & Salinas

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85			1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583			1862		1770	1862	
Flt Permitted	1.00	1.00		1.00	1.00			1.00		0.36	1.00	
Satd. Flow (perm)	1863	1583		1863	1583			1862		666	1862	
Volume (vph)	5	0	3	6	0	28	0	690	3	29	739	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	3	7	0	30	0	750	3	32	803	1
RTOR Reduction (vph)	0	3	0	0	29	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	0	0	7	1	0	0	753	0	32	804	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	3.9	3.9		3.9	3.9			78.1		78.1	78.1	
Effective Green, g (s)	3.9	3.9		3.9	3.9			78.1		78.1	78.1	
Actuated g/C Ratio	0.04	0.04		0.04	0.04			0.87		0.87	0.87	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	81	69		81	69			1616		578	1616	
v/s Ratio Prot		0.00			0.00			0.40			c0.43	
v/s Ratio Perm	0.00			c0.00						0.05		
v/c Ratio	0.06	0.00		0.09	0.02			0.47		0.06	0.50	
Uniform Delay, d1	41.3	41.2		41.3	41.2			1.3		0.8	1.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.90	3.25	
Incremental Delay, d2	0.3	0.0		0.5	0.1			1.0		0.2	1.0	
Delay (s)	41.6	41.2		41.8	41.3			2.3		1.7	5.5	
Level of Service	D	D		D	D			A		A	A	
Approach Delay (s)		41.5			41.4			2.3			5.4	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			4.9			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			50.6%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Station Peak
4: Lewis Road & Salinas

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑		↔	↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	53	540	16	70	584
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	58	587	17	76	635
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1065	302			604	
vC1, stage 1 conf vol	596					
vC2, stage 2 conf vol	470					
vCu, unblocked vol	1065	302			604	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	92			92	
cM capacity (veh/h)	248	694			969	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	76	391	213	76	317	317
Volume Left	18	0	0	76	0	0
Volume Right	58	0	17	0	0	0
cSH	483	1700	1700	969	1700	1700
Volume to Capacity	0.16	0.23	0.13	0.08	0.19	0.19
Queue Length 95th (ft)	14	0	0	6	0	0
Control Delay (s)	13.8	0.0	0.0	9.0	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	13.8	0.0		1.0		
Approach LOS	B					

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Existing PM Station Peak
13: Railroad Avenue & Porter Drive

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↔		↙	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	20	554	18	29	637
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	22	602	20	32	692
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	1051					
pX, platoon unblocked						
vC, conflicting volume	1367	612			622	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1367	612			622	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	96			97	
cM capacity (veh/h)	157	493			959	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	8	22	622	32	692	
Volume Left	8	0	0	32	0	
Volume Right	0	22	20	0	0	
cSH	157	493	1700	959	1700	
Volume to Capacity	0.05	0.04	0.37	0.03	0.41	
Queue Length 95th (ft)	4	3	0	3	0	
Control Delay (s)	29.2	12.6	0.0	8.9	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	16.9		0.0	0.4		
Approach LOS	C					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			43.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Background AM Network Peak
4: Lewis Road & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↕		↗	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	28	64	680	12	36	482
Peak Hour Factor	0.66	0.66	0.79	0.79	0.93	0.93
Hourly flow rate (vph)	47	107	947	17	43	570
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1325	482			964	
vC1, stage 1 conf vol	955					
vC2, stage 2 conf vol	370					
vCu, unblocked vol	1325	482			964	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	80			94	
cM capacity (veh/h)	189	531			710	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	153	631	332	43	285	285
Volume Left	47	0	0	43	0	0
Volume Right	107	0	17	0	0	0
cSH	342	1700	1700	710	1700	1700
Volume to Capacity	0.45	0.37	0.20	0.06	0.17	0.17
Queue Length 95th (ft)	56	0	0	5	0	0
Control Delay (s)	23.8	0.0	0.0	10.4	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	23.8	0.0		0.7		
Approach LOS	C					

Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization		40.5%		ICU Level of Service		A
Analysis Period (min)		15				

Background AM Network Peak
13: Railroad Avenue & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	18	24	718	33	30	512
Peak Hour Factor	0.81	0.81	0.87	0.87	0.91	0.91
Hourly flow rate (vph)	24	33	908	42	36	619
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked	0.95					
vC, conflicting volume	1620	929			950	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1650	929			950	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	90			95	
cM capacity (veh/h)	98	325			723	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	24	33	950	36	619
Volume Left	24	0	0	36	0
Volume Right	0	33	42	0	0
cSH	98	325	1700	723	1700
Volume to Capacity	0.25	0.10	0.56	0.05	0.36
Queue Length 95th (ft)	23	8	0	4	0
Control Delay (s)	53.2	17.3	0.0	10.2	0.0
Lane LOS	F	C		B	
Approach Delay (s)	32.7		0.0	0.6	
Approach LOS	D				

Intersection Summary					
Average Delay			1.3		
Intersection Capacity Utilization		53.8%		ICU Level of Service	A
Analysis Period (min)		15			

Background AM Network Peak
16: San Juan Road & Porter Drive

6/3/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1781	2787	1770	3535		3433	3516	
Flt Permitted	0.72	1.00	1.00		0.75	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1349	1863	1583		1388	2787	1770	3535		3433	3516	
Volume (vph)	36	4	5	34	3	579	2	701	5	252	607	28
Peak-hour factor, PHF	0.86	0.86	0.86	0.82	0.82	0.82	0.84	0.84	0.84	0.82	0.82	0.82
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	46	5	6	46	4	777	3	918	7	338	814	38
RTOR Reduction (vph)	0	0	5	0	0	644	0	0	0	0	2	0
Lane Group Flow (vph)	46	5	1	0	50	133	3	925	0	338	850	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	10.8	10.8	10.8		10.8	10.8	1.4	53.3		13.9	65.8	
Effective Green, g (s)	10.8	10.8	10.8		10.8	10.8	1.4	53.3		13.9	65.8	
Actuated g/C Ratio	0.12	0.12	0.12		0.12	0.12	0.02	0.59		0.15	0.73	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	162	224	190		167	334	28	2094		530	2571	
v/s Ratio Prot							0.00	c0.26		c0.10	0.24	
v/s Ratio Perm	0.03	0.00	0.00		0.04	c0.05						
v/c Ratio	0.28	0.02	0.00		0.30	0.40	0.11	0.44		0.64	0.33	
Uniform Delay, d1	36.1	34.9	34.9		36.1	36.6	43.7	10.1		35.7	4.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.04	1.16		1.00	1.00	
Incremental Delay, d2	1.0	0.0	0.0		1.0	0.8	1.5	0.6		2.5	0.3	
Delay (s)	37.0	35.0	34.9		37.2	37.4	47.0	12.3		38.2	4.6	
Level of Service	D	C	C		D	D	D	B		D	A	
Approach Delay (s)		36.6			37.4			12.5			14.2	
Approach LOS		D			D			B			B	





















Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Background AM Network Peak
23: Matiasevich Lane & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.86		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1609		1770	1593		1770	1859		1770	1834	
Flt Permitted	0.74	1.00		0.74	1.00		0.95	1.00		0.32	1.00	
Satd. Flow (perm)	1374	1609		1384	1593		1770	1859		595	1834	
Volume (vph)	46	2	16	11	1	23	11	678	8	29	509	59
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	58	2	20	14	1	29	14	848	10	36	636	74
RTOR Reduction (vph)	0	18	0	0	26	0	0	0	0	0	2	0
Lane Group Flow (vph)	58	4	0	14	4	0	14	858	0	36	708	0
Turn Type	Perm		Perm			Prot			Perm			
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	7.9	7.9		7.9	7.9		1.5	74.1		68.6	68.6	
Effective Green, g (s)	7.9	7.9		7.9	7.9		1.5	74.1		68.6	68.6	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.02	0.82		0.76	0.76	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	121	141		121	140		30	1531		454	1398	
v/s Ratio Prot		0.00			0.00		0.01	c0.46				0.39
v/s Ratio Perm	c0.04			0.01						0.06		
v/c Ratio	0.48	0.03		0.12	0.03		0.47	0.56		0.08	0.51	
Uniform Delay, d1	39.1	37.5		37.8	37.5		43.9	2.6		2.7	4.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.22	1.70	
Incremental Delay, d2	3.0	0.1		0.4	0.1		11.0	1.5		0.3	1.3	
Delay (s)	42.1	37.6		38.3	37.6		54.9	4.1		3.6	8.3	
Level of Service	D	D		D	D		D	A		A	A	
Approach Delay (s)		40.8			37.8			4.9			8.1	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			8.8			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			55.9%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Background PM Network Peak
16: San Juan Road & Porter Drive

6/3/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Fr't	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1799	2787	1770	3535		3433	3478	
Flt Permitted	0.71	1.00	1.00		0.81	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1314	1863	1583		1501	2787	1770	3535		3433	3478	
Volume (vph)	152	17	20	46	19	425	11	707	6	383	887	116
Peak-hour factor, PHF	0.81	0.81	0.81	0.91	0.91	0.91	0.95	0.95	0.95	0.96	0.96	0.96
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	206	23	27	56	23	514	13	819	7	439	1016	133
RTOR Reduction (vph)	0	0	21	0	0	405	0	1	0	0	8	0
Lane Group Flow (vph)	206	23	6	0	79	109	13	825	0	439	1141	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	16.3	16.3	16.3		16.3	16.3	1.2	34.2		14.5	47.5	
Effective Green, g (s)	16.3	16.3	16.3		16.3	16.3	1.2	34.2		14.5	47.5	
Actuated g/C Ratio	0.21	0.21	0.21		0.21	0.21	0.02	0.44		0.19	0.62	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	278	394	335		318	590	28	1570		646	2146	
v/s Ratio Prot							0.01	c0.23		c0.13	c0.33	
v/s Ratio Perm	c0.16	0.01	0.00		0.05	0.04						
v/c Ratio	0.74	0.06	0.02		0.25	0.18	0.46	0.53		0.68	0.53	
Uniform Delay, d1	28.4	24.2	24.0		25.3	24.9	37.6	15.5		29.1	8.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.2	0.1	0.0		0.4	0.2	11.7	1.3		2.9	0.9	
Delay (s)	38.5	24.3	24.0		25.7	25.0	49.3	16.8		31.9	9.4	
Level of Service	D	C	C		C	C	D	B		C	A	
Approach Delay (s)		35.7			25.1			17.3			15.6	
Approach LOS		D			C			B			B	

Intersection Summary

HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Background PM Network Peak
23: Pajaro School Entrance & Salinas Road

6/3/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	1860		1770	1862	
Flt Permitted	0.98	1.00		0.98	1.00		0.95	1.00		0.35	1.00	
Satd. Flow (perm)	1817	1583		1817	1583		1770	1860		658	1862	
Volume (vph)	9	0	2	8	0	25	5	694	7	14	882	3
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	11	0	2	9	0	29	6	812	8	16	1032	4
RTOR Reduction (vph)	0	2	0	0	28	0	0	0	0	0	0	0
Lane Group Flow (vph)	11	0	0	9	1	0	6	820	0	16	1036	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	4.1	4.1		4.1	4.1		1.4	77.9		72.5	72.5	
Effective Green, g (s)	4.1	4.1		4.1	4.1		1.4	77.9		72.5	72.5	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.02	0.87		0.81	0.81	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	72		83	72		28	1610		530	1500	
v/s Ratio Prot		0.00			0.00		0.00	c0.44				c0.56
v/s Ratio Perm	c0.01			0.00						0.02		
v/c Ratio	0.13	0.00		0.11	0.02		0.21	0.51		0.03	0.69	
Uniform Delay, d1	41.2	41.0		41.2	41.0		43.8	1.5		1.7	3.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.0		0.6	0.1		3.8	1.2		0.1	2.6	
Delay (s)	42.0	41.0		41.8	41.1		47.6	2.6		1.8	6.5	
Level of Service	D	D		D	D		D	A		A	A	
Approach Delay (s)		41.8			41.3			2.9			6.4	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			5.8			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			65.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Background PM Network Peak
4: Lewis Road & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑↑		↘	↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	9	76	615	27	94	701
Peak Hour Factor	0.82	0.82	0.87	0.87	0.88	0.88
Hourly flow rate (vph)	12	102	778	34	118	876
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1468	406			812	
vC1, stage 1 conf vol	795					
vC2, stage 2 conf vol	673					
vCu, unblocked vol	1468	406			812	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	83			86	
cM capacity (veh/h)	171	594			810	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	114	518	293	118	438	438
Volume Left	12	0	0	118	0	0
Volume Right	102	0	34	0	0	0
cSH	471	1700	1700	810	1700	1700
Volume to Capacity	0.24	0.30	0.17	0.14	0.26	0.26
Queue Length 95th (ft)	23	0	0	13	0	0
Control Delay (s)	15.1	0.0	0.0	10.2	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	15.1	0.0		1.2		
Approach LOS	C					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			41.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Background PM Network Peak
13: Railroad Avenue & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↷		↶	↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	22	34	630	17	34	812
Peak Hour Factor	0.84	0.84	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	45	753	20	41	971
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked	0.55					
vC, conflicting volume	1816	763			774	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2493	763			774	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	89			95	
cM capacity (veh/h)	17	404			842	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	29	45	774	41	971	
Volume Left	29	0	0	41	0	
Volume Right	0	45	20	0	0	
cSH	17	404	1700	842	1700	
Volume to Capacity	1.73	0.11	0.46	0.05	0.57	
Queue Length 95th (ft)	103	9	0	4	0	
Control Delay (s)	826.5	15.0	0.0	9.5	0.0	
Lane LOS	F	C		A		
Approach Delay (s)	333.8		0.0	0.4		
Approach LOS	F					
Intersection Summary						
Average Delay			13.4			
Intersection Capacity Utilization			57.0%	ICU Level of Service	B	
Analysis Period (min)			15			

Background AM Station Peak
4: Lewis Road & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑↑		↘	↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	14	31	189	8	24	259
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	37	226	10	29	310
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	443	118			236	
vC1, stage 1 conf vol	231					
vC2, stage 2 conf vol	212					
vCu, unblocked vol	443	118			236	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			98	
cM capacity (veh/h)	448	912			1329	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	54	151	85	29	155	155
Volume Left	17	0	0	29	0	0
Volume Right	37	0	10	0	0	0
cSH	690	1700	1700	1329	1700	1700
Volume to Capacity	0.08	0.09	0.05	0.02	0.09	0.09
Queue Length 95th (ft)	6	0	0	2	0	0
Control Delay (s)	10.7	0.0	0.0	7.8	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	10.7	0.0		0.7		
Approach LOS	B					

Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		22.7%		ICU Level of Service		A
Analysis Period (min)			15			

Background AM Station Peak
13: Railroad Avenue & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↷		↶	↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	12	204	15	37	278
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	14	244	18	44	332
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)					1051	
pX, platoon unblocked						
vC, conflicting volume	674	253			262	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674	253			262	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			97	
cM capacity (veh/h)	406	786			1302	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	5	14	262	44	332
Volume Left	5	0	0	44	0
Volume Right	0	14	18	0	0
cSH	406	786	1700	1302	1700
Volume to Capacity	0.01	0.02	0.15	0.03	0.20
Queue Length 95th (ft)	1	1	0	3	0
Control Delay (s)	14.0	9.7	0.0	7.9	0.0
Lane LOS	B	A		A	
Approach Delay (s)	10.7		0.0	0.9	
Approach LOS	B				

Intersection Summary					
Average Delay			0.8		
Intersection Capacity Utilization			29.5%	ICU Level of Service	A
Analysis Period (min)			15		

Background AM Station Peak
16: San Juan Road & Salinas Road

6/3/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88		0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00		0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1781	2787		3530		3433	3528	
Flt Permitted	0.75	1.00	1.00		0.77	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	1395	1863	1583		1441	2787		3530		3433	3528	
Volume (vph)	11	2	4	10	1	208	0	249	4	137	399	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	13	2	5	12	1	249	0	298	5	164	477	10
RTOR Reduction (vph)	0	0	4	0	0	221	0	1	0	0	1	0
Lane Group Flow (vph)	13	2	1	0	13	28	0	302	0	164	486	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	6.5	6.5	6.5		6.5	6.5		31.4		6.9	42.3	
Effective Green, g (s)	6.5	6.5	6.5		6.5	6.5		31.4		6.9	42.3	
Actuated g/C Ratio	0.11	0.11	0.11		0.11	0.11		0.55		0.12	0.74	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	160	213	181		165	319		1951		417	2627	
v/s Ratio Prot								0.09		c0.05	c0.14	
v/s Ratio Perm	0.01	0.00	0.00		0.01	c0.01						
v/c Ratio	0.08	0.01	0.00		0.08	0.09		0.15		0.39	0.19	
Uniform Delay, d1	22.5	22.3	22.3		22.5	22.5		6.2		23.0	2.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0	0.0		0.2	0.1		0.2		0.6	0.2	
Delay (s)	22.7	22.3	22.3		22.7	22.6		6.4		23.6	2.3	
Level of Service	C	C	C		C	C		A		C	A	
Approach Delay (s)		22.6			22.6			6.4			7.7	
Approach LOS		C			C			A			A	





















Intersection Summary

HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	56.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group
























Background AM Station Peak
25: Pajaro School & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Frt				1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1583		1770	1857		1770	1862	
Flt Permitted				1.00	1.00		0.95	1.00		0.61	1.00	
Satd. Flow (perm)				1863	1583		1770	1857		1133	1862	
Volume (vph)	0	0	0	8	0	17	1	198	4	32	334	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	0	0	0	10	0	20	1	237	5	38	399	1
RTOR Reduction (vph)	0	0	0	0	19	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	10	1	0	1	242	0	38	400	0
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)				2.8	2.8		1.2	79.2		74.0	74.0	
Effective Green, g (s)				2.8	2.8		1.2	79.2		74.0	74.0	
Actuated g/C Ratio				0.03	0.03		0.01	0.88		0.82	0.82	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				58	49		24	1634		932	1531	
v/s Ratio Prot					0.00		0.00	c0.13			c0.21	
v/s Ratio Perm				c0.01						0.03		
v/c Ratio				0.17	0.01		0.04	0.15		0.04	0.26	
Uniform Delay, d1				42.5	42.3		43.8	0.7		1.5	1.8	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				1.4	0.1		0.7	0.2		0.1	0.4	
Delay (s)				43.9	42.4		44.5	0.9		1.6	2.2	
Level of Service				D	D		D	A		A	A	
Approach Delay (s)		0.0			42.9			1.1			2.2	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM Average Control Delay			3.5		HCM Level of Service						A	
HCM Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			36.1%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

Background PM Station Peak
16: San Juan Rd & Porter Drive





















6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1803	2787	1770	3524		3433	3408	
Flt Permitted	0.70	1.00	1.00		0.81	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1311	1863	1583		1516	2787	1770	3524		3433	3408	
Volume (vph)	215	36	19	45	23	299	11	612	18	307	738	242
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	257	43	23	54	28	358	13	732	22	367	882	289
RTOR Reduction (vph)	0	0	17	0	0	271	0	2	0	0	25	0
Lane Group Flow (vph)	257	43	6	0	82	87	13	752	0	367	1146	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	21.8	21.8	21.8		21.8	21.8	0.8	42.0		14.2	55.4	
Effective Green, g (s)	21.8	21.8	21.8		21.8	21.8	0.8	42.0		14.2	55.4	
Actuated g/C Ratio	0.24	0.24	0.24		0.24	0.24	0.01	0.47		0.16	0.62	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	318	451	383		367	675	16	1645		542	2098	
v/s Ratio Prot							0.01	c0.21		c0.11	c0.34	
v/s Ratio Perm	c0.20	0.02	0.00		0.05	0.03						
v/c Ratio	0.81	0.10	0.01		0.22	0.13	0.81	0.46		0.68	0.55	
Uniform Delay, d1	32.1	26.5	25.9		27.3	26.7	44.5	16.3		35.7	10.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00	0.95	0.92		1.00	1.00	
Incremental Delay, d2	14.0	0.1	0.0		0.3	0.1	123.3	0.8		3.3	1.0	
Delay (s)	46.1	26.5	25.9		27.6	26.8	165.8	15.8		39.1	11.0	
Level of Service	D	C	C		C	C	F	B		D	B	
Approach Delay (s)		42.1			26.9			18.4			17.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay			21.8		HCM Level of Service						C	
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			64.0%		ICU Level of Service					C		
Analysis Period (min)			15									

c Critical Lane Group

Background PM Station Peak
23: Pajaro School & Salinas

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85			1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583			1861		1770	1862	
Flt Permitted	1.00	1.00		1.00	1.00			1.00		0.33	1.00	
Satd. Flow (perm)	1863	1583		1863	1583			1861		607	1862	
Volume (vph)	5	0	3	6	0	28	0	690	3	29	739	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	6	0	4	7	0	33	0	825	4	35	884	1
RTOR Reduction (vph)	0	4	0	0	32	0	0	0	0	0	0	0
Lane Group Flow (vph)	6	0	0	7	1	0	0	829	0	35	885	0
Turn Type	Perm		Perm		Prot		Perm					
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	3.9	3.9		3.9	3.9			78.1		78.1	78.1	
Effective Green, g (s)	3.9	3.9		3.9	3.9			78.1		78.1	78.1	
Actuated g/C Ratio	0.04	0.04		0.04	0.04			0.87		0.87	0.87	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	81	69		81	69			1615		527	1616	
v/s Ratio Prot		0.00			0.00			0.45			c0.48	
v/s Ratio Perm	0.00			c0.00						0.06		
v/c Ratio	0.07	0.00		0.09	0.02			0.51		0.07	0.55	
Uniform Delay, d1	41.3	41.2		41.3	41.2			1.4		0.8	1.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.87	3.52	
Incremental Delay, d2	0.4	0.0		0.5	0.1			1.2		0.2	1.2	
Delay (s)	41.7	41.2		41.8	41.3			2.6		1.8	6.5	
Level of Service	D	D		D	D			A		A	A	
Approach Delay (s)		41.5			41.4			2.6			6.3	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			5.6			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			55.0%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Background PM Station Peak
4: Lewis Road & Salinas

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑↑		↘	↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	53	540	16	70	584
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	63	646	19	84	698
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1172	332			665	
vC1, stage 1 conf vol	655					
vC2, stage 2 conf vol	517					
vCu, unblocked vol	1172	332			665	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	90			91	
cM capacity (veh/h)	225	663			920	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	84	430	234	84	349	349
Volume Left	20	0	0	84	0	0
Volume Right	63	0	19	0	0	0
cSH	451	1700	1700	920	1700	1700
Volume to Capacity	0.19	0.25	0.14	0.09	0.21	0.21
Queue Length 95th (ft)	17	0	0	7	0	0
Control Delay (s)	14.8	0.0	0.0	9.3	0.0	0.0
Lane LOS	B		A			
Approach Delay (s)	14.8	0.0		1.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			35.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Background PM Station Peak
13: Railroad Avenue & Porter Drive

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	20	554	18	29	637
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	24	662	22	35	762
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked	1.00					
vC, conflicting volume	1504	673			684	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1506	673			684	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	95			96	
cM capacity (veh/h)	128	455			909	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	8	24	684	35	762	
Volume Left	8	0	0	35	0	
Volume Right	0	24	22	0	0	
cSH	128	455	1700	909	1700	
Volume to Capacity	0.07	0.05	0.40	0.04	0.45	
Queue Length 95th (ft)	5	4	0	3	0	
Control Delay (s)	35.2	13.3	0.0	9.1	0.0	
Lane LOS	E	B		A		
Approach Delay (s)	19.0		0.0	0.4		
Approach LOS	C					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			46.9%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↷		↶	↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	18	24	713	33	30	506
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	29	852	39	36	605
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						1051
pX, platoon unblocked	0.96					
vC, conflicting volume	1549	872			892	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1573	872			892	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	92			95	
cM capacity (veh/h)	111	350			760	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	22	29	892	36	605
Volume Left	22	0	0	36	0
Volume Right	0	29	39	0	0
cSH	111	350	1700	760	1700
Volume to Capacity	0.19	0.08	0.52	0.05	0.36
Queue Length 95th (ft)	17	7	0	4	0
Control Delay (s)	45.3	16.2	0.0	10.0	0.0
Lane LOS	E	C		A	
Approach Delay (s)	28.7		0.0	0.6	
Approach LOS	D				

Intersection Summary					
Average Delay			1.1		
Intersection Capacity Utilization			53.5%	ICU Level of Service	A
Analysis Period (min)			15		

Project AM Network Peak Long-Term
23: Driveway 1 & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	1	1	819	0	0	577
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	890	0	0	627
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)	915					
pX, platoon unblocked	0.77	0.77			0.77	
vC, conflicting volume	1517	890			890	
vC1, stage 1 conf vol	890					
vC2, stage 2 conf vol	627					
vCu, unblocked vol	1674	857			857	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	161	274			602	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	1	1	890	0	627
Volume Left	1	0	0	0	0
Volume Right	0	1	0	0	0
cSH	161	274	1700	1700	1700
Volume to Capacity	0.01	0.00	0.52	0.00	0.37
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	27.5	18.2	0.0	0.0	0.0
Lane LOS	D	C			
Approach Delay (s)	22.8		0.0	0.0	
Approach LOS	C				

Intersection Summary					
Average Delay			0.0		
Intersection Capacity Utilization			53.1%	ICU Level of Service	A
Analysis Period (min)			15		

Project AM Network Peak Long-Term
 25: Driveway 2 & Salinas Road

6/3/2011

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖		↗	↖
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	1	818	0	0	578
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	889	0	0	628
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)	530					
pX, platoon unblocked	0.78	0.78			0.78	
vC, conflicting volume	1517	889			889	
vC1, stage 1 conf vol	889					
vC2, stage 2 conf vol	628					
vCu, unblocked vol	1662	858			858	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	163	279			612	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	1	889	0	628		
Volume Left	0	0	0	0		
Volume Right	1	0	0	0		
cSH	279	1700	1700	1700		
Volume to Capacity	0.00	0.52	0.00	0.37		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	18.0	0.0	0.0	0.0		
Lane LOS	C					
Approach Delay (s)	18.0	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		53.1%		ICU Level of Service	A	
Analysis Period (min)		15				

Project AM Network Peak Long-Term
4: Lewis Road & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗	↘	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Fr _t	0.91		1.00	0.85	1.00	1.00
Fl _t Protected	0.99		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1662		1863	1583	1770	1863
Fl _t Permitted	0.99		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1662		1863	1583	1770	1863
Volume (vph)	28	64	680	12	36	489
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	33	77	813	14	43	585
RTOR Reduction (vph)	71	0	0	3	0	0
Lane Group Flow (vph)	39	0	813	11	43	585
Turn Type				Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases				2		
Actuated Green, G (s)	7.2		71.7	71.7	4.0	79.7
Effective Green, g (s)	7.2		71.7	71.7	4.0	79.7
Actuated g/C Ratio	0.08		0.76	0.76	0.04	0.84
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	126		1408	1196	75	1565
v/s Ratio Prot	c0.02		c0.44		c0.02	0.31
v/s Ratio Perm				0.01		
v/c Ratio	0.31		0.58	0.01	0.57	0.37
Uniform Delay, d ₁	41.5		5.0	2.9	44.6	1.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d ₂	1.4		1.7	0.0	10.2	0.7
Delay (s)	42.9		6.8	2.9	54.8	2.5
Level of Service	D		A	A	D	A
Approach Delay (s)	42.9		6.7			6.0
Approach LOS	D		A			A






















Intersection Summary

HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	94.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group





















Project AM Network Peak Long-Term
16: San Juan Road & Porter Drive

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1782	2787	1770	3536		3433	3516	
Flt Permitted	0.73	1.00	1.00		0.75	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1356	1863	1583		1391	2787	1770	3536		3433	3516	
Volume (vph)	36	4	5	34	3	579	2	750	5	252	607	28
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	43	5	6	41	4	692	2	897	6	301	726	33
RTOR Reduction (vph)	0	0	5	0	0	604	0	0	0	0	2	0
Lane Group Flow (vph)	43	5	1	0	45	88	2	903	0	301	757	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	8.7	8.7	8.7		8.7	8.7	1.0	36.6		10.8	46.4	
Effective Green, g (s)	8.7	8.7	8.7		8.7	8.7	1.0	36.6		10.8	46.4	
Actuated g/C Ratio	0.13	0.13	0.13		0.13	0.13	0.01	0.54		0.16	0.68	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	173	238	202		178	356	26	1900		544	2396	
v/s Ratio Prot							0.00	c0.26		c0.09	0.22	
v/s Ratio Perm	0.03	0.00	0.00		c0.03	0.03						
v/c Ratio	0.25	0.02	0.00		0.25	0.25	0.08	0.48		0.55	0.32	
Uniform Delay, d1	26.8	26.0	25.9		26.8	26.8	33.1	9.8		26.4	4.4	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.0	0.0		0.8	0.4	1.3	0.9		1.2	0.3	
Delay (s)	27.5	26.0	25.9		27.5	27.1	34.4	10.6		27.6	4.8	
Level of Service	C	C	C		C	C	C	B		C	A	
Approach Delay (s)		27.2			27.1			10.7			11.3	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			15.6		HCM Level of Service						B	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			68.1		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			58.6%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

Project AM Network Peak Long-Term
27: Pajaro School Entrance & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.86		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1610		1770	1593		1770	1860		1770	1834	
Flt Permitted	0.74	1.00		0.74	1.00		0.95	1.00		0.32	1.00	
Satd. Flow (perm)	1375	1610		1385	1593		1770	1860		591	1834	
Volume (vph)	46	2	16	11	1	23	11	717	8	29	509	59
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	55	2	19	13	1	28	13	857	10	35	609	71
RTOR Reduction (vph)	0	17	0	0	26	0	0	0	0	0	2	0
Lane Group Flow (vph)	55	4	0	13	3	0	13	867	0	35	678	0
Turn Type	Perm		Perm			Prot			Perm			
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	8.5	8.5		8.5	8.5		1.8	84.8		79.0	79.0	
Effective Green, g (s)	8.5	8.5		8.5	8.5		1.8	84.8		79.0	79.0	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.02	0.84		0.78	0.78	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	115	135		116	134		31	1557		461	1430	
v/s Ratio Prot		0.00			0.00		0.01	c0.47				0.37
v/s Ratio Perm	c0.04			0.01						0.06		
v/c Ratio	0.48	0.03		0.11	0.02		0.42	0.56		0.08	0.47	
Uniform Delay, d1	44.3	42.6		42.9	42.6		49.2	2.5		2.6	3.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	0.1		0.4	0.1		8.9	1.4		0.3	1.1	
Delay (s)	47.4	42.7		43.3	42.7		58.2	4.0		2.9	5.0	
Level of Service	D	D		D	D		E	A		A	A	
Approach Delay (s)		46.1			42.9			4.8			4.9	
Approach LOS		D			D			A			A	











Intersection Summary

HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	101.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Project PM Network Peak Long-Term
4: Lewis Road & Salinas Road

6/3/2011

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.88		0.99		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1630		1852		1770	1863
Flt Permitted	0.99		1.00		0.95	1.00
Satd. Flow (perm)	1630		1852		1770	1863
Volume (vph)	9	76	615	27	94	701
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	11	91	735	32	112	838
RTOR Reduction (vph)	83	0	2	0	0	0
Lane Group Flow (vph)	19	0	765	0	112	838
Turn Type					Prot	
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	6.2		42.6		8.2	54.8
Effective Green, g (s)	6.2		42.6		8.2	54.8
Actuated g/C Ratio	0.09		0.62		0.12	0.79
Clearance Time (s)	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	146		1143		210	1480
v/s Ratio Prot	c0.01		c0.41		0.06	c0.45
v/s Ratio Perm						
v/c Ratio	0.13		0.67		0.53	0.57
Uniform Delay, d1	28.9		8.6		28.6	2.7
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.4		1.5		2.6	0.5
Delay (s)	29.3		10.1		31.2	3.2
Level of Service	C		B		C	A
Approach Delay (s)	29.3		10.1			6.5
Approach LOS	C		B			A
Intersection Summary						
HCM Average Control Delay			9.3		HCM Level of Service	A
HCM Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			69.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			58.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						





















Project PM Network Peak Long-Term
16: San Juan Road & Porter Drive

6/3/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95		
Fr _t	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98		
Fl _t Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	1863	1583		1799	2787	1770	3535		3433	3478		
Fl _t Permitted	0.71	1.00	1.00		0.80	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1316	1863	1583		1498	2787	1770	3535		3433	3478		
Volume (vph)	152	17	20	46	19	425	11	778	6	383	976	116	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	100%	110%	110%	100%	110%	
Adj. Flow (vph)	182	20	24	55	23	508	13	846	7	458	1061	139	
RTOR Reduction (vph)	0	0	19	0	0	409	0	1	0	0	8	0	
Lane Group Flow (vph)	182	20	5	0	78	99	13	852	0	458	1192	0	
Turn Type	custom		custom	Perm		Perm	Prot			Prot			
Protected Phases					8		5	2		1	6		
Permitted Phases	4	4	4	8		8							
Actuated Green, G (s)	15.3	15.3	15.3		15.3	15.3	1.4	36.8		14.6	50.0		
Effective Green, g (s)	15.3	15.3	15.3		15.3	15.3	1.4	36.8		14.6	50.0		
Actuated g/C Ratio	0.19	0.19	0.19		0.19	0.19	0.02	0.47		0.19	0.64		
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	256	362	308		291	542	31	1653		637	2210		
v/s Ratio Prot							0.01	c0.24		c0.13	c0.34		
v/s Ratio Perm	c0.14	0.01	0.00		0.05	0.04							
v/c Ratio	0.71	0.06	0.02		0.27	0.18	0.42	0.52		0.72	0.54		
Uniform Delay, d ₁	29.6	25.8	25.6		26.9	26.5	38.2	14.7		30.1	8.0		
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d ₂	9.0	0.1	0.0		0.5	0.2	8.9	1.2		3.9	0.9		
Delay (s)	38.6	25.9	25.6		27.4	26.6	47.2	15.9		34.0	8.9		
Level of Service	D	C	C		C	C	D	B		C	A		
Approach Delay (s)		36.1			26.7			16.3			15.8		
Approach LOS		D			C			B			B		
Intersection Summary													
HCM Average Control Delay			19.3		HCM Level of Service						B		
HCM Volume to Capacity ratio			0.59										
Actuated Cycle Length (s)			78.7		Sum of lost time (s)					8.0			
Intersection Capacity Utilization			60.3%		ICU Level of Service					B			
Analysis Period (min)			15										
c Critical Lane Group													

Project PM Network Peak Long-Term
27: Pajaro School Entrance & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	1860		1770	1862	
Flt Permitted	0.87	1.00		0.87	1.00		0.95	1.00		0.29	1.00	
Satd. Flow (perm)	1620	1583		1620	1583		1770	1860		533	1862	
Volume (vph)	9	0	2	8	0	25	5	814	7	14	800	3
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	11	0	2	10	0	30	6	973	8	17	957	4
RTOR Reduction (vph)	0	2	0	0	29	0	0	0	0	0	0	0
Lane Group Flow (vph)	11	0	0	10	1	0	6	981	0	17	961	0
Turn Type	Perm		Perm			Prot		Perm				
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	4.6	4.6		4.6	4.6		1.0	96.9		91.9	91.9	
Effective Green, g (s)	4.6	4.6		4.6	4.6		1.0	96.9		91.9	91.9	
Actuated g/C Ratio	0.04	0.04		0.04	0.04		0.01	0.88		0.84	0.84	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	68	67		68	67		16	1646		447	1563	
v/s Ratio Prot		0.00			0.00		0.00	c0.53			c0.52	
v/s Ratio Perm	c0.01			0.01						0.03		
v/c Ratio	0.16	0.00		0.15	0.02		0.38	0.60		0.04	0.61	
Uniform Delay, d1	50.6	50.2		50.6	50.3		53.9	1.5		1.5	2.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.0		1.0	0.1		14.1	1.6		0.2	1.8	
Delay (s)	51.7	50.3		51.6	50.4		68.1	3.1		1.6	4.7	
Level of Service	D	D		D	D		E	A		A	A	
Approach Delay (s)		51.5			50.7			3.5			4.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	5.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	109.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group













Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕		↙	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	22	34	793	17	34	776
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	41	948	20	41	928
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked	0.72					
vC, conflicting volume	1967	958			968	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2335	958			968	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	5	87			94	
cM capacity (veh/h)	28	312			711	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	26	41	968	41	928	
Volume Left	26	0	0	41	0	
Volume Right	0	41	20	0	0	
cSH	28	312	1700	711	1700	
Volume to Capacity	0.95	0.13	0.57	0.06	0.55	
Queue Length 95th (ft)	76	11	0	5	0	
Control Delay (s)	360.8	18.3	0.0	10.4	0.0	
Lane LOS	F	C		B		
Approach Delay (s)	152.8		0.0	0.4		
Approach LOS	F					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			57.0%	ICU Level of Service	B	
Analysis Period (min)			15			












Project PM Network Peak Long-Term
23: Driveway 1 & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	16	66	825	1	20	858
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	72	897	1	22	933
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)	915					
pX, platoon unblocked	0.70	0.70			0.70	
vC, conflicting volume	1873	897			898	
vC1, stage 1 conf vol	897					
vC2, stage 2 conf vol	976					
vCu, unblocked vol	2253	853			853	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	71			96	
cM capacity (veh/h)	118	250			548	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	17	72	898	22	933	
Volume Left	17	0	0	22	0	
Volume Right	0	72	1	0	0	
cSH	118	250	1700	548	1700	
Volume to Capacity	0.15	0.29	0.53	0.04	0.55	
Queue Length 95th (ft)	12	29	0	3	0	
Control Delay (s)	40.6	25.1	0.0	11.8	0.0	
Lane LOS	E	D		B		
Approach Delay (s)	28.1		0.0	0.3		
Approach LOS	D					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			55.2%		ICU Level of Service	B
Analysis Period (min)			15			

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	66	760	1	0	874
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	72	826	1	0	950
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)	540					
pX, platoon unblocked	0.71	0.71			0.71	
vC, conflicting volume	1777	827			827	
vC1, stage 1 conf vol	827					
vC2, stage 2 conf vol	950					
vCu, unblocked vol	2100	754			755	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	75			100	
cM capacity (veh/h)	133	289			604	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	72	827	0	950		
Volume Left	0	0	0	0		
Volume Right	72	1	0	0		
cSH	289	1700	1700	1700		
Volume to Capacity	0.25	0.49	0.00	0.56		
Queue Length 95th (ft)	24	0	0	0		
Control Delay (s)	21.5	0.0	0.0	0.0		
Lane LOS	C					
Approach Delay (s)	21.5	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			50.8%	ICU Level of Service	A	
Analysis Period (min)			15			

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	12	212	15	37	514
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	14	253	18	44	615
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						1051
pX, platoon unblocked	1.00					
vC, conflicting volume	965	262			271	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	965	262			271	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			97	
cM capacity (veh/h)	273	776			1292	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	5	14	271	44	615	
Volume Left	5	0	0	44	0	
Volume Right	0	14	18	0	0	
cSH	273	776	1700	1292	1700	
Volume to Capacity	0.02	0.02	0.16	0.03	0.36	
Queue Length 95th (ft)	1	1	0	3	0	
Control Delay (s)	18.4	9.7	0.0	7.9	0.0	
Lane LOS	C	A		A		
Approach Delay (s)	11.9		0.0	0.5		
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			39.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Project AM Station Peak Long-Term
 23: Driveway 1 & Salinas Road

6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↷		↶	↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	4	20	230	16	262	307
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	22	250	17	285	334
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh	0					
Upstream signal (ft)	890					
pX, platoon unblocked						
vC, conflicting volume	1162	259			267	
vC1, stage 1 conf vol	259					
vC2, stage 2 conf vol	903					
vCu, unblocked vol	1162	259			267	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	97			78	
cM capacity (veh/h)	192	780			1296	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	4	22	267	285	334
Volume Left	4	0	0	285	0
Volume Right	0	22	17	0	0
cSH	192	780	1700	1296	1700
Volume to Capacity	0.02	0.03	0.16	0.22	0.20
Queue Length 95th (ft)	2	2	0	21	0
Control Delay (s)	24.2	9.7	0.0	8.6	0.0
Lane LOS	C	A		A	
Approach Delay (s)	12.2		0.0	3.9	
Approach LOS	B				

Intersection Summary					
Average Delay			3.0		
Intersection Capacity Utilization			40.9%	ICU Level of Service	A
Analysis Period (min)			15		

Project AM Station Peak Long-Term
25: Driveway 2 & Salinas Road

6/3/2011













Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖		↖	↗
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	20	226	16	0	311
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	22	246	17	0	338
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)			510			
pX, platoon unblocked	1.00	1.00			1.00	
vC, conflicting volume	592	254			263	
vC1, stage 1 conf vol	254					
vC2, stage 2 conf vol	338					
vCu, unblocked vol	592	254			263	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	415	784			1301	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	22	263	0	338
Volume Left	0	0	0	0
Volume Right	22	17	0	0
cSH	784	1700	1700	1700
Volume to Capacity	0.03	0.15	0.00	0.20
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.7	0.0	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		22.9%	ICU Level of Service A
Analysis Period (min)		15	






















Project AM Station Peak Long-Term
4: Lewis Road & Salinas Road

6/3/2011

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.91		0.99		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1664		1852		1770	1863
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1664		1852		1770	1863
Volume (vph)	14	31	189	8	24	259
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	17	37	226	10	29	310
RTOR Reduction (vph)	36	0	1	0	0	0
Lane Group Flow (vph)	18	0	235	0	29	310
Turn Type					Prot	
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	2.2		46.8		2.1	52.9
Effective Green, g (s)	2.2		46.8		2.1	52.9
Actuated g/C Ratio	0.03		0.74		0.03	0.84
Clearance Time (s)	4.0		4.0		4.0	4.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	58		1374		59	1562
v/s Ratio Prot	c0.01		0.13		c0.02	c0.17
v/s Ratio Perm						
v/c Ratio	0.32		0.17		0.49	0.20
Uniform Delay, d1	29.7		2.4		30.0	1.0
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	3.1		0.1		6.3	0.1
Delay (s)	32.8		2.5		36.3	1.1
Level of Service	C		A		D	A
Approach Delay (s)	32.8		2.5			4.1
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay			5.9		HCM Level of Service	A
HCM Volume to Capacity ratio			0.22			
Actuated Cycle Length (s)			63.1		Sum of lost time (s)	12.0
Intersection Capacity Utilization			28.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Project AM Station Peak Long-Term
16: San Juan Road & Porter Drive





















6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88		0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00		0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1781	2787		3530		3433	3528	
Flt Permitted	0.75	1.00	1.00		0.77	1.00		1.00		0.95	1.00	
Satd. Flow (perm)	1395	1863	1583		1441	2787		3530		3433	3528	
Volume (vph)	11	2	4	10	1	208	0	274	4	137	439	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	100%	110%	110%	100%	110%
Adj. Flow (vph)	13	2	5	12	1	249	0	298	5	164	477	10
RTOR Reduction (vph)	0	0	4	0	0	221	0	1	0	0	1	0
Lane Group Flow (vph)	13	2	1	0	13	28	0	302	0	164	486	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	6.5	6.5	6.5		6.5	6.5		31.4		6.9	42.3	
Effective Green, g (s)	6.5	6.5	6.5		6.5	6.5		31.4		6.9	42.3	
Actuated g/C Ratio	0.11	0.11	0.11		0.11	0.11		0.55		0.12	0.74	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	160	213	181		165	319		1951		417	2627	
v/s Ratio Prot								0.09		c0.05	c0.14	
v/s Ratio Perm	0.01	0.00	0.00		0.01	c0.01						
v/c Ratio	0.08	0.01	0.00		0.08	0.09		0.15		0.39	0.19	
Uniform Delay, d1	22.5	22.3	22.3		22.5	22.5		6.2		23.0	2.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.0	0.0		0.2	0.1		0.2		0.6	0.2	
Delay (s)	22.7	22.3	22.3		22.7	22.6		6.4		23.6	2.3	
Level of Service	C	C	C		C	C		A		C	A	
Approach Delay (s)		22.6			22.6			6.4			7.7	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			10.8				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.20									
Actuated Cycle Length (s)			56.8				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			33.1%				ICU Level of Service		A			
Analysis Period (min)			15									

c Critical Lane Group

Project AM Station Peak Long-Term
 27: Pajaro School Entrance & Salinas Road

6/3/2011

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor				1.00	1.00		1.00	1.00		1.00	1.00		
Frt				1.00	0.85		1.00	1.00		1.00	1.00		
Flt Protected				0.95	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)				1770	1583		1770	1858		1770	1862		
Flt Permitted				1.00	1.00		0.95	1.00		0.59	1.00		
Satd. Flow (perm)				1863	1583		1770	1858		1108	1862		
Volume (vph)	0	0	0	8	0	17	1	219	4	32	543	1	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	
Adj. Flow (vph)	0	0	0	10	0	20	1	262	5	38	649	1	
RTOR Reduction (vph)	0	0	0	0	19	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	10	1	0	1	267	0	38	650	0	
Turn Type	Perm			Perm			Prot			Perm			
Protected Phases		4			8		5	2				6	
Permitted Phases	4			8						6			
Actuated Green, G (s)				3.5	3.5		1.7	100.7		95.0	95.0		
Effective Green, g (s)				3.5	3.5		1.7	100.7		95.0	95.0		
Actuated g/C Ratio				0.03	0.03		0.02	0.90		0.85	0.85		
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0		
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)				58	49		27	1668		938	1577		
v/s Ratio Prot					0.00		0.00	c0.14				c0.35	
v/s Ratio Perm				c0.01						0.03			
v/c Ratio				0.17	0.01		0.04	0.16		0.04	0.41		
Uniform Delay, d1				52.9	52.7		54.4	0.7		1.4	2.0		
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2				1.4	0.1		0.6	0.2		0.1	0.8		
Delay (s)				54.4	52.8		55.0	0.9		1.4	2.8		
Level of Service				D	D		E	A		A	A		
Approach Delay (s)		0.0			53.3			1.1			2.7		
Approach LOS		A			D			A			A		
Intersection Summary													
HCM Average Control Delay			3.8	HCM Level of Service						A			
HCM Volume to Capacity ratio			0.40										
Actuated Cycle Length (s)			112.2	Sum of lost time (s)						12.0			
Intersection Capacity Utilization			41.5%	ICU Level of Service						A			
Analysis Period (min)			15										
c Critical Lane Group													

Project PM Station Peak Long-Term
4: Lewis Road & Salinas Road






















6/3/2011



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗	↘	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.90		1.00	0.85	1.00	1.00
Flt Protected	0.99		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1652		1863	1583	1770	1863
Flt Permitted	0.99		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1652		1863	1583	1770	1863
Volume (vph)	17	53	540	16	70	584
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	20	63	646	19	84	698
RTOR Reduction (vph)	58	0	0	7	0	0
Lane Group Flow (vph)	25	0	646	12	84	698
Turn Type				Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases				2		
Actuated Green, G (s)	5.3		45.2	45.2	6.6	55.8
Effective Green, g (s)	5.3		45.2	45.2	6.6	55.8
Actuated g/C Ratio	0.08		0.65	0.65	0.10	0.81
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	127		1219	1035	169	1504
v/s Ratio Prot	c0.02		c0.35		0.05	c0.37
v/s Ratio Perm				0.01		
v/c Ratio	0.20		0.53	0.01	0.50	0.46
Uniform Delay, d1	29.9		6.3	4.2	29.7	2.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		0.4	0.0	2.3	0.2
Delay (s)	30.7		6.7	4.2	32.0	2.3
Level of Service	C		A	A	C	A
Approach Delay (s)	30.7		6.7			5.5
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay			7.4		HCM Level of Service	A
HCM Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			69.1		Sum of lost time (s)	12.0
Intersection Capacity Utilization			50.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Project PM Station Peak Long-Term
16: San Juan Road & Porter Drive

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	0.88	1.00	0.95		0.97	0.95	
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		1803	2787	1770	3527		3433	3401	
Flt Permitted	0.70	1.00	1.00		0.81	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1311	1863	1583		1517	2787	1770	3527		3433	3401	
Volume (vph)	215	36	19	45	23	299	11	773	18	307	688	242
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	257	43	23	54	28	358	13	924	22	367	823	289
RTOR Reduction (vph)	0	0	17	0	0	0	0	2	0	0	31	0
Lane Group Flow (vph)	257	43	6	0	82	358	13	944	0	367	1081	0
Turn Type	custom		custom	Perm		Perm	Prot			Prot		
Protected Phases					8		5	2		1	6	
Permitted Phases	4	4	4	8		8						
Actuated Green, G (s)	19.9	19.9	19.9		19.9	19.9	0.7	37.8		12.7	49.8	
Effective Green, g (s)	19.9	19.9	19.9		19.9	19.9	0.7	37.8		12.7	49.8	
Actuated g/C Ratio	0.24	0.24	0.24		0.24	0.24	0.01	0.46		0.15	0.60	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	317	450	382		366	673	15	1618		529	2055	
v/s Ratio Prot							0.01	c0.27		c0.11	0.32	
v/s Ratio Perm	c0.20	0.02	0.00		0.05	0.13						
v/c Ratio	0.81	0.10	0.01		0.22	0.53	0.87	0.58		0.69	0.53	
Uniform Delay, d1	29.5	24.3	23.8		25.1	27.2	40.8	16.5		33.0	9.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.5	0.1	0.0		0.3	0.8	162.9	1.5		3.9	1.0	
Delay (s)	43.9	24.4	23.8		25.4	28.0	203.7	18.0		36.9	10.4	
Level of Service	D	C	C		C	C	F	B		D	B	
Approach Delay (s)		39.9			27.5			20.5			17.0	
Approach LOS		D			C			C			B	





















Intersection Summary

HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Project PM Station Peak Long-Term
 27: Pajaro School Entrance & Salinas Road

6/3/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85			1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583			1862		1770	1862	
Flt Permitted	1.00	1.00		1.00	1.00			1.00		0.26	1.00	
Satd. Flow (perm)	1863	1583		1863	1583			1862		487	1862	
Volume (vph)	5	0	3	6	0	28	0	828	3	29	673	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	6	0	4	7	0	33	0	990	4	35	805	1
RTOR Reduction (vph)	0	4	0	0	32	0	0	0	0	0	0	0
Lane Group Flow (vph)	6	0	0	7	1	0	0	994	0	35	806	0
Turn Type	Perm		Perm			Prot			Perm			
Protected Phases		4			8		5	2				6
Permitted Phases	4			8						6		
Actuated Green, G (s)	3.9	3.9		3.9	3.9			78.1		78.1	78.1	
Effective Green, g (s)	3.9	3.9		3.9	3.9			78.1		78.1	78.1	
Actuated g/C Ratio	0.04	0.04		0.04	0.04			0.87		0.87	0.87	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	81	69		81	69			1616		423	1616	
v/s Ratio Prot		0.00			0.00			c0.53				0.43
v/s Ratio Perm	0.00			c0.00						0.07		
v/c Ratio	0.07	0.00		0.09	0.02			0.62		0.08	0.50	
Uniform Delay, d1	41.3	41.2		41.3	41.2			1.7		0.8	1.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.0		0.5	0.1			1.8		0.4	1.1	
Delay (s)	41.7	41.2		41.8	41.3			3.4		1.2	2.5	
Level of Service	D	D		D	D			A		A	A	
Approach Delay (s)		41.5			41.4			3.4			2.4	
Approach LOS		D			D			A			A	

Intersection Summary











HCM Average Control Delay	4.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↘		↙	↗
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	20	892	18	29	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	24	970	20	35	781
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	1051					
pX, platoon unblocked	0.99					
vC, conflicting volume	1829	979			989	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1840	979			989	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	92			95	
cM capacity (veh/h)	78	303			699	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	8	24	989	35	781	
Volume Left	8	0	0	35	0	
Volume Right	0	24	20	0	0	
cSH	78	303	1700	699	1700	
Volume to Capacity	0.11	0.08	0.58	0.05	0.46	
Queue Length 95th (ft)	9	6	0	4	0	
Control Delay (s)	56.8	17.9	0.0	10.4	0.0	
Lane LOS	F	C		B		
Approach Delay (s)	28.0		0.0	0.4		
Approach LOS	D					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			58.0%	ICU Level of Service	B	
Analysis Period (min)			15			

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↕		↗	↘
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	32	131	779	2	40	687
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	142	847	2	43	747
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	0					
Upstream signal (ft)	915					
pX, platoon unblocked	0.79	0.79			0.79	
vC, conflicting volume	1682	848			849	
vC1, stage 1 conf vol	848					
vC2, stage 2 conf vol	834					
vCu, unblocked vol	1859	808			810	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	53			93	
cM capacity (veh/h)	146	302			647	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	35	142	849	43	747	
Volume Left	35	0	0	43	0	
Volume Right	0	142	2	0	0	
cSH	146	302	1700	647	1700	
Volume to Capacity	0.24	0.47	0.50	0.07	0.44	
Queue Length 95th (ft)	22	60	0	5	0	
Control Delay (s)	37.1	27.1	0.0	11.0	0.0	
Lane LOS	E	D		B		
Approach Delay (s)	29.1		0.0	0.6		
Approach LOS	D					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			55.9%		ICU Level of Service	B
Analysis Period (min)			15			

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	131	650	2	0	719
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	142	707	2	0	782
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	0					
Upstream signal (ft)	480					
pX, platoon unblocked	0.80	0.80			0.80	
vC, conflicting volume	1489	708			709	
vC1, stage 1 conf vol	708					
vC2, stage 2 conf vol	782					
vCu, unblocked vol	1612	634			635	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	63			100	
cM capacity (veh/h)	179	383			757	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	142	709	0	782		
Volume Left	0	0	0	0		
Volume Right	142	2	0	0		
cSH	383	1700	1700	1700		
Volume to Capacity	0.37	0.42	0.00	0.46		
Queue Length 95th (ft)	42	0	0	0		
Control Delay (s)	19.9	0.0	0.0	0.0		
Lane LOS	C					
Approach Delay (s)	19.9	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		49.1%		ICU Level of Service	A	
Analysis Period (min)			15			

APPENDIX D

Traffic Signal Warrant Analysis

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 1 of 4)

DIST _____	CO _____	RTE _____	KPM _____	CALC _____	DATE _____
Major St: <u>Salinas Road</u>				CHK _____	DATE _____
Minor St: <u>Railroad Avenue</u>				Critical Approach Speed <u>40</u> km/h	
				Critical Approach Speed <u>40</u> km/h	

Critical speed of major street traffic > 64 km/h (40 mph)..... or } **RURAL (R)**
 In built up area of isolated community of < 10,000 population..... } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume

Condition A - Minimum Vehicle Volume 100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)													
	U	R	U	R										
	1		2 or More											
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)										
Highest Approaches Minor Street	150 (120)	105 (84)	200 (160)	140 (112)										

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES NO

80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)													
	U	R	U	R										
	1		2 or More											
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)										
Highest Approaches Minor Street	75 (60)	53 (42)	100 (80)	70 (56)										

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	WARRANT	✓	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input type="checkbox"/>
	2. INTERRUPTION OF CONTINUOUS TRAFFIC		

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES NO

Record hourly vehicular volumes for four hours.

APPROACH LANES	2 or		Hour			
	One	More				
Both Approaches - Major Street						
Highest Approaches - Minor Street						

*All plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2.

Yes No

WARRANT 3 - Peak Hour

PART A or PART B SATISFIED YES NO

PART A

SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

Yes No

Yes No

Yes No

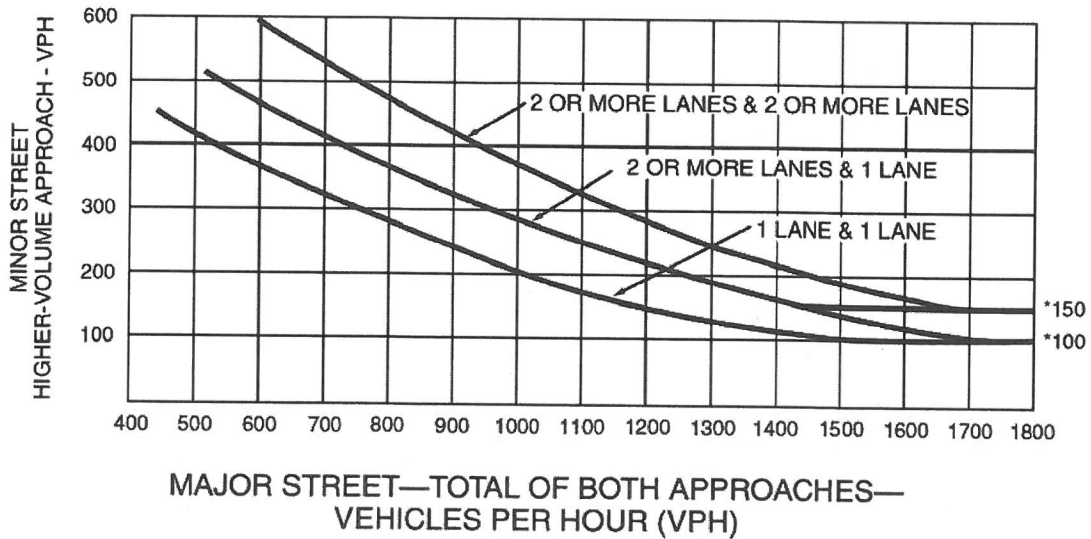
PART B

SATISFIED YES NO

APPROACH LANES	2 or		Hour			
	One	More	Project Network	Project Station		PM
Both Approaches - Major Street		X	1782	1660		
Highest Approaches - Minor Street		X	61	30		

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

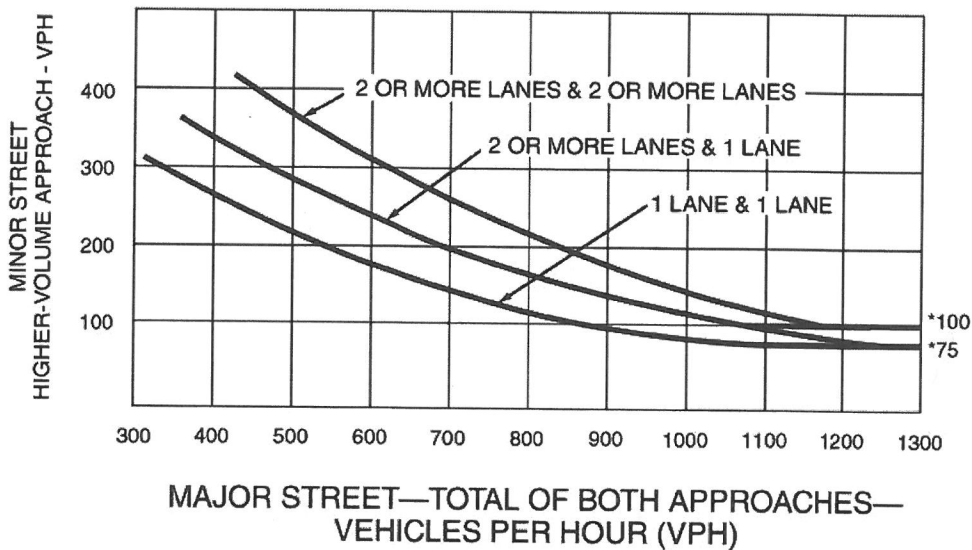
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 79 64 km/h OR ABOVE 40 mph ON MAJOR STREET)



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