



**TABLE 29 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	AM	16.5	B	16.5	B	0.0	No		
	PM	19.9	B	19.9	B	0.0	No		
23. McMurray Drive/I 5 NB Off Ramp at Balls Ferry Road	AM	18.4	B	18.4	B	0.0	No		
	PM	19.2	B	19.2	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	16.8	C	0.7	No		
	PM	22.3	C	23.7	C	1.4	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	24.0	C	0.2	No		
	PM	20.6	C	21.1	C	0.5	No		
26. Market Street (SR 273) at Buenaventura Boulevard	AM	18.1	B	18.0	B	0.0	No		
	PM	18.9	B	17.2	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	<b>36.8</b>	<b>E</b>	<b>44.6</b>	<b>E</b>	7.8	No	19.5	B
	PM	33.9	D	<b>49.0</b>	<b>E</b>	<b>15.1</b>	<b>Yes</b>	20.8	C
28. I 5 NB Ramps at Knighton Road	AM	<b>167.7</b>	<b>F</b>	<b>231.3</b>	<b>F</b>	<b>63.6</b>	<b>Yes</b>	14.8	B
	PM	23.2	C	27.7	D	4.5	No	12.5	B

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 29 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	AM	13.6	B	13.3	B	0.0	No		
	PM	14.4	B	13.8	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.6	A	0.0	No		
	PM	7.9	A	8.1	A	0.2	No		
31. Market Street (SR 273) at 3 Street	AM	32.0	C	32.1	C	0.1	No		
	PM	32.7	C	32.7	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	AM	45.0	D	44.8	D	0.0	No		
	PM	34.0	C	34.3	C	0.3	No		
33. Market Street (SR 273) at Spring Gulch Road	AM	4.8	A	4.8	A	0.0	No		
	PM	5.1	A	5.2	A	0.1	No		
34. Bechelli Lane at Sunnyhill Lane	AM	8.6	A	<b>29.6</b>	<b>D</b>	21.0	No		
	PM	8.6	A	<b>42.7</b>	<b>E</b>	34.1	No		
35. Commercial Way at Churn Creek Road	AM	23.6	C	24.4	C	0.8	No		
	PM	<b>37.6</b>	<b>E</b>	<b>40.5</b>	<b>E</b>	2.9	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 30**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	MD	28.0	C	26.2	C	0.0	No		
	PM	28.4	C	28.4	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	9.2	A	0.0	No		
	PM	8.5	A	8.4	A	0.0	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	<b>25.4</b>	<b>D</b>	<b>16.4</b>	<b>Yes</b>	<b>Not Feasible</b>	
	PM	7.4	A	<b>30.5</b>	<b>D</b>	<b>23.1</b>	<b>Yes</b>		
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	19.9	B	1.4	No		
	PM	18.1	B	20.2	C	2.1	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	24.7	C	4.2	No		
	PM	21.4	C	27.1	C	5.7	No		
6. Churn Creek Road at S Bonnyview Road	MD	<b>50.1</b>	<b>D</b>	<b>50.0</b>	<b>D</b>	0.0	No	28.4	C
	PM	<b>51.6</b>	<b>D</b>	<b>51.2</b>	<b>D</b>	0.0	No	28.9	C
7. Alrose Lane at Churn Creek Road	MD	22.7	C	23.5	C	0.8	No		
	PM	17.6	C	18.5	C	0.9	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 30 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	MD	22.1	C	22.9	C	0.8	No		
	PM	18.8	C	19.9	C	1.1	No		
9. Rancho Road at Churn Creek Road	MD	20.9	C	21.6	C	0.7	No		
	PM	16.8	C	17.8	C	1.0	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	10.0	A	0.0	No		
	PM	9.6	A	9.6	A	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	MD	12.7	B	12.7	B	0.0	No		
	PM	12.8	B	13.7	B	0.9	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	5.4	A	0.0	No		
	PM	4.8	A	4.7	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	29.9	C	0.0	No		
	PM	31.1	C	31.1	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.2	B	0.0	No		
	PM	16.4	B	12.7	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Delay/LOS values** indicate adverse service levels.



**TABLE 30 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	MD	27.0	C	26.2	C	0.0	No		
	PM	28.5	C	27.5	C	0.0	No		
16. Market Street (SR 273) at Happy Valley Road	MD	11.1	B	11.3	B	0.2	No		
	PM	12.1	B	12.8	B	0.7	No		
17. Market Street (SR 273) at North Street	MD	22.6	C	22.6	C	0.0	No		
	PM	23.1	C	23.8	C	0.7	No		
18. Oak Street at North Street	MD	15.2	C	15.2	C	0.0	No		
	PM	15.0	B	15.0	B	0.0	No		
19. I 5 SB Off Ramp at North Street	MD	9.6	A	9.6	A	0.0	No		
	PM	9.7	A	9.7	A	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD	12.4	B	12.4	B	0.0	No		
	PM	11.6	B	11.6	B	0.0	No		
21. Oak Street at Balls Ferry Road	MD	13.0	B	13.0	B	0.0	No		
	PM	11.8	B	11.8	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 30 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	MD	20.9	C	20.9	C	0.0	No		
	PM	20.2	C	20.2	C	0.0	No		
23. McMurray Drive/I 5 NB Off Ramp at Balls Ferry Road	MD	18.6	B	18.6	B	0.0	No		
	PM	18.7	B	18.7	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	12.9	B	0.4	No		
	PM	12.0	B	12.6	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	15.9	B	0.3	No		
	PM	13.3	B	14.3	B	1.0	No		
26. Market Street (SR 273) at Buenaventura Boulevard	MD	15.7	B	16.0	B	0.3	No		
	PM	17.3	B	17.5	B	0.2	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	14.6	B	0.5	No	20.6	C
	PM	12.7	B	13.7	B	1.0	No	20.5	C
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	16.3	C	1.2	No	11.0	B
	PM	13.2	B	15.0	C	1.8	No	9.7	A

**Notes:**

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**TABLE 30 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	MD	15.1	B	14.1	B	0.0	No		
	PM	13.0	B	11.2	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.9	A	0.0	No		
	PM	16.1	B	16.8	B	0.7	No		
31. Market Street (SR 273) at 3 Street	MD	34.9	C	34.6	C	0.0	No		
	PM	34.2	C	34.1	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	MD	21.0	C	20.9	C	0.0	No		
	PM	23.3	C	24.0	C	0.7	No		
33. Market Street (SR 273) at Spring Gulch Road	MD	4.5	A	4.5	A	0.0	No		
	PM	4.8	A	5.0	A	0.2	No		
34. Bechelli Lane at Sunnyhill Lane	MD	8.6	A	19.1	C	10.5	No		
	PM	8.6	A	<b>64.8</b>	<b>F</b>	56.2	No		
35. Commercial Way at Churn Creek Road	MD	19.1	C	19.6	C	0.5	No		
	PM	15.3	C	16.0	C	0.7	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 31**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	AM	27.0	C	26.4	C	0.0	No		
	PM	29.6	C	29.4	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	AM	22.1	C	22.5	C	0.4	No		
	PM	18.4	B	18.5	B	0.1	No		
3. Bechelli Lane at S Bonnyview Road	AM	16.7	C	<b>56.8</b>	<b>F</b>	<b>40.1</b>	<b>Yes</b>	Not Feasible	
	PM	21.4	C	<b>94.3</b>	<b>F</b>	<b>72.9</b>	<b>Yes</b>		
4. I 5 SB Ramps at S Bonnyview Road	AM	18.0	B	19.8	B	1.8	No		
	PM	17.9	B	19.4	B	1.5	No		
5. I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	28.4	C	1.9	No		
	PM	23.2	C	22.5	C	0.0	No		
6. Churn Creek Road at S Bonnyview Road	AM	<b>43.1</b>	<b>D</b>	<b>42.2</b>	<b>D</b>	0.0	No	28.9	C
	PM	<b>59.6</b>	<b>E</b>	<b>65.6</b>	<b>E</b>	<b>6.0</b>	<b>Yes</b>	31.2	C
7. Alrose Lane at Churn Creek Road	AM	<b>25.4</b>	<b>D</b>	<b>26.3</b>	<b>D</b>	0.9	No		
	PM	<b>39.8</b>	<b>E</b>	<b>41.8</b>	<b>E</b>	2.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
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**TABLE 31 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	AM	<b>41.5</b>	<b>E</b>	<b>44.4</b>	<b>E</b>	2.9	No		
	PM	<b>57.8</b>	<b>F</b>	<b>64.8</b>	<b>F</b>	7.0	No		
9. Rancho Road at Churn Creek Road	AM	<b>30.9</b>	<b>D</b>	<b>33.0</b>	<b>D</b>	2.1	No		
	PM	<b>29.1</b>	<b>D</b>	<b>31.0</b>	<b>D</b>	1.9	No		
10. Churn Creek Road at Smith Road	AM	11.4	B	15.9	C	4.5	No		
	PM	10.9	B	18.4	C	7.5	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.7	B	0.1	No		
	PM	12.5	B	12.7	B	0.2	No		
12. Market Street (SR 273) at Clear Creek Road	AM	8.8	A	8.9	A	0.1	No		
	PM	8.0	A	8.0	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	29.6	C	0.7	No		
	PM	30.7	C	30.8	C	0.1	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	17.2	B	0.0	No		
	PM	13.1	B	9.6	A	0.0	No		

**Notes:**

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- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 31 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	AM	28.4	C	27.8	C	0.0	No		
	PM	29.7	C	32.6	C	2.9	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.4	B	0.0	No		
	PM	13.1	B	13.5	B	0.4	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	31.4	C	0.0	No		
	PM	25.1	C	25.4	C	0.3	No		
18. Oak Street at North Street	AM	28.2	D	28.2	D	0.0	No		
	PM	19.9	C	19.9	C	0.0	No		
19. I 5 SB Off Ramp at North Street	AM	11.0	B	11.0	B	0.0	No		
	PM	11.4	B	11.4	B	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	16.7	C	0.0	No		
	PM	15.0	C	15.0	C	0.0	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	13.3	B	0.0	No		
	PM	14.1	B	14.1	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 31 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	AM	16.5	B	16.5	B	0.0	No		
	PM	19.9	B	19.9	B	0.0	No		
23. McMurray Drive/I 5 NB Off-Ramp at Balls Ferry Road	AM	18.4	B	18.4	B	0.0	No		
	PM	19.2	B	19.2	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	16.8	C	0.7	No		
	PM	22.3	C	23.7	C	1.4	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	24.0	C	0.2	No		
	PM	20.6	C	21.1	C	0.5	No		
26. Market Street (SR 273) at Buenaventura Boulevard	AM	18.1	B	18.0	B	0.0	No		
	PM	18.9	B	17.2	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	<b>36.8</b>	<b>E</b>	<b>68.0</b>	<b>F</b>	<b>31.2</b>	<b>Yes</b>	18.2	B
	PM	33.9	D	<b>111.8</b>	<b>F</b>	<b>77.9</b>	<b>Yes</b>	18.9	B
28. I 5 NB Ramps at Knighton Road	AM	<b>167.7</b>	<b>F</b>	<b>277.1</b>	<b>F</b>	<b>109.4</b>	<b>Yes</b>	19.4	B
	PM	23.2	C	31.1	D	7.9	No	18.2	B

**Notes:**

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- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 31 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	AM	13.6	B	18.0	B	4.4	No		
	PM	14.4	B	21.8	C	7.4	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.6	A	0.0	No		
	PM	7.9	A	8.1	A	0.2	No		
31. Market Street (SR 273) at 3 Street	AM	32.0	C	32.1	C	0.1	No		
	PM	32.7	C	32.7	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	AM	45.0	D	44.8	D	0.0	No		
	PM	34.0	C	34.3	C	0.3	No		
33. Market Street (SR 273) at Spring Gulch Road	AM	4.8	A	4.8	A	0.0	No		
	PM	5.1	A	5.2	A	0.1	No		
34. Bechelli Lane at Sunnyhill Lane	AM	8.6	A	19.1	C	10.5	No		
	PM	8.6	A	24.0	C	15.4	No		
35. Commercial Way at Churn Creek Road	AM	23.6	C	24.4	C	0.8	No		
	PM	<b>37.6</b>	<b>E</b>	<b>40.5</b>	<b>E</b>	2.9	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 32**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	MD	28.0	C	26.2	C	0.0	No		
	PM	28.4	C	28.4	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	9.2	A	0.0	No		
	PM	8.5	A	8.4	A	0.0	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	17.0	C	8.0	No	Not Feasible	
	PM	7.4	A	16.4	C	9.0	No		
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	20.1	C	1.6	No		
	PM	18.1	B	20.3	C	2.2	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	21.1	C	0.6	No		
	PM	21.4	C	21.7	C	0.3	No		
6. Churn Creek Road at S Bonnyview Road	MD	<b>50.1</b>	<b>D</b>	<b>50.0</b>	<b>D</b>	0.0	No	28.4	C
	PM	<b>51.6</b>	<b>D</b>	<b>51.2</b>	<b>D</b>	0.0	No	28.9	C
7. Alrose Lane at Churn Creek Road	MD	22.7	C	23.5	C	0.8	No		
	PM	17.6	C	18.5	C	0.9	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 32 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	MD	22.1	C	22.9	C	0.8	No		
	PM	18.8	C	19.9	C	1.1	No		
9. Rancho Road at Churn Creek Road	MD	20.9	C	21.6	C	0.7	No		
	PM	16.8	C	17.8	C	1.0	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	14.1	B	4.1	No		
	PM	9.6	A	16.8	C	7.2	No		
11. Market Street (SR 273) at Westwood Avenue	MD	12.7	B	12.7	B	0.0	No		
	PM	12.8	B	13.7	B	0.9	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	5.4	A	0.0	No		
	PM	4.8	A	4.7	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	29.9	C	0.0	No		
	PM	31.1	C	31.1	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.2	B	0.0	No		
	PM	16.4	B	12.7	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 32 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	MD	27.0	C	26.2	C	0.0	No		
	PM	28.5	C	27.5	C	0.0	No		
16. Market Street (SR 273) at Happy Valley Road	MD	11.1	B	11.3	B	0.2	No		
	PM	12.1	B	12.8	B	0.7	No		
17. Market Street (SR 273) at North Street	MD	22.6	C	22.6	C	0.0	No		
	PM	23.1	C	23.8	C	0.7	No		
18. Oak Street at North Street	MD	15.2	C	15.2	C	0.0	No		
	PM	15.0	B	15.0	B	0.0	No		
19. I 5 SB Off Ramp at North Street	MD	9.6	A	9.6	A	0.0	No		
	PM	9.7	A	9.7	A	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD	12.4	B	12.4	B	0.0	No		
	PM	11.6	B	11.6	B	0.0	No		
21. Oak Street at Balls Ferry Road	MD	13.0	B	13.0	B	0.0	No		
	PM	11.8	B	11.8	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 32 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	MD	20.9	C	20.9	C	0.0	No		
	PM	20.2	C	20.2	C	0.0	No		
23. McMurray Drive/I 5 NB Off Ramp at Balls Ferry Road	MD	18.6	B	18.6	B	0.0	No		
	PM	18.7	B	18.7	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	12.9	B	0.4	No		
	PM	12.0	B	12.6	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	15.9	B	0.3	No		
	PM	13.3	B	14.3	B	1.0	No		
26. Market Street (SR 273) at Buenaventura Boulevard	MD	15.7	B	16.0	B	0.3	No		
	PM	17.3	B	17.5	B	0.2	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	16.0	C	1.9	No	19.0	B
	PM	12.7	B	17.1	C	4.4	No	15.6	B
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	16.9	C	1.8	No	15.6	B
	PM	13.2	B	15.9	C	2.7	No	16.6	B

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.





**TABLE 32 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative A – Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	MD	15.1	B	20.9	C	5.8	No		
	PM	13.0	B	23.8	C	10.8	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.9	A	0.0	No		
	PM	16.1	B	16.8	B	0.7	No		
31. Market Street (SR 273) at 3 Street	MD	34.9	C	34.6	C	0.0	No		
	PM	34.2	C	34.1	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	MD	21.0	C	20.9	C	0.0	No		
	PM	23.3	C	24.0	C	0.7	No		
33. Market Street (SR 273) at Spring Gulch Road	MD	4.5	A	4.5	A	0.0	No		
	PM	4.8	A	5.0	A	0.2	No		
34. Bechelli Lane at Sunnyhill Lane	MD	8.6	A	14.6	B	6.0	No		
	PM	8.6	A	<b>31.4</b>	<b>D</b>	22.8	No		
35. Commercial Way at Churn Creek Road	MD	19.1	C	19.6	C	0.5	No		
	PM	15.3	C	16.0	C	0.7	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 33**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	AM	27.0	C	24.8	C	0.0	No		
	PM	29.6	C	30.0	C	0.4	No		
2. E Bonnyview Road at S Bonnyview Road	AM	22.1	C	22.1	C	0.0	No		
	PM	18.4	B	18.3	B	0.0	No		
3. Bechelli Lane at S Bonnyview Road	AM	16.7	C	16.2	C	0.0	No		
	PM	21.4	C	18.4	C	0.0	No		
4. I 5 SB Ramps at S Bonnyview Road	AM	18.0	B	17.8	B	0.0	No		
	PM	17.9	B	16.7	B	0.0	No		
5. I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	26.2	C	0.0	No		
	PM	23.2	C	21.4	C	0.0	No		
6. Churn Creek Road at S Bonnyview Road	AM	<b>43.1</b>	<b>D</b>	<b>43.1</b>	<b>D</b>	0.0	No		
	PM	<b>59.6</b>	<b>E</b>	<b>57.0</b>	<b>E</b>	0.0	No		
7. Alrose Lane at Churn Creek Road	AM	<b>25.4</b>	<b>D</b>	<b>25.3</b>	<b>D</b>	0.0	No		
	PM	<b>39.8</b>	<b>E</b>	<b>39.6</b>	<b>E</b>	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 33 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	AM	<b>41.5</b>	<b>E</b>	<b>41.4</b>	<b>E</b>	0.0	No		
	PM	<b>57.8</b>	<b>F</b>	<b>56.8</b>	<b>F</b>	0.0	No		
9. Rancho Road at Churn Creek Road	AM	<b>30.9</b>	<b>D</b>	<b>30.9</b>	<b>D</b>	0.0	No		
	PM	<b>29.1</b>	<b>D</b>	<b>28.8</b>	<b>D</b>	0.0	No		
10. Churn Creek Road at Smith Road	AM	11.4	B	11.4	B	0.0	No		
	PM	10.9	B	10.9	B	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.7	B	0.1	No		
	PM	12.5	B	12.9	B	0.4	No		
12. Market Street (SR 273) at Clear Creek Road	AM	8.8	A	8.8	A	0.0	No		
	PM	8.0	A	8.0	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	28.9	C	0.0	No		
	PM	30.7	C	36.3	D	5.6	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	16.9	B	0.0	No		
	PM	13.1	B	9.2	A	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 33 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	AM	28.4	C	27.8	C	0.0	No		
	PM	29.7	C	32.6	C	2.9	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.0	B	0.0	No		
	PM	13.1	B	12.6	B	0.0	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	37.2	D	5.8	No		
	PM	25.1	C	32.7	C	7.6	No		
18. Oak Street at North Street	AM	28.2	D	<b>625.8</b>	<b>F</b>	<b>597.6</b>	<b>Yes</b>	15.2	B
	PM	19.9	C	<b>804.8</b>	<b>F</b>	<b>784.9</b>	<b>Yes</b>	22.7	C
19. I 5 SB Off Ramp at North Street	AM	11.0	B	17.8	C	6.8	No		
	PM	11.4	B	19.7	C	8.3	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	23.9	C	7.2	No		
	PM	15.0	C	23.8	C	8.8	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	16.4	C	3.1	No		
	PM	14.1	B	19.4	C	5.3	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 33 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	AM	16.5	B	14.5	B	0.0	No		
	PM	19.9	B	17.0	B	0.0	No		
23. McMurray Drive/I 5 NB Off Ramp at Balls Ferry Road	AM	18.4	B	19.2	B	0.8	No		
	PM	19.2	B	19.8	B	0.6	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	16.8	C	0.7	No		
	PM	22.3	C	23.7	C	1.4	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	24.0	C	0.2	No		
	PM	20.6	C	21.1	C	0.5	No		
26. Market Street (SR 273) at Buenaventura Boulevard	AM	18.1	B	18.0	B	0.0	No		
	PM	18.9	B	17.2	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	<b>36.8</b>	<b>E</b>	<b>36.8</b>	<b>E</b>	0.0	No		
	PM	33.9	D	33.9	D	0.0	No		
28. I 5 NB Ramps at Knighton Road	AM	<b>167.7</b>	<b>F</b>	<b>167.7</b>	<b>F</b>	0.0	No		
	PM	23.2	C	23.2	C	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 33 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – WEEKDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	AM	13.6	B	13.6	B	0.0	No		
	PM	14.4	B	14.4	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.0	A	0.0	No		
	PM	7.9	A	7.6	A	0.0	No		
31. Market Street (SR 273) at 3 Street	AM	32.0	C	32.1	C	0.1	No		
	PM	32.7	C	31.6	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	AM	45.0	D	43.2	D	0.0	No		
	PM	34.0	C	32.0	C	0.0	No		
33. Market Street (SR 273) at Spring Gulch Road	AM	4.8	A	5.0	A	0.2	No		
	PM	5.1	A	5.3	A	0.2	No		
34. Bechelli Lane at Sunnyhill Lane	AM	8.6	A	8.6	A	0.0	No		
	PM	8.6	A	8.6	A	0.0	No		
35. Commercial Way at Churn Creek Road	AM	23.6	C	23.6	C	0.0	No		
	PM	<b>37.6</b>	<b>E</b>	<b>37.2</b>	<b>E</b>	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 34**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	MD	28.0	C	24.8	C	0.0	No		
	PM	28.4	C	24.1	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	9.4	A	0.1	No		
	PM	8.5	A	8.8	A	0.3	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	8.8	A	0.0	No		
	PM	7.4	A	6.8	A	0.0	No		
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	18.2	B	0.0	No		
	PM	18.1	B	17.8	B	0.0	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	20.2	C	0.0	No		
	PM	21.4	C	19.5	B	0.0	No		
6. Churn Creek Road at S Bonnyview Road	MD	<b>50.1</b>	<b>D</b>	<b>50.1</b>	<b>D</b>	0.0	No		
	PM	<b>51.6</b>	<b>D</b>	<b>51.7</b>	<b>D</b>	0.1	No		
7. Alrose Lane at Churn Creek Road	MD	22.7	C	22.7	C	0.0	No		
	PM	17.6	C	17.5	C	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 34 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	MD	22.1	C	22.0	C	0.0	No		
	PM	18.8	C	18.6	C	0.0	No		
9. Rancho Road at Churn Creek Road	MD	20.9	C	20.8	C	0.0	No		
	PM	16.8	C	16.7	C	0.0	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	10.0	A	0.0	No		
	PM	9.6	A	9.6	A	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	MD	12.7	B	12.7	B	0.0	No		
	PM	12.8	B	13.3	B	0.5	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	5.3	A	0.0	No		
	PM	4.8	A	4.6	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	29.8	C	0.0	No		
	PM	31.1	C	31.0	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	13.6	B	0.0	No		
	PM	16.4	B	11.5	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.





**TABLE 34 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	MD	27.0	C	26.2	C	0.0	No		
	PM	28.5	C	27.5	C	0.0	No		
16. Market Street (SR 273) at Happy Valley Road	MD	11.1	B	10.7	B	0.0	No		
	PM	12.1	B	11.2	B	0.0	No		
17. Market Street (SR 273) at North Street	MD	22.6	C	26.4	C	3.8	No		
	PM	23.1	C	29.7	C	6.6	No		
18. Oak Street at North Street	MD	15.2	C	<b>5,773.8</b>	<b>F</b>	<b>5,758.6</b>	<b>Yes</b>	12.4	B
	PM	15.0	B	<b>1,343.7</b>	<b>F</b>	<b>1,328.7</b>	<b>Yes</b>	51.4	D
19. I 5 SB Off Ramp at North Street	MD	9.6	A	11.9	B	2.3	No		
	PM	9.7	A	32.1	D	22.4	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD	12.4	B	13.3	B	0.9	No		
	PM	11.6	B	16.8	C	5.2	No		
21. Oak Street at Balls Ferry Road	MD	13.0	B	14.8	B	1.8	No		
	PM	11.8	B	15.3	C	3.5	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 34 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	MD	20.9	C	17.9	B	0.0	No		
	PM	20.2	C	15.1	B	0.0	No		
23. McMurray Drive/I 5 NB Off-Ramp at Balls Ferry Road	MD	18.6	B	19.3	B	0.7	No		
	PM	18.7	B	20.4	C	1.7	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	12.9	B	0.4	No		
	PM	12.0	B	12.6	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	15.9	B	0.3	No		
	PM	13.3	B	14.3	B	1.0	No		
26. Market Street (SR 273) at Buenaventura Boulevard	MD	15.7	B	16.0	B	0.3	No		
	PM	17.3	B	17.6	B	0.3	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	14.1	B	0.0	No		
	PM	12.7	B	12.7	B	0.0	No		
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	15.1	C	0.0	No		
	PM	13.2	B	13.2	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 34 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY – SATURDAY**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Alternative E Traffic Conditions		(3) Significant Impact		(4) Existing Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	MD	15.1	B	15.1	B	0.0	No		
	PM	13.0	B	13.0	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.5	A	0.0	No		
	PM	16.1	B	14.0	B	0.0	No		
31. Market Street (SR 273) at 3 Street	MD	34.9	C	33.2	C	0.0	No		
	PM	34.2	C	32.5	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	MD	21.0	C	19.6	B	0.0	No		
	PM	23.3	C	20.4	C	0.0	No		
33. Market Street (SR 273) at Spring Gulch Road	MD	4.5	A	4.7	A	0.2	No		
	PM	4.8	A	5.1	A	0.3	No		
34. Bechelli Lane at Sunnyhill Lane	MD	8.6	A	8.6	A	0.0	No		
	PM	8.6	A	8.6	A	0.0	No		
35. Commercial Way at Churn Creek Road	MD	19.1	C	19.0	C	0.0	No		
	PM	15.3	C	15.3	C	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 35**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>42</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	27	27	A	270	468	D	No
			SB	12			468			
		PM	NB	29	29	A	498	<b>676</b>	<b>F</b>	<b>Yes</b>
			SB	6			676			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	450	<b>618</b>	<b>E</b>	459	<b>634</b>	<b>E</b>	No
			WB	618			634			
		PM	EB	645	<b>645</b>	<b>E</b>	660	<b>660</b>	<b>E</b>	No
			WB	532			554			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	A	38	38	A	No
			WB	25			25			
		PM	EB	31	31	A	31	31	A	No
			WB	31			31			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	537	<b>537</b>	<b>E</b>	534	<b>534</b>	<b>E</b>	No
			SB	170			169			
		PM	NB	237	431	D	231	426	D	No
			SB	431			426			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 35 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>43</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
5. North Street, east of Oak Street	Divided Arterial	AM	EB	491	491	A	491	491	A	No
			WB	458			458			
		PM	EB	370	432	A	370	432	A	
			WB	432			432			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	440	440	A	440	440	A	No
			WB	427			427			
		PM	EB	352	387	A	352	387	A	
			WB	387			387			
7. Oak Street, north of North Street	Collector	AM	NB	52	79	A	52	79	A	No
			SB	79			79			
		PM	NB	68	68	A	68	68	A	
			SB	48			48			
8. Oak Street, south of North Street	Collector	AM	NB	18	25	A	18	25	A	No
			SB	25			25			
		PM	NB	30	37	A	30	37	A	
			SB	37			37			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 35 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>44</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,349	15.8	B	1,434	16.8	B	No
			WB	1,050	12.3	B	1,063	12.5	B	
		PM	EB	1,432	13.6	B	1,501	14.3	B	No
			WB	1,143	10.9	A	1,156	11.0	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,040	10.6	A	1,048	10.7	A	No
			SB	603	6.2	A	567	5.8	A	
		PM	NB	754	7.0	A	686	6.4	A	No
			SB	1,047	9.7	A	953	8.8	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	526	5.3	A	532	5.4	A	No
			SB	400	4.1	A	410	4.2	A	
		PM	NB	478	4.7	A	469	4.6	A	No
			SB	569	5.6	A	561	5.5	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 35 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>45</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	331	397	C	358	397	C	No
			WB	397			397			
		PM	EB	251	251	A	298	298	B	
			WB	232			232			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	277	527	E	295	561	F	No
			WB	527			561			
		PM	EB	353	501	E	387	551	F	
			WB	501			551			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	154	189	A	154	189	A	No
			SB	189			189			
		PM	NB	155	155	A	155	155	A	
			SB	146			146			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 36**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>46</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	15	15	A	186	553	F	Yes
			SB	7			553			
		PM	NB	14	14	A	514	867	F	Yes
			SB	5			867			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	416	469	B	422	487	C	No
			WB	469			487			
		PM	EB	390	390	A	406	406	A	No
			WB	348			376			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	A	24	24	A	No
			WB	19			19			
		PM	EB	19	19	A	19	19	A	No
			WB	14			14			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	222	222	A	217	223	A	No
			SB	222			223			
		PM	NB	177	231	A	169	226	A	No
			SB	231			226			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).





**TABLE 36 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>47</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
5. North Street, east of Oak Street	Divided Arterial	MD	EB	346	346	A	346	346	A	No
			WB	302			302			
		PM	EB	282	282	A	282	282	A	
			WB	262			262			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	320	320	A	320	320	A	No
			WB	269			269			
		PM	EB	249	249	A	249	249	A	
			WB	233			233			
7. Oak Street, north of North Street	Collector	MD	NB	53	53	A	53	53	A	No
			SB	53			53			
		PM	NB	40	46	A	40	46	A	
			SB	46			46			
8. Oak Street, south of North Street	Collector	MD	NB	15	22	A	15	22	A	No
			SB	22			22			
		PM	NB	15	17	A	15	17	A	
			SB	17			17			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 36 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>48</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	828	8.3	A	942	9.5	A	No
			WB	657	6.6	A	630	6.3	A	
		PM	EB	693	6.7	A	812	7.8	A	No
			WB	532	5.2	A	701	6.7	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	611	5.5	A	638	5.7	A	No
			SB	593	5.3	A	514	4.6	A	
		PM	NB	532	5.2	A	486	4.8	A	No
			SB	608	6.0	A	480	4.7	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	384	3.6	A	377	3.5	A	No
			SB	355	3.3	A	366	3.4	A	
		PM	NB	300	2.9	A	286	2.8	A	No
			SB	326	3.2	A	321	3.1	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 36 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>49</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 1			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	183	183	A	205	205	A	No
			WB	133			133			
		PM	EB	152	152	A	204	204	A	
			WB	118			118			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	248	272	B	260	312	B	No
			WB	272			312			
		PM	EB	189	225	A	225	289	B	
			WB	225			289			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	89	117	A	89	117	A	No
			SB	117			117			
		PM	NB	76	80	A	76	80	A	
			SB	80			80			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 37**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>50</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	27	27	A	204	341	C	No
			SB	12			341			
		PM	NB	29	29	A	370	487	E	Yes
			SB	6			487			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	450	618	E	459	634	E	No
			WB	618			634			
		PM	EB	645	645	E	660	660	E	No
			WB	532			554			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	A	104	152	A	No
			WB	25			152			
		PM	EB	31	31	A	159	220	A	No
			WB	31			220			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	537	537	E	534	534	E	No
			SB	170			169			
		PM	NB	237	431	D	231	426	D	No
			SB	431			426			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 37 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>51</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
5. North Street, east of Oak Street	Divided Arterial	AM	EB	491	491	A	491	491	A	No
			WB	458			458			
		PM	EB	370	432	A	370	432	A	
			WB	432			432			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	440	440	A	440	440	A	No
			WB	427			427			
		PM	EB	352	387	A	352	387	A	
			WB	387			387			
7. Oak Street, north of North Street	Collector	AM	NB	52	79	A	52	79	A	No
			SB	79			79			
		PM	NB	68	68	A	68	68	A	
			SB	48			48			
8. Oak Street, south of North Street	Collector	AM	NB	18	25	A	18	25	A	No
			SB	25			25			
		PM	NB	30	37	A	30	37	A	
			SB	37			37			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 37 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>52</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,349	15.8	B	1,434	16.8	B	No
			WB	1,050	12.3	B	1,063	12.5	B	
		PM	EB	1,432	13.6	B	1,501	14.3	B	No
			WB	1,143	10.9	A	1,156	11.0	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,040	10.6	A	1,048	10.7	A	No
			SB	603	6.2	A	567	5.8	A	
		PM	NB	754	7.0	A	686	6.4	A	No
			SB	1,047	9.7	A	953	8.8	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	526	5.3	A	532	5.4	A	No
			SB	400	4.1	A	410	4.2	A	
		PM	NB	478	4.7	A	469	4.6	A	No
			SB	569	5.6	A	561	5.5	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 37 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>53</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	331	397	C	340	445	D	No
			WB	397			445			
		PM	EB	251	251	A	264	326	B	No
			WB	232			326			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	277	527	E	371	575	F	No
			WB	527			575			
		PM	EB	353	501	E	492	595	F	No
			WB	501			595			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	154	189	A	282	282	B	No
			SB	189			255			
		PM	NB	155	155	A	343	343	C	No
			SB	146			274			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 38**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>54</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	15	15	A	139	401	C	No
			SB	7			401			
		PM	NB	14	14	A	378	<b>626</b>	<b>F</b>	<b>Yes</b>
			SB	5			626			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	416	469	B	422	487	C	No
			WB	469			487			
		PM	EB	390	390	A	406	406	A	No
			WB	348			376			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	A	71	171	A	No
			WB	19			171			
		PM	EB	19	19	A	155	255	A	No
			WB	14			255			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	222	222	A	217	223	A	No
			SB	222			223			
		PM	NB	177	231	A	169	226	A	No
			SB	231			226			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).





**TABLE 38 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>55</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
5. North Street, east of Oak Street	Divided Arterial	MD	EB	346	346	A	346	346	A	No
			WB	302			302			
		PM	EB	282	282	A	282	282	A	
			WB	262			262			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	320	320	A	320	320	A	No
			WB	269			269			
		PM	EB	249	249	A	249	249	A	
			WB	233			233			
7. Oak Street, north of North Street	Collector	MD	NB	53	53	A	53	53	A	No
			SB	53			53			
		PM	NB	40	46	A	40	46	A	
			SB	46			46			
8. Oak Street, south of North Street	Collector	MD	NB	15	22	A	15	22	A	No
			SB	22			22			
		PM	NB	15	17	A	15	17	A	
			SB	17			17			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 38 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>56</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	828	8.3	A	942	9.5	A	No
			WB	657	6.6	A	630	6.3	A	
		PM	EB	693	6.7	A	812	7.8	A	No
			WB	532	5.2	A	701	6.7	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	611	5.5	A	638	5.7	A	No
			SB	593	5.3	A	514	4.6	A	
		PM	NB	532	5.2	A	486	4.8	A	No
			SB	608	6.0	A	480	4.7	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	384	3.6	A	377	3.5	A	No
			SB	355	3.3	A	366	3.4	A	
		PM	NB	300	2.9	A	286	2.8	A	No
			SB	326	3.2	A	321	3.1	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 38 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>57</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	183	183	A	193	193	A	No
			WB	133			167			
		PM	EB	152	152	A	168	218	A	No
			WB	118			218			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	248	272	B	359	359	C	No
			WB	272			306			
		PM	EB	189	225	A	365	365	C	No
			WB	225			325			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	89	117	A	240	240	A	No
			SB	117			163			
		PM	NB	76	80	A	316	316	B	No
			SB	80			216			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 39**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>58</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	27	27	A	27	27	A	No
			SB	12			12			
		PM	NB	29	29	A	29	29	A	
			SB	6			6			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	450	618	E	450	617	E	No
			WB	618			617			
		PM	EB	645	645	E	643	643	E	
			WB	532			529			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	A	38	38	A	No
			WB	25			25			
		PM	EB	31	31	A	31	31	A	
			WB	31			31			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	537	537	E	534	534	E	No
			SB	170			169			
		PM	NB	237	431	D	231	426	D	
			SB	431			426			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 39 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>59</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
5. North Street, east of Oak Street	Divided Arterial	AM	EB	491	491	A	615	689	D	No
			WB	458			689			
		PM	EB	370	432	A	604	769	E	Yes
			WB	432			769			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	440	440	A	546	546	B	No
			WB	427			482			
		PM	EB	352	387	A	507	507	B	No
			WB	387			492			
7. Oak Street, north of North Street	Collector	AM	NB	52	79	A	505	505	E	Yes
			SB	79			322			
		PM	NB	68	68	A	729	729	F	Yes
			SB	48			508			
8. Oak Street, south of North Street	Collector	AM	NB	18	25	A	134	134	A	No
			SB	25			89			
		PM	NB	30	37	A	199	199	A	No
			SB	37			158			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 39 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>60</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,349	15.8	B	1,340	15.7	B	No
			WB	1,050	12.3	B	1,015	11.9	B	
		PM	EB	1,432	13.6	B	1,363	12.9	B	No
			WB	1,143	10.9	A	1,062	10.1	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,040	10.6	A	1,071	11.0	A	No
			SB	603	6.2	A	634	6.5	A	
		PM	NB	754	7.0	A	736	6.8	A	No
			SB	1,047	9.7	A	1,048	9.7	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	526	5.3	A	555	5.6	A	No
			SB	400	4.1	A	477	4.8	A	
		PM	NB	478	4.7	A	519	5.1	A	No
			SB	569	5.6	A	656	6.4	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 39 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>61</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	331	397	C	331	397	C	No
			WB	397			397			
		PM	EB	251	251	A	251	251	A	
			WB	232			232			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	277	527	E	277	527	E	No
			WB	527			527			
		PM	EB	353	501	E	353	501	E	
			WB	501			501			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	154	189	A	154	189	A	No
			SB	189			189			
		PM	NB	155	155	A	155	155	A	
			SB	146			146			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 40**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>62</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	15	15	A	15	15	A	No
			SB	7			7			
		PM	NB	14	14	A	14	14	A	No
			SB	5			5			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	416	469	B	416	467	B	No
			WB	469			467			
		PM	EB	390	390	A	388	388	A	No
			WB	348			344			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	A	24	24	A	No
			WB	19			19			
		PM	EB	19	19	A	19	19	A	No
			WB	14			14			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	222	222	A	217	223	A	No
			SB	222			223			
		PM	NB	177	231	A	169	226	A	No
			SB	231			226			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).





**TABLE 40 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>63</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
5. North Street, east of Oak Street	Divided Arterial	MD	EB	346	346	A	433	578	C	No
			WB	302			578			
		PM	EB	282	282	A	527	691	D	
			WB	262			691			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	320	320	A	445	445	A	No
			WB	269			308			
		PM	EB	249	249	A	445	445	A	
			WB	233			343			
7. Oak Street, north of North Street	Collector	MD	NB	53	53	A	593	593	F	Yes
			SB	53			224			
		PM	NB	40	46	A	881	881	F	
			SB	46			528			
8. Oak Street, south of North Street	Collector	MD	NB	15	22	A	154	154	A	No
			SB	22			67			
		PM	NB	15	17	A	231	231	A	
			SB	17			144			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 40 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>64</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative E			Significant Impact
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Yes/No
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	828	8.3	A	831	8.3	A	No
			WB	657	6.6	A	596	6.0	A	
		PM	EB	693	6.7	A	636	6.1	A	No
			WB	532	5.2	A	601	5.8	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	611	5.5	A	646	5.8	A	No
			SB	593	5.3	A	598	5.4	A	
		PM	NB	532	5.2	A	533	5.2	A	No
			SB	608	6.0	A	603	5.9	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	384	3.6	A	685	6.3	A	No
			SB	355	3.3	A	450	4.2	A	
		PM	NB	300	2.9	A	333	3.2	A	No
			SB	326	3.2	A	444	4.3	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 40 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>65</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Existing (Year 2024)			Existing Plus Project Alternative A Option 2			Significant Impact Yes/No
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	LOS	
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	183	183	A	183	183	A	No
			WB	133			133			
		PM	EB	152	152	A	152	152	A	
			WB	118			118			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	248	272	B	248	272	B	No
			WB	272			272			
		PM	EB	189	225	A	189	225	A	
			WB	225			225			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	89	117	A	89	117	A	No
			SB	117			117			
		PM	NB	76	80	A	76	80	A	
			SB	80			80			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 41**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound, south of Balls Ferry Road	AM	2543	16.3	B	2617	16.8	B	No
	PM	2447	15.7	B	2544	16.3	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2113	13.5	B	2187	14.0	B	No
	PM	2111	13.5	B	2208	14.2	B	No
3. I 5 Northbound, north of North Street	AM	2637	16.9	B	2711	17.4	B	No
	PM	2486	15.9	B	2583	16.6	B	No
4. I 5 Northbound, south of S Bonnyview Road	AM	2762	17.7	B	2882	18.5	C	No
	PM	1878	12.0	B	2036	13.0	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2117	13.6	B	2104	13.5	B	No
	PM	1303	8.4	A	2181	8.2	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3033	19.4	C	3114	20.0	C	No
	PM	2161	13.8	B	2289	14.7	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 41 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Northbound, south of Knighton Road	AM	2578	16.5	B	2655	17.0	B	No
	PM	1711	11.0	A	1806	11.6	B	No
8. I 5 Northbound, north of Knighton Road	AM	2762	17.7	B	2882	18.5	C	No
	PM	1878	12.0	B	2036	13.0	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM	1874	12.0	B	2022	13.0	B	No
	PM	2939	18.8	C	3141	20.1	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1185	7.6	A	1169	7.5	A	No
	PM	2284	14.6	B	2263	14.5	B	No
11. I 5 Southbound, south of S Bonnyview Road	AM	1621	10.4	A	1681	10.8	A	No
	PM	2713	17.4	B	2817	18.0	B	No
12. I 5 Southbound, north of North Street	AM	1633	10.5	A	1675	10.7	A	No
	PM	2726	17.5	B	2788	17.9	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 41 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1266	8.1	A	1308	8.4	A	No
	PM	2234	14.3	B	2296	14.7	B	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1566	10.0	A	1608	10.3	A	No
	PM	2680	17.2	B	2742	17.6	B	No
15. I 5 Southbound, north of Knighton Road	AM	1621	10.4	A	1681	10.8	A	No
	PM	2713	17.4	B	2817	18.0	B	No
16. I 5 Southbound, south of Knighton Road	AM	1577	10.1	A	1615	10.4	A	No
	PM	2624	16.8	B	2685	17.2	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 42**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound, south of Balls Ferry Road	MD	2360	15.1	B	2439	15.6	B	No
	PM	1899	12.2	B	2021	13.0	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2015	12.9	B	2094	13.4	B	No
	PM	1621	10.4	A	1743	11.2	B	No
3. I 5 Northbound, north of North Street	MD	2373	15.2	B	2452	15.7	B	No
	PM	1909	12.2	B	2031	13.0	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1609	10.3	A	1751	11.2	B	No
	PM	1475	9.4	A	1684	10.8	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1151	7.4	A	1143	7.3	A	No
	PM	1043	6.7	A	1019	6.5	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	1909	12.2	B	1972	12.6	B	No
	PM	1730	11.1	B	1877	12.0	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



TABLE 42 (CONTINUED)

EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Northbound, south of Knighton Road	MD	1535	9.8	A	1627	10.4	A	No
	PM	1405	9.0	A	1534	9.8	A	No
8. I 5 Northbound, north of Knighton Road	MD	1609	10.3	A	1751	11.2	B	No
	PM	1475	9.4	A	1684	10.8	A	No
9. I 5 Southbound, north of S Bonnyview Road	MD	3285	21.0	C	3451	22.1	C	No
	PM	3141	20.1	C	3399	21.8	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	2553	16.4	B	2534	16.2	B	No
	PM	2441	15.6	B	2410	15.4	B	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3054	19.6	C	3092	19.8	C	No
	PM	2883	18.5	C	2991	19.2	C	No
12. I 5 Southbound, north of North Street	MD	1684	10.8	A	1718	11.0	A	No
	PM	1795	11.5	B	1866	12.0	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria





TABLE 42 (CONTINUED)

EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
13. I 5 Southbound, from Balls Ferry Road to North Street	MD	1380	8.8	A	1414	9.1	A	No
	PM	1471	9.4	A	1542	9.9	A	No
14. I 5 Southbound, south of Balls Ferry Road	MD	1761	11.3	B	1795	11.5	B	No
	PM	1774	11.4	B	1845	11.8	B	No
15. I 5 Southbound, north of Knighton Road	MD	3054	19.6	C	3092	19.8	C	No
	PM	2883	18.5	C	2991	19.2	C	No
16. I 5 Southbound, south of Knighton Road	MD	2975	19.1	C	2998	19.2	C	No
	PM	2833	18.3	C	2896	18.6	C	No

Notes:

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 43**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound, south of Balls Ferry Road	AM	2543	16.3	B	2617	18.6	B	No
	PM	2447	15.7	B	2544	16.3	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2113	13.5	B	2187	14.0	B	No
	PM	2111	13.5	B	2208	14.2	B	No
3. I 5 Northbound, north of North Street	AM	2637	16.9	B	2711	17.4	B	No
	PM	2486	15.9	B	2583	16.6	B	No
4. I 5 Northbound, south of S Bonnyview Road	AM	2762	17.7	B	2754	17.6	B	No
	PM	1878	12.0	B	1848	11.8	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2117	13.6	B	2104	13.5	B	No
	PM	1303	8.4	A	1281	8.2	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3033	19.4	C	3114	20.0	C	No
	PM	2161	13.8	B	2289	14.7	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 43 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Northbound, south of Knighton Road	AM	2578	16.5	B	2655	17.0	B	No
	PM	1711	11.0	A	1807	11.6	B	No
8. I 5 Northbound, north of Knighton Road	AM	2762	17.7	B	2754	17.6	B	No
	PM	1878	12.0	B	1848	11.8	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM	1874	12.0	B	2022	13.0	B	No
	PM	2939	18.8	C	3141	10.1	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1185	7.6	A	1169	7.5	A	No
	PM	2284	14.6	B	2263	14.5	B	No
11. I 5 Southbound, south of S Bonnyview Road	AM	1621	10.4	A	1615	10.4	A	No
	PM	2713	17.4	B	2689	17.2	B	No
12. I 5 Southbound, north of North Street	AM	1633	10.5	A	1675	10.7	A	No
	PM	2726	17.5	B	2788	17.9	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 43 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1266	8.1	A	1308	8.4	A	No
	PM	2234	14.3	B	2296	14.7	B	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1566	10.0	A	1608	10.3	A	No
	PM	2680	17.2	B	2742	17.6	B	No
15. I 5 Southbound, north of Knighton Road	AM	1621	10.4	A	1615	10.4	A	No
	PM	2713	17.4	B	2689	17.2	B	No
16. I 5 Southbound, south of Knighton Road	AM	1577	10.1	A	1615	10.4	A	No
	PM	2624	16.8	B	2685	17.2	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 44**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound, south of Balls Ferry Road	MD	2360	15.1	B	2439	15.6	B	No
	PM	1899	12.2	B	2021	13.0	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2015	12.9	B	2094	13.4	B	No
	PM	1621	10.4	A	1743	11.2	B	No
3. I 5 Northbound, north of North Street	MD	2373	15.2	B	2452	15.7	B	No
	PM	1909	12.2	B	2031	13.0	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1609	10.3	A	1599	10.2	A	No
	PM	1475	9.4	A	1443	9.2	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1151	7.4	A	1143	7.3	A	No
	PM	1043	6.7	A	1019	6.5	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	1909	12.2	B	1972	12.6	B	No
	PM	1730	11.1	B	1877	12.0	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 44 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Northbound, south of Knighton Road	MD	1535	9.8	A	1626	10.4	A	No
	PM	1405	9.0	A	1533	9.8	A	No
8. I 5 Northbound, north of Knighton Road	MD	1609	10.3	A	1599	10.2	A	No
	PM	1475	9.4	A	1443	9.2	A	No
9. I 5 Southbound, north of S Bonnyview Road	MD	3285	21.0	C	3451	22.1	C	No
	PM	3141	20.1	C	3399	21.8	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	2553	16.4	B	2534	16.2	B	No
	PM	2441	15.6	B	2410	15.4	B	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3054	19.6	C	3045	19.5	C	No
	PM	2883	18.5	C	2855	18.3	C	No
12. I 5 Southbound, north of North Street	MD	1684	10.8	A	1718	11.0	A	No
	PM	1795	11.5	B	1866	12.0	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 44 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
13. I 5 Southbound, from Balls Ferry Road to North Street	MD	1380	8.8	A	1414	9.1	A	No
	PM	1471	9.4	A	1542	9.9	A	No
14. I 5 Southbound, south of Balls Ferry Road	MD	1761	11.3	B	1795	11.5	B	No
	PM	1774	11.4	B	1845	11.8	B	No
15. I 5 Southbound, north of Knighton Road	MD	3054	19.6	C	3045	19.5	C	No
	PM	2883	18.5	C	2855	18.3	C	No
16. I 5 Southbound, south of Knighton Road	MD	2975	19.1	C	2727	17.5	B	No
	PM	2833	18.3	C	2896	18.6	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 45**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative E Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound, south of Balls Ferry Road	AM	2543	16.3	B	2642	16.9	B	No
	PM	2447	15.7	B	2542	16.3	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2113	13.5	B	2091	13.4	B	No
	PM	2111	13.5	B	2061	13.2	B	No
3. I 5 Northbound, north of North Street	AM	2637	16.9	B	2732	17.5	B	No
	PM	2486	15.9	B	2658	17.0	B	No
4. I 5 Northbound, south of S Bonnyview Road	AM	2762	17.7	B	2857	18.3	C	No
	PM	1878	12.0	B	2049	13.1	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2117	13.6	B	2223	14.2	B	No
	PM	1303	8.4	A	1503	9.6	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3033	19.4	C	3133	20.1	C	No
	PM	2161	13.8	B	2319	14.9	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria





**TABLE 45 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative E Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Northbound, south of Knighton Road	AM	2578	16.5	B	2673	17.1	B	No
	PM	1711	11.0	A	1882	21.1	B	No
8. I 5 Northbound, north of Knighton Road	AM	2762	17.7	B	2857	18.3	C	No
	PM	1878	12.0	B	2049	13.1	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM	1874	12.0	B	2055	13.2	B	No
	PM	2939	18.8	C	3188	20.4	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1185	7.6	A	1388	8.9	A	No
	PM	2284	14.6	B	2582	16.5	B	No
11. I 5 Southbound, south of S Bonnyview Road	AM	1621	10.4	A	1822	11.7	B	No
	PM	2713	17.4	B	2987	19.1	C	No
12. I 5 Southbound, north of North Street	AM	1633	10.5	A	1834	11.8	B	No
	PM	2726	17.5	B	3000	19.2	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 45 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative E Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1266	8.1	A	1248	8.0	A	No
	PM	2234	14.3	B	2189	14.0	B	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1566	10.0	A	1603	10.3	A	No
	PM	2680	17.2	B	2740	17.6	B	No
15. I 5 Southbound, north of Knighton Road	AM	1621	10.4	A	1822	11.7	B	No
	PM	2713	17.4	B	2987	19.1	C	No
16. I 5 Southbound, south of Knighton Road	AM	1577	10.1	A	1778	11.4	B	No
	PM	2624	16.8	B	2898	18.6	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 46**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative E Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound, south of Balls Ferry Road	MD	2360	15.1	B	2434	15.6	B	No
	PM	1899	12.2	B	2025	13.0	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2015	12.9	B	1969	12.6	B	No
	PM	1621	10.4	A	1561	10.0	A	No
3. I 5 Northbound, north of North Street	MD	2373	15.2	B	2409	15.4	B	No
	PM	1909	12.2	B	2081	13.3	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1609	10.3	A	1661	10.6	A	No
	PM	1475	9.4	A	1647	10.6	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1151	7.4	A	1225	7.8	A	No
	PM	1043	6.7	A	1253	8.0	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	1909	12.2	B	1984	12.7	B	No
	PM	1730	11.1	B	1906	12.2	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 46 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative E Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Northbound, south of Knighton Road	MD	1535	9.8	A	1587	10.2	A	No
	PM	1405	9.0	A	1577	10.1	A	No
8. I 5 Northbound, north of Knighton Road	MD	1609	10.3	A	1661	10.6	A	No
	PM	1475	9.4	A	1647	10.6	A	No
9. I 5 Southbound, north of S Bonnyview Road	MD	3285	21.0	C	3489	22.4	C	No
	PM	3141	20.1	C	3455	22.1	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	2553	16.4	B	2794	17.9	B	No
	PM	2441	15.6	B	2817	18.0	B	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3054	19.6	C	3297	21.1	C	No
	PM	2883	18.5	C	3239	20.8	C	No
12. I 5 Southbound, north of North Street	MD	1684	10.8	A	1927	12.4	B	No
	PM	1795	11.5	B	2151	13.8	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 46 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Existing Traffic Conditions			(2) Existing Plus Project Alternative E Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Yes/No
13. I 5 Southbound, from Balls Ferry Road to North Street	MD	1380	8.8	A	1363	8.7	A	No
	PM	1471	9.4	A	1422	9.1	A	No
14. I 5 Southbound, south of Balls Ferry Road	MD	1761	11.3	B	1783	11.4	B	No
	PM	1774	11.4	B	1835	11.8	B	No
15. I 5 Southbound, north of Knighton Road	MD	3054	19.6	C	3297	21.1	C	No
	PM	2883	18.5	C	3239	20.8	C	No
16. I 5 Southbound, south of Knighton Road	MD	2975	19.1	C	3218	20.6	C	No
	PM	2833	18.3	C	3819	24.7	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 47**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	AM	2543	430	18.2	C	2617	430	18.7	C	No
		PM	2447	336	17.4	C	2544	336	18.1	C	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM	2113	524	18.3	C	2187	524	18.9	C	No
		PM	2111	375	17.1	B	2208	375	17.8	B	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2762	645	20.0	C	2882	778	21.0	C	No
		PM	1878	575	13.6	B	2036	755	14.9	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM	2117	916	21.2	C	2104	1010	21.8	C	No
		PM	1303	575	12.5	B	1281	1008	15.0	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	AM	2578	233	18.3	C	2655	233	18.8	C	No
		PM	1711	197	12.2	B	1806	197	12.9	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	AM	2345	417	19.7	C	2422	460	20.6	C	No
		PM	1514	364	13.1	B	1609	427	14.2	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 47 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	1874	689	13.8	B	2022	853	15.0	B	No
		PM	2939	655	21.2	C	3141	878	22.9	C	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM	1185	436	11.2	B	1169	512	11.7	B	No
		PM	2284	429	19.0	C	2263	554	19.7	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM	1633	367	11.8	B	1675	367	12.1	B	No
		PM	2726	492	19.5	C	2788	492	19.9	C	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM	1266	300	10.8	B	1308	300	11.1	B	No
		PM	2234	446	18.4	B	2296	446	18.9	C	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM	1621	253	11.6	B	1681	275	12.1	B	No
		PM	2713	282	19.3	C	2817	325	20.1	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM	1368	209	10.9	B	1406	209	11.1	B	No
		PM	2431	193	18.4	B	2492	193	18.8	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 48**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	MD	2360	345	16.8	B	2439	345	17.4	C	No
		PM	1899	278	13.6	B	2021	278	14.4	B	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	MD	2015	358	16.2	B	2094	358	16.8	B	No
		PM	1621	288	13.1	B	1743	288	14.0	B	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD	1609	458	11.7	B	1751	608	12.8	B	No
		PM	1475	432	10.7	B	1475	432	10.7	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD	1151	758	12.5	B	1143	829	12.9	B	No
		PM	1730	687	16.4	B	1730	687	16.4	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	MD	1535	133	10.9	B	1627	133	11.6	B	No
		PM	1405	108	10.0	B	1405	108	10.0	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	MD	1402	207	11.2	B	1494	257	12.2	B	No
		PM	1297	364	11.3	B	1297	364	11.3	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria





**TABLE 48 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD	1874	689	13.8	B	3451	917	25.1	D	No
		PM	2939	655	21.2	C	3141	700	22.6	C	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD	1185	436	11.2	B	2534	558	21.4	C	No
		PM	2284	429	19.0	C	2441	442	20.0	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	MD	1633	367	11.8	B	1718	304	12.3	B	No
		PM	2726	492	19.5	C	1795	324	12.9	B	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD	1266	300	10.8	B	1414	381	12.3	B	No
		PM	2234	446	18.4	B	1471	303	12.4	B	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	MD	1621	253	11.6	B	3092	203	21.9	C	No
		PM	2713	282	19.3	C	2833	152	20.0	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	MD	1368	209	10.9	B	2889	109	21.2	C	No
		PM	2431	193	18.4	B	2431	193	18.4	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 49**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	AM	2543	430	18.2	C	2617	430	18.7	C	No
		PM	2447	336	17.4	C	2544	336	18.1	C	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM	2113	524	18.3	C	2187	524	18.9	C	No
		PM	2111	375	17.1	B	2208	375	17.8	B	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2762	645	20.0	C	2754	650	19.9	C	No
		PM	1878	575	13.6	B	1848	567	13.4	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM	2117	916	21.2	C	2104	1010	21.8	C	No
		PM	1303	575	12.5	B	1281	1008	15.0	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	AM	2578	233	18.3	C	2655	318	18.9	C	No
		PM	1711	197	12.2	B	1807	323	13.0	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	AM	2345	417	19.7	C	2337	417	19.6	C	No
		PM	1514	364	13.1	B	1484	364	12.9	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 49 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact	
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No	
			7.	I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM PM	1874 2939	689 655	13.8 21.2	B C	2022 3141	853 878
8.	I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM PM	1185 2284	436 429	11.2 19.0	B C	1169 2263	446 426	11.2 18.8	B C	No No
9.	I 5 Southbound Off-Ramp to North Street	Diverge Analysis	AM PM	1633 2726	367 492	11.8 19.5	B C	1675 2788	367 492	12.1 19.9	B C	No No
10.	I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM PM	1266 2234	300 446	10.8 18.4	B B	1308 2296	300 446	11.1 18.9	B C	No No
11.	I 5 Southbound Off-Ramp to Knighton Road	Diverge Analysis	AM PM	1621 2713	253 282	11.6 19.3	B C	1615 2689	253 282	11.6 19.1	B C	No No
12.	I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM PM	1368 2431	209 193	10.9 18.4	B B	1362 2407	253 278	11.1 18.9	B B	No No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 50**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	MD	2360	345	16.8	B	2439	345	17.4	C	No
		PM	1899	278	13.6	B	2021	278	14.4	B	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	MD	2015	358	16.2	B	2094	358	16.8	B	No
		PM	1621	288	13.1	B	1743	288	14.0	B	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD	1609	458	11.7	B	1599	456	11.6	B	No
		PM	1475	432	10.7	B	1443	424	10.5	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD	1151	758	12.5	B	1143	829	12.9	B	No
		PM	1730	687	16.4	B	1019	858	12.5	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	MD	1535	133	10.9	B	1626	234	11.6	B	No
		PM	1405	108	10.0	B	1533	268	11.0	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	MD	1402	207	11.2	B	1394	207	11.1	B	No
		PM	1297	364	11.3	B	1265	178	9.9	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 50 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD	1874	689	13.8	B	3451	917	25.1	D	No
		PM	2939	655	21.2	C	3399	989	24.8	D	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD	1185	436	11.2	B	2534	511	21.1	C	No
		PM	2284	429	19.0	C	2410	445	19.8	C	No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	MD	1633	367	11.8	B	1718	304	12.3	B	No
		PM	2726	492	19.5	C	1866	324	13.4	B	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD	1266	300	10.8	B	1414	381	12.3	B	No
		PM	2234	446	18.4	B	1542	303	12.9	B	No
11. I 5 Southbound Off-Ramp to Knighton Road	Diverge Analysis	MD	1621	253	11.6	B	3045	188	21.5	C	No
		PM	2713	282	19.3	C	2855	152	20.1	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	MD	1368	209	10.9	B	2857	140	21.2	C	No
		PM	2431	193	18.4	B	2703	193	20.4	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 51**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative E Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	AM	2543	430	18.2	C	2642	511	19.1	C	No
		PM	2447	336	17.4	C	2542	481	18.2	C	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM	2113	524	18.3	C	2091	641	19.0	C	No
		PM	2111	375	17.1	B	2061	597	18.2	C	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2762	645	20.0	C	2857	634	20.6	C	No
		PM	1878	575	13.6	B	2049	546	14.8	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM	2117	916	21.2	C	2223	910	21.9	C	No
		PM	1303	575	12.5	B	1503	816	15.4	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	AM	2578	233	18.3	C	2672	233	19.0	C	No
		PM	1711	197	12.2	B	1882	197	13.4	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	AM	2345	417	19.7	C	2440	417	20.4	C	No
		PM	1514	364	13.1	B	1685	364	14.3	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 51 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative E Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM	1874	689	13.8	B	2055	667	15.1	B	No
		PM	2939	655	21.2	C	3188	606	22.9	C	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM	1185	436	11.2	B	1388	434	12.6	B	No
		PM	2284	429	19.0	C	2582	405	21.0	C	No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	AM	1633	367	11.8	B	1834	586	13.4	B	No
		PM	2726	492	19.5	C	3000	811	21.7	C	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM	1266	300	10.8	B	1248	355	11.1	B	No
		PM	2234	446	18.4	B	2189	551	18.7	C	No
11. I 5 Southbound Off-Ramp to Knighton Road	Diverge Analysis	AM	1621	253	11.6	B	1822	253	13.0	B	No
		PM	2713	282	19.3	C	2987	282	21.2	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM	1368	209	10.9	B	1569	209	12.3	B	No
		PM	2431	193	18.4	B	2705	193	20.4	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 52**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative E Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	MD PM	2360 1899	345 278	16.8 13.6	B B	2434 2025	465 653	17.4 14.6	C B	No No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	MD PM	2015 1621	358 288	16.2 13.1	B B	1969 1561	440 520	12.0 14.2	B B	No No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD PM	1609 1475	458 432	11.7 10.7	B B	1661 1647	436 394	12.0 11.9	B B	No No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD PM	1151 1730	758 687	12.5 16.4	B B	1225 1253	759 653	13.1 12.8	B B	No No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	MD PM	1535 1405	133 108	10.9 10.0	B B	1587 1577	133 108	11.3 11.2	B B	No No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	MD PM	1402 1297	207 364	11.2 11.3	B B	1454 1469	207 178	11.5 11.3	B B	No No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria





**TABLE 52 (CONTINUED)**  
**EXISTING PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Existing Traffic Conditions				(2) Existing Plus Project Alternative E Traffic Conditions				(3) Significant Impact
			Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Freeway Pk Hr Volume	Ramp Pk Hr Volume	Density (pc/mi/ln)	LOS	Yes/No
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD PM	1874 2939	689 655	13.8 21.2	B C	3489 3455	695 638	25.1 24.8	D C	No No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD PM	1185 2284	436 429	11.2 19.0	B C	2794 2817	503 422	23.0 22.6	C C	No No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	MD PM	1633 2726	367 492	11.8 19.5	B C	1927 2151	564 729	12.0 15.8	B C	No No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD PM	1266 2234	300 446	10.8 18.4	B B	1363 1422	420 413	12.1 12.8	B B	No No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	MD PM	1621 2713	253 282	11.6 19.3	B C	3297 3239	188 152	23.3 22.8	C C	No No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	MD PM	1368 2431	209 193	10.9 18.4	B B	3109 3087	109 102	22.8 22.6	C C	No No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 53**  
**LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS<sup>66</sup>**

No.	Cumulative Project	Location/Address	Description
<b><i>City of Redding Development</i></b>			
1.	Bechelli Bonnyview Specific Plan (formerly River Crossing Marketplace Specific Plan)	Northeast corner of Bechelli Lane and S Bonnyview Road	47.390 TSF Retail 5.106 TSF Fast Food with Drive Thru
2.	Airport Road Distribution Facility Project	5497 & 5525 Airport Road	250.956 TSF Distribution Warehouse
3.	Silverstone Subdivision	2923 Rancho Road	41 DU Single Family Residential

<sup>66</sup> Source: City of Redding.



**TABLE 54**  
**CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST<sup>67</sup>**

Cumulative Project Description		Weekday							Saturday						
		Daily 2 Way	AM Peak Hour			PM Peak Hour			Daily 2 Way	Midday Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total	Enter	Exit	Total
1.	Bechelli Bonnyview Specific Plan <sup>68</sup>	2,628	85	73	158	98	101	199	3,595	165	154	319	165	154	319
2.	Airport Road Distribution Facility <sup>69</sup>	1,086	59	117	176	44	51	95	1,086	59	117	176	44	51	95
3.	Silverstone Subdivision <sup>70</sup>	387	7	22	29	24	15	39	389	20	18	38	20	18	38
<b>Cumulative Projects Total Trip Generation Potential</b>		<b>4,101</b>	<b>151</b>	<b>212</b>	<b>363</b>	<b>166</b>	<b>167</b>	<b>333</b>	<b>5,070</b>	<b>244</b>	<b>289</b>	<b>533</b>	<b>229</b>	<b>223</b>	<b>452</b>

Source: *Trip Generation*, 11 Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021), unless otherwise noted.

Source: *River Crossing Marketplace Specific Plan Updated Traffic Impact Analysis Report*, dated September 2024, prepared by GHD. Saturday trip forecast based on ITE.

Source: *Redding Distribution Facility Traffic Impact Analysis*, dated August 2021, prepared by Kimley Horn.

Source: *Transportation Impact Study for the Silverstone 5 Residential Subdivision*, dated October 4, 2023, prepared by W Trans. Saturday trip forecast based on ITE.



**TABLE 55**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 1 With Mitigation		
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
		1.	Market Street (SR 273) at Cedars Road/S Bonnyview Road	AM	27.0	C	25.3	C	27.0	C	1.7	No
		PM	29.6	C	31.8	C	29.5	C	0.0	No		
2.	E Bonnyview Road at S Bonnyview Road	AM	22.1	C	20.7	C	21.0	C	0.3	No		
		PM	18.4	B	18.7	B	18.7	B	0.0	No		
3.	Bechelli Lane at S Bonnyview Road	AM	16.7	C	16.0	C	<b>73.3</b>	<b>F</b>	<b>57.3</b>	<b>Yes</b>	<b>Not Feasible</b>	
		PM	21.4	C	<b>36.1</b>	<b>E</b>	<b>215.9</b>	<b>F</b>	<b>179.8</b>	<b>Yes</b>		
4.	I 5 SB Ramps at S Bonnyview Road	AM	18.0	B	18.1	B	19.6	B	1.5	No		
		PM	17.9	B	17.1	B	20.1	C	3.0	No		
5.	I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	27.6	C	38.9	D	11.3	No		
		PM	23.2	C	23.2	C	35.8	D	12.6	No		
6.	Churn Creek Road at S Bonnyview Road	AM	<b>43.1</b>	<b>D</b>	<b>40.8</b>	<b>D</b>	<b>42.7</b>	<b>D</b>	1.9	No	24.8	C
		PM	<b>59.6</b>	<b>E</b>	<b>59.9</b>	<b>E</b>	<b>70.7</b>	<b>E</b>	<b>10.8</b>	<b>Yes</b>	32.7	C
7.	Alrose Lane at Churn Creek Road	AM	<b>25.4</b>	<b>D</b>	<b>29.1</b>	<b>D</b>	<b>30.1</b>	<b>D</b>	1.0	No		
		PM	<b>39.8</b>	<b>E</b>	<b>45.3</b>	<b>E</b>	<b>47.6</b>	<b>E</b>	2.3	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 55 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	AM	<b>41.5</b>	<b>E</b>	<b>56.0</b>	<b>F</b>	<b>60.6</b>	<b>F</b>	4.6	No	11.9	B
	PM	<b>57.8</b>	<b>F</b>	<b>79.8</b>	<b>F</b>	<b>91.6</b>	<b>F</b>	<b>11.8</b>	<b>Yes</b>	10.8	B
9. Rancho Road at Churn Creek Road	AM	<b>30.9</b>	<b>D</b>	<b>39.4</b>	<b>E</b>	<b>42.8</b>	<b>E</b>	3.4	No		
	PM	<b>29.1</b>	<b>D</b>	<b>34.4</b>	<b>D</b>	<b>37.0</b>	<b>E</b>	2.6	No		
10. Churn Creek Road at Smith Road	AM	11.4	B	11.4	B	11.4	B	0.0	No		
	PM	10.9	B	11.0	B	11.0	B	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.4	B	12.5	B	0.1	No		
	PM	12.5	B	12.6	B	12.8	B	0.2	No		
12. Market Street (SR 273) at Clear Creek Road	AM	8.8	A	8.7	A	8.7	A	0.0	No		
	PM	8.0	A	8.0	A	8.1	A	0.1	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	28.7	C	29.2	C	0.5	No		
	PM	30.7	C	30.6	C	30.8	C	0.2	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	17.4	B	17.1	B	0.0	No		
	PM	13.1	B	13.1	B	9.6	A	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 55 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	AM	28.4	C	27.7	C	27.0	C	0.0	No		
	PM	29.7	C	29.3	C	32.0	C	2.7	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.5	B	14.5	B	0.0	No		
	PM	13.1	B	13.1	B	13.4	B	0.3	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	27.8	C	27.8	C	0.0	No		
	PM	25.1	C	25.0	C	25.4	C	0.4	No		
18. Oak Street at North Street	AM	28.2	D	24.4	C	24.4	C	0.0	No		
	PM	19.9	C	20.0	C	20.0	C	0.0	No		
19. I 5 SB Off-Ramp at North Street	AM	11.0	B	10.6	B	10.6	B	0.0	No		
	PM	11.4	B	11.5	B	11.5	B	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	15.8	C	15.8	C	0.0	No		
	PM	15.0	C	15.2	C	15.2	C	0.0	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	12.7	B	12.7	B	0.0	No		
	PM	14.1	B	14.1	B	14.1	B	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 55 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 1 With Mitigation		
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
		22.	Ventura Street/I 5 SB On Ramp at Balls Ferry Road	AM	16.5	B	16.3	B	16.3	B	0.0	No
		PM	19.9	B	19.9	B	19.9	B	0.0	No		
23.	McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	AM	18.4	B	18.3	B	18.3	B	0.0	No		
		PM	19.2	B	19.2	B	19.2	B	0.0	No		
24.	Market Street (SR 273) at Kenyon Drive	AM	16.1	C	14.9	B	15.4	C	0.5	No		
		PM	22.3	C	19.8	C	20.9	C	1.1	No		
25.	Market Street (SR 273) at Breslauer Way	AM	23.8	C	22.6	C	22.8	C	0.2	No		
		PM	20.6	C	19.0	B	20.1	C	1.1	No		
26.	Market Street (SR 273) at Buenaventura Boulevard	AM	18.1	B	18.4	B	18.1	B	0.0	No		
		PM	18.9	B	17.6	B	16.8	B	0.0	No		
27.	I 5 SB Ramps at Knighton Road	AM	<b>36.8</b>	<b>E</b>	34.7	D	<b>41.5</b>	<b>E</b>	<b>6.8</b>	<b>Yes</b>	19.4	B
		PM	33.9	D	30.2	D	<b>41.1</b>	<b>E</b>	10.9	No	20.7	C
28.	I 5 NB Ramps at Knighton Road	AM	<b>167.7</b>	<b>F</b>	<b>105.2</b>	<b>F</b>	<b>147.0</b>	<b>F</b>	<b>41.8</b>	<b>Yes</b>	13.9	B
		PM	23.2	C	22.5	C	26.5	D	4.0	No	12.6	B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 55 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	AM	13.6	B	13.4	B	13.1	B	0.0	No		
	PM	14.4	B	14.3	B	13.7	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.6	A	9.5	A	0.0	No		
	PM	7.9	A	7.9	A	8.1	A	0.2	No		
31. Market Street (SR 273) at 3 Street	AM	32.0	C	32.2	C	32.2	C	0.0	No		
	PM	32.7	C	32.6	C	32.7	C	0.1	No		
32. Market Street (SR 273) at Ox Yoke Road	AM	45.0	D	43.2	D	43.1	D	0.0	No		
	PM	34.0	C	34.1	C	34.4	C	0.3	No		
33. Market Street (SR 273) at Spring Gulch Road	AM	4.8	A	4.8	A	4.8	A	0.0	No		
	PM	5.1	A	5.1	A	5.1	A	0.0	No		
34. Bechelli Lane at Sunnyhill Lane	AM	8.6	A	8.5	A	14.8	B	6.3	No		
	PM	8.6	A	8.5	A	23.9	C	15.4	No		
35. Commercial Way at Churn Creek Road	AM	23.6	C	<b>26.9</b>	<b>D</b>	<b>27.8</b>	<b>D</b>	0.9	No		
	PM	<b>37.6</b>	<b>E</b>	<b>37.7</b>	<b>E</b>	<b>40.5</b>	<b>E</b>	2.8	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.





**TABLE 56**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	MD	28.0	C	27.5	C	27.4	C	0.0	No		
	PM	28.4	C	28.8	C	28.7	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	9.4	A	9.2	A	0.0	No		
	PM	8.5	A	8.6	A	8.4	A	0.0	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	12.3	B	<b>51.4</b>	<b>F</b>	<b>39.1</b>	<b>Yes</b>	<b>Not Feasible</b>	
	PM	7.4	A	9.5	A	<b>61.7</b>	<b>F</b>	<b>52.2</b>	<b>Yes</b>		
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	19.2	B	21.0	C	1.8	No		
	PM	18.1	B	18.5	B	21.5	C	3.0	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	21.3	C	25.4	C	4.1	No		
	PM	21.4	C	21.2	C	31.2	C	10.0	No		
6. Churn Creek Road at S Bonnyview Road	MD	<b>50.1</b>	<b>D</b>	<b>51.8</b>	<b>D</b>	<b>52.0</b>	<b>D</b>	0.2	No	30.9	C
	PM	<b>51.6</b>	<b>D</b>	<b>51.6</b>	<b>D</b>	<b>51.4</b>	<b>D</b>	0.0	No	30.0	C
7. Alrose Lane at Churn Creek Road	MD	22.7	C	<b>26.7</b>	<b>D</b>	<b>27.8</b>	<b>D</b>	1.1	No		
	PM	17.6	C	19.7	C	20.7	C	1.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 56 (CONTINUED)**

**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	MD	22.1	C	<b>26.8</b>	<b>D</b>	<b>27.9</b>	<b>D</b>	1.1	No	9.2	A
	PM	18.8	C	20.7	C	21.9	C	1.2	No	9.1	A
9. Rancho Road at Churn Creek Road	MD	20.9	C	24.5	C	<b>25.4</b>	<b>D</b>	0.9	No		
	PM	16.8	C	18.8	C	20.0	C	1.2	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	10.0	B	10.0	B	0.0	No		
	PM	9.6	A	9.6	A	9.6	A	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	MD	12.7	B	12.6	B	12.7	B	0.1	No		
	PM	12.8	B	12.8	B	13.6	B	0.8	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	5.4	A	5.4	A	0.0	No		
	PM	4.8	A	4.7	A	4.7	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	30.1	C	29.9	C	0.0	No		
	PM	31.1	C	31.0	C	31.0	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.4	B	14.1	B	0.0	No		
	PM	16.4	B	16.1	B	12.6	B	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 56 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
		15. Redding Rancheria Road at Canyon Road	MD PM	27.0 28.5	C C	27.0 28.5	C C	26.2 27.5	C C	0.0 0.0	No No
16. Market Street (SR 273) at Happy Valley Road	MD PM	11.1 12.1	B B	11.2 12.1	B B	11.4 12.8	B B	0.2 0.7	No No		
17. Market Street (SR 273) at North Street	MD PM	22.6 23.1	C C	22.5 23.0	C C	22.6 23.7	C C	0.1 0.7	No No		
18. Oak Street at North Street	MD PM	15.2 15.0	C B	15.3 14.2	C B	15.3 14.2	C B	0.0 0.0	No No		
19. I 5 SB Off-Ramp at North Street	MD PM	9.6 9.7	A A	9.6 9.4	A A	9.6 9.4	A A	0.0 0.0	No No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD PM	12.4 11.6	B B	12.5 11.5	B B	12.5 11.5	B B	0.0 0.0	No No		
21. Oak Street at Balls Ferry Road	MD PM	13.0 11.8	B B	12.9 11.8	B B	12.9 11.8	B B	0.0 0.0	No No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 56 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 1 With Mitigation		
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
		22.	Ventura Street/I 5 SB On Ramp at Balls Ferry Road	MD PM	20.9 20.2	C C	20.9 20.2	C C	20.9 20.2	C C	0.0 0.0	No No
23.	McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	MD PM	18.6 18.7	B B	18.6 18.6	B B	18.6 18.6	B B	0.0 0.0	No No		
24.	Market Street (SR 273) at Kenyon Drive	MD PM	12.5 12.0	B B	12.8 12.1	B B	13.1 12.7	B B	0.3 0.6	No No		
25.	Market Street (SR 273) at Breslauer Way	MD PM	15.6 13.3	B B	15.6 13.1	B B	15.8 14.1	B B	0.2 1.0	No No		
26.	Market Street (SR 273) at Buenaventura Boulevard	MD PM	15.7 17.3	B B	15.4 17.0	B B	15.5 17.3	B B	0.1 0.3	No No		
27.	I 5 SB Ramps at Knighton Road	MD PM	14.1 12.7	B B	14.1 12.8	B B	14.6 13.7	B B	0.5 0.9	No No	20.7 20.5	C C
28.	I 5 NB Ramps at Knighton Road	MD PM	15.1 13.2	C B	15.1 13.4	C B	16.3 15.2	C C	1.2 1.8	No No	11.2 10.1	B B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 56 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 1 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	MD	15.1	B	14.3	B	13.4	B	0.0	No		
	PM	13.0	B	12.6	B	10.9	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.8	A	8.9	A	0.1	No		
	PM	16.1	B	16.0	B	16.6	B	0.6	No		
31. Market Street (SR 273) at 3 Street	MD	34.9	C	34.8	C	34.5	C	0.0	No		
	PM	34.2	C	34.3	C	34.2	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	MD	21.0	C	20.9	C	20.8	C	0.0	No		
	PM	23.3	C	23.2	C	23.8	C	0.6	No		
33. Market Street (SR 273) at Spring Gulch Road	MD	4.5	A	4.5	A	4.5	A	0.0	No		
	PM	4.8	A	4.8	A	4.9	A	0.1	No		
34. Bechelli Lane at Sunnyhill Lane	MD	8.6	A	8.6	A	15.2	C	6.6	No		
	PM	8.6	A	8.5	A	<b>31.5</b>	<b>D</b>	23.0	No		
35. Commercial Way at Churn Creek Road	MD	19.1	C	20.9	C	21.5	C	0.6	No		
	PM	15.3	C	17.1	C	17.9	C	0.8	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 57  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

	Kimley Horn TIA						LLG Analysis										
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
R 273) at																	
Bonnyview Road	23.2	C	24.2	C	1.0	No											
oad at	17.8	B	18.3	B	0.5	No											
oad	49.9	D	402.3	F	352.4	Yes											
oad	103.1	F	179.4	F	76.3	Yes	36.7	D	18.1	B	19.6	B	1.5	No			
oad	54.6	D	119.3	F	64.7	Yes	54.9	D	17.1	B	20.1	C	3.0	No			
oad at	96.2	F	95.8	F	0.0	No	52.1	D	27.6	C	38.9	D	11.3	No			
oad	17.2	C	17.9	C	0.7	No			23.2	C	35.8	D	12.6	No			
t	68.0	F	80.8	F	12.8	Yes	7.6	A	40.8	D	42.7	D	1.9	No	24.8	C	
oad	21.1	C	23.1	C	2.0	No			59.9	E	70.7	E	10.8	Yes	32.7	C	
oad at	10.3	B	10.3	B	0.0	No			29.1	D	30.1	D	1.0	No			
									45.3	E	47.6	E	2.3	No			
									41.5	E	56.0	F	4.6	No	11.9	B	
									57.8	F	79.8	F	11.8	Yes	10.8	B	
									30.9	D	39.4	E	3.4	No			
									29.1	D	34.4	D	2.6	No			
									11.4	B	11.4	B	0.0	No			
									10.9	B	11.0	B	0.0	No			

Kimley Horn study.  
 study but impacted in LLG's assessment.



**TABLE 57 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY**

Time Period	Kimley Horn TIA						LLG Analysis												
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements				
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
AM																			
PM	16.8	C	19.7	C	2.9	No							41.5	E	6.8	Yes	19.4	B	
AM																			
PM	11.7	B	12.3	B	0.6	No							147.0	F	41.8	Yes	13.9	B	
AM																			
PM	8.6	A	8.7	A	0.1	No							13.1	B	0.0	No			
AM																			
PM	8.6	A	23.9	C	15.3	No							14.8	B	6.3	No			
AM																			
PM	33.8	D	37.3	E	3.5	No							23.9	C	15.4	No			
AM																			
PM													26.9	D	0.9	No			
													37.7	E	2.8	No			

Kimley Horn study.  
 study but impacted in LLG's assessment.



TABLE 58  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA						LLG Analysis												
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements				
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
MD																			
PM	20.2	C	17.8	B	0.0	No													
MD																			
PM	7.5	A	7.5	A	0.0	No													
MD																			
PM	15.1	B	531.5	F	516.4	Yes													
MD																			
PM	27.9	C	76.9	E	49.0	Yes	16.3	B											
MD																			
PM	19.7	B	63.3	E	43.6	Yes	40.3	D											
MD																			
PM	43.6	D	43.5	D	0.0	No	40.1	D											
MD																			
PM	11.2	B	11.4	B	0.2	No													
MD																			
PM	16.6	C	17.7	C	1.1	No	6.5	A											
MD																			
PM	11.2	B	11.5	B	0.3	No													
MD																			
PM	9.3	A	9.3	A	0.0	No													

Kimley Horn study study but impacted in LLG's assessment.





TABLE 58 (CONTINUED)  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA						LLG Analysis													
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements					
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS		
MD																				
PM	11.3	B	12.3	B	1.0	No							14.1	B	14.6	B	0.5	No	20.7	C
MD																				
PM	10.1	B	10.5	B	0.4	No							12.8	B	13.7	B	0.9	No	20.5	C
MD													15.1	C	16.3	C	1.2	No	11.2	B
PM	7.8	A	7.8	A	0.0	No							13.4	B	15.2	C	1.8	No	10.1	B
MD													14.3	B	13.4	B	0.0	No		
PM	1.2	A	0.0	A	0.0	No							12.6	B	10.9	B	0.0	No		
MD													8.6	A	15.2	C	6.6	No		
PM	13.9	B	14.6	B	0.7	No							8.5	A	<b>31.5</b>	<b>D</b>	23.0	No		
MD													20.9	C	21.5	C	0.6	No		
PM													17.1	C	17.9	C	0.8	No		

Kimley Horn study.  
 study but impacted in LLG's assessment.



**TABLE 59**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	AM	27.0	C	25.3	C	27.0	C	1.7	No		
	PM	29.6	C	31.8	C	29.5	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	AM	22.1	C	20.7	C	21.0	C	0.3	No		
	PM	18.4	B	18.7	B	18.7	B	0.0	No		
3. Bechelli Lane at S Bonnyview Road	AM	16.7	C	16.0	C	44.4	E	28.4	Yes	Not Feasible	
	PM	21.4	C	36.1	E	135.8	F	99.7	Yes		
4. I 5 SB Ramps at S Bonnyview Road	AM	18.0	B	18.1	B	19.6	B	1.5	No		
	PM	17.9	B	17.1	B	19.3	B	2.2	No		
5. I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	27.6	C	28.7	C	1.1	No		
	PM	23.2	C	23.2	C	24.5	C	1.3	No		
6. Churn Creek Road at S Bonnyview Road	AM	43.1	D	40.8	D	42.7	D	1.9	No	24.8	C
	PM	59.6	E	59.9	E	70.7	E	10.8	Yes	32.7	C
7. Alrose Lane at Churn Creek Road	AM	25.4	D	29.1	D	30.1	D	1.0	No		
	PM	39.8	E	45.3	E	47.6	E	2.3	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- Bold Delay/LOS values** indicate adverse service levels.



**TABLE 59 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	AM	41.5	E	56.0	F	60.6	F	4.6	No	11.9	B
	PM	57.8	F	79.8	F	91.6	F	11.8	Yes	10.8	B
9. Rancho Road at Churn Creek Road	AM	30.9	D	39.4	E	42.8	E	3.4	No		
	PM	29.1	D	34.4	D	37.0	E	2.6	No		
10. Churn Creek Road at Smith Road	AM	11.4	B	11.4	B	16.0	C	4.6	No		
	PM	10.9	B	11.0	B	18.5	C	7.5	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.4	B	12.5	B	0.1	No		
	PM	12.5	B	12.6	B	12.8	B	0.2	No		
12. Market Street (SR 273) at Clear Creek Road	AM	8.8	A	8.7	A	8.7	A	0.0	No		
	PM	8.0	A	8.0	A	8.1	A	0.1	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	28.7	C	29.2	C	0.5	No		
	PM	30.7	C	30.6	C	30.8	C	0.2	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	17.4	B	17.1	B	0.0	No		
	PM	13.1	B	13.1	B	9.6	A	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 59 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	AM	28.4	C	27.7	C	27.0	C	0.0	No		
	PM	29.7	C	29.3	C	32.0	C	2.7	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.5	B	14.5	B	0.0	No		
	PM	13.1	B	13.1	B	13.4	B	0.3	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	27.8	C	27.8	C	0.0	No		
	PM	25.1	C	25.0	C	25.4	C	0.4	No		
18. Oak Street at North Street	AM	28.2	D	24.4	C	24.4	C	0.0	No		
	PM	19.9	C	20.0	C	20.0	C	0.0	No		
19. I 5 SB Off-Ramp at North Street	AM	11.0	B	10.6	B	10.6	B	0.0	No		
	PM	11.4	B	11.5	B	11.5	B	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	15.8	C	15.8	C	0.0	No		
	PM	15.0	C	15.2	C	15.2	C	0.0	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	12.7	B	12.7	B	0.0	No		
	PM	14.1	B	14.1	B	14.1	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 59 (CONTINUED)  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	AM	16.5	B	16.3	B	16.3	B	0.0	No		
	PM	19.9	B	19.9	B	19.9	B	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	AM	18.4	B	18.3	B	18.3	B	0.0	No		
	PM	19.2	B	19.2	B	19.2	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	14.9	B	15.4	C	0.5	No		
	PM	22.3	C	19.8	C	20.9	C	1.1	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	22.6	C	22.8	C	0.2	No		
	PM	20.6	C	19.0	B	20.1	C	1.1	No		
26. Market Street (SR 273) at Buenaventura Boulevard	AM	18.1	B	18.4	B	18.1	B	0.0	No		
	PM	18.9	B	17.6	B	16.8	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	<b>36.8</b>	E	34.7	D	<b>61.9</b>	F	<b>27.2</b>	<b>Yes</b>	18.2	B
	PM	33.9	D	30.2	D	<b>86.6</b>	F	<b>56.4</b>	<b>Yes</b>	18.8	B
28. I 5 NB Ramps at Knighton Road	AM	<b>167.7</b>	F	<b>105.2</b>	F	<b>180.3</b>	F	<b>75.1</b>	<b>Yes</b>	18.2	B
	PM	23.2	C	22.5	C	29.5	D	7.0	No	17.9	B

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 59 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	AM	13.6	B	13.4	B	17.7	B	4.3	No		
	PM	14.4	B	14.3	B	21.4	C	7.1	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.6	A	9.5	A	0.0	No		
	PM	7.9	A	7.9	A	8.1	A	0.2	No		
31. Market Street (SR 273) at 3 Street	AM	32.0	C	32.2	C	32.2	C	0.0	No		
	PM	32.7	C	32.6	C	32.7	C	0.1	No		
32. Market Street (SR 273) at Ox Yoke Road	AM	45.0	D	43.2	D	43.1	D	0.0	No		
	PM	34.0	C	34.1	C	34.4	C	0.3	No		
33. Market Street (SR 273) at Spring Gulch Road	AM	4.8	A	4.8	A	4.8	A	0.0	No		
	PM	5.1	A	5.1	A	5.1	A	0.0	No		
34. Bechelli Lane at Sunnyhill Lane	AM	8.6	A	8.5	A	12.3	B	3.8	No		
	PM	8.6	A	8.5	A	16.7	C	8.2	No		
35. Commercial Way at Churn Creek Road	AM	23.6	C	<b>26.9</b>	<b>D</b>	<b>27.8</b>	<b>D</b>	0.9	No		
	PM	<b>37.6</b>	<b>E</b>	<b>37.7</b>	<b>E</b>	<b>40.5</b>	<b>E</b>	2.8	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 60**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	MD	28.0	C	27.5	C	27.4	C	0.0	No		
	PM	28.4	C	28.8	C	28.7	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	9.4	A	9.2	A	0.0	No		
	PM	8.5	A	8.6	A	8.4	A	0.0	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	12.3	B	<b>32.4</b>	<b>D</b>	<b>20.1</b>	<b>Yes</b>	<b>Not Feasible</b>	
	PM	7.4	A	9.5	A	<b>27.9</b>	<b>D</b>	<b>18.4</b>	<b>Yes</b>		
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	19.2	B	22.0	C	2.8	No		
	PM	18.1	B	18.5	B	21.2	C	2.7	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	21.3	C	23.9	C	2.6	No		
	PM	21.4	C	21.2	C	22.5	C	1.3	No		
6. Churn Creek Road at S Bonnyview Road	MD	<b>50.1</b>	<b>D</b>	<b>51.8</b>	<b>D</b>	<b>52.0</b>	<b>D</b>	0.2	No	30.9	C
	PM	<b>51.6</b>	<b>D</b>	<b>51.6</b>	<b>D</b>	<b>51.4</b>	<b>D</b>	0.0	No	30.0	C
7. Alrose Lane at Churn Creek Road	MD	22.7	C	<b>26.7</b>	<b>D</b>	<b>27.8</b>	<b>D</b>	1.1	No		
	PM	17.6	C	19.7	C	20.7	C	1.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 60 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	MD	22.1	C	26.8	D	27.9	D	1.1	No	9.2	A
	PM	18.8	C	20.7	C	21.9	C	1.2	No	9.1	A
9. Rancho Road at Churn Creek Road	MD	20.9	C	24.5	C	<b>25.4</b>	D	0.9	No		
	PM	16.8	C	18.8	C	20.0	C	1.2	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	10.0	B	14.1	B	4.1	No		
	PM	9.6	A	9.6	A	16.8	C	7.2	No		
11. Market Street (SR 273) at Westwood Avenue	MD	12.7	B	12.6	B	12.7	B	0.1	No		
	PM	12.8	B	12.8	B	13.6	B	0.8	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	5.4	A	5.4	A	0.0	No		
	PM	4.8	A	4.7	A	4.7	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	30.1	C	29.9	C	0.0	No		
	PM	31.1	C	31.0	C	31.0	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.4	B	14.1	B	0.0	No		
	PM	16.4	B	16.1	B	12.6	B	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.





**TABLE 60 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	MD	27.0	C	27.0	C	26.2	C	0.0	No		
	PM	28.5	C	28.5	C	27.5	C	0.0	No		
16. Market Street (SR 273) at Happy Valley Road	MD	11.1	B	11.2	B	11.4	B	0.2	No		
	PM	12.1	B	12.1	B	12.8	B	0.7	No		
17. Market Street (SR 273) at North Street	MD	22.6	C	22.5	C	22.6	C	0.1	No		
	PM	23.1	C	23.0	C	23.7	C	0.7	No		
18. Oak Street at North Street	MD	15.2	C	15.3	C	15.3	C	0.0	No		
	PM	15.0	B	14.2	B	14.2	B	0.0	No		
19. I 5 SB Off-Ramp at North Street	MD	9.6	A	9.6	A	9.6	A	0.0	No		
	PM	9.7	A	9.4	A	9.4	A	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD	12.4	B	12.5	B	12.5	B	0.0	No		
	PM	11.6	B	11.5	B	11.5	B	0.0	No		
21. Oak Street at Balls Ferry Road	MD	13.0	B	12.9	B	12.9	B	0.0	No		
	PM	11.8	B	11.8	B	11.8	B	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 60 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	MD	20.9	C	20.9	C	20.9	C	0.0	No		
	PM	20.2	C	20.2	C	20.2	C	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	MD	18.6	B	18.6	B	18.6	B	0.0	No		
	PM	18.7	B	18.6	B	18.6	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	12.8	B	13.1	B	0.3	No		
	PM	12.0	B	12.1	B	12.7	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	15.6	B	15.8	B	0.2	No		
	PM	13.3	B	13.1	B	14.1	B	1.0	No		
26. Market Street (SR 273) at Buena Ventura Boulevard	MD	15.7	B	15.4	B	15.5	B	0.1	No		
	PM	17.3	B	17.0	B	17.3	B	0.3	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	14.1	B	15.8	C	1.7	No	19.0	B
	PM	12.7	B	12.8	B	17.2	C	4.4	No	15.7	B
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	15.1	C	16.8	C	1.7	No	15.6	B
	PM	13.2	B	13.4	B	16.2	C	2.8	No	16.8	B

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 60 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2025 Plus Project Alt. A Option 2 With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	MD	15.1	B	14.3	B	20.2	C	5.9	No		
	PM	13.0	B	12.6	B	23.4	C	10.8	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.8	A	8.9	A	0.1	No		
	PM	16.1	B	16.0	B	16.6	B	0.6	No		
31. Market Street (SR 273) at 3 Street	MD	34.9	C	34.8	C	34.5	C	0.0	No		
	PM	34.2	C	34.3	C	34.2	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	MD	21.0	C	20.9	C	20.8	C	0.0	No		
	PM	23.3	C	23.2	C	23.8	C	0.6	No		
33. Market Street (SR 273) at Spring Gulch Road	MD	4.5	A	4.5	A	4.5	A	0.0	No		
	PM	4.8	A	4.8	A	4.9	A	0.1	No		
34. Bechelli Lane at Sunnyhill Lane	MD	8.6	A	8.6	A	12.6	B	4.0	No		
	PM	8.6	A	8.5	A	19.9	C	11.4	No		
35. Commercial Way at Churn Creek Road	MD	19.1	C	20.9	C	21.5	C	0.6	No		
	PM	15.3	C	17.1	C	17.9	C	0.8	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 61  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON – WEEKDAY

Time Period	Kimley Horn TIA						LLG Analysis										
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
R 273) at																	
Bonnyview Road	23.2	C	23.3	C	0.1	No											
oad at	17.8	B	18.3	B	0.5	No											
oad	49.9	D	210.6	F	160.7	Yes											
oad	103.1	F	165.5	F	62.4	Yes	26.5	C	18.1	B	19.6	B	1.5	No			
oad	54.6	D	91.7	F	37.1	Yes	48.9	D	17.1	B	19.3	B	2.2	No			
oad at	96.2	F	95.8	F	0.0	No			27.6	C	28.7	C	1.1	No			
oad	17.2	C	17.9	C	0.7	No			23.2	C	24.5	C	1.3	No			
t	68.0	F	80.8	F	12.8	Yes	7.6	A	40.8	D	42.7	D	1.9	No	24.8	C	
oad	21.1	C	23.1	C	2.0	No			59.9	E	70.7	E	10.8	Yes	32.7	C	
oad	10.3	B	11.2	B	0.9	No			29.1	D	30.1	D	1.0	No			
									45.3	E	47.6	E	2.3	No			
									56.0	F	60.6	F	4.6	No	11.9	B	
									79.8	F	91.6	F	11.8	Yes	10.8	B	
									39.4	E	42.8	E	3.4	No			
									34.4	D	37.0	E	2.6	No			
									11.4	B	16.0	C	4.6	No			
									11.0	B	18.5	C	7.5	No			

Kimley Horn study.  
 study but impacted in LLG's assessment.



**TABLE 61 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY**

Time	Kimley Horn TIA						LLG Analysis												
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements				
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
AM																			
PM	11.7	B	14.1	B	2.4	No			105.2	F	180.3	F	75.1	Yes			18.8	B	
AM									22.5	C	29.5	D	7.0	No			18.2	B	
PM									13.4	B	17.7	B	4.3	No			17.9	B	
AM	8.6	A	21.0	C	12.4	No			14.3	B	21.4	C	7.1	No					
PM									8.5	A	12.3	B	3.8	No					
AM	8.6	A	15.6	C	7.0	No			8.5	A	16.7	C	8.2	No					
PM									26.9	D	27.8	D	0.9	No					
AM	33.8	D	37.3	E	3.5	No			37.7	E	40.5	E	2.8	No					
PM																			

Kimley Horn study.  
 study but impacted in LLG's assessment.



TABLE 62  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA						LLG Analysis											
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements			
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
R 273) at Bonnyview Road	20.2	C	17.8	B	0.0	No			27.5	C	27.4	C	0.0	No				
oad at	7.5	A	7.5	A	0.0	No			9.4	A	9.2	A	0.0	No				
oad	15.1	B	224.1	F	209.0	Yes			8.6	A	8.4	A	0.0	No				
oad	27.9	C	82.2	F	54.3	Yes			12.3	B	32.4	D	20.1	Yes				
oad	19.7	B	41.7	D	22.0	No			9.5	A	27.9	D	18.4	Yes				
oad at	43.6	D	43.5	D	0.0	No			19.2	B	22.0	C	2.8	No				
oad	11.2	B	11.4	B	0.2	No			18.5	B	21.2	C	2.7	No				
t	16.6	C	17.7	C	1.1	No			21.3	C	23.9	C	2.6	No				
oad	11.2	B	11.5	B	0.3	No			21.2	C	22.5	C	1.3	No				
oad at	9.3	A	10.4	B	1.1	No			51.8	D	52.0	D	0.2	No				
									51.6	D	51.4	D	0.0	No				
									26.7	D	27.8	D	1.1	No				
									19.7	C	20.7	C	1.0	No				
									26.8	D	27.9	D	1.1	No				
									20.7	C	21.9	C	1.2	No				
									24.5	C	25.4	D	0.9	No				
									18.8	C	20.0	C	1.2	No				
									10.0	B	14.1	B	4.1	No				
									9.6	A	16.8	C	7.2	No				

Kimley Horn study.  
 study but impacted in LLG's assessment.



**TABLE 62 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY**

Time Period	Kimley Horn TIA						LLG Analysis												
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements				
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
MD																			
PM	11.3	B	15.2	C	3.9	No							15.8	C	1.7	No	19.0	B	
MD																			
PM	10.1	B	11.9	B	1.8	No							16.8	C	1.7	No	15.6	B	
MD																			
PM	7.8	A	15.2	B	7.4	No							20.2	C	5.9	No			
MD																			
PM	1.2	A	0.0	A	0.0	No							12.6	B	4.0	No			
MD																			
PM	13.9	B	14.6	B	0.7	No							21.5	C	0.6	No			

Kimley Horn study.  
 study but impacted in LLG's assessment.



**TABLE 63**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	AM	27.0	C	25.3	C	24.2	C	0.0	No		
	PM	29.6	C	31.8	C	30.2	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	AM	22.1	C	20.7	C	20.7	C	0.0	No		
	PM	18.4	B	18.7	B	18.6	B	0.0	No		
3. Bechelli Lane at S Bonnyview Road	AM	16.7	C	16.0	C	15.6	C	0.0	No		
	PM	21.4	C	<b>36.1</b>	<b>E</b>	<b>29.8</b>	<b>D</b>	0.0	No		
4. I 5 SB Ramps at S Bonnyview Road	AM	18.0	B	18.1	B	17.9	B	0.0	No		
	PM	17.9	B	17.1	B	16.7	B	0.0	No		
5. I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	27.6	C	25.4	C	0.0	No		
	PM	23.2	C	23.2	C	23.2	C	0.0	No		
6. Churn Creek Road at S Bonnyview Road	AM	<b>43.1</b>	<b>D</b>	<b>40.8</b>	<b>D</b>	<b>40.8</b>	<b>D</b>	0.0	No		
	PM	<b>59.6</b>	<b>E</b>	<b>59.9</b>	<b>E</b>	<b>59.9</b>	<b>E</b>	0.0	No		
7. Alrose Lane at Churn Creek Road	AM	<b>25.4</b>	<b>D</b>	<b>29.1</b>	<b>D</b>	<b>29.0</b>	<b>D</b>	0.0	No		
	PM	<b>39.8</b>	<b>E</b>	<b>45.3</b>	<b>E</b>	<b>45.1</b>	<b>E</b>	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.





**TABLE 63 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	AM	41.5	E	56.0	F	55.8	F	0.0	No		
	PM	57.8	F	79.8	F	78.2	F	0.0	No		
9. Rancho Road at Churn Creek Road	AM	30.9	D	39.4	E	39.2	E	0.0	No		
	PM	29.1	D	34.4	D	34.1	D	0.0	No		
10. Churn Creek Road at Smith Road	AM	11.4	B	11.4	B	11.4	B	0.0	No		
	PM	10.9	B	11.0	B	11.0	B	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.4	B	12.4	B	0.0	No		
	PM	12.5	B	12.6	B	12.9	B	0.3	No		
12. Market Street (SR 273) at Clear Creek Road	AM	8.8	A	8.7	A	8.6	A	0.0	No		
	PM	8.0	A	8.0	A	8.0	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	28.7	C	28.6	C	0.0	No		
	PM	30.7	C	30.6	C	31.0	C	0.4	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	17.4	B	16.7	B	0.0	No		
	PM	13.1	B	13.1	B	9.2	A	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 63 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	AM	28.4	C	27.7	C	27.0	C	0.0	No		
	PM	29.7	C	29.3	C	32.0	C	2.7	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.5	B	14.1	B	0.0	No		
	PM	13.1	B	13.1	B	12.6	B	0.0	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	27.8	C	31.4	C	3.6	No		
	PM	25.1	C	25.0	C	32.7	C	7.7	No		
18. Oak Street at North Street	AM	28.2	D	24.4	C	<b>287.7</b>	<b>F</b>	<b>263.3</b>	<b>Yes</b>	14.1	B
	PM	19.9	C	20.0	C	<b>793.5</b>	<b>F</b>	<b>773.5</b>	<b>Yes</b>	22.3	C
19. I 5 SB Off-Ramp at North Street	AM	11.0	B	10.6	B	15.2	C	4.6	No		
	PM	11.4	B	11.5	B	20.0	C	8.5	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	15.8	C	21.2	C	5.4	No		
	PM	15.0	C	15.2	C	24.4	C	9.2	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	12.7	B	15.1	C	2.4	No		
	PM	14.1	B	14.1	B	19.5	C	5.4	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 63 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	AM	16.5	B	16.3	B	14.4	B	0.0	No		
	PM	19.9	B	19.9	B	17.0	B	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	AM	18.4	B	18.3	B	19.2	B	0.9	No		
	PM	19.2	B	19.2	B	19.8	B	0.6	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	14.9	B	15.3	C	0.4	No		
	PM	22.3	C	19.8	C	20.8	C	1.0	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	22.6	C	22.8	C	0.2	No		
	PM	20.6	C	19.0	B	20.1	C	1.1	No		
26. Market Street (SR 273) at Buena Ventura Boulevard	AM	18.1	B	18.4	B	18.1	B	0.0	No		
	PM	18.9	B	17.6	B	16.8	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	<b>36.8</b>	E	34.7	D	34.7	D	0.0	No		
	PM	33.9	D	30.2	D	30.2	D	0.0	No		
28. I 5 NB Ramps at Knighton Road	AM	<b>167.7</b>	F	<b>105.2</b>	F	<b>105.2</b>	F	0.0	No		
	PM	23.2	C	22.5	C	22.5	C	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 63 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	AM	13.6	B	13.4	B	13.4	B	0.0	No		
	PM	14.4	B	14.3	B	14.3	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.6	A	8.9	A	0.0	No		
	PM	7.9	A	7.9	A	7.5	A	0.0	No		
31. Market Street (SR 273) at 3 Street	AM	32.0	C	32.2	C	32.3	C	0.1	No		
	PM	32.7	C	32.6	C	31.5	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	AM	45.0	D	43.2	D	41.5	D	0.0	No		
	PM	34.0	C	34.1	C	32.2	C	0.0	No		
33. Market Street (SR 273) at Spring Gulch Road	AM	4.8	A	4.8	A	4.9	A	0.1	No		
	PM	5.1	A	5.1	A	5.3	A	0.2	No		
34. Bechelli Lane at Sunnyhill Lane	AM	8.6	A	8.5	A	8.5	A	0.0	No		
	PM	8.6	A	8.5	A	8.5	A	0.0	No		
35. Commercial Way at Churn Creek Road	AM	23.6	C	<b>26.9</b>	<b>D</b>	<b>26.8</b>	<b>D</b>	0.0	No		
	PM	<b>37.6</b>	<b>E</b>	<b>37.7</b>	<b>E</b>	<b>37.4</b>	<b>E</b>	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 64**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
1. Market Street (SR 273) at Cedars Road/S Bonnyview Road	MD	28.0	C	27.5	C	26.2	C	0.0	No		
	PM	28.4	C	28.8	C	24.7	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	9.4	A	9.4	A	0.0	No		
	PM	8.5	A	8.6	A	8.8	A	0.2	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	12.3	B	12.1	B	0.0	No		
	PM	7.4	A	9.5	A	8.6	A	0.0	No		
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	19.2	B	18.9	B	0.0	No		
	PM	18.1	B	18.5	B	18.1	B	0.0	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	21.3	C	21.0	C	0.0	No		
	PM	21.4	C	21.2	C	20.4	C	0.0	No		
6. Churn Creek Road at S Bonnyview Road	MD	<b>50.1</b>	<b>D</b>	<b>51.8</b>	<b>D</b>	<b>51.8</b>	<b>D</b>	0.0	No		
	PM	<b>51.6</b>	<b>D</b>	<b>51.6</b>	<b>D</b>	<b>51.7</b>	<b>D</b>	0.1	No		
7. Alrose Lane at Churn Creek Road	MD	22.7	C	<b>26.7</b>	<b>D</b>	<b>26.7</b>	<b>D</b>	0.0	No		
	PM	17.6	C	19.7	C	19.5	C	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 64 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
8. Victor Avenue at Churn Creek Road	MD	22.1	C	26.8	D	26.7	D	0.0	No		
	PM	18.8	C	20.7	C	20.5	C	0.0	No		
9. Rancho Road at Churn Creek Road	MD	20.9	C	24.5	C	24.4	C	0.0	No		
	PM	16.8	C	18.8	C	18.7	C	0.0	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	10.0	B	10.0	B	0.0	No		
	PM	9.6	A	9.6	A	9.6	A	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	MD	12.7	B	12.6	B	12.6	B	0.0	No		
	PM	12.8	B	12.8	B	13.2	B	0.4	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	5.4	A	5.3	A	0.0	No		
	PM	4.8	A	4.7	A	4.5	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	30.1	C	29.8	C	0.0	No		
	PM	31.1	C	31.0	C	30.9	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.4	B	13.5	B	0.0	No		
	PM	16.4	B	16.1	B	11.4	B	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 64 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
15. Redding Rancheria Road at Canyon Road	MD	27.0	C	27.0	C	26.2	C	0.0	No		
	PM	28.5	C	28.5	C	27.5	C	0.0	No		
16. Market Street (SR 273) at Happy Valley Road	MD	11.1	B	11.2	B	10.8	B	0.0	No		
	PM	12.1	B	12.1	B	11.2	B	0.0	No		
17. Market Street (SR 273) at North Street	MD	22.6	C	22.5	C	27.2	C	4.7	No		
	PM	23.1	C	23.0	C	29.5	C	6.5	No		
18. Oak Street at North Street	MD	15.2	C	15.3	C	<b>7,057.0</b>	<b>F</b>	<b>7,041.7</b>	<b>Yes</b>	12.4	B
	PM	15.0	B	14.2	B	<b>822.8</b>	<b>F</b>	<b>808.6</b>	<b>Yes</b>	33.5	C
19. I 5 SB Off-Ramp at North Street	MD	9.6	A	9.6	A	12.0	B	2.4	No		
	PM	9.7	A	9.4	A	21.4	C	12.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD	12.4	B	12.5	B	13.4	B	0.9	No		
	PM	11.6	B	11.5	B	16.1	C	4.6	No		
21. Oak Street at Balls Ferry Road	MD	13.0	B	12.9	B	14.5	B	1.6	No		
	PM	11.8	B	11.8	B	15.3	C	3.5	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



**TABLE 64 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2025 Cumulative Traffic Conditions		(3) Year 2025 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
22. Ventura Street/I 5 SB On Ramp at Balls Ferry Road	MD	20.9	C	20.9	C	18.0	B	0.0	No		
	PM	20.2	C	20.2	C	15.0	B	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	MD	18.6	B	18.6	B	19.3	B	0.7	No		
	PM	18.7	B	18.6	B	20.4	C	1.8	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	12.8	B	13.1	B	0.3	No		
	PM	12.0	B	12.1	B	12.7	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	15.6	B	15.8	B	0.2	No		
	PM	13.3	B	13.1	B	14.1	B	1.0	No		
26. Market Street (SR 273) at Buenaventura Boulevard	MD	15.7	B	15.4	B	15.5	B	0.1	No		
	PM	17.3	B	17.0	B	17.3	B	0.3	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	14.1	B	14.1	B	0.0	No		
	PM	12.7	B	12.8	B	12.8	B	0.0	No		
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	15.1	C	15.1	C	0.0	No		
	PM	13.2	B	13.4	B	13.4	B	0.0	No		

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.





**TABLE 64 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2025 Plus Project Alternative E With Mitigation	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS
29. Churn Creek Road/Pacheco Road at Knighton Road	MD	15.1	B	14.3	B	14.3	B	0.0	No		
	PM	13.0	B	12.6	B	12.6	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.8	A	8.4	A	0.0	No		
	PM	16.1	B	16.0	B	13.9	B	0.0	No		
31. Market Street (SR 273) at 3 Street	MD	34.9	C	34.8	C	33.2	C	0.0	No		
	PM	34.2	C	34.3	C	32.7	C	0.0	No		
32. Market Street (SR 273) at Ox Yoke Road	MD	21.0	C	20.9	C	19.5	B	0.0	No		
	PM	23.3	C	23.2	C	20.3	C	0.0	No		
33. Market Street (SR 273) at Spring Gulch Road	MD	4.5	A	4.5	A	4.7	A	0.2	No		
	PM	4.8	A	4.8	A	5.0	A	0.2	No		
34. Bechelli Lane at Sunnyhill Lane	MD	8.6	A	8.6	A	8.6	A	0.0	No		
	PM	8.6	A	8.5	A	8.5	A	0.0	No		
35. Commercial Way at Churn Creek Road	MD	19.1	C	20.9	C	20.9	C	0.0	No		
	PM	15.3	C	17.1	C	16.9	C	0.0	No		

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Tables 6 and 7 for the LOS definitions.
- **Bold Delay/LOS values** indicate adverse service levels.



TABLE 65  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

Time Period	Kimley Horn TIA						LLG Analysis													
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Project Significant Impact		With Improvements					
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS		
R 273) at	AM																			
	PM	15.9	B	25.1	C	9.2	No						27.8	C	31.4	C	3.6	No		
p at	AM																			
	PM	24.3	C		F		Yes	15.8	B	20.0	C	263.3	Yes	24.4	C	287.7	F	773.5	Yes	14.1
/I 5 NB On Ramp at	AM																			
	PM	12.2	B	36.1	E	23.9	Yes	10.3	B	11.5	B	8.5	No	10.6	B	15.2	C	4.6	No	
5 SB On Ramp at	AM																			
	PM	36.2	E	60.7	F	24.5	Yes	14.4	B	15.8	C	5.4	No	15.2	C	21.2	C	9.2	No	
/I 5 NB OFF Ramp at	AM																			
	PM	15.0	C	24.2	C	9.2	No			12.7	B	2.4	No	14.1	B	15.1	C	2.4	No	
	AM																			
	PM	26.5	C	26.8	C	0.3	No			16.3	B	0.0	No	19.9	B	14.4	B	0.0	No	
	AM																			
	PM	23.3	C	25.1	C	1.8	No			18.3	B	0.9	No	19.2	B	19.2	B	0.6	No	

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**TABLE 66**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY**

Time Period	Kimley Horn TIA						LLG Analysis												
	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Project Significant Impact		With Improvements		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Project Significant Impact		With Improvements				
	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
R 273) at	MD																		
	PM	12.7	B	19.6	B	6.9	No												
p at	MD	14.6	B		F		Yes	21.6	C										
	PM	9.0	A	26.5	D	17.5	No	9.9	A										
/I 5 NB On Ramp at	MD																		
	PM	13.7	B	18.5	C	4.8	No	12.2	B										
5 SB On Ramp at	MD	12.8	B	19.2	C	6.4	No												
	PM	8.6	A	23.1	C	14.5	No												
/I 5 NB Off Ramp at	MD	8.3	A	21.4	C	13.1	No												
	PM																		

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TABLE 67

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>71</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	27	27	270	469	D	Yes
			SB	13		469			
		PM	NB	29	29	498	677	F	Yes
			SB	7		677			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	484	682	493	698	F	No
			WB	682		698			
		PM	EB	693	693	708	708	F	No
			WB	575		597			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	38	38	A	No
			WB	25		25			
		PM	EB	31	31	31	31	A	No
			WB	31		31			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	542	542	539	539	E	No
			SB	172		171			
		PM	NB	239	435	233	430	D	No
			SB	435		430			

<sup>71</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 67 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>72</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
5. North Street, east of Oak Street	Divided Arterial	AM	EB	496	496	496	496	A	No
			WB	462		462			
		PM	EB	373	436	373	436	A	No
			WB	436		436			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	444	444	444	444	A	No
			WB	431		431			
		PM	EB	355	391	355	391	A	No
			WB	391		391			
7. Oak Street, north of North Street	Collector	AM	NB	52	80	52	80	A	No
			SB	80		80			
		PM	NB	68	68	68	68	A	No
			SB	48		48			
8. Oak Street, south of North Street	Collector	AM	NB	18	25	18	25	A	No
			SB	25		25			
		PM	NB	30	37	30	37	A	No
			SB	37		37			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 67 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>73</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact		
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS	LOS
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,380	14.5	1,465	15.3	B	B	No
			WB	1,080	11.3	1,093	11.5	B	B	
		PM	EB	1,467	13.9	1,536	14.6	B	B	No
			WB	1,176	11.2	1,189	11.3	B	B	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,054	10.2	1,062	10.3	A	A	No
			SB	612	5.9	576	5.6	A	A	
		PM	NB	765	7.1	697	6.5	A	A	No
			SB	1,061	9.8	967	9.0	A	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	534	5.0	540	5.0	A	A	No
			SB	407	3.8	417	3.9	A	A	
		PM	NB	486	4.5	477	4.4	A	A	No
			SB	579	5.4	571	5.3	A	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 67 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>74</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	335	419	362	419	D	No
			WB	419		419			
		PM	EB	253	253	300	300	A	No
			WB	242		242			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	289	550	307	584	F	No
			WB	550		584			
		PM	EB	364	514	398	564	E	No
			WB	514		564			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	156	191	156	191	A	No
			SB	191		191			
		PM	NB	157	157	157	157	A	No
			SB	148		148			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 68

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>75</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact		
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS	LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	15	15	186	554	A	F	Yes
			SB	8		554				
		PM	NB	14	14	514	868	A	F	Yes
			SB	6		868				
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	470	539	476	557	C	D	No
			WB	539		557				
		PM	EB	440	440	456	427	B	B	No
			WB	399		427				
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	24	24	A	A	No
			WB	19		19				
		PM	EB	19	19	19	14	A	A	No
			WB	14		14				
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	224	224	219	225	A	A	No
			SB	224		225				
		PM	NB	179	233	171	228	A	A	No
			SB	233		228				

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).





TABLE 68 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>76</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
5. North Street, east of Oak Street	Divided Arterial	MD	EB	349	349	349	349	A	No
			WB	305		305			
		PM	EB	284	284	284	284	A	No
			WB	264		264			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	323	323	323	323	A	No
			WB	272		272			
		PM	EB	251	251	251	251	A	No
			WB	235		235			
7. Oak Street, north of North Street	Collector	MD	NB	53	53	53	53	A	No
			SB	53		53			
		PM	NB	40	46	40	46	A	No
			SB	46		46			
8. Oak Street, south of North Street	Collector	MD	NB	15	22	15	22	A	No
			SB	22		22			
		PM	NB	15	17	15	17	A	No
			SB	17		17			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 68 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>77</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	870	8.7	984	9.9	A	No
			WB	698	7.0	671	6.7	A	
		PM	EB	733	7.0	852	8.2	A	No
			WB	740	7.1	740	7.1	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	624	5.6	651	5.8	A	No
			SB	605	5.4	526	4.7	A	
		PM	NB	544	5.0	498	4.6	A	No
			SB	620	5.7	492	4.6	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	395	3.6	388	3.6	A	No
			SB	364	3.4	375	3.5	A	
		PM	NB	310	2.9	296	2.7	A	No
			SB	336	3.1	331	3.1	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 68 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>78</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 1		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/h)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/h)		LOS
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	184	184	206	206	A	No
			WB	152		152			
		PM	EB	153	153	205	205	A	No
			WB	127		127			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	259	293	271	333	B	No
			WB	293		333			
		PM	EB	198	235	234	299	A	No
			WB	235		299			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	89	119	89	119	A	No
			SB	119		119			
		PM	NB	76	80	76	80	A	No
			SB	80		80			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/h).



TABLE 69

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis		
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact
				LOS	LOS	Yes/No	LOS	LOS	Yes/No
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB				A	D	No
			SB						
		PM	NB	A	C	No	A	F	Yes
			SB	A	C	No			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB				F	F	No
			WB						
		PM	EB	C	C	No	F	F	No
			WB	C	C	No			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB				A	A	No
			WB						
		PM	EB	A	A	No	A	A	No
			WB	A	A	No			
9. S Bonnyview Road, west of Bechelli Lane	Collector	AM	EB				B	B	No
			WB						
		PM	EB	B	B	No	B	B	No
			WB	B	C	No	B	B	No



**TABLE 69 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis				
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact		
				LOS	LOS	Yes/No	LOS	LOS	Yes/No		
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB								
			WB								
		PM	EB	B	B	No	A	B	No		
			WB	B	B	No					
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB								
			WB								
		PM	EB	B	C	No	E	F	No		
			WB	B	C	No					



Table 70

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis		
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact
				LOS	LOS	Yes/No	LOS	LOS	Yes/No
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB				A	F	Yes
			SB						
		PM	NB	A	C	No	A	F	Yes
			SB	A	C	No			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB				C	D	No
			WB						
		PM	EB	C	C	No	B	B	No
			WB	C	C	No			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB				A	A	No
			WB						
		PM	EB	A	A	No	A	A	No
			WB	A	A	No			
9. S Bonnyview Road, west of Bechelli Lane		MD	EB				A	A	No
			WB						
		PM	EB	A	A	No	A	A	No
			WB	B	C	No	A	A	No



**Table 70 (Continued)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA				LLG Analysis			
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 1	Significant Impact		
				LOS	LOS	Yes/No	LOS	LOS	Yes/No		
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB								
			WB								
		PM	EB	B	B	No	A	A	No		
			WB	B	B	No	A	A	No		
		MD	EB				B	B	No		
			WB								
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	PM	EB	B	B	No	A	B	No		
			WB	B	B	No	A	B	No		
		MD	EB								
			WB								



TABLE 71

**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>79</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact		
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/in)	LOS	Demand (veh/h)		Max Demand (veh/h) or Density (pc/mi/in)	LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	27	27	A	204	342	C	No
			SB	13			342			
		PM	NB	29	29	A	370	488	E	Yes
			SB	7			488			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	484	682	F	493	698	F	No
			WB	682			698			
		PM	EB	693	693	F	708	708	F	No
			WB	575			597			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	A	104	152	A	No
			WB	25			152			
		PM	EB	31	31	A	159	220	A	No
			WB	31			220			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	542	542	F	539	539	E	No
			SB	172			171			
		PM	NB	239	435	D	233	430	D	No
			SB	435			430			

<sup>79</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/in).





TABLE 71 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>80</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact		
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/h)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/h)		LOS	LOS
5. North Street, east of Oak Street	Divided Arterial	AM	EB	496	496	496	496	A	A	No
			WB	462		462				
		PM	EB	373	436	373	436	A	A	No
			WB	436		436				
6. North Street, west of Oak Street	Divided Arterial	AM	EB	444	444	444	444	A	A	No
			WB	431		431				
		PM	EB	355	391	355	391	A	A	No
			WB	391		391				
7. Oak Street, north of North Street	Collector	AM	NB	52	80	52	80	A	A	No
			SB	80		80				
		PM	NB	68	68	68	48	A	A	No
			SB	48		48				
8. Oak Street, south of North Street	Collector	AM	NB	18	25	18	25	A	A	No
			SB	25		25				
		PM	NB	30	37	30	37	A	A	No
			SB	37		37				

<sup>80</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/h).



TABLE 71 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>81</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact		
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS	LOS
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,380	14.5	1,465	15.3	B	B	No
			WB	1,080	11.3	1,093	11.5	B	B	
		PM	EB	1,467	13.9	1,536	14.6	B	B	No
			WB	1,176	11.2	1,189	11.3	B	B	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,054	10.2	1,062	10.3	A	A	No
			SB	612	5.9	576	5.6	A	A	
		PM	NB	765	7.1	697	6.5	A	A	No
			SB	1,061	9.8	967	9.0	A	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	534	5.0	540	5.0	A	A	No
			SB	407	3.8	417	3.9	A	A	
		PM	NB	486	4.5	477	4.4	A	A	No
			SB	579	5.4	571	5.3	A	A	

<sup>81</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 71 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>82</sup> – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	335	419	344	467	D	No
			WB	419		467			
		PM	EB	253	253	266	336	A	No
			WB	242		336			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	289	550	383	598	F	No
			WB	550		598			
		PM	EB	364	514	503	608	E	No
			WB	514		608			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	156	191	284	284	A	No
			SB	191		257			
		PM	NB	157	157	345	345	A	No
			SB	148		276			

<sup>82</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 72

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>83</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	15	15	139	402	C	No
			SB	8		402			
		PM	NB	14	14	984	984	F	Yes
			SB	6		671			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	470	539	71	171	A	No
			WB	539		171			
		PM	EB	440	440	155	255	A	No
			WB	399		255			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	71	171	A	No
			WB	19		171			
		PM	EB	19	19	155	255	A	No
			WB	14		255			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	224	224	219	225	A	No
			SB	224		225			
		PM	NB	179	233	171	228	A	No
			SB	233		228			

<sup>83</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 72 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>84</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
5. North Street, east of Oak Street	Divided Arterial	MD	EB	349	349	349	349	A	No
			WB	305		305			
		PM	EB	284	284	284	284	A	No
			WB	264		264			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	323	323	323	323	A	No
			WB	272		272			
		PM	EB	251	251	251	251	A	No
			WB	235		235			
7. Oak Street, north of North Street	Collector	MD	NB	53	53	53	53	A	No
			SB	53		53			
		PM	NB	40	46	40	46	A	No
			SB	46		46			
8. Oak Street, south of North Street	Collector	MD	NB	15	22	15	22	A	No
			SB	22		22			
		PM	NB	15	17	15	17	A	No
			SB	17		17			

<sup>84</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 72 (CONTINUED)

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>85</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	870	8.7	984	9.9	A	No
			WB	698	7.0	671	6.7	A	
		PM	EB	733	7.0	852	8.2	A	No
			WB	740	7.1	740	7.1	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	624	5.6	651	5.8	A	No
			SB	605	5.4	526	4.7	A	
		PM	NB	544	5.0	498	4.6	A	No
			SB	620	5.7	492	4.6	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	395	3.6	388	3.6	A	No
			SB	364	3.4	375	3.5	A	
		PM	NB	310	2.9	296	2.7	A	No
			SB	336	3.1	331	3.1	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 72 (CONTINUED)  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>86</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	184	184	194	194	A	No
			WB	152		186			
		PM	EB	153	153	169	227	A	No
			WB	127		227			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	259	293	370	370	B	No
			WB	293		327			
		PM	EB	198	235	374	374	A	No
			WB	235		335			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	89	119	240	240	A	No
			SB	119		165			
		PM	NB	76	80	316	316	A	No
			SB	80		216			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 73

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis		
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact
				LOS	LOS	Yes/No	LOS	LOS	Yes/No
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB				A	C	No
			SB						
		PM	NB	A	C	No	A	E	Yes
			SB	A	C	No			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB				F	F	No
			WB						
		PM	EB	C	C	No	F	F	No
			WB	C	C	No			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB				A	A	No
			WB						
		PM	EB	A	B	No	A	A	No
			WB	A	A	No			
9. S Bonnyview Road, west of Bechelli Lane	Collector	AM	EB				B	B	No
			WB						
		PM	EB	B	B	No	B	B	No
			WB	B	C	No	B	B	No





**TABLE 73 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis				
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact		
				LOS	LOS	Yes/No	LOS	LOS	Yes/No		
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB								
			WB								
		PM	EB	B	B	No	A	B	No		
			WB	B	B	No					
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB								
			WB								
		PM	EB	B	C	No	E	F	No		
			WB	B	C	No					
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB								
			SB								
		PM	NB	B	C	No	A	C	No		
			SB	B	C	No					



Table 74

**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis		
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact
				LOS	LOS	Yes/No	LOS	LOS	Yes/No
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB				A	C	No
			SB						
		PM	NB	A	C	No	A	E	Yes
			SB	A	C	No			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB				F	F	No
			WB						
		PM	EB	C	C	No	F	F	No
			WB	C	C	No			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB				A	A	No
			WB						
		PM	EB	A	B	No	A	A	No
			WB	A	B	No			
9. S Bonnyview Road, west of Bechelli Lane	Collector	MD	EB				B	B	No
			WB						
		PM	EB	A	A	No	B	B	No
			WB	B	B	No			



**Table 74 (Continued)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA				LLG Analysis			
				Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alt. A – Option 2	Significant Impact		
				LOS	LOS	Yes/No	LOS	LOS	Yes/No		
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB								
			WB								
		PM	EB	B	B	No	A	B	No		
			WB	B	B	No					
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB								
			WB								
		PM	EB	B	C	No	E	F	No		
			WB	B	B	No					
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB								
			SB								
		PM	NB	B	C	No	A	C	No		
			SB	B	C	No					



**TABLE 75**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>87</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	27	27	27	27	A	No
			SB	13		13			
		PM	NB	29	29	29	29	A	No
			SB	7		7			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	484	682	484	681	F	No
			WB	682		681			
		PM	EB	693	693	691	572	F	No
			WB	575		572			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	38	25	A	No
			WB	25		25			
		PM	EB	31	31	31	31	A	No
			WB	31		31			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	542	542	539	171	F	No
			SB	172		171			
		PM	NB	239	435	233	430	D	No
			SB	435		430			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 75 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>88</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/h)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/h)		LOS
5. North Street, east of Oak Street	Divided Arterial	AM	EB	496	496	620	693	D	No
			WB	462		693			
		PM	EB	373	436	607	773	E	Yes
			WB	436		773			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	444	444	550	550	B	No
			WB	431		486			
		PM	EB	355	391	510	510	B	No
			WB	391		496			
7. Oak Street, north of North Street	Collector	AM	NB	52	80	505	505	E	Yes
			SB	80		323			
		PM	NB	68	68	729	729	F	Yes
			SB	48		508			
8. Oak Street, south of North Street	Collector	AM	NB	18	25	134	134	A	No
			SB	25		89			
		PM	NB	30	37	199	199	A	No
			SB	37		158			

<sup>88</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/h).



**TABLE 75 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>89</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,380	14.5	1,371	14.4	B	No
			WB	1,080	11.3	1,045	10.9	B	A
		PM	EB	1,467	13.9	1,398	13.3	B	No
			WB	1,176	11.2	1,095	10.4	B	A
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,054	10.2	1,085	10.5	A	No
			SB	612	5.9	643	6.2	A	A
		PM	NB	765	7.1	747	6.9	A	No
			SB	1,061	9.8	1,062	9.8	A	A
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	534	5.0	563	5.2	A	No
			SB	407	3.8	484	4.5	A	A
		PM	NB	486	4.5	527	4.9	A	No
			SB	579	5.4	666	6.2	A	A

<sup>89</sup> Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 75 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>90</sup> – WEEKDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	335	419	335	419	D	No
			WB	419		419			
		PM	EB	253	253	253	253	A	No
			WB	242		242			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	289	550	289	550	F	No
			WB	550		550			
		PM	EB	364	514	364	514	E	No
			WB	514		514			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	156	191	156	191	A	No
			SB	191		191			
		PM	NB	157	157	157	157	A	No
			SB	148		148			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



**TABLE 76**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>91</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	15	15	15	15	A	No
			SB	8		8			
		PM	NB	14	14	14	14	A	No
			SB	6		6			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	470	539	470	537	C	No
			WB	539		537			
		PM	EB	440	440	438	438	B	No
			WB	399		395			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	24	24	A	No
			WB	19		19			
		PM	EB	19	19	19	19	A	No
			WB	14		14			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	224	224	219	225	A	No
			SB	224		225			
		PM	NB	179	233	171	228	A	No
			SB	233		228			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).





**TABLE 76 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>92</sup> – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
5. North Street, east of Oak Street	Divided Arterial	MD	EB	349	349	436	581	C	No
			WB	305		581			
		PM	EB	284	284	529	693	D	No
			WB	264		693			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	323	323	448	448	A	No
			WB	272		311			
		PM	EB	251	251	447	447	A	No
			WB	235		345			
7. Oak Street, north of North Street	Collector	MD	NB	53	53	593	593	F	Yes
			SB	53		224			
		PM	NB	40	46	881	881	F	Yes
			SB	46		528			
8. Oak Street, south of North Street	Collector	MD	NB	15	22	154	154	A	No
			SB	22		67			
		PM	NB	15	17	231	231	A	No
			SB	17		144			

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 76 (CONTINUED)  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>v3</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative E		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	870	8.7	873	8.8	A	No
			WB	698	7.0	637	6.4	A	
		PM	EB	733	7.0	676	6.5	A	No
			WB	740	7.1	640	6.1	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	624	5.6	659	5.9	A	No
			SB	605	5.4	610	5.5	A	
		PM	NB	544	5.0	545	5.0	A	No
			SB	620	5.7	615	5.7	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	395	3.6	396	3.7	A	No
			SB	364	3.4	459	4.2	A	
		PM	NB	310	2.9	343	3.2	A	No
			SB	336	3.1	454	4.2	A	

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 76 (CONTINUED)  
 YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY<sup>04</sup> – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2025 Cumulative		Year 2025 Plus Project Alternative A Option 2		Significant Impact		
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/ln)		LOS	LOS
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	184	184	184	184	A	A	No
			WB	152		152				
		PM	EB	153	153	153	153	A	A	No
			WB	127		127				
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	259	293	259	293	B	B	No
			WB	293		293				
		PM	EB	198	235	198	235	A	A	No
			WB	235		235				
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	89	119	89	119	A	A	No
			SB	119		119				
		PM	NB	76	80	76	80	A	A	No
			SB	80		80				

Roadway Segments #1 through #8 and #12 through #14 LOS based on maximum peak hour volume (veh/h). Roadway Segments #9 through #11 LOS based on density (pc/mi/ln).



TABLE 77

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Directions	Kimley Horn TIA			LLG Analysis				
				Year 2025 Cumulative	Year 2025 Plus Project Alternative E	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alternative E	Significant Impact		
				LOS	LOS	Yes/No	LOS	LOS	Yes/No		
5. North Street, east of Oak Street	Divided Arterial	AM	EB								
			WB								
		PM	EB	C	D	No	A	E	Yes		
			WB	C	D	No	A	E	Yes		
6. North Street, west of Oak Street	Divided Arterial	AM	EB								
			WB								
		PM	EB	B	C	No	A	B	No		
			WB	B	C	No	A	B	No		
7. Oak Street, north of North Street	Collector	AM	NB								
			SB								
		PM	NB	A	C	No	A	F	Yes		
			SB	A	C	No	A	F	Yes		
8. Oak Street, south of North Street	Collector	AM	NB								
			SB								
		PM	NB	A	A	No	A	A	No		
			SB	A	A	No	A	A	No		



Table 78

**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – SATURDAY**

Roadway Segment	Roadway Type	Time Period	Directions	Kimley Horn TIA			LLG Analysis		
				Year 2025 Cumulative	Year 2025 Plus Project Alternative E	Significant Impact	Year 2025 Cumulative	Year 2025 Plus Project Alternative E	Significant Impact
				LOS	LOS	Yes/No	LOS	LOS	Yes/No
5. North Street, east of Oak Street	Divided Arterial	MD	EB				A	C	No
			WB						
		PM	EB	B	C	No	A	D	No
			WB	B	C	No			
6. North Street, west of Oak Street	Divided Arterial	MD	EB				A	A	No
			WB						
		PM	EB	B	B	No	A	A	No
			WB	B	B	No			
7. Oak Street, north of North Street	Collector	MD	NB				A	F	Yes
			SB						
		PM	NB	A	D	No	A	F	Yes
			SB	A	D	No			
8. Oak Street, south of North Street	Collector	MD	NB				A	A	No
			SB						
		PM	NB	A	A	No	A	A	No
			SB	A	A	No			



**TABLE 79**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
1. I 5 Northbound, south of Balls Ferry Road	AM	2602	16.7	B	2676	17.1	B	No
	PM	2509	16.1	B	2606	16.7	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2167	13.9	B	2241	14.4	B	No
	PM	2169	13.9	B	2266	14.5	B	No
3. I 5 Northbound, north of North Street	AM	2696	17.3	B	2770	17.8	B	No
	PM	2548	16.3	B	2645	17.0	B	No
4. I 5 Northbound, south of S Bonnyview Road	AM	2814	18.0	B	2934	18.8	C	No
	PM	1928	12.4	B	2086	13.4	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2138	13.7	B	2125	13.6	B	No
	PM	1317	8.4	A	1295	8.3	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3113	19.9	C	3194	20.5	C	No
	PM	2229	14.3	B	2357	15.1	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 79 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1)				(2)			(3)
		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions			Significant Impact		
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)		LOS	
7. I 5 Northbound, south of Knighton Road	AM	2637	16.9	B	2714	17.4	B	No	
	PM	1767	11.3	B	1862	11.9	B	No	
8. I 5 Northbound, north of Knighton Road	AM	2814	18.0	B	2934	18.8	C	No	
	PM	1928	12.4	B	2086	13.4	B	No	
9. I 5 Southbound, north of S Bonnyview Road	AM	1932	12.4	B	2080	13.3	B	No	
	PM	3015	19.3	C	3217	20.6	C	No	
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1198	7.7	A	1182	7.6	A	No	
	PM	2307	14.8	B	2286	14.6	B	No	
11. I 5 Southbound, south of S Bonnyview Road	AM	1667	10.7	A	1727	11.1	B	No	
	PM	2770	17.8	B	2874	18.4	C	No	
12. I 5 Southbound, north of North Street	AM	1694	10.8	A	1736	11.1	B	No	
	PM	2789	17.9	B	2851	18.3	C	No	

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 79 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1323	8.5	A	1365	8.7	A	No
	PM	2292	14.7	B	2354	15.1	B	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1626	10.4	A	1668	10.7	A	No
	PM	2743	17.6	B	2805	18.0	B	No
15. I 5 Southbound, north of Knighton Road	AM	1667	10.7	A	1727	11.1	B	No
	PM	2770	17.8	B	2874	18.4	C	No
16. I 5 Southbound, south of Knighton Road	AM	1623	10.4	A	1661	10.6	A	No
	PM	2680	17.2	B	2741	17.6	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria





**TABLE 80**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
1. I 5 Northbound, south of Balls Ferry Road	MD	2437	15.6	B	2516	16.1	B	No
	PM	1967	12.6	B	2089	13.4	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2088	13.4	B	2167	13.9	B	No
	PM	1687	10.8	A	1809	11.6	B	No
3. I 5 Northbound, north of North Street	MD	2450	15.7	B	2529	16.2	B	No
	PM	1978	12.7	B	2100	13.5	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1669	10.7	A	1811	11.6	B	No
	PM	1532	9.8	A	1741	11.2	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1163	7.4	A	1155	7.4	A	No
	PM	1053	6.8	A	1029	6.6	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	2003	12.8	B	2066	13.2	B	No
	PM	1812	11.6	B	1959	12.6	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 80 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
7. I 5 Northbound, south of Knighton Road	MD PM	1603 1469	10.3 9.4	A A	1695 1598	10.9 10.2	A A	No No
8. I 5 Northbound, north of Knighton Road	MD PM	1669 1532	10.7 9.8	A A	1811 1741	11.6 11.2	B B	No No
9. I 5 Southbound, north of S Bonnyview Road	MD PM	2288 3240	21.7 20.8	C C	3554 3498	22.8 22.4	C C	No No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD PM	2578 2465	16.5 15.8	B B	2559 2434	16.4 15.6	B B	No No
11. I 5 Southbound, south of S Bonnyview Road	MD PM	3129 2954	20.0 18.9	C C	3167 3062	20.3 19.6	C C	No No
12. I 5 Southbound, north of North Street	MD PM	1763 1862	11.3 11.9	B B	1797 1933	11.5 12.4	B B	No No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 80 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
13. I 5 Southbound, from Balls Ferry Road to North Street	MD PM	1456 1535	9.3 9.8	A A	1490 1606	9.6 10.3	A A	No No
14. I 5 Southbound, south of Balls Ferry Road	MD PM	1841 1841	11.8 11.8	B B	1875 1912	12.0 12.2	B B	No No
15. I 5 Southbound, north of Knighton Road	MD PM	3129 2954	20.0 18.9	C C	3167 3062	20.3 19.6	C C	No No
16. I 5 Southbound, south of Knighton Road	MD PM	3049 2903	19.5 18.6	C C	3072 2966	19.7 19.0	C C	No No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 81**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS COMPARISON - WEEKDAY**

Key Basic Freeway Segment	Time Period	Kimley Horn TIA						LLG Analysis								
		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact					
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)		LOS				
4. I 5 Northbound, south of S Bonnyview Road	AM															
	PM	17.1	B	19.0	C	No	18.0	B	18.8	C	No	12.4	B	13.4	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM															
	PM	8.3	A	8.5	A	No	13.7	B	13.6	B	No	8.4	A	8.3	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM															
	PM	12.9	B	13.9	B	No	19.9	C	20.5	C	No	14.3	B	15.1	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM															
	PM	16.0	B	17.5	B	No	12.4	B	13.3	B	No	19.3	C	20.6	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM															
	PM	11.4	B	11.7	B	No	7.7	A	7.6	A	No	14.8	B	14.6	B	No
11. I 5 Southbound, south of S Bonnyview Road	AM															
	PM	26.1	D	28.3	D	No	10.7	A	11.1	B	No	17.8	B	18.4	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 82**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS COMPARISON - SATURDAY**

Key Basic Freeway Segment	Time Period	Kimley Horn TIA						LLG Analysis									
		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact						
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Yes/No	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)		LOS	Yes/No				
4. I 5 Northbound, south of S Bonnyview Road	MD																
	PM	12.6	B	14.6	B	No	10.7	A	11.6	B	No	9.8	A	11.2	B	No	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD																
	PM	6.5	A	6.7	A	No	7.4	A	7.4	A	No	6.8	A	6.6	A	No	No
6. I 5 Northbound, north of S Bonnyview Road	MD																
	PM	9.6	A	10.6	A	No	12.8	B	13.2	B	No	11.6	B	12.6	B	No	No
9. I 5 Southbound, north of S Bonnyview Road	MD																
	PM	11.8	B	13.5	B	No	21.7	C	22.8	C	No	20.8	C	22.4	C	No	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD																
	PM	8.8	A	9.1	A	No	16.5	B	16.4	B	No	15.8	B	15.6	B	No	No
11. I 5 Southbound, south of S Bonnyview Road	MD																
	PM	16.7	B	18.4	C	No	20.0	C	20.3	C	No	18.9	C	19.6	C	No	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 83**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
1. I 5 Northbound, south of Balls Ferry Road	AM	2602	16.7	B	2676	17.1	B	No
	PM	2509	16.1	B	2606	16.7	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2167	13.9	B	2241	14.4	B	No
	PM	2169	13.9	B	2266	14.5	B	No
3. I 5 Northbound, north of North Street	AM	2696	17.3	B	2770	17.8	B	No
	PM	2548	16.3	B	2645	17.0	B	No
4. I 5 Northbound, south of S Bonnyview Road	AM	2814	18.0	B	2806	18.0	B	No
	PM	1928	12.4	B	1898	12.2	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2138	13.7	B	2125	13.6	B	No
	PM	1317	8.4	A	1295	8.3	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3113	19.9	C	3194	20.5	C	No
	PM	2229	14.3	B	2357	15.1	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 83 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
7. I 5 Northbound, south of Knighton Road	AM	2637	16.9	B	2714	17.4	B	No
	PM	1767	11.3	B	1863	11.9	B	No
8. I 5 Northbound, north of Knighton Road	AM	2814	18.0	B	2806	18.0	B	No
	PM	1928	12.4	B	1898	12.2	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM	1932	12.4	B	2080	13.3	B	No
	PM	3015	19.3	C	3217	20.6	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1198	7.7	A	1182	7.6	A	No
	PM	2307	14.8	B	2286	14.6	B	No
11. I 5 Southbound, south of S Bonnyview Road	AM	1667	10.7	A	1661	10.6	A	No
	PM	2770	17.8	B	2746	17.6	B	No
12. I 5 Southbound, north of North Street	AM	1694	10.8	A	1736	11.1	B	No
	PM	2789	17.9	B	2851	18.3	C	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria



**TABLE 83 (CONTINUED)**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1323	8.5	A	1365	8.7	A	No
	PM	2292	14.7	B	2354	15.1	B	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1626	10.4	A	1668	10.7	A	No
	PM	2743	17.6	B	2805	18.0	B	No
15. I 5 Southbound, north of Knighton Road	AM	1667	10.7	A	1661	10.6	A	No
	PM	2770	17.8	B	2746	17.6	B	No
16. I 5 Southbound, south of Knighton Road	AM	1623	10.4	A	1661	10.6	A	No
	PM	2680	17.2	B	2741	17.6	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria





**TABLE 84**  
**YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY**

Key Basic Freeway Segment	Time Period	(1) Year 2025 Cumulative Traffic Conditions			(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions			(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
1. I 5 Northbound, south of Balls Ferry Road	MD	2437	15.6	B	2516	16.1	B	No
	PM	1967	12.6	B	2089	13.4	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2088	13.4	B	2167	13.9	B	No
	PM	1687	10.8	A	1933	21.4	B	No
3. I 5 Northbound, north of North Street	MD	2450	15.7	B	2529	16.2	B	No
	PM	1978	12.7	B	2100	13.5	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1669	10.7	A	1659	10.6	A	No
	PM	1532	9.8	A	1500	9.6	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1163	7.4	A	1155	7.4	A	No
	PM	1053	6.8	A	1029	6.6	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	2003	12.8	B	2066	31.2	B	No
	PM	1812	11.6	B	1959	12.6	B	No

**Notes:**

- Pk Hr = Peak Hour
- pc/mi/ln = Passenger cars per mile per lane (density)
- LOS = Level of Service
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria