



TABLE 84 (CONTINUED)
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	
7. I 5 Northbound, south of Knighton Road	MD	1603	10.3	A	1694	10.8	A	No
	PM	1469	9.4	A	1597	10.2	A	No
8. I 5 Northbound, north of Knighton Road	MD	1669	10.7	A	1659	10.6	A	No
	PM	1532	9.8	A	1500	9.6	A	No
9. I 5 Southbound, north of S Bonnyview Road	MD	2288	21.7	C	3554	22.8	C	No
	PM	3240	20.8	C	3498	22.4	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	2578	16.5	B	2559	16.4	B	No
	PM	2465	15.8	B	2434	15.6	B	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3129	20.0	C	3120	20.0	C	No
	PM	2954	18.9	C	2926	18.8	C	No
12. I 5 Southbound, north of North Street	MD	1763	11.3	B	1797	11.5	B	No
	PM	1862	11.9	B	1933	12.4	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 84 (CONTINUED)
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	
		13. I 5 Southbound, from Balls Ferry Road to North Street	MD PM	1456 1535	9.3 9.8	A A	1490 1606	
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	3120 2926	20.0 18.8	C C	No No
16. I 5 Southbound, south of Knighton Road	MD PM	3049 2903	19.5 18.6	C C	3071 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 85

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 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 2 Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact															
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Yes/No	Yes/No													
4. I 5 Northbound, south of S Bonnyview Road	AM																									
	PM	17.1	B	17.4	B	No						18.0	B	18.0	B	No						18.0	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	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	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	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	No	
11. I 5 Southbound, south of S Bonnyview Road	AM																									
	PM	26.1	D	26.7	D	No						10.7	A	10.6	A	No							17.8	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 86

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 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 2 Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact					
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS						
4. I 5 Northbound, south of S Bonnyview Road	MD PM	12.6	B	12.8	B	No	10.7	A	10.6	A	No	9.8	A	9.6	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD PM	6.5	A	6.7	A	No	6.8	A	7.4	A	No	7.4	A	6.6	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD PM	9.6	A	10.6	A	No	11.6	B	12.8	B	No	11.6	B	12.6	B	No
9. I 5 Southbound, north of S Bonnyview Road	MD PM	11.8	B	13.5	B	No	20.8	C	21.7	C	No	20.8	C	22.4	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD PM	8.8	A	9.1	A	No	15.8	B	16.5	B	No	15.8	B	15.6	B	No
11. I 5 Southbound, south of S Bonnyview Road	MD PM	16.7	B	17.3	B	No	18.9	C	20.0	C	No	18.9	C	20.0	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 87
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 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	
1. I 5 Northbound, south of Balls Ferry Road	AM	2602	16.7	B	2511	16.1	B	No
	PM	2509	16.1	B	2093	13.4	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2167	13.9	B	2042	13.1	B	No
	PM	2169	13.9	B	1627	10.4	A	No
3. I 5 Northbound, north of North Street	AM	2696	17.3	B	2486	15.9	B	No
	PM	2548	16.3	B	2150	13.8	B	No
4. I 5 Northbound, south of S Bonnyview Road	AM	2814	18.0	B	1721	11.0	A	No
	PM	1928	12.4	B	1704	10.9	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2138	13.7	B	1237	7.9	A	No
	PM	1317	8.4	A	1263	8.1	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3113	19.9	C	2078	13.3	B	No
	PM	2229	14.3	B	1988	12.7	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 87 (CONTINUED)
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 E Traffic Conditions				(3) Significant Impact
		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Time Period	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	Time Period	
7. I 5 Northbound, south of Knighton Road	AM	2637	16.9	B	1655	10.6	A		No	
	PM	1767	11.3	B	1641	10.5	A		No	
8. I 5 Northbound, north of Knighton Road	AM	2814	18.0	B	1721	11.0	A		No	
	PM	1928	12.4	B	1704	10.9	A		No	
9. I 5 Southbound, north of S Bonnyview Road	AM	1932	12.4	B	3592	23.1	C		No	
	PM	3015	19.3	C	3554	22.8	C		No	
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1198	7.7	A	2819	18.1	C		No	
	PM	2307	14.8	B	2841	18.2	C		No	
11. I 5 Southbound, south of S Bonnyview Road	AM	1667	10.7	A	3372	21.6	C		No	
	PM	2770	17.8	B	3310	21.2	C		No	
12. I 5 Southbound, north of North Street	AM	1694	10.8	A	2006	12.8	B		No	
	PM	2789	17.9	B	2218	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 87 (CONTINUED)
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 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	
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1323	8.5	A	1437	9.2	A	No
	PM	2292	14.7	B	1486	9.5	A	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1626	10.4	A	1863	11.9	B	No
	PM	2743	17.6	B	1902	12.2	B	No
15. I 5 Southbound, north of Knighton Road	AM	1667	10.7	A	3372	21.6	C	No
	PM	2770	17.8	B	3310	21.2	C	No
16. I 5 Southbound, south of Knighton Road	AM	1623	10.4	A	3292	21.1	C	No
	PM	2680	17.2	B	3259	20.9	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 88
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 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	
1. I 5 Northbound, south of Balls Ferry Road	MD	2437	15.6	B	2511	16.1	B	No
	PM	1967	12.6	B	2093	13.4	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2088	13.4	B	2024	13.1	B	No
	PM	1687	10.8	A	1627	10.4	A	No
3. I 5 Northbound, north of North Street	MD	2450	15.7	B	2486	15.9	B	No
	PM	1978	12.7	B	2150	13.8	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1669	10.7	A	1721	11.0	A	No
	PM	1532	9.8	A	1704	10.9	A	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1163	7.4	A	1237	7.9	A	No
	PM	1053	6.8	A	1263	8.1	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	2003	12.8	B	2078	13.3	B	No
	PM	1812	11.6	B	1988	12.7	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 88 (CONTINUED)
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 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	
7. I 5 Northbound, south of Knighton Road	MD	1603	10.3	A	1655	10.6	A	No
	PM	1469	9.4	A	1641	10.5	A	No
8. I 5 Northbound, north of Knighton Road	MD	1669	10.7	A	1721	11.0	A	No
	PM	1532	9.8	A	1704	10.9	A	No
9. I 5 Southbound, north of S Bonnyview Road	MD	2288	21.7	C	3592	23.1	C	No
	PM	3240	20.8	C	3554	22.8	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	2578	16.5	B	2819	18.1	C	No
	PM	2465	15.8	B	2841	18.2	C	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3129	20.0	C	3372	21.6	C	No
	PM	2954	18.9	C	3310	21.2	C	No
12. I 5 Southbound, north of North Street	MD	1763	11.3	B	2006	12.8	B	No
	PM	1862	11.9	B	2218	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 88 (CONTINUED)
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 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	
13. I 5 Southbound, from Balls Ferry Road to North Street	MD PM	1456 1535	9.3 9.8	A A	1437 1486	9.2 9.5	A A	No No
14. I 5 Southbound, south of Balls Ferry Road	MD PM	1841 1841	11.8 11.8	B B	1863 1902	11.9 12.2	B B	No No
15. I 5 Southbound, north of Knighton Road	MD PM	3129 2954	20.0 18.9	C C	3372 3310	21.6 21.2	C C	No No
16. I 5 Southbound, south of Knighton Road	MD PM	3049 2903	19.5 18.6	C C	3292 3259	21.1 20.9	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 89
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 Alternative E Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E 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	Yes/No									
1. I 5 Northbound, south of Balls Ferry Road	AM																					
	PM	20.6	C	21.8	C	No	16.7	B	16.1	B	No	16.7	B	16.1	B	No	16.7	B	16.1	B	No	
2. I 5 Northbound, from Balls Ferry Road to North Street	AM																					
	PM	16.2	B	17.3	B	No	13.9	B	13.9	B	No	13.9	B	13.1	B	No	13.9	B	13.1	B	No	
3. I 5 Northbound, north of North Street	AM																					
	PM	19.0	C	22.1	C	No	17.3	B	16.3	B	No	17.3	B	15.9	B	No	17.3	B	15.9	B	No	
12. I 5 Southbound, north of North Street	AM																					
	PM	28.6	D	32.7	D	No	10.8	A	10.8	A	No	10.8	A	12.8	B	No	10.8	A	12.8	B	No	
13. I 5 Southbound, from Balls Ferry Road to North Street	AM																					
	PM	24.1	C	24.1	C	No	8.5	A	8.5	A	No	8.5	A	9.2	A	No	8.5	A	9.2	A	No	
14. I 5 Southbound, south of Balls Ferry Road	AM																					
	PM	29.3	D	30.7	D	No	10.4	A	10.4	A	No	10.4	A	11.9	B	No	10.4	A	11.9	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 90
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E 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 Alternative E Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact						
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Yes/No	Yes/No				
1. I 5 Northbound, south of Balls Ferry Road	MD																
	PM	16.0	B	17.4	B	No	15.6	B	16.1	B	No	12.6	B	13.4	B	No	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD																
	PM	13.3	B	14.7	B	No	13.4	B	13.1	B	No	10.8	A	10.4	A	No	No
3. I 5 Northbound, north of North Street	MD																
	PM	15.0	B	18.1	C	No	15.7	B	15.9	B	No	12.7	B	13.8	B	No	No
12. I 5 Southbound, north of North Street	MD																
	PM	20.5	C	24.1	C	No	11.3	B	12.8	B	No	11.9	B	14.2	B	No	No
13. I 5 Southbound, from Balls Ferry Road to North Street	MD																
	PM	18.4	C	18.4	C	No	9.3	A	9.2	A	No	9.8	A	9.5	A	No	No
14. I 5 Southbound, south of Balls Ferry Road	MD																
	PM	21.6	C	22.5	C	No	11.8	B	11.9	B	No	11.8	B	12.2	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 91

YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact Yes/No
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	AM	2602	18.7	435	C	2676	19.2	435	C	No
		PM	2509	17.9	340	C	2606	18.5	340	C	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM	2167	18.8	529	C	2241	19.3	529	C	No
		PM	2169	17.6	379	B	2266	18.2	379	B	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2814	20.4	676	C	2934	21.4	809	C	No
		PM	1928	14.0	611	B	2086	15.3	791	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM	2138	21.8	975	C	2125	22.4	1069	C	No
		PM	1317	14.6	912	B	1295	15.4	1069	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	AM	2637	18.7	244	C	2714	19.3	244	C	No
		PM	1767	12.6	206	B	1862	13.3	206	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	AM	2393	20.0	421	C	2470	20.9	464	C	No
		PM	1561	13.4	367	B	1656	14.6	430	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 91 (CONTINUED)
YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions						(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions						(3) Significant Impact
			Freeway		Ramp		Density (pc/mi/ln)	LOS	Freeway		Ramp		Density (pc/mi/ln)	LOS	
			Pk Hr Volume	Pk Hr Volume	Pk Hr Volume	Pk Hr Volume			Pk Hr Volume	Pk Hr Volume					
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM PM	1932 3015	734 708	14.3 21.8	B C	2080 3217	898 931	15.5 23.5	C C	No No				
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM PM	1198 2307	469 463	11.5 19.4	B C	1182 2286	545 588	12.0 20.1	B C	No No				
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM PM	1694 2789	371 497	12.2 19.9	B C	1736 2851	371 497	12.5 20.4	B C	No No				
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM PM	1323 2292	303 451	11.3 18.9	B C	1365 2354	303 451	11.5 19.3	B C	No No				
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM PM	1667 2770	255 285	12.0 19.7	B C	1727 2874	277 328	12.4 20.5	B C	No No				
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM PM	1412 2485	211 195	11.2 18.8	B B	1450 2546	211 195	11.5 19.3	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 92

YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact Yes/No
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD	2437	17.4	349	17.4	2516	349	17.9	C	No
		PM	1967	14.1	280	14.1	2089	280	14.9	B	No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	MD	2088	16.8	362	16.8	2167	362	17.4	B	No
		PM	1687	13.6	291	13.6	1809	291	14.5	B	No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD	1669	12.1	506	12.1	1811	656	13.3	B	No
		PM	1532	11.2	479	11.2	1741	712	12.8	B	No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	MD	1163	13.1	840	13.1	1155	911	13.5	B	No
		PM	1053	12.1	759	12.1	1029	930	13.0	B	No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	MD	1603	11.4	143	11.4	1695	143	12.1	B	No
		PM	1469	10.4	116	10.4	1598	116	11.4	B	No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	MD	1460	11.6	209	11.6	1552	259	12.6	B	No
		PM	1353	10.5	179	10.5	1482	259	11.9	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 92 (CONTINUED)
YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD	3388	24.5	810	C	3554	25.9	995	D	No
		PM	3240	23.4	775	C	3498	25.6	1064	D	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD	2578	21.7	551	C	2559	21.9	6 8	C	No
		PM	2465	20.4	489	C	2434	21.2	628	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	MD	1763	12.6	307	B	1797	12.9	307	B	No
		PM	1862	13.4	327	B	1933	13.9	327	B	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD	1456	12.6	385	B	1490	12.8	385	B	No
		PM	1535	12.8	306	B	1606	13.3	306	B	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	MD	3129	22.1	190	C	3167	22.4	205	C	No
		PM	2954	20.8	154	C	3062	21.6	199	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	MD	2939	21.6	110	C	2962	21.7	110	C	No
		PM	2800	20.5	103	C	2863	20.9	103	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 93

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Analysis Type	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			Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS			
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM														
		PM	12.9	B	14.1	B	No	14.0	B	15.3	B	No	14.0	B	15.3	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM														
		PM	24.0	C	26.2	C	No	14.6	B	15.4	B	No	14.6	B	15.4	No
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM														
		PM	20.0	C	20.9	C	No	21.8	C	23.5	C	No	21.8	C	23.5	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM														
		PM	26.8	C	28.7	D	No	19.4	C	20.1	C	No	19.4	C	20.1	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 94

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Analysis Type	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					Density (pc/mi/ln)	LOS			
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD													
		PM	10.2	B	11.6	B	No	11.2	B	12.8	B	No	12.1	B	13.3
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD													
		PM	17.9	B	20.4	C	No	12.1	B	13.5	B	No	13.1	B	13.0
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD													
		PM	15.9	B	17.1	B	No	23.4	C	25.6	D	No	24.5	C	25.9
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD													
		PM	18.4	B	20.6	C	No	20.4	C	21.2	C	No	21.7	C	21.9

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 95

YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	AM PM	2602 2509	435 340	18.7 17.9	C C	2676 2606	435 340	19.2 18.5	C C	No No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	AM PM	2167 2169	529 379	18.8 17.6	C B	2241 2266	529 379	19.3 18.2	C B	No No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM PM	2814 1928	676 611	20.4 14.0	C B	2806 1898	681 603	20.3 13.8	C B	No No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	AM PM	2138 1317	975 912	21.8 14.6	C B	2125 1295	1069 1062	22.4 15.4	C B	No No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	AM PM	2637 1767	244 206	18.7 12.6	C B	2713 1863	329 332	19.3 13.4	C B	No No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	AM PM	2393 1561	421 367	20.0 13.4	C B	2385 1531	421 367	20.0 13.2	C 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 95 (CONTINUED)
YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions						(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions						(3) Significant Impact Yes/No
			Freeway		Ramp		Density (pc/mi/ln)	LOS	Freeway		Ramp		Density (pc/mi/ln)	LOS	
			Pk Hr Volume	Pk Hr Volume	Pk Hr Volume	Pk Hr Volume			Pk Hr Volume	Pk Hr Volume					
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM PM	1932 3015	734 708	14.3 21.8	B C	2080 3217	898 931	15.5 23.5	C C	No No				
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM PM	1198 2307	469 463	11.5 19.4	B C	1182 2286	479 460	11.5 19.2	B C	No No				
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM PM	1694 2789	371 497	12.2 19.9	B C	1736 2851	371 497	12.5 20.4	B C	No No				
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM PM	1323 2292	303 451	11.3 18.9	B C	1365 2354	303 451	11.5 19.3	B C	No No				
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM PM	1667 2770	255 285	12.0 19.7	B C	1661 2746	255 285	11.9 19.5	B C	No No				
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM PM	1412 2485	211 195	11.2 18.8	B B	1406 2461	255 280	11.5 19.3	B 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 96

YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD	2437	17.4	349	17.4	2561	349	17.9	C	No
		PM	1967	14.1	280	14.1	2089	280	14.9	B	No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	MD	2088	16.8	362	16.8	2167	362	17.4	B	No
		PM	1687	13.6	291	13.6	1809	291	14.5	B	No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD	1669	12.1	506	12.1	1659	504	12.0	B	No
		PM	1532	11.2	479	11.2	1500	471	10.9	B	No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	MD	1163	13.1	840	13.1	1155	911	13.5	B	No
		PM	1053	12.1	759	12.1	1029	930	13.0	B	No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	MD	1603	11.4	143	11.4	1694	244	12.1	B	No
		PM	1469	10.4	116	10.4	1597	276	11.5	B	No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	MD	1460	11.6	209	11.6	1450	209	11.5	B	No
		PM	1353	10.5	179	10.5	1321	179	10.3	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 96 (CONTINUED)
YEAR 2025 CUMULATIVE 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) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD	3388	24.5	810	C	3554	25.9	995	D	No
		PM	3240	23.4	775	C	3498	25.6	1064	D	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD	2578	21.7	551	C	2559	21.6	561	C	No
		PM	2465	20.4	489	C	2434	20.2	492	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	MD	1763	12.6	307	B	1797	12.9	307	B	No
		PM	1862	13.4	327	B	1933	13.9	327	B	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD	1456	12.6	385	B	1490	12.8	385	B	No
		PM	1535	12.8	306	B	1606	13.3	306	B	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	MD	3129	22.1	190	C	3120	22.0	190	C	No
		PM	2954	20.8	154	C	2926	20.6	154	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	MD	2939	21.6	110	C	2930	21.7	141	C	No
		PM	2800	20.5	103	C	2772	21.0	194	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 97

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA						LLG Analysis					
			Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions	Year 2025 Plus Project Alt. A – Option 2 Traffic Conditions	Significant Impact				
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS					Density (pc/mi/ln)	LOS		
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM												
		PM	12.9	B	13.0	B	No	14.0	B	13.8	B	No	14.0	B
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM												
		PM	24.0	C	26.2	C	No	14.6	B	15.4	B	No	14.6	B
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM												
		PM	20.0	C	20.9	C	No	21.8	C	23.5	C	No	21.8	C
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM												
		PM	26.8	C	27.0	C	No	19.4	C	19.2	C	No	19.4	C

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 98

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA						LLG Analysis						
			Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact	Year 2025 Cumulative Traffic Conditions	Year 2025 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact				
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS			Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS		
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD													
		PM	10.2	B	10.3	B	No	B	12.1	B	12.0	B	No		
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD													
		PM	17.9	B	20.4	C	No	B	13.1	B	13.5	B	No		
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD													
		PM	15.9	B	17.1	B	No	C	24.5	C	25.9	D	No		
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD													
		PM	18.4	B	18.8	B	No	C	21.7	C	21.6	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 99
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative E Traffic Conditions				(3) Significant Impact Yes/No
			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	
			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	
1. I 5 Northbound Off Ramp to Balls Ferry Road	Diverge Analysis	AM	2602	435	18.7	C	2680	535	19.3	C	No
		PM	2509	340	17.9	C	2604	485	18.6	C	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM	2167	529	18.8	C	2145	646	19.4	C	No
		PM	2169	379	17.6	B	2119	601	18.6	C	No
3. I 5 Northbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2814	676	20.4	C	2909	665	21.0	C	No
		PM	1928	611	14.0	B	2099	582	15.2	B	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM	2138	975	21.8	C	2244	969	22.5	C	No
		PM	1317	912	14.6	B	1517	870	15.8	B	No
5. I 5 Northbound Off Ramp to Knighton Road	Diverge Analysis	AM	2637	244	18.7	C	2732	244	19.4	C	No
		PM	1767	206	12.6	B	1938	206	13.8	B	No
6. I 5 Northbound On Ramp from Knighton Road	Merge Analysis	AM	2393	421	20.0	C	2488	421	20.7	C	No
		PM	1561	367	13.4	B	1732	367	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 99 (CONTINUED)
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2025 Cumulative Traffic Conditions						(2) Year 2025 Plus Project Alternative E Traffic Conditions						(3) Significant Impact Yes/No
			Freeway		Ramp		Density (pc/mi/ln)	LOS	Freeway		Ramp		Density (pc/mi/ln)	LOS	
			Pk Hr Volume	Pk Hr Volume	Pk Hr Volume	Pk Hr Volume			Pk Hr Volume	Pk Hr Volume					
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	1932	734	14.3	B	2113	712	15.5	B	712	15.5	B	No	
		PM	3015	708	21.8	C	3264	659	23.6	C	659	23.6	C	No	
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM	1198	469	11.5	B	1401	467	13.0	B	467	13.0	B	No	
		PM	2307	463	19.4	C	2605	439	21.4	C	439	21.4	C	No	
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM	1694	371	12.2	B	1895	590	13.8	B	590	13.8	B	No	
		PM	2789	497	19.9	C	3063	816	22.2	C	816	22.2	C	No	
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM	1323	303	11.3	B	1305	358	11.5	B	358	11.5	B	No	
		PM	2292	451	18.9	C	2247	556	19.2	C	556	19.2	C	No	
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM	1667	255	12.0	B	1868	255	13.4	B	255	13.4	B	No	
		PM	2770	285	19.7	C	3044	285	21.6	C	285	21.6	C	No	
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM	1412	211	11.2	B	1613	211	12.6	B	211	12.6	B	No	
		PM	2485	195	18.8	B	2759	195	20.8	C	195	20.8	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 100

YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative E Traffic Conditions				(3) Significant Impact Yes/No		
			Freeway		Ramp		Freeway		Ramp				
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS			
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD	2437	17.4	349	17.4	C	2511	18.0	469	18.0	C	No
		PM	1967	14.1	280	14.1	B	2093	15.1	466	15.1	B	No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	MD	2088	16.8	362	16.8	B	2042	17.0	444	17.0	B	No
		PM	1687	13.6	291	13.6	B	1627	14.7	523	14.7	B	No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD	1669	12.1	506	12.1	B	1721	12.5	484	12.5	B	No
		PM	1532	11.2	479	11.2	B	1704	12.3	441	12.3	B	No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	MD	1163	13.1	840	13.1	B	1237	13.7	841	13.7	B	No
		PM	1053	12.1	759	12.1	B	1263	13.4	725	13.4	B	No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	MD	1603	11.4	143	11.4	B	1655	11.8	143	11.8	B	No
		PM	1469	10.4	116	10.4	B	1641	11.6	116	11.6	B	No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	MD	1460	11.6	209	11.6	B	1512	11.9	209	11.9	B	No
		PM	1353	10.5	179	10.5	B	1525	11.7	179	11.7	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 100 (CONTINUED)
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2025 Cumulative Traffic Conditions				(2) Year 2025 Plus Project Alternative E Traffic Conditions				(3) Significant Impact Yes/No
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	MD	3388	24.5	810	24.5	3592	773	25.9	D	No
		PM	3240	23.4	775	23.4	3554	713	25.6	D	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD	2578	21.7	551	21.7	2819	553	23.5	C	No
		PM	2465	20.4	489	20.4	2841	469	23.1	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	MD	1763	12.6	307	12.6	2006	567	14.6	B	No
		PM	1862	13.4	327	13.4	2218	732	16.3	C	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD	1456	12.6	385	12.6	1437	424	12.7	B	No
		PM	1535	12.8	306	12.8	1486	416	13.3	B	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	MD	3129	22.1	190	22.1	3372	190	23.8	C	No
		PM	2954	20.8	154	20.8	3310	154	23.3	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	MD	2939	21.6	110	21.6	3182	110	23.4	C	No
		PM	2800	20.5	103	20.5	3156	103	23.1	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 101
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA				LLG Analysis						
			Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact	Significant Impact	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS			
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	AM						18.7	C	19.3	C		Yes
		PM	24.5	C	25.9	C	17.9	C	18.6	C		No	
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM						18.8	C	19.4	C		No
		PM	22.6	C	25.6	C	17.6	B	18.6	C		No	
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	AM						12.2	B	13.8	B		No
		PM	33.8	D	36.9	E	19.9	C	22.2	C		No	
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM						11.3	B	11.5	B		No
		PM	31.9	D	32.8	D	18.9	C	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 102
YEAR 2025 CUMULATIVE PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA				LLG Analysis					
			Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Year 2025 Cumulative Traffic Conditions		Year 2025 Plus Project Alternative E Traffic Conditions		Significant Impact	Significant Impact
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD PM	18.9	B	20.7	C	17.4	C	18.0	C	No	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	MD PM	18.0	B	21.5	C	16.8	B	17.0	B	No	No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	MD PM	25.8	C	29.7	D	12.6	B	14.6	B	No	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD PM	25.3	C	26.2	C	12.6	B	12.7	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 103
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	28.8	C	28.1	C	0.0	No		
	PM	29.6	C	31.2	C	34.3	C	3.1	No		
2. E Bonnyview Road at S Bonnyview Road	AM	22.1	C	24.2	C	24.7	C	0.5	No		
	PM	18.4	B	22.1	C	22.3	C	0.2	No		
3. Bechelli Lane at S Bonnyview Road	AM	16.7	C	17.8	C	82.6	F	64.8	Yes	Not Feasible	
	PM	21.4	C	49.7	E	259.5	F	209.8	Yes		
4. I 5 SB Ramps at S Bonnyview Road	AM	18.0	B	18.1	B	19.7	B	1.6	No		
	PM	17.9	B	17.9	B	20.7	C	2.8	No		
5. I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	28.7	C	45.0	D	16.3	No		
	PM	23.2	C	24.6	C	40.7	D	16.1	No		
6. Churn Creek Road at S Bonnyview Road	AM	43.1	D	44.2	D	45.0	D	0.8	No	26.1	C
	PM	59.6	E	87.2	F	72.8	E	0.0	No	29.9	C
7. Alrose Lane at Churn Creek Road	AM	25.4	D	31.9	D	33.1	D	1.2	No		
	PM	39.8	E	48.2	E	50.7	F	2.5	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 103 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	41.5	E	80.0	F	88.1	F	8.1	Yes	12.5	B
	PM	57.8	F	175.3	F	202.3	F	27.0	Yes	11.7	B
9. Rancho Road at Churn Creek Road	AM	30.9	D	74.2	F	84.4	F	10.2	Yes	21.6	C
	PM	29.1	D	67.5	F	80.0	F	12.5	Yes	21.2	C
10. Churn Creek Road at Smith Road	AM	11.4	B	12.2	B	12.2	B	0.0	No		
	PM	10.9	B	11.6	B	11.6	B	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.5	B	12.5	B	0.0	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	9.9	A	9.9	A	0.0	No		
	PM	8.0	A	11.3	B	11.5	B	0.2	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	31.7	C	32.6	C	0.9	No		
	PM	30.7	C	29.8	C	30.1	C	0.3	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	16.6	B	16.3	B	0.0	No		
	PM	13.1	B	13.1	B	9.8	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 103 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	28.3	C	27.9	C	0.0	No		
	PM	29.7	C	29.3	C	31.7	C	2.4	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.0	B	14.0	B	0.0	No		
	PM	13.1	B	12.3	B	12.6	B	0.3	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	31.4	C	31.4	C	0.0	No		
	PM	25.1	C	29.7	C	29.8	C	0.1	No		
18. Oak Street at North Street	AM	28.2	D	38.2	E	38.2	E	0.0	No		
	PM	19.9	C	28.2	D	28.2	D	0.0	No		
19. I 5 SB Off-Ramp at North Street	AM	11.0	B	12.3	B	12.3	B	0.0	No		
	PM	11.4	B	12.5	B	12.5	B	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	27.1	D	27.1	D	0.0	No		
	PM	15.0	C	20.5	C	20.5	C	0.0	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	15.2	C	15.2	C	0.0	No		
	PM	14.1	B	16.2	C	16.2	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 103 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2040 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	16.0	B	16.0	B	0.0	No		
	PM	19.9	B	22.7	C	22.7	C	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	AM	18.4	B	19.0	B	19.0	B	0.0	No		
	PM	19.2	B	22.1	C	22.1	C	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	16.7	C	17.4	C	0.7	No		
	PM	22.3	C	24.2	C	25.9	D	1.7	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	24.3	C	24.5	C	0.2	No		
	PM	20.6	C	20.8	C	21.2	C	0.4	No		
26. Market Street (SR 273) at Buenaventura Boulevard	AM	18.1	B	17.9	B	18.0	B	0.1	No		
	PM	18.9	B	18.4	B	17.7	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	36.8	E	61.7	F	80.0	F	18.3	Yes	19.8	B
	PM	33.9	D	50.9	F	81.6	F	30.7	Yes	20.2	C
28. I 5 NB Ramps at Knighton Road	AM	167.7	F	172.3	F	231.1	F	58.8	Yes	15.1	B
	PM	23.2	C	25.1	D	30.0	D	4.9	No	13.9	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 103 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	PM 14.4 B	AM 15.0 B	PM 17.2 B	AM 14.8 B	PM 16.5 B	0.0	No
30.	Market Street (SR 273) at Briggs Street	AM 9.7 A	PM 7.9 A	AM 9.1 A	PM 7.8 A	AM 9.1 A	PM 7.9 A	0.0	No	0.1	
31.	Market Street (SR 273) at 3 Street	AM 32.0 C	PM 32.7 C	AM 32.2 C	PM 32.6 C	AM 32.2 C	PM 32.7 C	0.0	No	0.1	
32.	Market Street (SR 273) at Ox Yoke Road	AM 45.0 D	PM 34.0 C	AM 43.2 D	PM 34.1 C	AM 43.1 D	PM 34.4 C	0.0	No	0.3	
33.	Market Street (SR 273) at Spring Gulch Road	AM 4.8 A	PM 5.1 A	AM 4.8 A	PM 5.1 A	AM 4.8 A	PM 5.1 A	0.0	No	0.0	
34.	Bechelli Lane at Sunnyhill Lane	AM 8.6 A	PM 8.6 A	AM 8.5 A	PM 8.5 A	AM 14.8 B	PM 23.9 C	6.3	No	15.4	
35.	Commercial Way at Churn Creek Road	AM 23.6 C	PM 37.6 E	AM 26.9 D	PM 37.7 E	AM 27.8 D	PM 40.5 E	0.9	No	2.8	

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 104
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	29.5	C	28.4	C	0.0	No		
	PM	28.4	C	28.7	C	28.5	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	MD	9.3	A	10.0	B	9.9	A	0.0	No		
	PM	8.5	A	9.3	A	9.1	A	0.0	No		
3. Bechelli Lane at S Bonnyview Road	MD	9.0	A	14.8	B	71.8	F	57.0	Yes	Not Feasible	
	PM	7.4	A	10.5	B	84.9	F	74.4	Yes	Not Feasible	
4. I 5 SB Ramps at S Bonnyview Road	MD	18.5	B	20.3	C	23.2	C	2.9	No		
	PM	18.1	B	19.4	B	23.1	C	3.7	No		
5. I 5 NB Ramps at S Bonnyview Road	MD	20.5	C	22.4	C	26.6	C	4.2	No		
	PM	21.4	C	21.3	C	32.4	C	11.1	No		
6. Churn Creek Road at S Bonnyview Road	MD	50.1	D	53.2	D	58.5	E	5.3	Yes	32.0	C
	PM	51.6	D	56.1	E	57.6	E	1.5	No	31.8	C
7. Alrose Lane at Churn Creek Road	MD	22.7	C	27.0	D	28.0	D	1.0	No		
	PM	17.6	C	19.9	C	21.0	C	1.1	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 104 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	30.8	D	32.2	D	1.4	No	9.6	A
	PM	18.8	C	22.3	C	23.9	C	1.6	No	9.5	A
9. Rancho Road at Churn Creek Road	MD	20.9	C	32.0	D	34.0	D	2.0	No	20.3	C
	PM	16.8	C	21.4	C	22.9	C	1.5	No	19.0	B
10. Churn Creek Road at Smith Road	MD	10.0	A	10.4	B	10.4	B	0.0	No		
	PM	9.6	A	9.9	A	9.9	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	12.7	B	13.5	B	0.8	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	8.0	A	7.9	A	0.0	No		
	PM	4.8	A	6.9	A	7.1	A	0.2	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	29.7	C	29.6	C	0.0	No		
	PM	31.1	C	30.4	C	30.5	C	0.1	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.1	B	13.8	B	0.0	No		
	PM	16.4	B	15.6	B	12.2	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 104 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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 27.0 C	PM 28.5 C	MD 26.9 C	PM 28.5 C	MD 26.1 C	PM 27.3 C	0.0 0.0	No No
16.	Market Street (SR 273) at Happy Valley Road	MD 11.1 B	PM 12.1 B	MD 10.2 B	PM 11.3 B	MD 10.5 B	PM 11.9 B	0.3 0.6	No No		
17.	Market Street (SR 273) at North Street	MD 22.6 C	PM 23.1 C	MD 23.2 C	PM 22.6 C	MD 23.3 C	PM 23.1 C	0.1 0.5	No No		
18.	Oak Street at North Street	MD 15.2 C	PM 15.0 B	MD 19.0 C	PM 17.0 C	MD 19.0 C	PM 17.0 C	0.0 0.0	No No		
19.	I 5 SB Off-Ramp at North Street	MD 9.6 A	PM 9.7 A	MD 10.2 B	PM 9.8 A	MD 10.2 B	PM 9.8 A	0.0 0.0	No No		
20.	McMurray Drive/I 5 NB On Ramp at North Street	MD 12.4 B	PM 11.6 B	MD 14.6 B	PM 13.0 B	MD 14.6 B	PM 13.0 B	0.0 0.0	No No		
21.	Oak Street at Balls Ferry Road	MD 13.0 B	PM 11.8 B	MD 14.3 B	PM 12.7 B	MD 14.3 B	PM 12.7 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 104 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2040 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	20.9	C	23.3	C	23.3	C	0.0	No		
	PM	20.2	C	20.7	C	20.7	C	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	MD	18.6	B	19.6	B	19.6	B	0.0	No		
	PM	18.7	B	19.1	B	19.1	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	13.7	B	14.1	B	0.4	No		
	PM	12.0	B	13.0	B	13.6	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	16.1	B	16.4	B	0.3	No		
	PM	13.3	B	13.5	B	14.4	B	0.9	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	16.8	B	16.8	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	15.5	C	16.1	C	0.6	No	19.6	B
	PM	12.7	B	13.8	B	15.0	C	1.2	No	19.5	B
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	15.5	C	16.8	C	1.3	No	11.7	B
	PM	13.2	B	13.7	B	15.7	C	2.0	No	10.5	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 104 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Significant Impact		Year 2040 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	17.1	B	16.1	B	0.0	No		
	PM	13.0	B	15.5	B	13.5	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.8	A	8.8	A	0.0	No		
	PM	16.1	B	15.8	B	16.3	B	0.5	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	31.5	D	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 105
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

Time Period	Kimley Horn TIA										LLG Analysis								
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	
R 273) at																			
Bonnyview Road	28.4	C	28.5	C	0.1	No													
oad at																			
oad	24.8	C	26.0	C	1.2	No													
oad	116.9	F	301.7	F	184.8	Yes													
oad	46.1	D	194.9	F	148.8	Yes													
oad	32.3	C	167.2	F	134.9	Yes													
oad at																			
oad	39.4	D	221.0	F	181.6	Yes													
oad	10.8	B	234.3	F	223.5	Yes													
t	439.6	F	486.0	F	46.4	Yes													
oad	72.2	F	91.3	F	19.1	Yes													
oad at																			
oad	10.8	B	10.8	B	0.0	No													

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



TABLE 105 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

Time	Kimley Horn TIA						LLG Analysis									
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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
AM	12.6	B	13.4	B	0.8	No	172.3	F	231.1	F	58.8	Yes	20.2	C		
PM							25.1	D	30.0	D	4.9	No	15.1	B		
AM	9.4	A	9.6	A	0.2	No	15.0	B	14.8	B	0.0	No				
PM	8.6	A	24.2	C	15.6	No	17.2	B	16.5	B	0.0	No				
AM	118.2	F	139.3	F	21.1	No	8.5	A	14.8	B	6.3	No				
PM							8.5	A	23.9	C	15.4	No				
							26.9	D	27.8	D	0.9	No				
							37.7	E	40.5	E	2.8	No				

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



TABLE 106
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA										LLG Analysis					
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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
MD																
PM	18.7	B	19.4	B	0.7	No										
MD																
PM	8.3	A	8.4	A	0.1	No										
MD																
PM	89.2	F	536.5	F	447.3	Yes										
MD																
PM	38.1	D	338.4	F	300.3	Yes	21.9	C	20.3	C	23.2	C	2.9	No		
MD																
PM	19.7	B	291.5	F	271.8	Yes	10.1	B	22.4	C	26.6	C	4.2	No		
MD																
PM	20.5	C	361.8	F	341.3	Yes	5.0	A	53.2	D	58.5	E	5.3	Yes	32.0	C
MD																
PM	1.6	A	456.0	F	454.4	Yes	7.6	A	27.0	D	28.0	D	1.0	No		
MD																
PM	31.7	D	36.6	E	4.9	No	13.8	B	30.8	D	32.2	D	1.4	No	9.6	A
MD																
PM	12.8	B	13.3	B	0.5	No	15.8	B	32.0	D	34.0	D	2.0	No	20.3	C
MD																
PM	9.5	A	9.5	A	0.0	No			10.4	B	10.4	B	0.0	No	19.0	B

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



TABLE 106 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA						LLG Analysis												
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 1 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	11.9	B	13.1	B	1.2	No							16.1	C	0.6	No	19.6	B	
MD																			
PM	10.4	B	10.9	B	0.5	No							16.8	C	1.3	No	11.7	B	
MD																			
PM	8.1	A	8.2	A	0.1	No							17.1	B	0.0	No			
MD																			
PM	0.6	A	0.0	A	0.0	No							8.6	A	6.6	No			
MD																			
PM	17.7	C	18.8	C	1.1	No							8.5	A	23.0	No			
MD																			
PM													20.9	C	0.6	No	21.5	C	
													17.1	C	0.8	No	17.9	C	

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



TABLE 107
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	27.0	C	28.8	C	28.1	C	0.0	No
		29.6	C	31.2	C	34.3	C	3.1	No		
2.	E Bonnyview Road at S Bonnyview Road	22.1	C	24.2	C	24.7	C	0.5	No		
		18.4	B	22.1	C	22.3	C	0.2	No		
3.	Bechelli Lane at S Bonnyview Road	16.7	C	17.8	C	50.6	F	32.8	Yes	Not Feasible	
		21.4	C	49.7	E	169.2	F	119.5	Yes		
4.	I 5 SB Ramps at S Bonnyview Road	18.0	B	18.1	B	19.7	B	1.6	No		
		17.9	B	17.9	B	20.2	C	2.3	No		
5.	I 5 NB Ramps at S Bonnyview Road	26.5	C	28.7	C	33.6	C	4.9	No		
		23.2	C	24.6	C	24.5	C	0.0	No		
6.	Churn Creek Road at S Bonnyview Road	43.1	D	44.2	D	45.0	D	0.8	No	26.1	C
		59.6	E	87.2	F	72.8	E	0.0	No	29.9	C
7.	Alrose Lane at Churn Creek Road	25.4	D	31.9	D	33.1	D	1.2	No		
		39.8	E	48.2	E	50.7	F	2.5	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 107 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	80.0	F	88.1	F	8.1	Yes
		PM 57.8	F	175.3	F	202.3	F	27.0	Yes	11.7	B
9.	Rancho Road at Churn Creek Road	AM 30.9	D	74.2	F	84.4	F	10.2	Yes	21.6	C
		PM 29.1	D	67.5	F	80.0	F	12.5	Yes	21.2	C
10.	Churn Creek Road at Smith Road	AM 11.4	B	12.2	B	17.4	C	5.2	No		
		PM 10.9	B	11.6	B	20.3	C	8.7	No		
11.	Market Street (SR 273) at Westwood Avenue	AM 12.6	B	12.5	B	12.5	B	0.0	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	9.9	A	9.9	A	0.0	No		
		PM 8.0	A	11.3	B	11.5	B	0.2	No		
13.	Market Street (SR 273) at Westside Road/Girvan Road	AM 28.9	C	31.7	C	32.6	C	0.9	No		
		PM 30.7	C	29.8	C	30.1	C	0.3	No		
14.	Market Street (SR 273) at Redding Rancheria Road	AM 17.6	B	16.6	B	16.3	B	0.0	No		
		PM 13.1	B	13.1	B	9.8	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 107 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	28.3	C	27.9	C	0.0	No		
	PM	29.7	C	29.3	C	31.7	C	2.4	No		
16. Market Street (SR 273) at Happy Valley Road	AM	14.5	B	14.0	B	14.0	B	0.0	No		
	PM	13.1	B	12.3	B	12.6	B	0.3	No		
17. Market Street (SR 273) at North Street	AM	31.4	C	31.4	C	31.4	C	0.0	No		
	PM	25.1	C	29.7	C	29.8	C	0.1	No		
18. Oak Street at North Street	AM	28.2	D	38.2	E	38.2	E	0.0	No		
	PM	19.9	C	28.2	D	28.2	D	0.0	No		
19. I 5 SB Off-Ramp at North Street	AM	11.0	B	12.3	B	12.3	B	0.0	No		
	PM	11.4	B	12.5	B	12.5	B	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	AM	16.7	C	27.1	D	27.1	D	0.0	No		
	PM	15.0	C	20.5	C	20.5	C	0.0	No		
21. Oak Street at Balls Ferry Road	AM	13.3	B	15.2	C	15.2	C	0.0	No		
	PM	14.1	B	16.2	C	16.2	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 107 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2040 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	16.0	B	16.0	B	0.0	No		
	PM	19.9	B	22.7	C	22.7	C	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	AM	18.4	B	19.0	B	19.0	B	0.0	No		
	PM	19.2	B	22.1	C	22.1	C	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	AM	16.1	C	16.7	C	17.4	C	0.7	No		
	PM	22.3	C	24.2	C	25.9	D	1.7	No		
25. Market Street (SR 273) at Breslauer Way	AM	23.8	C	24.3	C	24.5	C	0.2	No		
	PM	20.6	C	20.8	C	21.2	C	0.4	No		
26. Market Street (SR 273) at Buena Ventura Boulevard	AM	18.1	B	17.9	B	18.0	B	0.1	No		
	PM	18.9	B	18.4	B	17.7	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	AM	36.8	E	61.7	F	124.0	F	62.3	Yes	18.7	B
	PM	33.9	D	50.9	F	176.3	F	125.4	Yes	18.6	B
28. I 5 NB Ramps at Knighton Road	AM	167.7	F	172.3	F	274.3	F	102.0	Yes	18.9	B
	PM	23.2	C	25.1	D	34.5	D	9.4	No	19.7	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 107 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	15.0	B	18.9	B	3.9	No		
	PM	14.4	B	17.2	B	23.5	C	6.3	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.1	A	9.1	A	0.0	No		
	PM	7.9	A	7.8	A	7.9	A	0.1	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	26.9	D	27.8	D	0.9	No		
	PM	37.6	E	37.7	E	40.5	E	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 108
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	28.0 28.4	C C	29.5 28.7	C C	28.4 28.5	C C	0.0 0.0	No No
2.	E Bonnyview Road at S Bonnyview Road	9.3 8.5	A A	10.0 9.3	B A	9.9 9.1	A A	0.0 0.0	No No		
3.	Bechelli Lane at S Bonnyview Road	9.0 7.4	A A	14.8 10.5	B B	46.9 38.8	E E	32.1 28.3	Yes Yes	Not Feasible	
4.	I 5 SB Ramps at S Bonnyview Road	18.5 18.1	B B	20.3 19.4	C B	22.3 22.1	C C	2.0 2.7	No No		
5.	I 5 NB Ramps at S Bonnyview Road	20.5 21.4	C C	22.4 21.3	C C	22.1 22.7	C C	0.0 1.4	No No		
6.	Churn Creek Road at S Bonnyview Road	50.1 51.6	D D	53.2 56.1	D E	58.5 57.6	E E	5.3 1.5	Yes No	32.0 31.8	C C
7.	Alrose Lane at Churn Creek Road	22.7 17.6	C C	27.0 19.9	D C	28.0 21.0	D C	1.0 1.1	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 108 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2040 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	30.8	D	32.2	D	1.4	No	9.6	A
	PM	18.8	C	22.3	C	23.9	C	1.6	No	9.5	A
9. Rancho Road at Churn Creek Road	MD	20.9	C	32.0	D	34.0	D	2.0	No	20.3	C
	PM	16.8	C	21.4	C	22.9	C	1.5	No	19.0	B
10. Churn Creek Road at Smith Road	MD	10.0	A	10.4	B	14.9	B	4.5	No		
	PM	9.6	A	9.9	A	17.7	C	7.8	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	12.7	B	13.5	B	0.8	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	8.0	A	7.9	A	0.0	No		
	PM	4.8	A	6.9	A	7.1	A	0.2	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	29.7	C	29.6	C	0.0	No		
	PM	31.1	C	30.4	C	30.5	C	0.1	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.1	B	13.8	B	0.0	No		
	PM	16.4	B	15.6	B	12.2	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 108 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2040 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	26.9	C	26.1	C	0.0	No		
	PM	28.5	C	28.5	C	27.3	C	0.0	No		
16. Market Street (SR 273) at Happy Valley Road	MD	11.1	B	10.2	B	10.5	B	0.3	No		
	PM	12.1	B	11.3	B	11.9	B	0.6	No		
17. Market Street (SR 273) at North Street	MD	22.6	C	23.2	C	2.3	C	0.0	No		
	PM	23.1	C	22.6	C	23.1	C	0.5	No		
18. Oak Street at North Street	MD	15.2	C	19.0	C	19.0	C	0.0	No		
	PM	15.0	B	17.0	C	17.0	C	0.0	No		
19. I 5 SB Off-Ramp at North Street	MD	9.6	A	10.2	B	10.2	B	0.0	No		
	PM	9.7	A	9.8	A	9.8	A	0.0	No		
20. McMurray Drive/I 5 NB On Ramp at North Street	MD	12.4	B	14.6	B	14.6	B	0.0	No		
	PM	11.6	B	13.0	B	13.0	B	0.0	No		
21. Oak Street at Balls Ferry Road	MD	13.0	B	14.3	B	14.3	B	0.0	No		
	PM	11.8	B	12.7	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 108 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2040 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	23.3	C	23.3	C	0.0	No		
	PM	20.2	C	20.7	C	20.7	C	0.0	No		
23. McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	MD	18.6	B	19.6	B	19.6	B	0.0	No		
	PM	18.7	B	19.1	B	19.1	B	0.0	No		
24. Market Street (SR 273) at Kenyon Drive	MD	12.5	B	13.7	B	14.1	B	0.4	No		
	PM	12.0	B	13.0	B	13.6	B	0.6	No		
25. Market Street (SR 273) at Breslauer Way	MD	15.6	B	16.1	B	16.4	B	0.3	No		
	PM	13.3	B	13.5	B	14.4	B	0.9	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	16.8	B	16.8	B	0.0	No		
27. I 5 SB Ramps at Knighton Road	MD	14.1	B	15.5	C	17.8	C	2.3	No	18.1	B
	PM	12.7	B	13.8	B	19.1	C	5.3	No	15.0	B
28. I 5 NB Ramps at Knighton Road	MD	15.1	C	15.5	C	17.3	C	1.8	No	16.0	B
	PM	13.2	B	13.7	B	16.7	C	3.0	No	16.9	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 108 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Significant Impact		Year 2040 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	17.1	B	21.6	C	4.5	No		
	PM	13.0	B	15.5	B	24.3	C	8.8	No		
30. Market Street (SR 273) at Briggs Street	MD	8.9	A	8.8	A	8.8	A	0.0	No		
	PM	16.1	B	15.8	B	16.3	B	0.5	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 109
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

Time Period	Kimley Horn TIA										LLG Analysis							
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	28.4	C	28.5	C	0.1	No			28.8	C	0.0	No	28.1	C	0.0	No		
PM	24.8	C	26.0	C	1.2	No			31.2	C	3.1	No	34.3	C	3.1	No		
AM	116.9	F	291.5	F	174.6	Yes			24.2	C	0.5	No	24.7	C	0.5	No		
PM	46.1	D	181.9	F	135.8	Yes			22.1	C	0.2	No	22.3	C	0.2	No		
AM	32.3	C	130.8	F	98.5	Yes			17.8	C	32.8	Yes	50.6	F	32.8	Yes		
PM	39.4	D	178.4	F	139.0	Yes			49.7	E	119.5	Yes	169.2	F	119.5	Yes		
AM	10.8	B	201.1	F	190.3	Yes			18.1	B	1.6	No	19.7	B	1.6	No		
PM	439.6	F	486.0	F	46.4	Yes			17.9	B	2.3	No	20.2	C	2.3	No		
AM	72.2	F	91.3	F	19.1	Yes			28.7	C	4.9	No	33.6	C	4.9	No		
PM	10.8	B	12.2	B	1.4	No			24.6	C	0.0	No	24.5	C	0.0	No		
AM									44.2	D	0.8	No	45.0	D	0.8	No		
PM									87.2	F	0.0	No	72.8	E	0.0	No		
AM									31.9	D	1.2	No	33.1	D	1.2	No		
PM									48.2	E	2.5	No	50.7	F	2.5	No		
AM									88.1	F	88.1	F	8.1	Yes	88.1	F		
PM									202.3	F	202.3	F	27.0	Yes	202.3	F		
AM									84.4	F	84.4	F	10.2	Yes	84.4	F		
PM									80.0	F	80.0	F	12.5	Yes	80.0	F		
AM									17.4	C	17.4	C	5.2	No	17.4	C		
PM									20.3	C	20.3	C	8.7	No	20.3	C		

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



TABLE 109 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

Time	Kimley Horn TIA						LLG Analysis												
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	12.6	B	16.1	C	3.5	No			172.3	F	274.3	F	102.0	Yes			18.6	B	
PM									25.1	D	34.5	D	9.4	No			18.9	B	
AM									15.0	B	18.9	B	3.9	No					
PM	9.4	A	36.7	D	27.3	No			17.2	B	23.5	C	6.3	No					
AM									8.5	A	12.3	B	3.8	No					
PM	8.6	A	15.7	C	7.1	No			8.5	A	16.7	C	8.2	No					
AM									26.9	D	27.8	D	0.9	No					
PM	118.2	F	139.3	F	21.1	No			37.7	E	40.5	E	2.8	No					

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



TABLE 110
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA										LLG Analysis								
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	18.7	B	19.4	B	0.7	No													
MD																			
PM	8.3	A	8.4	A	0.1	No													
MD																			
PM	89.2	F	405.8	F	316.6	Yes													
MD																			
PM	38.1	D	325.7	F	287.6	Yes	20.0	C											
MD																			
PM	19.7	B	229.8	F	210.1	Yes	9.7	A											
MD																			
PM	20.5	C	273.6	F	253.1	Yes	5.1	A											
MD																			
PM	1.6	A	281.3	F	279.7	Yes	7.7	A											
MD																			
PM	31.7	D	36.6	E	4.9	No	13.8	B											
MD																			
PM	12.8	B	13.3	B	0.5	No	15.8	B											
MD																			
PM	9.5	A	11.0	B	1.5	No													

study but impacted in LLG's assessment.

Kimley Horn study.



TABLE 110 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA						LLG Analysis										
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A Option 2 Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	
MD																	
PM	11.9	B	16.6	C	4.7	No							2.3	No	18.1	B	
MD																	
PM	10.4	B	12.6	B	2.2	No							1.8	No	16.0	B	
MD																	
PM	8.1	A	20.6	C	12.5	No							4.5	No			
MD																	
PM	0.6	A	0.0	A	0.0	No							4.0	No			
MD																	
PM	17.7	C	18.8	C	1.1	No							0.6	No			

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



TABLE 111
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	28.8	C	28.3	C	0.0	No		
	PM	29.6	C	31.2	C	27.8	C	0.0	No		
2. E Bonnyview Road at S Bonnyview Road	AM	22.1	C	24.2	C	24.1	C	0.0	No		
	PM	18.4	B	22.1	C	22.0	C	0.0	No		
3. Bechelli Lane at S Bonnyview Road	AM	16.7	C	17.8	C	17.2	C	0.0	No		
	PM	21.4	C	49.7	E	41.5	E	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	17.9	B	17.6	B	0.0	No		
5. I 5 NB Ramps at S Bonnyview Road	AM	26.5	C	28.7	C	28.4	C	0.0	No		
	PM	23.2	C	24.6	C	22.5	C	0.0	No		
6. Churn Creek Road at S Bonnyview Road	AM	43.1	D	44.2	D	44.2	D	0.0	No		
	PM	59.6	E	87.2	F	85.3	F	0.0	No		
7. Alrose Lane at Churn Creek Road	AM	25.4	D	31.9	D	31.8	D	0.0	No		
	PM	39.8	E	48.2	E	47.9	E	0.0	No		

Notes:

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



TABLE 111 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	80.0	F	79.7	F	0.0	No		
	PM	57.8	F	175.3	F	171.3	F	0.0	No		
9. Rancho Road at Churn Creek Road	AM	30.9	D	74.2	F	73.9	F	0.0	No		
	PM	29.1	D	67.5	F	66.2	F	0.0	No		
10. Churn Creek Road at Smith Road	AM	11.4	B	12.2	B	12.2	B	0.0	No		
	PM	10.9	B	11.6	B	11.6	B	0.0	No		
11. Market Street (SR 273) at Westwood Avenue	AM	12.6	B	12.5	B	12.5	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	9.9	A	9.8	A	0.0	No		
	PM	8.0	A	11.3	B	11.3	B	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	AM	28.9	C	31.7	C	31.7	C	0.0	No		
	PM	30.7	C	29.8	C	30.2	C	0.4	No		
14. Market Street (SR 273) at Redding Rancheria Road	AM	17.6	B	16.6	B	16.1	B	0.0	No		
	PM	13.1	B	13.1	B	9.5	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.
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TABLE 111 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	28.4	C	28.3	C	27.9	C	0.0	No
16.	Market Street (SR 273) at Happy Valley Road	14.5	B	14.0	B	13.8	B	0.0	No		
17.	Market Street (SR 273) at North Street	31.4	C	31.4	C	37.6	D	6.2	No		
18.	Oak Street at North Street	28.2	D	38.2	E	556.6	F	518.4	Yes	14.3	B
19.	I 5 SB Off-Ramp at North Street	11.0	B	12.3	B	22.5	C	10.2	No	17.3	B
20.	McMurray Drive/I 5 NB On Ramp at North Street	16.7	C	27.1	D	53.0	F	25.9	Yes	15.8	B
21.	Oak Street at Balls Ferry Road	13.3	B	15.2	C	18.9	C	3.7	No		
		14.1	B	16.2	C	24.5	C	8.3	No	13.4	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 111 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	16.5	B	16.0	B	14.6	B	0.0	No
		19.9	B	22.7	C	20.4	C	0.0	No		
23.	McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	18.4	B	19.0	B	19.7	B	0.7	No		
		19.2	B	22.1	C	22.7	C	0.6	No		
24.	Market Street (SR 273) at Kenyon Drive	16.1	C	16.7	C	17.4	C	0.7	No		
		22.3	C	24.2	C	25.8	D	1.6	No		
25.	Market Street (SR 273) at Breslauer Way	23.8	C	24.3	C	24.5	C	0.2	No		
		20.6	C	20.8	C	21.2	C	0.4	No		
26.	Market Street (SR 273) at Buena Ventura Boulevard	18.1	B	17.9	B	18.0	B	0.1	No		
		18.9	B	18.4	B	17.7	B	0.0	No		
27.	I 5 SB Ramps at Knighton Road	36.8	E	61.7	F	61.7	F	0.0	No		
		33.9	D	50.9	F	50.9	F	0.0	No		
28.	I 5 NB Ramps at Knighton Road	167.7	F	172.3	F	172.3	F	0.0	No		
		23.2	C	25.1	D	25.1	D	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 111 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	15.0	B	15.0	B	0.0	No		
	PM	14.4	B	17.2	B	17.2	B	0.0	No		
30. Market Street (SR 273) at Briggs Street	AM	9.7	A	9.1	A	8.7	A	0.0	No		
	PM	7.9	A	7.8	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	26.9	D	26.8	D	0.0	No		
	PM	37.6	E	37.7	E	37.4	E	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 112
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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 PM	28.0 28.4	C C	29.5 28.7	C C	25.4 24.6	C C	0.0 0.0	No No
2. E Bonnyview Road at S Bonnyview Road	MD PM	9.3 8.5	A A	10.0 9.3	B A	10.1 9.5	B A	0.1 0.2	No No		
3. Bechelli Lane at S Bonnyview Road	MD PM	9.0 7.4	A A	14.8 10.5	B B	14.6 9.5	B A	0.0 0.0	No No		
4. I 5 SB Ramps at S Bonnyview Road	MD PM	18.5 18.1	B B	20.3 19.4	C B	20.0 19.0	B B	0.0 0.0	No No		
5. I 5 NB Ramps at S Bonnyview Road	MD PM	20.5 21.4	C C	22.4 21.3	C C	21.2 20.5	C C	0.0 0.0	No No		
6. Churn Creek Road at S Bonnyview Road	MD PM	50.1 51.6	D D	53.2 56.1	D E	53.2 56.2	D E	0.0 0.1	No No		
7. Alrose Lane at Churn Creek Road	MD PM	22.7 17.6	C C	27.0 19.9	D C	26.9 19.8	D C	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 112 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1)		(2)		(3)		(4)		(5)	
		Existing Traffic Conditions		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact		Year 2040 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	30.8	D	30.6	D	0.0	No		
	PM	18.8	C	22.3	C	22.2	C	0.0	No		
9. Rancho Road at Churn Creek Road	MD	20.9	C	32.0	D	31.9	D	0.0	No		
	PM	16.8	C	21.4	C	21.2	C	0.0	No		
10. Churn Creek Road at Smith Road	MD	10.0	A	10.4	B	10.4	B	0.0	No		
	PM	9.6	A	9.9	A	9.9	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	12.7	B	13.1	B	0.4	No		
12. Market Street (SR 273) at Clear Creek Road	MD	5.5	A	8.0	A	7.8	A	0.0	No		
	PM	4.8	A	6.9	A	6.8	A	0.0	No		
13. Market Street (SR 273) at Westside Road/Girvan Road	MD	30.1	C	29.7	C	29.4	C	0.0	No		
	PM	31.1	C	30.4	C	30.4	C	0.0	No		
14. Market Street (SR 273) at Redding Rancheria Road	MD	14.5	B	14.1	B	13.3	B	0.0	No		
	PM	16.4	B	15.6	B	11.2	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 112 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	27.0	C	26.9	C	26.1	C	0.0	No
		28.5	C	28.5	C	27.3	C	0.0	No		
16.	Market Street (SR 273) at Happy Valley Road	11.1	B	10.2	B	10.0	A	0.0	No		
		12.1	B	11.3	B	10.8	B	0.0	No		
17.	Market Street (SR 273) at North Street	22.6	C	23.2	C	26.3	C	3.1	No		
		23.1	C	22.6	C	30.0	C	7.4	No		
18.	Oak Street at North Street	15.2	C	19.0	C	262.8	F	243.8	Yes	11.8	B
		15.0	B	17.0	C	1,231.1	F	1,214.1	Yes	34.2	C
19.	I 5 SB Off-Ramp at North Street	9.6	A	10.2	B	14.6	B	4.4	No	17.2	B
		9.7	A	9.8	A	34.5	D	24.7	No	20.0	B
20.	McMurray Drive/I 5 NB On Ramp at North Street	12.4	B	14.6	B	15.9	C	1.3	No	13.4	B
		11.6	B	13.0	B	19.7	C	6.7	No	13.0	B
21.	Oak Street at Balls Ferry Road	13.0	B	14.3	B	16.4	C	2.1	No		
		11.8	B	12.7	B	17.1	C	4.4	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 112 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	20.9	C	23.3	C	20.8	C	0.0	No
		20.2	C	20.7	C	16.6	B	0.0	No		
23.	McMurray Dr/I 5 NB Off-Ramp at Balls Ferry Road	18.6	B	19.6	B	20.1	C	0.5	No		
		18.7	B	19.1	B	20.4	C	1.3	No		
24.	Market Street (SR 273) at Kenyon Drive	12.5	B	13.7	B	14.1	B	0.4	No		
		12.0	B	13.0	B	13.6	B	0.6	No		
25.	Market Street (SR 273) at Breslauer Way	15.6	B	16.1	B	16.4	B	0.3	No		
		13.3	B	13.5	B	14.4	B	0.9	No		
26.	Market Street (SR 273) at Buenaventura Boulevard	15.7	B	15.4	B	15.5	B	0.1	No		
		17.3	B	16.8	B	16.9	B	0.1	No		
27.	I 5 SB Ramps at Knighton Road	14.1	B	15.5	C	15.5	C	0.0	No		
		12.7	B	13.8	B	13.8	B	0.0	No		
28.	I 5 NB Ramps at Knighton Road	15.1	C	15.5	C	15.5	C	0.0	No		
		13.2	B	13.7	B	13.7	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 112 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Buildout Traffic Conditions		(3) Year 2040 Plus Project Alternative E Traffic Conditions		(4) Significant Impact		(5) Year 2040 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	15.1	B	17.1	B	17.1	B	0.0	No
30.	Market Street (SR 273) at Briggs Street	8.9	A	8.8	A	8.5	A	0.0	No		
31.	Market Street (SR 273) at 3 Street	34.9	C	34.8	C	33.2	C	0.0	No		
32.	Market Street (SR 273) at Ox Yoke Road	21.0	C	20.9	C	19.5	B	0.0	No		
33.	Market Street (SR 273) at Spring Gulch Road	4.5	A	4.5	A	4.7	A	0.2	No		
34.	Bechelli Lane at Sunnyhill Lane	8.6	A	8.6	A	8.6	A	0.0	No		
35.	Commercial Way at Churn Creek Road	19.1	C	20.9	C	20.9	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 113
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - WEEKDAY

Time Period	Kimley Horn TIA										LLG Analysis						
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
R 273) at	AM																
	PM	20.0	B	42.2	D	22.2	No										
p at	AM	33.1	D		F		Yes	23.1	C	28.2	D	1,449.3	F	1,421.1	Yes	26.0	C
	PM	13.7	B	52.3	F	38.6	Yes	13.1	B	12.3	B	22.5	C	10.2	No	17.3	B
/I 5 NB On Ramp at	AM																
	PM	72.3	F	95.7	F	23.4	Yes	17.9	B	27.1	D	53.0	F	25.9	Yes	15.8	B
5 SB On Ramp at	AM	19.6	C	43.6	E	24.0	Yes	13.6	B	15.2	C	18.9	C	3.7	No		
	PM	28.3	C	33.0	C	4.7	No			16.0	B	14.6	B	0.0	No		
/I 5 NB Off Ramp at	AM	41.7	D	43.0	D	1.3	No			19.0	B	19.7	B	0.7	No		
	PM									22.1	C	22.7	C	0.6	No		

ons, therefore only the adverse LOS F condition was reported.



TABLE 114
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR INTERSECTION CAPACITY ANALYSIS COMPARISON - SATURDAY

Time Period	Kimley Horn TIA						LLG Analysis										
	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Project Significant Impact		With Improvements		Year 2040 Buildout Traffic Conditions		Year 2040 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	Delay (s/v)	LOS	Inc.	Yes/No	Delay (s/v)	LOS	
R 273) at	MD																
	PM	13.8	B	28.2	C	14.4	No										
p at	MD	16.6	C		F		Yes	34.4	C	19.0	C	262.8	F	243.8	Yes	11.8	B
	PM	9.4	A	35.7	E	26.3	Yes	11.6	B	10.2	B	14.6	B	4.4	No	17.2	B
/I 5 NB On Ramp at	MD	18.8	C	26.5	D	7.7	No	13.3	B	14.6	B	15.9	C	1.3	No	13.4	B
	PM	15.0	C	26.0	D	11.0	No	11.5	B	13.0	B	19.7	C	6.7	No	13.0	B
5 SB On Ramp at	MD	23.0	D	23.8	C	0.8	No			23.3	C	20.8	C	0.0	No		
	PM	42.2	D	40.8	D	0.0	No			20.7	C	16.6	B	0.0	No		
/I 5 NB Off Ramp at	MD									19.6	B	20.1	C	0.5	No		
	PM									19.1	B	20.4	C	1.3	No		

ons, therefore only the adverse LOS F condition was reported.



TABLE 115

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁹⁵ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	28	28	A	271	472	E	Yes
			SB	16			472			
		PM	NB	41	41	A	510	682	F	Yes
			SB	12			682			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	485	730	F	494	746	F	No
			WB	730			746			
		PM	EB	701	701	F	716	716	F	No
			WB	619			641			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	A	38	38	A	No
			WB	26			26			
		PM	EB	33	33	A	33	33	A	No
			WB	31			31			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	542	542	F	539	539	E	No
			SB	213			212			
		PM	NB	239	435	D	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 115 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁹⁶ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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
5. North Street, east of Oak Street	Divided Arterial	AM	NB	641	641	641	C	C	No
			SB	562					
		PM	NB	487	568	487	C	C	No
			SB	568					
6. North Street, west of Oak Street	Divided Arterial	AM	EB	593	593	593	C	C	No
			WB	525					
		PM	EB	469	528	469	B	B	No
			WB	528					
7. Oak Street, north of North Street	Collector	AM	NB	54	83	54	A	A	No
			SB	83					
		PM	NB	71	71	71	A	A	No
			SB	53					
8. Oak Street, south of North Street	Collector	AM	NB	18	36	18	A	A	No
			SB	36					
		PM	NB	33	37	33	A	A	No
			SB	37					

⁹⁶ 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 115 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁹⁷ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	1,417	14.8	1,502	15.7	B	B	No
			WB	1,165	12.2	1,178	12.3	B	B	
		PM	EB	1,585	15.1	1,654	15.7	B	B	No
			WB	1,204	11.4	1,217	11.6	B	B	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,171	11.3	1,179	11.4	B	B	No
			SB	760	7.4	724	7.0	A	A	
		PM	NB	860	8.0	792	7.3	A	A	No
			SB	1,152	10.7	1,058	9.8	A	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	663	6.2	669	6.2	A	A	No
			SB	532	5.0	542	5.1	A	A	
		PM	NB	591	5.5	582	5.4	A	A	No
			SB	686	6.3	678	6.3	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 115 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁹⁸ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	AM	EB	382	436	409	436	D	No
			WB	436		436			
		PM	EB	253	293	300	300	B	No
			WB	293		293			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	349	555	367	589	F	No
			WB	555		589			
		PM	EB	382	563	416	613	F	No
			WB	563		613			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	189	223	189	223	A	No
			SB	223		223			
		PM	NB	186	201	186	201	A	No
			SB	201		201			

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 116

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁹⁹ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	21	21	A	192	560	F	Yes
			SB	14			560			
		PM	NB	20	20	A	520	873	F	Yes
			SB	11			873			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	470	545	D	476	563	D	No
			WB	545			563			
		PM	EB	441	441	B	457	457	B	No
			WB	406			434			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	A	24	24	A	No
			WB	19			19			
		PM	EB	20	20	A	20	20	A	No
			WB	14			14			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	225	225	A	220	225	A	No
			SB	224			225			
		PM	NB	180	235	A	172	230	A	No
			SB	235			230			

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 116 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁽¹⁰⁾ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
5. North Street, east of Oak Street	Divided Arterial	MD	EB	456	456	A	456	456	A	No
			WB	396			396			
		PM	EB	371	371	A	371	371	A	No
			WB	344			344			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	430	430	A	430	430	A	No
			WB	366			366			
		PM	EB	336	336	A	336	336	A	No
			WB	317			317			
7. Oak Street, north of North Street	Collector	MD	NB	55	57	A	55	57	A	No
			SB	57			57			
		PM	NB	41	49	A	41	49	A	No
			SB	49			49			
8. Oak Street, south of North Street	Collector	MD	NB	16	22	A	16	22	A	No
			SB	22			22			
		PM	NB	17	17	A	17	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 116 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁰¹ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	976	9.8	A	1,090	10.9	A	No
			WB	711	7.1	A	684	6.9	A	
		PM	EB	833	8.0	A	952	9.1	A	No
			WB	761	7.3	A	757	7.3	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	695	6.2	A	722	6.5	A	No
			SB	657	5.9	A	578	5.2	A	
		PM	NB	602	5.6	A	556	5.1	A	No
			SB	669	6.2	A	541	5.0	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	476	4.4	A	469	4.3	A	No
			SB	428	4.0	A	439	4.1	A	
		PM	NB	372	3.4	A	358	3.3	A	No
			SB	393	3.6	A	388	3.6	A	

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



TABLE 116 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰² – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	MD	EB	184	184	206	206	A	No
			WB	168		168			
		PM	EB	153	153	205	205	A	No
			WB	149		149			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	268	309	280	349	B	No
			WB	309		349			
		PM	EB	205	256	241	320	A	No
			WB	256		320			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	104	155	104	155	A	No
			SB	155		155			
		PM	NB	90	109	90	109	A	No
			SB	109		109			

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



TABLE 117

YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 1	Significant Impact	Year 2040 Buildout	Year 2040 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	E		
			SB							Yes
		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	D	D	No	F	F		No
			WB	D	D	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	A	C	No	B	B		No
			WB	C	D	No	B	B		No



TABLE 117 (CONTINUED)
YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 1	Significant Impact	Year 2040 Buildout	Year 2040 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	B	B	No			
			WB	B	B	No	B	B	No			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB									
			WB									
		PM	EB	C	C	No	F	F	No			
			WB	C	C	No	F	F	No			



Table 118

YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 1	Significant Impact	Year 2040 Buildout	Year 2040 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			
			SB								Yes
		PM	NB	A	C	No	A	F			Yes
			SB	A	D	No					
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB				D	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	Collector	MD	EB				A	A			No
			WB								
		PM	EB	B	B	No	A	A			No
			WB	B	C	No	A	A			



TABLE 119

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰³ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 Plus Project Alternative A Option 2		Significant Impact	
				Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/in)	Demand (veh/h)	Max Demand (veh/h) or Density (pc/mi/in)		LOS
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	28	28	205	345	C	No
			SB	16		345			
		PM	NB	41	41	382	493	E	Yes
			SB	12		493			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	485	730	494	746	F	No
			WB	730		746			
		PM	EB	701	701	716	716	F	No
			WB	619		641			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	104	153	A	No
			WB	26		153			
		PM	EB	33	33	161	220	A	No
			WB	31		220			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	542	542	539	539	E	No
			SB	213		212			
		PM	NB	239	435	233	430	D	No
			SB	435		430			

¹⁰³ 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 119 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰⁴ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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
5. North Street, east of Oak Street	Divided Arterial	AM	EB	641	641	641	641	C	No
			WB	562		562			
		PM	EB	487	568	487	568	C	No
			WB	568		568			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	593	593	593	593	C	No
			WB	525		525			
		PM	EB	469	528	469	528	B	No
			WB	528		528			
7. Oak Street, north of North Street	Collector	AM	NB	54	83	54	83	A	No
			SB	83		83			
		PM	NB	71	71	71	71	A	No
			SB	53		53			
8. Oak Street, south of North Street	Collector	AM	NB	18	36	18	36	A	No
			SB	36		36			
		PM	NB	33	37	33	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/h).



TABLE 119 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰⁵ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	1,417	14.8	1,502	15.7	B	B	No
			WB	1,165	12.2	1,178	12.3	B	B	
		PM	EB	1,585	15.1	1,654	15.7	B	B	No
			WB	1,204	11.4	1,217	11.6	B	B	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,171	11.3	1,179	11.4	B	B	No
			SB	760	7.4	724	7.0	A	A	
		PM	NB	860	8.0	792	7.3	A	A	No
			SB	1,152	10.7	1,058	9.8	A	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	663	6.2	669	6.2	A	A	No
			SB	532	5.0	542	5.1	A	A	
		PM	NB	591	5.5	582	5.4	A	A	No
			SB	686	6.3	678	6.3	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 119 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰⁶ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	AM	EB	382	436	391	484	D	E	Yes
			WB	436		484				
		PM	EB	253	293	266	387	B	C	No
			WB	293		387				
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	349	555	443	603	F	F	No
			WB	555		603				
		PM	EB	382	563	521	657	F	F	No
			WB	563		657				
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	189	223	317	317	A	B	No
			SB	223		289				
		PM	NB	186	201	374	374	A	C	No
			SB	201		329				

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 120

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰⁷ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	21	21	A	145	408	C	No
			SB	14			408			
		PM	NB	20	20	A	384	632	F	Yes
			SB	11			632			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	470	545	D	476	563	D	No
			WB	545			563			
		PM	EB	441	441	B	457	457	B	No
			WB	406			434			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	A	71	171	A	No
			WB	19			171			
		PM	EB	20	20	A	156	255	A	No
			WB	14			255			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	225	225	A	220	225	A	No
			SB	224			225			
		PM	NB	180	235	A	172	230	A	No
			SB	235			230			

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 120 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰⁸ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
5. North Street, east of Oak Street	Divided Arterial	MD	EB	456	456	A	456	456	A	No
			WB	396			396			
		PM	EB	371	371	A	371	371	A	No
			WB	344			344			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	430	430	A	430	430	A	No
			WB	366			366			
		PM	EB	336	336	A	336	336	A	No
			WB	317			317			
7. Oak Street, north of North Street	Collector	MD	NB	55	57	A	55	57	A	No
			SB	57			57			
		PM	NB	41	49	A	41	49	A	No
			SB	49			49			
8. Oak Street, south of North Street	Collector	MD	NB	16	22	A	16	22	A	No
			SB	22			22			
		PM	NB	17	17	A	17	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 120 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY⁽⁹⁾ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	976	9.8	1,090	10.9	A	No
			WB	711	7.1	684	6.9	A	
		PM	EB	833	8.0	952	9.1	A	No
			WB	761	7.3	757	7.3	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	695	6.2	722	6.5	A	No
			SB	657	5.9	578	5.2	A	
		PM	NB	602	5.6	556	5.1	A	No
			SB	669	6.2	541	5.0	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	476	4.4	469	4.3	A	No
			SB	428	4.0	439	4.1	A	
		PM	NB	372	3.4	358	3.3	A	No
			SB	393	3.6	388	3.6	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 120 (CONTINUED)

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁰ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	184	184	194	202	A	A	No
			WB	168		202				
		PM	EB	153	153	169	249	A	A	No
			WB	149		249				
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	268	309	379	379	B	C	No
			WB	309		343				
		PM	EB	205	256	381	381	A	C	No
			WB	256		356				
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	104	155	255	255	A	A	No
			SB	155		201				
		PM	NB	90	109	330	330	A	B	No
			SB	109		245				

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 121

YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 2	Significant Impact	Year 2040 Buildout	Year 2040 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	D	D	No	F	F	No
			WB	D	D	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	A	C	No	B	B	No
			WB	C	C	No	B	B	No



TABLE 121 (CONTINUED)
 YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 1	Significant Impact	Year 2040 Buildout	Year 2040 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				D	E	Yes
			WB						
		PM	EB	B	B	No	B	C	No
			WB	B	B	No			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB				F	F	No
			WB						
		PM	EB	C	C	No	F	F	No
			WB	C	C	No			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB				A	B	No
			SB						
		PM	NB	B	C	No	A	C	No
			SB	B	C	No			



Table 122

YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 2	Significant Impact	Year 2040 Buildout	Year 2040 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	F	Yes
			SB	A	C	No			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB				D	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	B	No	A	A	No
			WB	A	B	No			
9. S Bonnyview Road, west of Bechelli Lane	Collector	MD	EB				A	A	No
			WB				A	A	No
		PM	EB	B	B	No	A	A	No
			WB	B	C	No	A	A	No



Table 122 (Continued)
YEAR 2040 BUILDOUT 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 2040 Buildout	Year 2040 Plus Project Alt. A – Option 1	Significant Impact	Year 2040 Buildout	Year 2040 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	A	A	No
			WB	B	B	No	A	A	No	A	A	No
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB									
			WB									
		PM	EB	B	C	No	A	C	No	A	C	No
			WB	B	B	No	A	B	No	A	B	No
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB									
			SB									
		PM	NB	B	C	No	A	C	No	A	B	No
			SB	B	C	No	A	C	No	A	B	No



TABLE 123

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹¹ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
1. Bechelli Lane, south of S Bonnyview Road	Collector	AM	NB	28	28	A	28	28	A	No
			SB	16			16			
		PM	NB	41	41	A	41	41	A	No
			SB	12			12			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	AM	EB	485	730	F	485	729	F	No
			WB	730			729			
		PM	EB	701	701	F	699	699	F	No
			WB	619			616			
3. Smith Road, west of Churn Creek Road	Collector	AM	EB	38	38	A	38	38	A	No
			WB	26			26			
		PM	EB	33	33	A	33	33	A	No
			WB	31			31			
4. Canyon Road, south of Redding Rancheria Road	Collector	AM	NB	542	542	F	539	539	E	No
			SB	213			212			
		PM	NB	239	435	D	233	430	D	No
			SB	435			430			

¹¹¹ 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 123 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹² – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	641	641	765	793	E	Yes
			WB	562		793			
		PM	EB	487	568	721	905	F	Yes
			WB	568		905			
6. North Street, west of Oak Street	Divided Arterial	AM	EB	593	593	699	699	D	No
			WB	525		580			
		PM	EB	469	528	624	633	C	No
			WB	528		633			
7. Oak Street, north of North Street	Collector	AM	NB	54	83	507	507	E	Yes
			SB	83		326			
		PM	NB	71	71	732	732	F	Yes
			SB	53		513			
8. Oak Street, south of North Street	Collector	AM	NB	18	36	134	134	A	No
			SB	36		100			
		PM	NB	33	37	202	202	A	No
			SB	37		158			

¹¹² 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 123 (CONTINUED)
 YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹³ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
9. S Bonnyview Road, west of Bechelli Lane	Arterial	AM	EB	1,417	14.8	B	1,408	14.8	B	No
			WB	1,165	12.2	B	1,130	11.9	B	
		PM	EB	1,585	15.1	B	1,516	14.4	B	No
			WB	1,204	11.4	B	1,123	10.7	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	AM	NB	1,171	11.3	B	1,202	11.6	B	No
			SB	760	7.4	A	791	7.7	A	
		PM	NB	860	8.0	A	842	7.8	A	No
			SB	1,152	10.7	A	1,153	10.7	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	AM	NB	663	6.2	A	692	6.5	A	No
			SB	532	5.0	A	609	5.7	A	
		PM	NB	591	5.5	A	632	5.8	A	No
			SB	686	6.3	A	773	7.1	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 123 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹⁴ – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	382	436	382	436	D	No
			WB	436		436			
		PM	EB	253	293	253	293	B	No
			WB	293		293			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	AM	EB	349	555	349	555	F	No
			WB	555		555			
		PM	EB	382	563	382	563	F	No
			WB	563		563			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	AM	NB	189	223	189	223	A	No
			SB	223		223			
		PM	NB	186	201	186	201	A	No
			SB	201		201			

¹¹⁴ 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 124

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹⁵ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
1. Bechelli Lane, south of S Bonnyview Road	Collector	MD	NB	21	21	A	21	21	A	No
			SB	14			14			
		PM	NB	20	20	A	20	20	A	No
			SB	11			11			
2. Churn Creek Road, east of Alrose Lane	Undivided Arterial	MD	EB	470	545	D	470	543	D	No
			WB	545			543			
		PM	EB	441	441	B	439	439	B	No
			WB	406			402			
3. Smith Road, west of Churn Creek Road	Collector	MD	EB	24	24	A	24	24	A	No
			WB	19			19			
		PM	EB	20	20	A	20	20	A	No
			WB	14			14			
4. Canyon Road, south of Redding Rancheria Road	Collector	MD	NB	225	225	A	220	225	A	No
			SB	224			225			
		PM	NB	180	235	A	172	230	A	No
			SB	235			230			

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 124 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹⁶ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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	456	456	543	672	D	No
			WB	396		672			
		PM	EB	371	371	616	773	E	Yes
			WB	344		773			
6. North Street, west of Oak Street	Divided Arterial	MD	EB	430	430	555	555	B	No
			WB	366		405			
		PM	EB	336	336	532	532	B	No
			WB	317		427			
7. Oak Street, north of North Street	Collector	MD	NB	55	57	595	595	F	Yes
			SB	57		228			
		PM	NB	41	49	882	882	F	Yes
			SB	49		531			
8. Oak Street, south of North Street	Collector	MD	NB	16	22	155	155	A	No
			SB	22		67			
		PM	NB	17	17	233	233	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 124 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹⁷ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout			Year 2040 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	
9. S Bonnyview Road, west of Bechelli Lane	Arterial	MD	EB	976	9.8	A	979	9.8	A	No
			WB	711	7.1	A	650	6.5	A	
		PM	EB	833	8.0	A	776	7.5	A	No
			WB	761	7.3	A	657	6.3	A	
10. Market Street (SR 273), north of Redding Rancheria Rd	Arterial	MD	NB	695	6.2	A	730	6.5	A	No
			SB	657	5.9	A	662	5.9	A	
		PM	NB	602	5.6	A	603	5.6	A	No
			SB	669	6.2	A	664	6.1	A	
11. Market Street (SR 273), south of Redding Rancheria Rd	Arterial	MD	NB	476	4.4	A	477	4.4	A	No
			SB	428	4.0	A	523	4.8	A	
		PM	NB	372	3.4	A	405	3.7	A	No
			SB	393	3.6	A	511	4.7	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 124 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS SUMMARY¹¹⁸ – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Year 2040 Buildout		Year 2040 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
12. Knighton Road, between I 5 SB Ramps and I 5 NB Ramps	Collector	MD	EB	184	184	184	184	A	No
			WB	168		168			
		PM	EB	153	153	153	153	A	No
			WB	149		149			
13. Knighton Road, between I 5 NB Ramps and Churn Creek Road	Collector	MD	EB	268	309	268	309	B	No
			WB	309		309			
		PM	EB	205	256	205	256	A	No
			WB	256		256			
14. Churn Creek Road, between Knighton Road and Smith Road	Collector	MD	NB	104	155	104	155	A	No
			SB	155		155			
		PM	NB	90	109	90	109	A	No
			SB	109		109			

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 125
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – WEEKDAY

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis				
				Year 2040 Buildout	Year 2040 Plus Project Alternative E	Significant Impact	Year 2040 Buildout	Year 2040 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	C		C	E	Yes
			WB	C	D	No	C		C	F	Yes
6. North Street, west of Oak Street	Divided Arterial	AM	EB								
			WB								
		PM	EB	C	C	No	C		B	C	No
			WB	C	C	No	C		C	C	No
7. Oak Street, north of North Street	Collector	AM	NB								
			SB								
		PM	NB	A	C	No	A		A	F	Yes
			SB	A	C	No	A		A	F	Yes
8. Oak Street, south of North Street	Collector	AM	NB								
			SB								
		PM	NB	A	A	No	A		A	A	No
			SB	A	A	No	A		A	A	No



Table 126
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E CONDITIONS PEAK HOUR ROADWAY SEGMENT ANALYSIS COMPARISON – SATURDAY

Roadway Segment	Roadway Type	Time Period	Direction	Kimley Horn TIA			LLG Analysis				
				Year 2040 Buildout	Year 2040 Plus Project Alternative E	Significant Impact	Year 2040 Buildout	Year 2040 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								
			WB								
		PM	EB	B	C	No	A	D	No	A	No
			WB	B	C	No	A	E	Yes	A	Yes
6. North Street, west of Oak Street	Divided Arterial	MD	EB								
			WB								
		PM	EB	C	B	No	A	B	No	A	No
			WB	B	B	No	A	B	No	A	No
7. Oak Street, north of North Street	Collector	MD	NB								
			SB								
		PM	NB	A	D	No	A	F	Yes	A	Yes
			SB	A	D	No	A	F	Yes	A	Yes
8. Oak Street, south of North Street	Collector	MD	NB								
			SB								
		PM	NB	A	A	No	A	A	No	A	No
			SB	A	B	No	A	A	No	A	No



TABLE 127
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	3412	21.9	C	3486	22.3	C	No
	PM	2988	19.1	C	3085	19.8	C	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2886	18.5	C	2960	19.0	C	No
	PM	2528	16.2	B	2625	16.8	B	No
3. I 5 Northbound, north of North Street	AM	3604	23.1	C	3678	23.6	C	No
	PM	3009	19.3	C	3106	19.9	C	No
4. I 5 Northbound, south of S Bonnyview Road	AM	3517	22.6	C	3637	23.4	C	No
	PM	2325	14.9	B	2483	15.9	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2760	17.7	B	2747	17.6	B	No
	PM	1706	10.9	A	1684	10.8	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3752	24.2	C	3833	24.7	C	No
	PM	2651	17.0	B	2779	17.8	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 127 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	AM	3365	21.6	C	3432	22.0	C	No
	PM	2184	14.0	B	2279	14.6	B	No
8. I 5 Northbound, north of Knighton Road	AM	3517	22.6	C	3637	23.4	C	No
	PM	2325	14.9	B	2483	15.9	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM	2272	14.6	B	2420	15.5	B	No
	PM	3592	23.1	C	3794	24.5	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1523	9.8	A	1507	9.7	A	No
	PM	2884	18.5	C	2863	18.3	C	No
11. I 5 Southbound, south of S Bonnyview Road	AM	1992	12.8	A	2052	13.2	B	No
	PM	3412	21.9	C	3516	22.6	C	No
12. I 5 Southbound, north of North Street	AM	1990	12.8	B	2032	13.0	B	No
	PM	3603	23.1	C	3665	23.5	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 127 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	1564	10.0	A	1568	10.0	A	No
	PM	3007	19.3	C	3069	19.7	C	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1906	12.2	B	1948	12.5	B	No
	PM	3615	23.2	C	3677	23.6	C	No
15. I 5 Southbound, north of Knighton Road	AM	1992	12.8	B	2052	13.2	B	No
	PM	3412	21.9	C	3516	22.6	C	No
16. I 5 Southbound, south of Knighton Road	AM	1955	12.5	B	1993	12.8	B	No
	PM	3372	21.6	C	3433	22.0	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 128
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	2882	18.5	C	2961	19.0	C	No
	PM	2319	14.9	B	2441	15.6	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2412	15.4	B	2491	16.0	B	No
	PM	1940	12.4	B	2062	13.2	B	No
3. I 5 Northbound, north of North Street	MD	2872	18.4	C	2951	18.9	C	No
	PM	2310	14.8	B	2432	15.6	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1995	12.8	B	2137	13.7	B	No
	PM	1825	11.7	B	2034	13.0	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1483	9.5	A	1475	9.4	A	No
	PM	1340	8.6	A	1316	8.4	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	2341	15.0	B	2404	15.4	B	No
	PM	2122	13.6	B	2269	14.5	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 128 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	1938	12.4	B	2030	13.0	B	No
	PM	1770	11.3	B	1979	12.7	B	No
8. I 5 Northbound, north of Knighton Road	MD	1995	12.8	B	2137	13.7	B	No
	PM	1825	11.7	B	2034	13.0	B	No
9. I 5 Southbound, north of S Bonnyview Road	MD	4015	26.1	D	4181	27.5	D	No
	PM	3839	24.8	C	4097	26.8	D	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	3205	20.5	C	3186	20.4	C	No
	PM	3064	19.6	C	3033	19.4	C	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3821	24.7	C	3859	25.0	C	No
	PM	3608	23.2	C	3716	23.9	C	No
12. I 5 Southbound, north of North Street	MD	2225	14.3	B	2259	14.5	B	No
	PM	2372	15.2	B	2443	15.6	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 128 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	LOS	
13. I 5 Southbound, from Balls Ferry Road to North Street	MD PM	1847 1978	11.8 12.7	B B	B B	1881 2049	12.0 13.1	B B	B B	No No
14. I 5 Southbound, south of Balls Ferry Road	MD PM	2366 2391	15.2 15.3	B B	B B	2400 2462	15.4 15.8	B B	B B	No No
15. I 5 Southbound, north of Knighton Road	MD PM	3821 3608	24.7 23.2	C C	C C	2859 3716	25.0 23.9	C C	C C	No No
16. I 5 Southbound, south of Knighton Road	MD PM	3769 3584	24.3 23.0	C C	C C	3792 3692	24.5 23.8	C C	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 129
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 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	13.6	B	14.7	A	No						22.6	C	23.4	C	No	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM																
	PM	9.9	A	10.1	A	No						17.7	B	17.6	B	No	No
6. I 5 Northbound, north of S Bonnyview Road	AM																
	PM	15.5	B	16.6	B	No						24.2	C	24.7	C	No	No
9. I 5 Southbound, north of S Bonnyview Road	AM																
	PM	19.7	C	21.5	C	No						14.6	B	15.5	B	No	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM																
	PM	14.2	B	14.5	B	No						23.1	C	24.5	C	No	No
11. I 5 Southbound, south of S Bonnyview Road	AM																
	PM	20.1	C	21.2	C	No						12.8	A	13.2	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 130
YEAR 2040 BUILDOUT 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 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 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	10.8	A	12.1	B	No	12.8	B	13.7	B	No	11.7	B	13.0	B	No					
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD																				
	PM	8.4	A	8.5	A	No	9.5	A	9.4	A	No	8.6	A	8.4	A	No					
6. I 5 Northbound, north of S Bonnyview Road	MD																				
	PM	12.1	B	13.1	B	No	15.0	B	15.4	B	No	13.6	B	14.5	B	No					
9. I 5 Southbound, north of S Bonnyview Road	MD																				
	PM	15.0	B	16.9	B	No	26.1	D	27.5	D	No	24.8	C	26.8	D	No					
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD																				
	PM	11.6	B	12.0	B	No	20.5	C	20.4	C	No	19.6	C	19.4	C	No					
11. I 5 Southbound, south of S Bonnyview Road	MD																				
	PM	14.4	B	15.5	B	No	24.7	C	25.0	C	No	23.2	C	23.9	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 131
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	3412	21.9	C	3486	22.3	C	No
	PM	2988	19.1	C	3085	19.8	C	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2886	18.5	C	2960	19.0	C	No
	PM	2528	16.2	B	2625	16.8	B	No
3. I 5 Northbound, north of North Street	AM	3604	23.1	C	3678	23.6	C	No
	PM	3009	19.3	C	3106	19.9	C	No
4. I 5 Northbound, south of S Bonnyview Road	AM	3517	22.6	C	3509	22.5	C	No
	PM	2325	14.9	B	2295	14.7	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2760	17.7	B	2747	17.6	B	No
	PM	1706	10.9	A	1684	10.8	A	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3752	24.2	C	3833	24.7	C	No
	PM	2651	17.0	B	2779	17.8	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 131 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	3365	21.6	C	3442	22.0	C	No
	PM	2184	14.0	B	2280	14.6	B	No
8. I 5 Northbound, north of Knighton Road	AM	3517	22.6	C	3509	22.5	C	No
	PM	2325	14.9	B	2295	14.7	B	No
9. I 5 Southbound, north of S Bonnyview Road	AM	2272	14.6	B	2420	15.5	B	No
	PM	3592	23.1	C	3794	24.5	C	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1523	9.8	A	1507	9.7	A	No
	PM	2884	18.5	C	2863	18.3	C	No
11. I 5 Southbound, south of S Bonnyview Road	AM	1992	12.8	A	1986	12.7	B	No
	PM	3412	21.9	C	3388	21.7	C	No
12. I 5 Southbound, north of North Street	AM	1990	12.8	B	2032	13.0	B	No
	PM	3603	23.1	C	3665	23.5	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 131 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	1564	10.0	A	1568	10.0	A	No
	PM	3007	19.3	C	3069	19.7	C	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1906	12.2	B	1948	12.5	B	No
	PM	3615	23.2	C	3677	23.6	C	No
15. I 5 Southbound, north of Knighton Road	AM	1992	12.8	B	1986	12.7	B	No
	PM	3412	21.9	C	3388	21.7	C	No
16. I 5 Southbound, south of Knighton Road	AM	1955	12.5	B	1993	12.8	B	No
	PM	3372	21.6	C	3433	22.0	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 132
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1)			(2)			(3)	
		Year 2040 Buildout Traffic Conditions			Year 2040 Plus Project Alternative A – Option 2 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	Yes/No	
1. I 5 Northbound, south of Balls Ferry Road	MD	2882	18.5	C	2961	19.0	C	No	
	PM	2319	14.9	B	2441	15.6	B	No	
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2412	15.4	B	2491	16.0	B	No	
	PM	1940	12.4	B	2062	13.2	B	No	
3. I 5 Northbound, north of North Street	MD	2872	18.4	C	2951	18.9	C	No	
	PM	2310	14.8	B	2432	15/6	B	No	
4. I 5 Northbound, south of S Bonnyview Road	MD	1995	12.8	B	1985	12.7	B	No	
	PM	1825	11.7	B	1793	11.5	B	No	
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1483	9.5	A	1475	9.4	A	No	
	PM	1340	8.6	A	1316	8.4	A	No	
6. I 5 Northbound, north of S Bonnyview Road	MD	2341	15.0	B	2404	15.4	B	No	
	PM	2122	13.6	B	2269	14.5	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 132 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	MD	1938	12.4	B	2029	13.0	B	No
	PM	1770	11.3	B	1898	12.2	B	No
8. I 5 Northbound, north of Knighton Road	MD	1995	12.8	B	1985	12.7	B	No
	PM	1825	11.7	B	1793	11.5	B	No
9. I 5 Southbound, north of S Bonnyview Road	MD	4015	26.1	D	4181	27.5	D	No
	PM	3839	24.8	C	4097	26.8	D	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	3205	20.5	C	3186	20.4	C	No
	PM	3064	19.6	C	3033	19.4	C	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3821	24.7	C	3812	24.6	C	No
	PM	3608	23.2	C	3580	23.0	C	No
12. I 5 Southbound, north of North Street	MD	2225	14.3	B	2259	14.5	B	No
	PM	2372	15.2	B	2443	15.6	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 132 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS		
13. I 5 Southbound, from Balls Ferry Road to North Street	MD	1847	11.8	B	B	1881	12.0	B	No	
	PM	1978	12.7	B	B	2049	13.1	B	No	
14. I 5 Southbound, south of Balls Ferry Road	MD	2366	15.2	B	B	2400	15.4	B	No	
	PM	2391	15.3	B	B	2462	15.8	B	No	
15. I 5 Southbound, north of Knighton Road	MD	3821	24.7	C	C	3812	24.6	C	No	
	PM	3608	23.2	C	C	3580	23.0	C	No	
16. I 5 Southbound, south of Knighton Road	MD	3769	24.3	C	C	3791	24.5	C	No	
	PM	3584	23.0	C	C	3647	23.4	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 133
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Time Period	Kimley Horn TIA						LLG Analysis								
		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact					
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS						
4. I 5 Northbound, south of S Bonnyview Road	AM															
	PM	13.6	B	13.7	B	No	22.6	C	22.5	C	No	22.6	C	22.5	C	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM															
	PM	9.9	A	10.1	A	No	17.7	B	17.6	B	No	17.7	B	17.6	B	No
6. I 5 Northbound, north of S Bonnyview Road	AM															
	PM	15.5	B	16.6	B	No	24.2	C	24.7	C	No	24.2	C	24.7	C	No
9. I 5 Southbound, north of S Bonnyview Road	AM															
	PM	19.7	C	21.5	C	No	14.6	B	15.5	B	No	14.6	B	15.5	B	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM															
	PM	14.2	B	14.5	B	No	23.1	C	24.5	C	No	23.1	C	24.5	C	No
11. I 5 Southbound, south of S Bonnyview Road	AM															
	PM	20.1	C	20.4	C	No	12.8	A	12.7	B	No	12.8	A	12.7	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 134
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Time Period	Kimley Horn TIA						LLG Analysis								
		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 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	MD PM	10.8	A	10.9	A	No	12.8	B	11.7	B	No	12.7	B	11.5	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD PM	8.4	A	8.5	A	No	9.5	A	8.6	A	No	9.4	A	8.4	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD PM	12.1	B	13.1	B	No	15.0	B	13.6	B	No	15.4	B	14.5	B	No
9. I 5 Southbound, north of S Bonnyview Road	MD PM	15.0	B	16.9	B	No	26.1	D	24.8	C	No	27.5	D	26.8	D	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD PM	11.6	B	12.0	B	No	20.5	C	19.6	C	No	20.4	C	19.4	C	No
11. I 5 Southbound, south of S Bonnyview Road	MD PM	14.4	B	14.8	B	No	24.7	C	23.2	C	No	24.6	C	23.0	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 135
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	
1. I 5 Northbound, south of Balls Ferry Road	AM	3412	21.9	C	3490	22.4	C	No
	PM	2988	19.1	C	3083	19.8	C	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM	2886	18.5	C	2864	18.4	C	No
	PM	2528	16.2	B	2478	15.9	B	No
3. I 5 Northbound, north of North Street	AM	3604	23.1	C	3699	23.8	C	No
	PM	3009	19.3	C	3181	20.4	C	No
4. I 5 Northbound, south of S Bonnyview Road	AM	3517	22.6	C	3612	23.2	C	No
	PM	2325	14.9	B	2496	16.0	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	2760	17.7	B	2866	18.4	C	No
	PM	1706	10.9	A	1906	12.2	B	No
6. I 5 Northbound, north of S Bonnyview Road	AM	3752	24.2	C	3852	24.9	C	No
	PM	2651	17.0	B	2809	18.0	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 135 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1)				(2)			Significant Impact
		Year 2040 Buildout Traffic Conditions				Year 2040 Plus Project Alternative E Traffic Conditions			
		Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	LOS	Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS	
7. I 5 Northbound, south of Knighton Road	AM	3365	21.6	C	3460	22.2	C	No	
	PM	2184	14.0	B	2355	15.1	B	No	
8. I 5 Northbound, north of Knighton Road	AM	3517	22.6	C	3612	23.2	C	No	
	PM	2325	14.9	B	2496	16.0	B	No	
9. I 5 Southbound, north of S Bonnyview Road	AM	2272	14.6	B	2453	15.7	B	No	
	PM	3592	23.1	C	3841	24.8	C	No	
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	AM	1523	9.8	A	1726	11.1	B	No	
	PM	2884	18.5	C	3182	20.4	C	No	
11. I 5 Southbound, south of S Bonnyview Road	AM	1992	12.8	A	2193	14.0	B	No	
	PM	3412	21.9	C	3686	23.7	C	No	
12. I 5 Southbound, north of North Street	AM	1990	12.8	B	2191	14.0	B	No	
	PM	3603	23.1	C	3877	25.1	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 135 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	
13. I 5 Southbound, from Balls Ferry Road to North Street	AM	1564	10.0	A	1508	9.7	A	No
	PM	3007	19.3	C	2962	19.0	C	No
14. I 5 Southbound, south of Balls Ferry Road	AM	1906	12.2	B	1943	12.4	B	No
	PM	3615	23.2	C	3675	23.6	C	No
15. I 5 Southbound, north of Knighton Road	AM	1992	12.8	B	2193	12.0	B	No
	PM	3412	21.9	C	3686	23.7	C	No
16. I 5 Southbound, south of Knighton Road	AM	1955	12.5	B	2156	13.8	B	No
	PM	3372	21.6	C	3646	23.4	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 136
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	
1. I 5 Northbound, south of Balls Ferry Road	MD	2882	18.5	C	2956	18.9	C	No
	PM	2319	14.9	B	2445	15.7	B	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD	2412	15.4	B	2366	15.2	B	No
	PM	1940	12.4	B	1880	12.0	B	No
3. I 5 Northbound, north of North Street	MD	2872	18.4	C	2908	18.6	C	No
	PM	2310	14.8	B	2482	15.9	B	No
4. I 5 Northbound, south of S Bonnyview Road	MD	1995	12.8	B	2047	13.1	B	No
	PM	1825	11.7	B	1997	12.8	B	No
5. I 5 Northbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	1483	9.5	A	1557	10.0	A	No
	PM	1340	8.6	A	1550	9.9	A	No
6. I 5 Northbound, north of S Bonnyview Road	MD	2341	15.0	B	2416	15.5	B	No
	PM	2122	13.6	B	2298	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 136 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	
7. I 5 Northbound, south of Knighton Road	MD	1938	12.4	B	1990	12.8	B	No
	PM	1770	11.3	B	1942	12.4	B	No
8. I 5 Northbound, north of Knighton Road	MD	1995	12.8	B	2047	13.1	B	No
	PM	1825	11.7	B	1997	12.8	B	No
9. I 5 Southbound, north of S Bonnyview Road	MD	4015	26.1	D	4129	27.0	D	No
	PM	3839	24.8	C	4153	27.2	D	No
10. I 5 Southbound, from S Bonnyview Road Off-Ramp to On Ramp	MD	3205	20.5	C	3446	22.1	C	No
	PM	3064	19.6	C	3440	22.0	C	No
11. I 5 Southbound, south of S Bonnyview Road	MD	3821	24.7	C	4064	26.5	D	No
	PM	3608	23.2	C	3964	25.8	C	No
12. I 5 Southbound, north of North Street	MD	2225	14.3	B	2468	15.8	B	No
	PM	2372	15.2	B	2728	17.5	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 136 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Basic Freeway Segment	Time Period	(1) Year 2040 Buildout Traffic Conditions			(2) Year 2040 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	
13. I 5 Southbound, from Balls Ferry Road to North Street	MD PM	1847 1978	11.8 12.7	B B	1830 1929	11.7 12.4	B B	No No
14. I 5 Southbound, south of Balls Ferry Road	MD PM	2366 2391	15.2 15.3	B B	2388 2452	15.3 15.7	B B	No No
15. I 5 Southbound, north of Knighton Road	MD PM	3821 3608	24.7 23.2	C C	4064 3964	26.5 25.8	D C	No No
16. I 5 Southbound, south of Knighton Road	MD PM	3769 3584	24.3 23.0	C C	4012 3940	26.1 25.6	D 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 137
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Time Period	Kimley Horn TIA						LLG Analysis								
		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact					
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS						
1. I 5 Northbound, south of Balls Ferry Road	AM															
	PM	16.9	B	17.6	B	No	21.9	C	19.1	C	No	22.4	C	19.8	C	No
2. I 5 Northbound, from Balls Ferry Road to North Street	AM															
	PM	13.7	B	14.3	B	No	18.5	C	16.2	B	No	18.4	C	15.9	B	No
3. I 5 Northbound, north of North Street	AM															
	PM	15.7	B	17.5	B	No	23.1	C	19.3	C	No	23.8	C	20.4	C	No
12. I 5 Southbound, north of North Street	AM															
	PM	22.3	C	24.3	C	No	12.8	B	23.1	C	No	14.0	B	25.1	C	No
13. I 5 Southbound, from Balls Ferry Road to North Street	AM															
	PM	19.6	C	19.6	C	No	10.0	A	19.3	C	No	9.7	A	19.0	C	No
14. I 5 Southbound, south of Balls Ferry Road	AM															
	PM	23.4	C	24.1	C	No	12.2	B	23.2	C	No	12.4	B	23.6	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 138
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR BASIC FREEWAY CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Time Period	Kimley Horn TIA						LLG Analysis											
		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact								
		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		Yes/No	Yes/No						
1. I 5 Northbound, south of Balls Ferry Road	MD																		
	PM	14.0	B	14.9	B	No	18.5	C	14.9	B	No	18.9	C	15.7	B	No	18.9	C	No
2. I 5 Northbound, from Balls Ferry Road to North Street	MD																		
	PM	11.9	B	12.8	B	No	15.4	B	12.4	B	No	15.4	B	12.4	B	No	15.2	B	No
3. I 5 Northbound, north of North Street	MD																		
	PM	13.2	B	15.2	B	No	18.4	C	14.8	B	No	18.4	C	15.9	B	No	18.6	C	No
12. I 5 Southbound, north of North Street	MD																		
	PM	17.8	B	19.9	C	No	14.3	B	15.2	B	No	14.3	B	17.5	B	No	15.8	B	No
13. I 5 Southbound, from Balls Ferry Road to North Street	MD																		
	PM	16.4	B	16.4	B	No	11.8	B	12.7	B	No	11.8	B	12.4	B	No	11.7	B	No
14. I 5 Southbound, south of Balls Ferry Road	MD																		
	PM	19.1	C	19.6	C	No	15.2	B	15.3	B	No	15.2	B	15.7	B	No	15.3	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 139

YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact Yes/No
			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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	AM	3412	526	24.5	C	3486	526	24.9	C	No
		PM	2988	460	21.3	C	3085	460	22.0	C	No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	AM	2886	718	25.5	C	2960	718	25.8	C	No
		PM	2528	481	20.9	C	2625	481	21.6	C	No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM	3517	757	25.4	D	3637	890	26.4	D	No
		PM	2325	619	16.8	C	2483	799	18.1	C	No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	AM	2760	992	26.7	C	2747	1086	27.0	C	No
		PM	1706	945	17.6	B	1684	1095	18.4	C	No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	AM	3365	274	23.9	C	3442	274	24.4	C	No
		PM	2184	233	15.5	B	2279	233	16.2	B	No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	AM	3091	426	25.4	C	3168	469	26.0	C	No
		PM	1951	374	16.3	B	2046	437	17.3	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 139 (CONTINUED)
YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2272	16.7	749	C	2420	913	17.8	C	No
		PM	3592	25.9	708	D	3794	931	27.6	D	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM	1523	13.8	469	B	1507	545	14.0	B	No
		PM	2884	24.2	528	C	2863	653	24.6	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM	1990	14.4	464	B	2032	454	14.7	B	No
		PM	3603	25.8	596	D	3665	596	26.3	D	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM	1564	13.5	380	B	1568	380	13.3	B	No
		PM	3007	25.2	608	C	3069	608	25.7	C	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM	1992	14.2	279	B	2052	301	14.7	B	No
		PM	3412	24.2	285	C	3516	328	24.9	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM	1713	13.5	242	B	1751	242	15.7	B	No
		PM	3127	24.0	245	C	3188	245	24.4	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 140

YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD PM	2882 2319	470 379	20.6 16.6	C B	3961 2441	470 379	28.2 17.4	D C	No No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	MD PM	2412 1940	460 370	19.8 16.0	C B	2491 2062	460 370	20.4 16.8	C B	No No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD PM	1995 1825	512 485	14.4 13.2	B B	2137 2034	662 718	15.6 14.9	B B	No No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	MD PM	1483 1340	858 782	15.5 14.3	B B	1475 1316	929 953	15.9 15.2	B B	No No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	MD PM	1938 1770	157 129	13.7 12.6	B B	2030 1979	157 129	14.4 14.0	B B	No No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	MD PM	1784 1641	214 184	13.9 12.6	B B	1873 1850	264 184	14.8 14.1	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 140 (CONTINUED)
YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 1 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD PM	4015	29.0	810	D	4181	30.4	995	D	No
8. I 5 Southbound On-Ramp from S Bonnyview Road	Merge Analysis	MD PM	3205	26.9	616	C	3186	27.2	673	C	No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	MD PM	2225	15.9	378	C	2259	16.2	378	C	No
10. I 5 Southbound On-Ramp from Balls Ferry Road	Merge Analysis	MD PM	1847	16.3	519	B	1881	16.4	519	B	No
11. I 5 Southbound Off-Ramp to Knighton Road	Diverge Analysis	MD PM	3821	27.0	190	D	3859	27.3	205	D	No
12. I 5 Southbound On-Ramp from Knighton Road	Merge Analysis	MD PM	3631	27.1	138	C	3716	26.2	154	D	No
			3454	25.6	130	C	3562	26.4	130	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 141

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA				LLG Analysis						
			Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 1 Traffic Conditions		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact	Significant Impact	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS			Yes/No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM						25.4	D	26.4	D	No	No
		PM	18.2	B	20.1	C		16.8	C	18.1	C	No	No
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM						26.7	C	27.0	C	No	No
		PM	26.2	C	28.6	D		17.6	B	18.4	C	No	No
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM						16.7	C	17.8	C	No	No
		PM	28.7	D	30.6	D		25.9	D	27.6	D	No	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM						13.8	B	14.0	B	No	No
		PM	31.5	D	33.9	D		24.2	C	24.6	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 142

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 1 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA						LLG Analysis									
			Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 1 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 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				
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD																
		PM	12.3	B	16.9	B	No	14.4	B	15.6	B	No	14.9	B	15.6	B	No	
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD																
		PM	21.6	C	23.1	C	No	15.5	B	15.9	B	No	14.3	B	15.2	B	No	
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD																
		PM	19.7	B	26.1	C	No	29.0	D	30.4	D	No	27.7	D	29.9	D	No	
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD																
		PM	22.6	C	26.1	C	No	26.9	C	27.2	C	No	25.4	C	26.1	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 143

YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact Yes/No
			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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	AM	3412	526	24.5	C	3486	526	24.9	C	No
		PM	2988	460	21.3	C	3085	460	22.0	C	No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	AM	2886	718	25.5	C	2960	718	25.8	C	No
		PM	2528	481	20.9	C	2625	481	21.6	C	No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM	3517	757	25.4	D	3509	762	25.3	D	No
		PM	2325	619	16.8	C	2295	611	16.6	C	No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	AM	2760	992	26.7	C	2747	1086	27.0	C	No
		PM	1706	945	17.6	B	1684	1095	18.4	C	No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	AM	3365	274	23.9	C	3442	359	24.5	C	No
		PM	2184	233	15.5	B	2280	359	16.3	C	No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	AM	3091	426	25.4	C	3083	426	25.0	C	No
		PM	1951	374	16.3	B	1921	374	16.0	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 143 (CONTINUED)
YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	
7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM	2272	16.7	749	C	2420	913	17.8	C	No
		PM	3592	25.9	708	D	3794	931	27.6	D	No
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM	1523	13.8	469	B	1507	479	13.6	B	No
		PM	2884	24.2	528	C	2863	525	23.7	C	No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM	1990	14.4	464	B	2032	464	14.7	B	No
		PM	3603	25.8	596	D	3665	596	26.3	D	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM	1564	13.5	380	B	1568	380	13.3	B	No
		PM	3007	25.2	608	C	3069	608	25.7	C	No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM	1992	14.2	279	B	1986	279	14.2	B	No
		PM	3412	24.2	285	C	3388	285	24.0	C	No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM	1713	13.5	242	B	1707	286	13.8	B	No
		PM	3127	24.0	245	C	3103	330	24.4	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 144

YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD PM	2882 2319	470 379	20.6 16.6	C B	2961 2441	470 379	21.1 17.4	C C	No No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	MD PM	2412 1940	460 370	19.8 16.0	C B	2491 2062	460 370	20.4 16.8	C B	No No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD PM	1995 1825	512 485	14.4 13.2	B B	1985 1793	510 477	14.4 13.0	B B	No No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	MD PM	1483 1340	858 782	15.5 14.3	B B	1475 1316	929 953	15.9 15.2	B B	No No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	MD PM	1938 1770	157 129	13.7 12.6	B B	2029 1898	258 289	14.5 13.6	B B	No No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	MD PM	1784 1641	214 184	13.9 12.6	B B	1771 1609	214 184	13.8 12.3	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 144 (CONTINUED)
YEAR 2040 BUILDOUT 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) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative A – Option 2 Traffic Conditions				(3) Significant Impact
			Freeway		Ramp		Freeway		Ramp		
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	LOS	
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD PM	4015 3839	29.0 27.7	810 775	D D	4181 4097	30.4 29.9	995 1064	D D	No No
8. I 5 Southbound On-Ramp from S Bonnyview Road	Merge Analysis	MD PM	3205 3064	26.9 25.4	616 544	C C	3186 3033	26.9 25.1	626 547	C C	No No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	MD PM	2225 2372	15.9 17.0	378 394	C C	2259 2443	16.2 17.4	378 394	C C	No No
10. I 5 Southbound On-Ramp from Balls Ferry Road	Merge Analysis	MD PM	1847 1978	16.3 16.8	519 413	B B	1881 2049	16.4 17.0	519 413	B B	No No
11. I 5 Southbound Off-Ramp to Knighton Road	Diverge Analysis	MD PM	3821 3608	27.0 25.5	190 154	D C	3812 3580	27.0 25.2	190 154	D C	No No
12. I 5 Southbound On-Ramp from Knighton Road	Merge Analysis	MD PM	3631 3454	27.1 25.6	138 130	C C	3622 3426	27.2 26.0	169 221	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 145

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA						LLG Analysis					
			Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 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
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM	18.2	B	18.3	B	No	25.4	D	25.3	D	No		
		PM	18.2	B	18.3	B	No	16.8	C	16.6	C	No		
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	AM	26.2	C	27.6	C	No	26.7	C	27.0	C	No		
		PM	26.2	C	27.6	C	No	17.6	B	18.4	C	No		
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM	28.7	D	30.6	D	No	16.7	C	17.8	C	No		
		PM	28.7	D	30.6	D	No	25.9	D	27.6	D	No		
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM	31.5	D	32.9	D	No	13.8	B	13.6	B	No		
		PM	31.5	D	32.9	D	No	24.2	C	23.7	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 146

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE A – OPTION 2 PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA						LLG Analysis										
			Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 Traffic Conditions		Significant Impact	Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alt. A – Option 2 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					
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD																	
		PM	12.3	B	14.5	B	No	14.4	B	13.2	B	No	14.4	B	13.0	B	No		
4. I 5 Northbound On Ramp from S Bonnyview Road	Merge Analysis	MD																	
		PM	21.6	C	21.8	C	No	15.5	B	14.3	B	No	15.5	B	15.2	B	No		
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD																	
		PM	19.7	B	26.1	C	No	29.0	D	27.7	D	No	29.0	D	29.9	D	No		
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	MD																	
		PM	22.6	C	25.0	C	No	26.9	C	25.4	C	No	26.9	C	25.1	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 147

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative E Traffic Conditions				(3) Significant Impact Yes/No
			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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	AM PM	3412 2988	526 460	24.5 21.3	C C	2956 2445	590 565	21.2 17.6	C C	No No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	AM PM	2886 2528	718 481	25.5 20.9	C C	2366 1880	542 602	20.0 17.0	C B	No No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	AM PM	3517 2325	757 619	25.4 16.8	D C	2047 1997	490 447	14.8 14.4	B B	No No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	AM PM	2760 1706	992 945	26.7 17.6	C B	1557 1550	859 748	16.1 15.5	B B	No No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	AM PM	3365 2184	274 233	23.9 15.5	C B	1990 1942	157 129	14.1 13.8	B B	No No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	AM PM	3091 1951	426 374	25.4 16.3	C B	1833 1813	214 184	14.2 13.8	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 147 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - WEEKDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative E Traffic Conditions				(3) Significant Impact Yes/No
			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	
			7. I 5 Southbound Off Ramp to S Bonnyview Road	Diverge Analysis	AM PM	2272 3592	749 708	16.7 25.9	C D	4219 4153	
8. I 5 Southbound On Ramp from S Bonnyview Road	Merge Analysis	AM PM	1523 2884	469 528	13.8 24.2	B C	3446 3440	618 524	28.9 28.2	D C	No No
9. I 5 Southbound Off Ramp to North Street	Diverge Analysis	AM PM	1990 3603	464 596	14.4 25.8	B D	2468 2728	638 799	17.8 19.9	C C	No No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM PM	1564 3007	380 608	13.5 25.2	B C	1830 1929	558 523	16.3 16.8	B B	No No
11. I 5 Southbound Off Ramp to Knighton Road	Diverge Analysis	AM PM	1992 3412	279 285	14.2 24.2	B C	4064 3964	190 154	28.7 28.0	D D	No No
12. I 5 Southbound On Ramp from Knighton Road	Merge Analysis	AM PM	1713 3127	242 245	13.5 24.0	B C	3874 3810	138 130	28.9 28.4	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 148

YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2040 Buildout Traffic Conditions				(2) Year 2040 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	
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD	2882	470	20.6	C	2956	590	21.2	C	No
		PM	2319	379	16.6	B	2445	565	17.6	C	No
2. I 5 Northbound On-Ramp from North Street	Merge Analysis	MD	2412	460	19.8	C	2366	542	20.0	C	No
		PM	1940	370	16.0	B	1880	602	17.0	B	No
3. I 5 Northbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD	1995	512	14.4	B	2047	490	14.8	B	No
		PM	1825	485	13.2	B	1997	447	14.4	B	No
4. I 5 Northbound On-Ramp from S Bonnyview Road	Merge Analysis	MD	1483	858	15.5	B	1557	859	16.1	B	No
		PM	1340	782	14.3	B	1550	748	15.5	B	No
5. I 5 Northbound Off-Ramp to Knighton Road	Diverge Analysis	MD	1938	157	13.7	B	1990	157	14.1	B	No
		PM	1770	129	12.6	B	1942	129	13.8	B	No
6. I 5 Northbound On-Ramp from Knighton Road	Merge Analysis	MD	1784	214	13.9	B	1833	214	14.2	B	No
		PM	1641	184	12.6	B	1813	184	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 148 (CONTINUED)
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS SUMMARY - SATURDAY

Key Freeway Merge or Diverge Segment	Analysis Type	Time Period	(1) Year 2040 Buildout Traffic Conditions				(2) Year 2040 Plus Project Alternative E Traffic Conditions				(3) Significant Impact Yes/No	
			Freeway		Ramp		Freeway		Ramp			
			Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)	Pk Hr Volume	Density (pc/mi/ln)		LOS
7. I 5 Southbound Off-Ramp to S Bonnyview Road	Diverge Analysis	MD PM	4015 3839	29.0 27.7	810 775	29.0 27.7	4219 4153	30.5 29.9	773 713	30.5 29.9	D D	No No
8. I 5 Southbound On-Ramp from S Bonnyview Road	Merge Analysis	MD PM	3205 3064	26.9 25.4	616 544	26.9 25.4	3446 3440	28.9 28.2	618 524	28.9 28.2	D C	No No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	MD PM	2225 2372	15.9 17.0	378 394	15.9 17.0	2468 2728	17.8 19.9	638 799	17.8 19.9	C C	No No
10. I 5 Southbound On-Ramp from Balls Ferry Road	Merge Analysis	MD PM	1847 1978	16.3 16.8	519 413	16.3 16.8	1830 1929	16.3 16.8	558 523	16.3 16.8	B B	No No
11. I 5 Southbound Off-Ramp to Knighton Road	Diverge Analysis	MD PM	3821 3608	27.0 25.5	190 154	27.0 25.5	4064 3964	28.7 28.0	190 154	28.7 28.0	D D	No No
12. I 5 Southbound On-Ramp from Knighton Road	Merge Analysis	MD PM	3631 3454	27.1 25.6	138 130	27.1 25.6	3874 3810	28.9 28.4	138 130	28.9 28.4	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 149
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - WEEKDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA				LLG Analysis						
			Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact	Significant Impact	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS			
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	AM											
		PM	17.2	B	17.8	B	24.5	C	21.3	C	21.2	C	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	AM											
		PM	18.3	B	20.8	C	25.5	C	20.9	C	20.0	C	No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	AM											
		PM	2.9	A	2.9	A	14.4	B	25.8	D	17.8	C	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	AM											
		PM	26.4	C	27.3	C	13.5	B	25.2	C	16.3	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 150
YEAR 2040 BUILDOUT PLUS PROJECT ALTERNATIVE E PEAK HOUR MERGE AND DIVERGE CAPACITY ANALYSIS COMPARISON - SATURDAY

Key Basic Freeway Segment	Analysis Type	Time Period	Kimley Horn TIA				LLG Analysis					
			Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Year 2040 Buildout Traffic Conditions		Year 2040 Plus Project Alternative E Traffic Conditions		Significant Impact	Significant Impact
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS		
1. I 5 Northbound Off-Ramp to Balls Ferry Road	Diverge Analysis	MD	13.5	B	14.3	B	20.6	C	21.2	C	No	No
2. I 5 Northbound On Ramp from North Street	Merge Analysis	MD	15.2	B	18.1	B	19.8	C	20.0	C	No	No
9. I 5 Southbound Off-Ramp to North Street	Diverge Analysis	MD	2.9	A	2.9	A	15.9	C	17.8	C	No	No
10. I 5 Southbound On Ramp from Balls Ferry Road	Merge Analysis	MD	22.1	C	23.0	C	16.3	B	16.3	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

EXHIBIT D

 First American Title™	CLTA Guarantee Form No. 28 – Condition of Title
	ISSUED BY First American Title Insurance Company
Guarantee	GUARANTEE NUMBER 5026900-0007374e

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE GUARANTEE CONDITIONS ATTACHED HERETO AND MADE A PART OF THIS GUARANTEE.

FIRST AMERICAN TITLE INSURANCE COMPANY
a Nebraska corporation, herein called the Company

GUARANTEES
the Assured named in Schedule A of this Guarantee

against loss or damage not exceeding the Amount of Liability stated in Schedule A sustained by the Assured by reason of any incorrectness in the Assurances set forth in Schedule A

First American Title Insurance Company



Kenneth D. DeGiorgio, President



Greg L. Smith, Secretary

For Reference:

File #: P-597659

Policy #: 5026900-0007374e

Issued By:

Placer Title Company

2145 Larkspur Ln., Ste A
Redding, CA 96002

By: _____
Authorized Countersignature

This jacket was created electronically and constitutes an original document

EXCLUSIONS FROM COVERAGE

Except as expressly provided by the assurances in Schedule A, the Company assumes no liability for loss or damage by reason of the following:

- (a) Defects, liens, encumbrances, adverse claims or other matters against the title to any property beyond the lines of the Land.
- (b) Defects, liens, encumbrances, adverse claims or other matters, whether or not shown by the Public Records (1) that are created, suffered, assumed or agreed to by one or more of the Assureds; or, (2) that result in no loss to the Assured.
- (c) Defects, liens, encumbrances, adverse claims or other matters not shown by the Public Records.
- (d) The identity of any party shown or referred to in any of the schedules of this Guarantee.

- (e) The validity, legal effect or priority of any matter shown or referred to in any of the schedules of this Guarantee.
- (f) (1) Taxes or assessments of any taxing authority that levies taxes or assessments on real property; or, (2) proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not the matters excluded under (1) or (2) are shown by the records of the taxing authority or by the Public Records.
- (g) (1) Unpatented mining claims; (2) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (3) water rights, claims or title to water, whether or not the matters excluded under (1), (2) or (3) are shown by the Public Records.

GUARANTEE CONDITIONS

1. Definition of Terms.

The following terms when used in the Guarantee mean:

- a. the "Assured": the party or parties named as the Assured in Schedule A, or on a supplemental writing executed by the Company.
- b. "Land": the Land described or referred to in Schedule A, and improvements affixed thereto which by law constitute real property. The term "Land" does not include any property beyond the lines of the area described or referred to in Schedule A, nor any right, title, interest, estate or easement in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
- c. "Mortgage": mortgage, deed of trust, trust deed, or other security instrument.
- d. "Public Records": those records established under California statutes at Date of Guarantee for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without knowledge.
- e. "Date of Guarantee": the Date of Guarantee set forth in Schedule A.
- f. "Amount of Liability": the Amount of Liability as stated in Schedule A.

2. Notice of Claim to be Given by Assured.

The Assured shall notify the Company promptly in writing in case knowledge shall come to an Assured of any assertion of facts, or claim of title or interest that is contrary to the assurances set forth in Schedule A and that might cause loss or damage for which the Company may be liable under this Guarantee. If prompt notice shall not be given to the Company, then all liability of the Company shall terminate with regard to the matter or matters for which prompt notice is required; provided, however, that failure to notify the Company shall in no case prejudice by the failure and then only to the extent of the prejudice.

3. No Duty to Defend or Prosecute.

The Company shall have no duty to defend or prosecute any action or proceeding to which the Assured is a party, notwithstanding the nature of any allegation in such action or proceeding.

4. Company's Option to Defend or Prosecute Actions; Duty of Assured to Cooperate.

Even though the Company has no duty to defend or prosecute as set forth in Paragraph 3 above:

- a. The Company shall have the right, at its sole option and cost, to institute and prosecute any action or proceeding, interpose a defense, as limited in Paragraph 4 (b), or to do any other act which in its opinion may be necessary or desirable to establish the correctness of the assurances set forth in Schedule A or to prevent or reduce loss or damage to the Assured. The Company may take any appropriate action under the terms of this Guarantee, whether or not it shall be liable hereunder, and shall not thereby concede liability or waive any provision of this Guarantee. If the Company shall exercise its rights under this paragraph, it shall do so diligently.
- b. If the Company elects to exercise its options as stated in Paragraph 4(a) the Company shall have the right to select counsel of its choice (subject to the right of the Assured to object for reasonable cause) to represent the Assured and shall not be liable for and will not pay the fees of any other counsel, nor will the Company pay any fees, costs or expenses incurred by an Assured in the defense of those causes of action which allege matters not covered by this Guarantee.
- c. Whenever the Company shall have brought an action or interposed a defense as permitted by the provisions of this Guarantee, the Company may pursue any litigation to final determination by a court of competent jurisdiction and expressly reserves the right, in its sole discretion, to appeal from an adverse judgment or order.
- d. In all cases where this Guarantee permits the Company to prosecute or provide for the defense of any action or proceeding, the Assured shall secure to the Company the right to so prosecute or provide for the defense of any action or proceeding, and all appeals therein, and permit the Company to use, at its option, the name of such Assured for this purpose. Whenever requested by the Company, the Assured, at the Company's expense, shall give the Company all reasonable aid in any action or proceeding, securing

evidence, obtaining witnesses, prosecuting or defending the action or lawful act which in the opinion of the Company may be necessary or desirable to establish the correctness of the assurances set forth in Schedule A to prevent or reduce loss or damage to the Assured. If the Company is prejudiced by the failure of the Assured to furnish the required cooperation, the Company's obligations to the Assured under the Guarantee shall terminate.

5. Proof of Loss or Damage.

- a. In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Assured furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.
- b. In addition, the Assured may reasonably be required to submit to examination under oath by any authorized representative of the Company and shall produce for examination, inspection and copying, at such reasonable times and places as may be designated by any authorized representative of the Company, all records, books, ledgers, checks, correspondence and memoranda, whether bearing a date before or after Date of Guarantee, which reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Assured shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect and copy all records, books, ledgers, checks, correspondence and memoranda in the custody or control of a third party, which reasonably pertain to the loss or damage. All information designated as confidential by the Assured provided to the Company pursuant to this paragraph shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Assured to submit for examination under oath, produce other reasonably requested information or grant permission to secure reasonable necessary information from third parties, as required in the above paragraph, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this Guarantee to the Assured for that claim.

6. Options to Pay or Otherwise Settle Claims: Termination of Liability.

In case of a claim under this Guarantee, the Company shall have the following additional options:

- a. To pay or tender payment of the Amount of Liability together with any costs, attorneys' fees, and expenses incurred by the Assured that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay.
- b. To pay or otherwise settle with the Assured any claim assured against under this Guarantee. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Assured that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay; or

- c. To pay or otherwise settle with other parties for the loss or damage provided for under this Guarantee, together with any costs, attorneys' fees, and expenses incurred by the Assured that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in 6 (a), (b) or (c) of this paragraph the Company's obligations to the Assured under this Guarantee for the claimed loss or damage, other than the payments required to be made, shall terminate, including any duty to continue any and all litigation initiated by the Company pursuant to Paragraph 4.

7. Limitation Liability.

- a. This Guarantee is a contract of Indemnity against actual monetary loss or damage sustained or incurred by the Assured claimant who has suffered loss or damage by reason of reliance upon the assurances set forth in Schedule A and only to the extent herein described, and subject to the Exclusions From Coverage of This Guarantee.
- b. If the Company, or the Assured under the direction of the Company at the Company's expense, removes the alleged defect, lien, or encumbrance or cures any other matter assured against by this Guarantee in a reasonably diligent manner by any method, including litigation and the completion of any appeals therefrom, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused thereby.
- c. In the event of any litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals therefrom.
- d. The Company shall not be liable for loss or damage to the Assured for liability voluntarily assumed by the Assured in settling any claim or suit without the prior written consent of the Company.

8. Reduction of Liability or Termination of Liability.

All payments under this Guarantee, except payments made for costs, attorneys' fees and expenses pursuant to Paragraph 4 shall reduce the Amount of Liability under this Guarantee pro tanto.

9. Payment of Loss.

- a. No payment shall be made without producing this Guarantee for endorsement of the payment unless the Guarantee has been lost or destroyed, in which case proof of loss or destruction shall be furnished to the satisfaction of the Company.
- b. When liability and the extent of loss or damage has been definitely fixed in accordance with these Conditions, the loss or damage shall be payable within thirty (30) days thereafter.

10. Subrogation Upon Payment or Settlement.

Whenever the Company shall have settled and paid a claim under this Guarantee, all right of subrogation shall vest in the Company unaffected by any act of the Assured claimant.

The Company shall be subrogated to and be entitled to all rights and remedies which the Assured would have had against any person or property in respect to the claim had this Guarantee not been issued. If requested by the Company, the Assured shall transfer to the Company all rights and remedies against any

person or property necessary in order to perfect this right of subrogation. The Assured shall permit the Company to sue, compromise or settle in the name of the Assured and to use the name of the Assured in any transaction or litigation involving these rights or remedies.

If a payment on account of a claim does not fully cover the loss of the Assured the Company shall be subrogated to all rights and remedies of the Assured after the Assured shall have recovered its principal, interest, and costs of collection.

11. Arbitration.

Either the Company or the Assured may demand that the claim or controversy shall be submitted to arbitration pursuant to the Title Insurance Arbitration Rules of the American Land Title Association ("Rules"). Except as provided in the Rules, there shall be no joinder or consolidation with claims or controversies of other persons. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the Assured arising out of or relating to this Guarantee, any service of the Company in connection with its issuance or the breach of a Guarantee provision, or to any other controversy or claim arising out of the transaction giving rise to this Guarantee. All arbitrable matters when the amount of liability is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Assured. All arbitrable matters when the amount of liability is in excess of \$2,000,000 shall be arbitrated only when agreed to by both the Company and the Assured. Arbitration pursuant to this Guarantee and under the Rules shall be binding upon the parties. Judgment upon the award rendered by the Arbitrator(s) may be entered in any court of competent jurisdiction.

12. Liability Limited to This Guarantee; Guarantee Entire Contract.

- a. This Guarantee together with all endorsements, if any, attached hereto by the Company is the entire Guarantee and contract between the Assured and the Company. In interpreting any provision of this Guarantee, this Guarantee shall be construed as a whole.
- b. Any claim of loss or damage, whether or not based on negligence, or any action asserting such claim, shall be restricted to this Guarantee.
- c. No amendment of or endorsement to this Guarantee can be made except by a writing endorsed hereon or attached hereto signed by either the President, a Vice President, the Secretary, an Assistant Secretary, or validating officer or authorized signatory of the Company.

13. Severability.

In the event any provision of this Guarantee, in whole or in part, is held invalid or unenforceable under applicable law, the Guarantee shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

14. Choice of Law; Forum.

- a. Choice of Law: The Assured acknowledges the Company has underwritten the risks covered by this Guarantee and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of Guaranties of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims that are adverse to the Assured and to interpret and enforce the terms of this Guarantee. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

- b. Choice of Forum: Any litigation or other proceeding brought by the Assured against the Company must be filed only in a state or federal court within the United State of America or its territories having appropriate jurisdiction.

15. Notices, Where Sent.

All notices required to be given the Company and any statement in writing required to be furnished the Company shall include the number of this Guarantee and shall be addressed to the Company at **First American Title Insurance Company, Attn: Claims National Intake Center, 5 First American Way, Santa Ana, California 92707. Phone: 888-632-1642 (claims.nic@firstam.com)**

Condition of Title Guarantee SCHEDULE A

Order No.: P-597659
Guarantee No.: 5026900-0007374e
Date of Guarantee: July 31, 2023 at 7:30AM
Amount of Liability: \$1,000.00
Premium: \$400.00

1. Name of Assured:

Paskenta Band of Nomlaki Indians

2. The estate or interest in the Land which is covered by this Guarantee is:

Fee Simple

3. The Land referred to in this Guarantee is described as follows:

See Exhibit "A" for Legal Description

4. Assurances

According to the Public Records as of the Date of Guarantee:

a. Title to the estate or interest in the Land is vested in:

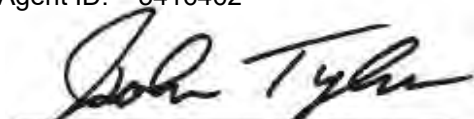
A. A. Emmerson, as Trustee of the Survivor's Trust established under the A. A. and Ida Emmerson Revocable Trust of 1990, dated December 19, 1990, as to an undivided one-half interest

Redding Rancheria, California, a Federally recognized Tribal Entity, as to an undivided 1/2 interest

b. Title to the estate or interest is subject to defects, liens, or encumbrances shown in Schedule B which are not necessarily shown in the order of their priority

Issued By:

Placer Title Company
2145 Larkspur Lane, Suite A
Redding, CA 96002
Agent ID: 5416462


Authorized Countersignature

Condition of Title Guarantee SCHEDULE B

1. TAXES, SPECIAL AND GENERAL, ASSESSMENT DISTRICTS AND SERVICE AREAS FOR THE FISCAL YEAR 2023-2024, A LIEN NOT YET DUE OR PAYABLE.
2. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO THE PROVISIONS OF CHAPTER 3.5, (COMMENCING WITH SECTION 75) OF THE REVENUE AND TAXATION CODE, OF THE STATE OF CALIFORNIA.
3. A PROPOSED SPECIAL ASSESSMENT DISTRICT FOR THE CALIFORNIA HOME FINANCE AUTHORITY COMMUNITY FACILITIES DISTRICT NO. 2014-1 (CLEAN ENERGY), AS DISCLOSED BY PROPOSED ASSESSMENT MAP IN ACCORDANCE WITH THE "MELLO ROOS COMMUNITY FACILITIES ACT OF 1982".

SAID DISTRICT IS A CONTRACTUAL/VOLUNTARY DISTRICT. THE LAND DESCRIBED HEREIN IS NOT SUBJECT TO ASSESSMENTS UNLESS THE PROPERTY OWNER OPTS TO FINANCE IMPROVEMENTS UNDER THE TERMS OF SAID DISTRICT.
4. TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSEMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS.

PROCEEDINGS BY A PUBLIC AGENCY WHICH MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS.
5. ANY FACTS, RIGHTS, INTEREST OR CLAIMS WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS, BUT WHICH COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR WHICH MAY BE ASSERTED BY PERSONS IN POSSESSION THEREOF.
6. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.
7. DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER FACTORS WHICH A CORRECT SURVEY WOULD DISCLOSE, AND WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.
8. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B) OR (C) ARE SHOWN BY THE PUBLIC RECORDS.
9. ANY LIEN OR RIGHT TO A LIEN FOR SERVICES, LABOR OR MATERIAL NOT SHOWN BY THE PUBLIC RECORDS.
10. THE HEREIN DESCRIBED LAND LIES WITHIN THE BOUNDARIES OF THE ANDERSON-COTTONWOOD IRRIGATION DISTRICT AND IS SUBJECT TO ALL ASSESSMENTS, TAXES AND OBLIGATIONS THEREOF.
11. RIGHTS OF THE PUBLIC, THE STATE OF CALIFORNIA, OR ANY POLITICAL SUBDIVISION THEREOF, OR OF THE UNITED STATES OF AMERICA IN OR TO ANY PORTION OF THE LAND LYING BELOW THE HIGH WATER LINE OF THE SACRAMENTO RIVER AS IT EXISTS NOW OR AS IT HAS EXISTED IN THE STATE OF NATURE.
12. ANY ADVERSE CLAIM BASED UPON THE ASSERTION THAT: (A) SOME PORTION OF SAID LAND HAS BEEN CREATED BY ARTIFICIAL MEANS, OR HAS ACCRETED TO SUCH PORTION SO CREATED. (B) SOME PORTION OF

SAID LAND HAS BEEN BROUGHT WITHIN THE BOUNDARIES THEREOF BY AN AVULSIVE MOVEMENT OF SACRAMENTO RIVER, OR HAS BEEN FORMED BY ACCRETION TO ANY SUCH PORTION.

13. RIGHTS AND EASEMENTS, INCLUDING BUT NOT LIMITED TO, RECREATION, NAVIGATION AND FISHERIES, WHICH MAY EXIST OVER THAT PORTION OF SAID LAND LYING BENEATH THE WATERS OF SACRAMENTO RIVER.
14. RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE FREE AND UNOBSTRUCTED FLOW OF THE WATER OF THE SACRAMENTO RIVER EXTENDING THROUGH THE LAND, WITHOUT DIMINUTION.
15. RIPARIAN OR WATER RIGHTS, CLAIMS, OR TITLE TO WATER WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
16. ANY EXISTING EASEMENTS OR RIGHTS OF WAY FOR DITCHES, CANALS AND/OR PIPELINES COMMON TO THE ANDERSON-COTTONWOOD IRRIGATION DISTRICT, TOGETHER WITH ALL INCIDENTAL RIGHTS.
17. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS AS CONTAINED IN THE DEED FROM RAY PARSONS AND MAYME PARSONS, RECORDED SEPTEMBER 23, 1955, IN BOOK [470 PAGE 490](#), OFFICIAL RECORDS.

NOTE: SECTION 12956.1 OF THE GOVERNMENT CODE PROVIDES THE FOLLOWING: "IF THIS DOCUMENT CONTAINS ANY RESTRICTION BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, NATIONAL ORIGIN, SOURCE OF INCOME AS DEFINED IN SUBDIVISION (P) OF SECTION 12955, OR ANCESTRY, THAT RESTRICTION VIOLATES STATE AND FEDERAL FAIR HOUSING LAWS AND IS VOID, AND MAY BE REMOVED PURSUANT TO SECTION 12956.2 OF THE GOVERNMENT CODE. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS."

18. AN EASEMENT OVER SAID LAND FOR CANAL PURPOSES AND INCIDENTAL PURPOSES, AS GRANTED TO ANDERSON-COTTONWOOD IRRIGATION DISTRICT, IN DEED RECORDED NOVEMBER 08, 1957, IN BOOK [549 PAGE 128](#), OFFICIAL RECORDS.

AFFECTS: THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD

NO REPRESENTATION IS MADE AS TO THE CURRENT OWNERSHIP OF SAID EASEMENT.

19. THE EFFECT OF A RECORD OF SURVEY WHICH PURPORTS TO DELINEATE A PORTION OF THE BOUNDARIES OF THE PROPERTY HEREIN DESCRIBED, FILED FOR RECORD OCTOBER 19, 1961 IN [BOOK 27](#) OF LAND SURVEYS AT PAGE 15, SHASTA COUNTY RECORDS.
20. LACK OF ABUTTERS RIGHTS IN AND TO THE FREEWAY OR HIGHWAY ADJACENT TO SAID PROPERTY, SAID RIGHTS HAVING BEEN RELEASED AND RELINQUISHED BY DEED TO THE STATE OF CALIFORNIA, RECORDED SEPTEMBER 19, 1962, IN BOOK [719 PAGE 88](#), OFFICIAL RECORDS.
21. WAIVER OF ANY CLAIMS FOR DAMAGES TO SAID PROPERTY BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF THE FREEWAY ADJOINING SAID PROPERTY AS CONTAINED IN THE DEED TO THE STATE OF CALIFORNIA RECORDED SEPTEMBER 19, 1962, IN BOOK [719 PAGE 88](#), OFFICIAL RECORDS.

22. LACK OF ABUTTERS RIGHTS IN AND TO THE FREEWAY OR HIGHWAY ADJACENT TO SAID PROPERTY, SAID RIGHTS HAVING BEEN RELEASED AND RELINQUISHED BY DEED TO THE STATE OF CALIFORNIA, RECORDED DECEMBER 18, 1963, IN BOOK [769, PAGE 108](#), OFFICIAL RECORDS.
23. AN EASEMENT OVER SAID LAND FOR DRAINAGE AND INCIDENTAL PURPOSES, AS GRANTED TO THE STATE OF CALIFORNIA, IN DEED RECORDED DECEMBER 01, 1963, AS IN BOOK [769, PAGE 108](#), OFFICIAL RECORDS.

AFFECTS: THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.

NO REPRESENTATION IS MADE AS TO THE CURRENT OWNERSHIP OF SAID EASEMENT.
24. AN UNRECORDED LEASE, DATED MARCH 6, 2007, BY AND BETWEEN DALE BAGLEY, LESSOR, AND CITY OF REDDING, LESSEE AS DISCLOSED BY INFORMATION PROVIDED TO THIS COMPANY.
25. THE EFFECT OF A RECORD OF SURVEY WHICH PURPORTS TO DELINEATE A PORTION OF THE BOUNDARIES OF THE PROPERTY HEREIN DESCRIBED, FILED FOR RECORD DECEMBER 29, 2009 IN [BOOK 57](#) OF LAND SURVEYS AT PAGE 39, SHASTA COUNTY RECORDS.
26. RIGHTS OF TENANTS IN POSSESSION, INCLUDING ANY UNRECORDED LEASES AND/OR SUBLEASES AFFECTING THE HEREIN DESCRIBED PROPERTY.

NOTE: (FOR PRORATION PURPOSES ONLY)

TAXES, SPECIAL AND GENERAL, ASSESSMENT DISTRICTS AND SERVICE AREAS FOR THE FISCAL YEAR 2022-2023

1ST INSTALLMENT: \$468.42 PAID
2ND INSTALLMENT: \$468.42 PAID
PARCEL NUMBER: 055-020-005
CODE AREA: 115016
LAND VALUE: \$88,691.00
IMPROVEMENTS: \$0.00
EXEMPTION: \$0.00

EXHIBIT "A" – LEGAL DESCRIPTION

The land described herein is situated in the State of California, County of Shasta, City of Redding, described as follows:

ALL THAT PORTION OF THE FOLLOWING DESCRIBED PROPERTY LYING WEST OF THE WESTERLY RIGHT OF WAY LINE OF PROPOSED STATE HIGHWAY US. 99 FREEWAY:

PORTIONS OF THE SOUTHWEST QUARTER OF SECTION 20 AND THE SOUTHEAST QUARTER OF SECTION 19, ALL IN TOWNSHIP 31 NORTH, RANGE 4 WEST OF MOUNT DIABLO BASE AND MERIDIAN, INCLUDED WITHIN THE EXTERIOR BOUNDARIES OF A STRIP OF LAND 60 FEET IN WIDTH, LYING 30 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE, TO-WIT:

COMMENCING AT THE SECTION CORNER COMMON TO SECTIONS 19, 20, 29 AND 30 OF THE ABOVE TOWNSHIP AND RANGE; THENCE ALONG THE SOUTH LINE OF SAID SECTION 20, S. 89 ° 53' 17" E., 2019.40 FEET; THENCE N. 00 ° 28' 17" W., 20.00 FEET TO A POINT IN THE NORTH RIGHT OF WAY LINE OF COUNTY ROAD NO. 76-D, BEING THE TRUE POINT OF BEGINNING OF SAID 60 FOOT STRIP OF LAND; THENCE CONTINUING N. 00 ° 28' 17" W., 1330.00 FEET; THENCE N. 89 ° 53' 17" W., 3917.00 FEET TO THE LOW WATER LINE OF THE SACRAMENTO RIVER.

APN: 055-020-005

● ***** **END OF LEGAL DESCRIPTION** *****

Note: For informational purposes only, for which the Company assumes no liability for any inaccuracies or omissions, the purported street address and assessor's parcel number of said Land as determined from the latest county assessor's roll is:

APN 055-020-005, Redding, CA 96001

No inspection of said Land has been made, and no assurances are hereby given or implied as to the location of the Land herein described.



MOTHER LODGE HOLDING COMPANY

**Placer Title Co., Centric Title and Escrow, Montana Title and Escrow, National Closing Solutions,
National Closing Solutions of Alabama, National Closing Solutions of Maryland,
North Idaho Title Insurance, Placer Title Insurance Agency of Utah,
Premier Reverse Closings, Premier Title Agency, Texas National Title,
Washington Title and Escrow, Western Auxiliary Corp., Wyoming Title and Escrow**

NOTICE AT COLLECTION AND PRIVACY POLICY

Updated December 1, 2022

This Privacy Policy ("Policy") describes how Mother Lode Holding Company and its subsidiaries and affiliates (collectively, "Mother Lode," "we," "us," or "our") collect, use, store, and share your information when: (1) when you access or use our websites, mobile applications, web-based applications, or other digital platforms where this Policy is posted ("Sites"); (2) when you use our products and services ("Services"); (3) when you communicate with us in any manner, including by e-mail, in-person, telephone, or other communication method ("Communications"); and (4) when we obtain your information from third parties, including service providers, business partners, and governmental departments and agencies ("Third Parties").

This Policy applies wherever it is posted. To the extent a Mother Lode subsidiary or affiliate has different privacy practices, such entity shall have their own privacy statement posted as applicable.

What Type Of Information Do We Collect About You? We collect a variety of categories of information about you. To learn more about the categories of information we collect, please visit <https://www.mlhc.com/privacy-policy>.

How Do We Collect Your Information? We collect your information: (1) directly from you; (2) automatically when you interact with us; and (3) from third parties, including business parties and affiliates.

How Do We Use Your Information? We may use your information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, comply with relevant laws and our policies, and handling a claim. To learn more about how we may use your information, please visit <https://www.mlhc.com/privacy-policy>.

How Do We Share Your Information? We do not sell your personal information. We only share your information, including to subsidiaries, affiliates, and to unaffiliated third parties: (1) with your consent; (2) in a business transfer; (3) to service providers; (4) to subsidiaries and affiliates; and (5) for legal process and protection. To learn more about how we share your information, please visit <https://www.mlhc.com/privacy-policy>.

How Do We Store and Protect Your Information? The security of your information is important to us. That is why we take commercially reasonable steps to make sure your information is protected. We use our best efforts to maintain commercially reasonable technical, organizational, and physical safeguards, consistent with applicable law, to protect your information.

How Long Do We Keep Your Information? We keep your information for as long as necessary in accordance with the purpose for which it was collected, our business needs, and our legal and regulatory obligations.

Your Choices We provide you the ability to exercise certain controls and choices regarding our collection, use, storage, and sharing of your information. You can learn more about your choices by visiting <https://www.mlhc.com/privacy-policy>.

International Jurisdictions: Our Products are offered in the United States of America (US), and are subject to US federal, state, and local law. If you are accessing the Products from another country, please be advised that you may be transferring your information to us in the US, and you consent to that transfer and use of your information in accordance with this Privacy Notice. You also agree to abide by the applicable laws of applicable US federal, state, and local laws concerning your use of the Products, and your agreements with us.

We may change this Privacy Notice from time to time. Any and all changes to this Privacy Notice will be reflected on this page, and where appropriate provided in person or by another electronic method. **YOUR CONTINUED USE, ACCESS, OR INTERACTION WITH OUR PRODUCTS OR YOUR CONTINUED COMMUNICATIONS WITH US AFTER THIS NOTICE HAS BEEN PROVIDED TO YOU WILL REPRESENT THAT YOU HAVE READ AND UNDERSTOOD THIS PRIVACY NOTICE.**

Contact Us privacy@mlhc.com or toll free at 1-877-626-0668

For California Residents

If you are a California resident, you may have certain rights under California law, including but not limited to the California Consumer Privacy Act of 2018, as amended by the California Privacy Rights Act and its implementing regulations ("CCPA"). All phrases used in this section shall have the same meaning as those phrases are used under California law, including the CCPA.

Right to Know. You have a right to request that we disclose the following information to you: (1) the categories of personal information we have collected about or from you; (2) the categories of sources from which the personal information was collected; (3) the business or commercial purpose for such collection and/or disclosure; (4) the categories of third parties with whom we have shared your personal information; and (5) the specific pieces of your personal information we have collected. To submit a verified request for this information, go to our online privacy policy at www.mlhc.com/privacy-policy or call toll-free at 1-877-626-0668. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at www.mlhc.com/privacy-policy or by calling toll-free at 1-877-626-0668.

Right to Correct. You have a right to request that we correct your personal information. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for correction, go to our online privacy policy at www.mlhc.com/privacy-policy or call toll-free at 1-877-626-0668.

Right of Deletion. You also have a right to request that we delete the personal information we have collected from and about you. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for deletion, go to our online privacy policy at www.mlhc.com/privacy-policy or call toll-free at 1-877-626-0668. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at www.mlhc.com/privacy-policy or by calling toll-free at 1-877-626-0668.

Verification Process. For a request to know, correct or delete, we will verify your identity before responding to your request. To verify your identity, we will generally match the identifying information provided in your request with the information we have on file about you. Depending on the sensitivity of the information requested, we may also utilize more stringent verification methods to verify your identity, including but not limited to requesting additional information from you and/or requiring you to sign a declaration under penalty of perjury.

Notice of Sale and Share. We have not sold or shared the personal information of California residents in the past 12 months. To the extent any Mother Lode affiliated entity has a different practice, it will be stated in the applicable privacy policy. We do not knowingly sell or share the personal information of any California resident under the age of 16.

Right of Non-Discrimination. You have a right to exercise your rights under California law, including under the CCPA, without suffering discrimination. Accordingly, Mother Lode will not discriminate against you in any way if you choose to exercise your rights under the CCPA.

Notice of Collection. To learn more about the categories of personal information we have collected about California residents over the last 12 months, how we have used that information, and how we share that information, please see "California Privacy Rights Act and Disclosures" in <https://www.mlhc.com/privacy-policy>.

Notice of Disclosure. To learn more about the categories of personal information we may have disclosed about California residents in the past 12 months, please see "California Privacy Rights Act and Disclosures" in <https://www.mlhc.com/privacy-policy>.

GRAMM-LEACH-BLILEY ACT PRIVACY POLICY NOTICE

Title V of the Gramm-Leach-Bliley Act (GLBA) requires financial companies to provide you with a notice of their privacy policies and practices, such as the types of nonpublic personal information that they collect about you and the categories of persons or entities to whom it may be disclosed. In compliance with the Gramm-Leach-Bliley-Act, we are notifying you of the privacy policies and practices of:

Mother Lode Holding Co.	Placer Title Co.
Montana Title and Escrow Co.	Placer Title Insurance Agency of Utah
National Closing Solutions, Inc.	Premier Title Agency
National Closing Solutions of Alabama	North Idaho Title Insurance Co.
National Closing Solutions of Maryland	Texas National Title
Premier Reverse Closings	Western Auxiliary Corp.
Centric Title and Escrow	Wyoming Title and Escrow Co.

The types of personal information we collect and share depend on the transaction involved. This information may include:

- Identity information such as Social Security number and driver's license information.
- Financial information such as mortgage loan account balances, checking account information and wire transfer instructions
- Information from others involved in your transaction such as documents received from your lender

We collect this information from you, such as on an application or other forms, from our files, and from our affiliates or others involved in your transaction, such as the real estate agent or lender.

We may disclose any of the above information that we collect about our customers or former customers to our affiliates or to non-affiliates as permitted by law for our everyday business purposes, such as to process your transactions and respond to legal and regulatory matters. We do not sell your personal information or share it for marketing purposes.

We do not share any nonpublic personal information about you with anyone for any purpose that is not specifically permitted by law.

We restrict access to nonpublic personal information about you to those employees who need to know that information in order to provide products or services to you. We maintain physical, electronic and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Questions about this notice and privacy policy may be sent to MLHC Counsel, Legal Dept., 1508 Eureka Rd., #130, Roseville, CA 95661 or privacy@mlhc.com.

Privacy Notice

Effective: October 1, 2019

Notice Last Updated: January 1, 2021

This Privacy Notice describes how First American Financial Corporation and its subsidiaries and affiliates (together referred to as "First American," "we," "us," or "our") collect, use, store, and share your information. This Privacy Notice applies to information we receive from you offline only, as well as from third parties, when you interact with us and/or use and access our services and products ("Products"). For more information about our privacy practices, including our online practices, please visit <https://www.firstam.com/privacy-policy/>. The practices described in this Privacy Notice are subject to applicable laws in the places in which we operate.

What Type Of Information Do We Collect About You? We collect a variety of categories of information about you. To learn more about the categories of information we collect, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Collect Your Information? We collect your information: (1) directly from you; (2) automatically when you interact with us; and (3) from third parties, including business parties and affiliates.

How Do We Use Your Information? We may use your information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, comply with relevant laws and our policies, and handling a claim. To learn more about how we may use your information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Share Your Information? We do not sell your information. We only share your information, including to subsidiaries, affiliates, and to unaffiliated third parties: (1) with your consent; (2) in a business transfer; (3) to service providers; and (4) for legal process and protection. To learn more about how we share your information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Store and Protect Your Information? The security of your information is important to us. That is why we take commercially reasonable steps to make sure your information is protected. We use our best efforts to maintain commercially reasonable technical, organizational, and physical safeguards, consistent with applicable law, to protect your information.

How Long Do We Keep Your Information? We keep your information for as long as necessary in accordance with the purpose for which it was collected, our business needs, and our legal and regulatory obligations.

Your Choices We provide you the ability to exercise certain controls and choices regarding our collection, use, storage, and sharing of your information. You can learn more about your choices by visiting <https://www.firstam.com/privacy-policy/>.

International Jurisdictions: Our Products are offered in the United States of America (US), and are subject to US federal, state, and local law. If you are accessing the Products from another country, please be advised that you may be transferring your information to us in the US, and you consent to that transfer and use of your information in accordance with this Privacy Notice. You also agree to abide by the applicable laws of applicable US federal, state, and local laws concerning your use of the Products, and your agreements with us.

We may change this Privacy Notice from time to time. Any and all changes to this Privacy Notice will be reflected on this page, and where appropriate provided in person or by another electronic method. **YOUR CONTINUED USE, ACCESS, OR INTERACTION WITH OUR PRODUCTS OR YOUR CONTINUED COMMUNICATIONS WITH US AFTER THIS NOTICE HAS BEEN PROVIDED TO YOU WILL REPRESENT THAT YOU HAVE READ AND UNDERSTOOD THIS PRIVACY NOTICE.**

Contact Us dataprivacy@firstam.com or toll free at 1-866-718-0097.

For California Residents

If you are a California resident, you may have certain rights under California law, including but not limited to the California Consumer Privacy Act of 2018 (“CCPA”). All phrases used in this section shall have the same meaning as those phrases are used under California law, including the CCPA.

Right to Know. You have a right to request that we disclose the following information to you: (1) the categories of **personal information** we have collected about or from you; (2) the categories of sources from which the **personal information** was collected; (3) the business or commercial purpose for such collection and/or disclosure; (4) the categories of third parties with whom we have shared your **personal information**; and (5) the specific pieces of your **personal information** we have collected. To submit a verified request for this information, go to our online privacy policy at www.firstam.com/privacy-policy to submit your request or call toll-free at 1-866-718-0097. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at www.firstam.com/privacy-policy to submit your request or by calling toll-free at 1-866-718-0097

Right of Deletion. You also have a right to request that we delete the **personal information** we have collected from and about you. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for deletion, go to our online privacy policy at www.firstam.com/privacy-policy to submit your request or call toll-free at 1-866-718-0097. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at www.firstam.com/privacy-policy to submit your request or by calling toll-free at 1-866-718-0097.

Verification Process. For either a request to know or delete, we will verify your identity before responding to your request. To verify your identity, we will generally match the identifying information provided in your request with the information we have on file about you. Depending on the sensitivity of the information requested, we may also utilize more stringent verification methods to verify your identity, including but not limited to requesting additional information from you and/or requiring you to sign a declaration under penalty of perjury.

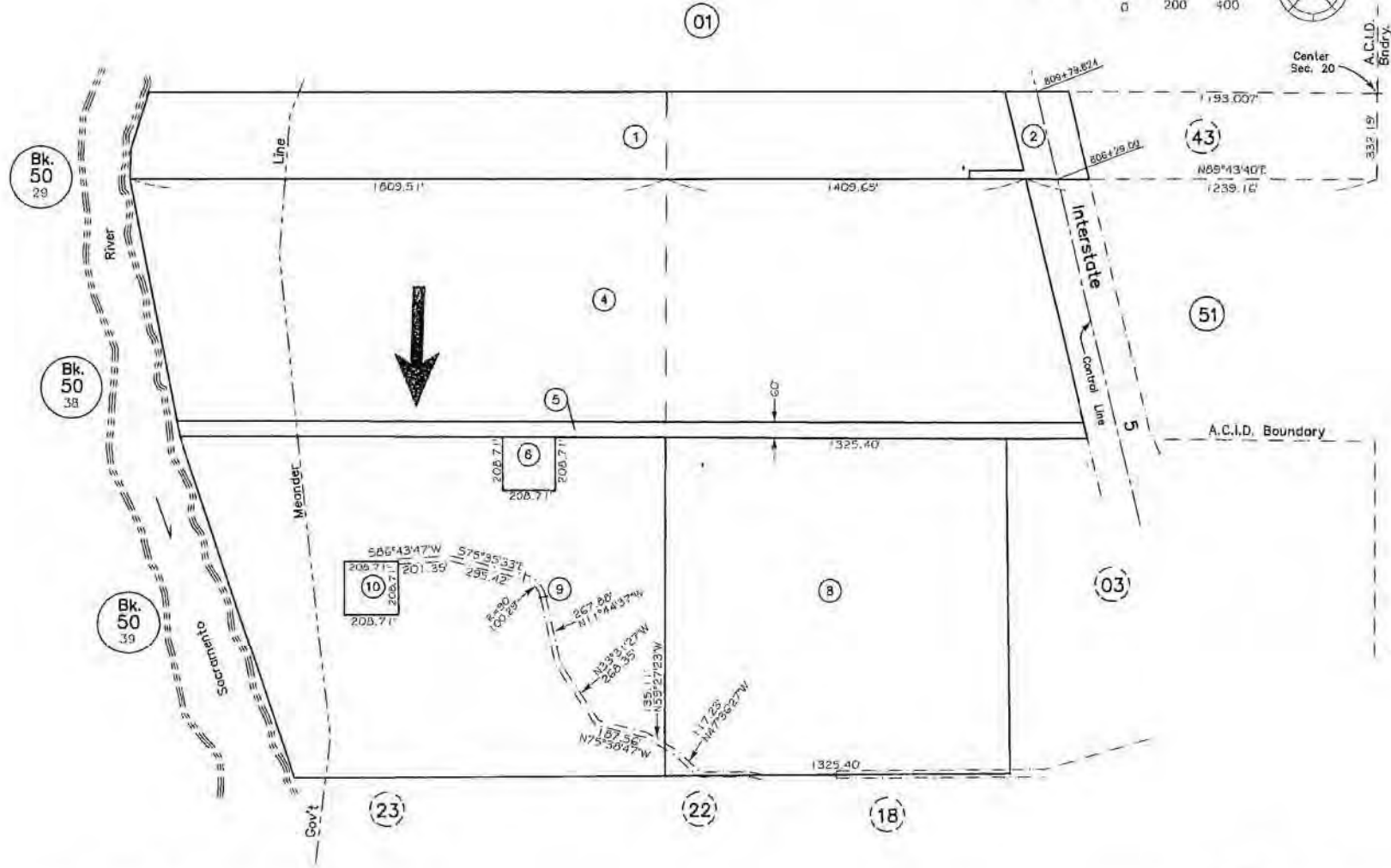
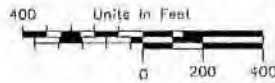
Notice of Sale. We do not sell California resident information, nor have we sold California resident information in the past 12 months. We have no actual knowledge of selling the information of minors under the age of 16.

Right of Non-Discrimination. You have a right to exercise your rights under California law, including under the CCPA, without suffering discrimination. Accordingly, First American will not discriminate against you in any way if you choose to exercise your rights under the CCPA.

Notice of Collection. To learn more about the categories of **personal information** we have collected about California residents over the last 12 months, please see “What Information Do We Collect About You” in <https://www.firstam.com/privacy-policy>. To learn about the sources from which we have collected that information, the business and commercial purpose for its collection, and the categories of third parties with whom we have shared that information, please see “How Do We Collect Your Information”, “How Do We Use Your Information”, and “How Do We Share Your Information” in <https://www.firstam.com/privacy-policy>.

Notice of Sale. We have not sold the **personal information** of California residents in the past 12 months.

Notice of Disclosure. To learn more about the categories of **personal information** we may have disclosed about California residents in the past 12 months, please see “How Do We Use Your Information” and “How Do We Share Your Information” in <https://www.firstam.com/privacy-policy>.



R.M.1-7,1-55,1-141,
L.S.24-11,27-15,29-48,36-41,36-53,56-103,57-96,
11/2/2015 10:59:26 AM, SChase

FOR REFERENCE ONLY
This map reflects information transcribed from documents of record, indexed and compiled by
certain mapping specialists. The sole intent of this map is for assessment purposes. This is
not a legal document nor are any features contained herein intended for any other purpose.
Shelby County Assessor

EXHIBIT E



MEMORANDUM

To: Bureau of Indian Affairs on behalf of the Paskenta Band of Nomlaki Indians

From: Steve Gallaway, Managing Partner, GMA

DATE: May 2nd, 2024

RE: Comments on FEIS - Redding Rancheria Fee-to-Trust Application

OVERVIEW

GMA has been asked by the Paskenta Band of Nomlaki Indians (“the Band”) to provide comments on certain aspect of the FEIS issued by the BIA with respect to the application of the Redding Rancheria (“Redding”) to the BIA to take land into trust for a casino resort. GMA Consulting (“GMA”) is very familiar with the proposed project having issued prior reports that the Band submitted as part of its comments on the DEIS in June 2019.

ECONOMIC IMPACT OF THE PROPOSED PROJECT (ALTERNATIVE A) UPON THE ROLLING HILLS CASINO AND RELATED GOVERNMENTAL REVENUES OF THE BAND

First, the FEIS takes issue with GMA’s conclusion that Redding’s operation of a casino resort at Strawberry Fields will reduce the Band’s earnings before interest, taxes, depreciation, and amortization from its gaming facility at the Rolling Hills Casino – located 46 miles south of Strawberry Fields on Interstate 5 – by between 35 and 38 percent. See Global Market Advisors, Evaluation of the Impact of the Redding Rancheria Fee-to-Trust and Casino Project on the Rolling Hills Casino (May, 2019), attached as Exhibit A to the Band’s DEIS, at 3, 43-45.

At page 3-12 in section 3.6.1 of the FEIS Response to Comments, the BIA states:

GMA Advisor’s EBITDA estimate is not corroborated by Pro Forma Advisors. As described in Final EIS Appendix L, Pro Forma Advisors estimates that Alternative A would reduce the Rolling Hills Casino EBITDA by approximately 7.7 percent during the first full year of Alternative A’s operations. As described in Final EIS Appendix L (see Paskenta T-6.1), GMA

Advisor's estimate of declining EBITDA at the Rolling Hills Casino is unrealistic because the model used by GMA underestimates the level of market growth at 0.8% despite other developments, resulting in an overestimate of substitution effects, and the use of an unrealistic assumption of how much of a decline in revenue would translate into EBITDA.

GMA has reviewed the referenced Pro Forma Advisors report in Appendix L to the FEIS with respect to the assertions quoted above. Alternative A, the preferred alternative in the FEIS will be located immediately on I-5, unlike Redding's existing facility which is relatively inconvenient for those not residing in the immediate area. Further, the proposed Alternative A will directly compete with the Rolling Hills Casino & Resort because it will be of the same or more expansive quality and scope. As such, having a new competitor located directly on the same highway of equal to or superior quality, with a larger hotel and enhanced non-gaming amenities, will significantly impact the revenues of Rolling Hills Casino. As set forth in the May 2019 Evaluation, Exhibit A to the Band's DEIS comments of June 2019, a long-term impact on EBITDA of over 34% is very reasonable. The Pro Forma Advisors estimate of 7.7 % is not.

This type of impact would be felt with any business with a regional draw. For example, imagine a scenario where the exiting Rolling Hills Casino was a Home Depot, and the existing Win River was an Ace Hardware. If Ace Hardware closed and a new Lowes was to open at the Strawberry Fields site, logic would dictate that a significant impact on Home Depot's revenues would be expected.

With regards to the impact on EBITDA, this is simply an analysis of fixed versus variable expenses. With a new quality competitor going after the same market, Rolling Hills will be forced to spend more on marketing and player reinvestment to retain their players. Furthermore, while Rolling Hills would be able to reduce some of their other operating expenses, it is far from a linear analysis. Through decades of experience of evaluating casino operations, GMA is confident in discussing how EBITDA diminishes at a far greater rate than revenue. The inverse is the same whereas revenues increase, EBITDA is expected to increase at a far greater rate. Economic impacts flow in both directions.

The notion of only a 7% reduction in EBITDA as proposed by ProForma Advisors is not grounded in any reasonable analysis or even commonsense, given the clear competition that Alternative A poses to the Rolling Hills Casino.

ECONOMIC FEASIBILITY OF ALTERNATIVES

Second, that same Appendix L, starting at p.10, takes issue with the Band's DEIS Comments that the Alternative A is not economically feasible, based on GMA's Economic Return Evaluation of the Redding Rancheria Draft EIS Alternatives, separately submitted as part of the Band's comments on the DEIS filed in June 2019.

The GMA's Economic Return Evaluation favors the modified F scenario even more so today. Over the past 2 decades, GMA has witnessed numerous Tribes (and commercial developers) invest bad money expecting increased net income to its stakeholders and that appears to be the situation with Alternative A the FEIS preferred alternative. While the revenues associated with the expansion scenarios are much greater than at the existing Win River Casino, Alternative A would result in an incremental loss to Redding Rancheria when taking into account the net income, which is after debt service, capital maintenance expenditures, etc. Since the Pandemic, construction prices across the United States have skyrocketed. The project costs estimated in 2019 have now increased by about 50% for the same scope. The cost of capital (interest charge on projects) has increased substantially as well. In May 2019, LIBOR was approximately 2.6%. Today, that number has more than doubled to 5.7%. For a greenfield project of this nature, lending rates would be extraordinary, assuming the money was even available. Given these factors, GMA continues to believe that it is unlikely that the construction of the development as proposed by Redding Rancheria on the Strawberry Fields site would increase net income to the Tribe. If Redding Rancheria truly wants to increase revenue for its government expenditures, following a more prudent investment at its existing facility would have a greater benefit for its members.

From: Tribal & Program Offices WTNC & Toyon-Wintu Center <wintu.tribe1@gmail.com>
Sent: Thursday, May 2, 2024 12:42 PM
To: Broussard, Chad N <Chad.Broussard@bia.gov>
Subject: [EXTERNAL] FEIS Comments, Redding Rancheria Project

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon,

Attached please find the attached document titled: FEIS Comment, Redding Rancheria Project.

Thank you,
Cindy Hogue
Secretary
Wintu Tribe of Northern California
One attachment • Scanned by Gmail



Wintu Tribe of Northern California

&

Toyon-Wintu Center

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May 2, 2024

Amy Dutschke
Regional Director
Bureau of Indian Affairs
Pacific Region
2800 Cottage Way
Sacramento, CA 95825

Chad Broussard
Environmental Specialist
Bureau of Indian Affairs
Chad.broussard@bia.gov

Re: FEIS Comments, Redding Rancheria Project

Dear Director Dutschke and Mr. Broussard:

On behalf of the Wintu Tribe of Northern California ("Tribe"), we are submitting comments on the FEIS regarding the Redding Rancheria Project. Our comments incorporate by those submitted by the Paskenta Band of Nomlaki Indians and all exhibits attached thereto.

Thank you for your attention and assistance with this matter.

Respectfully submitted,

A handwritten signature in blue ink, reading "Cindy Hogue".

Cindy Hogue
Secretary
Wintu Tribe of Northern California