

Appendix I: Transportation Technical Data

Transportation Technical Appendix

Solano Fairgrounds Specific Plan EIR

August 2012

WC11-2818

Appendix A

Raw Intersection Count Data

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	3	110	4	117	15	6	3	24	23	93	13	129	3	15	33	51	321
09:15	5	112	5	122	13	6	7	26	20	108	7	135	8	10	42	60	343
09:30	4	111	2	117	15	9	6	30	26	111	13	150	2	9	32	43	340
09:45	7	124	2	133	13	9	7	29	25	99	7	131	11	5	46	62	355
Total	19	457	13	489	56	30	23	109	94	411	40	545	24	39	153	216	1359
10:00	5	127	5	137	16	13	10	39	35	105	8	148	6	11	34	51	375
10:15	4	151	7	162	10	9	2	21	31	116	10	157	5	13	41	59	399
10:30	11	139	9	159	8	12	8	28	26	101	7	134	3	12	34	49	370
10:45	13	126	10	149	20	16	10	46	28	62	13	103	1	15	53	69	367
Total	33	543	31	607	54	50	30	134	120	384	38	542	15	51	162	228	1511
16:00	12	181	13	206	16	13	7	36	39	186	15	240	3	24	39	66	548
16:15	5	119	6	130	16	13	9	38	42	150	14	206	7	25	54	86	460
16:30	4	136	4	144	12	16	10	38	46	153	14	213	3	14	47	64	459
16:45	11	133	9	153	20	19	7	46	37	169	17	223	8	19	56	83	505
Total	32	569	32	633	64	61	33	158	164	658	60	882	21	82	196	299	1972
17:00	5	131	6	142	10	15	5	30	43	154	16	213	6	15	44	65	450
17:15	6	137	10	153	13	12	8	33	63	180	14	257	5	21	37	63	506
17:30	10	150	9	169	12	7	6	25	42	169	19	230	11	12	37	60	484
17:45	4	116	5	125	20	17	7	44	69	161	17	247	9	24	43	76	492
Total	25	534	30	589	55	51	26	132	217	664	66	947	31	72	161	264	1932
Grand Total	109	2103	106	2318	229	192	112	533	595	2117	204	2916	91	244	672	1007	6774
Apprch %	4.7	90.7	4.6		43	36	21		20.4	72.6	7		9	24.2	66.7		
Total %	1.6	31	1.6	34.2	3.4	2.8	1.7	7.9	8.8	31.3	3	43	1.3	3.6	9.9	14.9	
Unshifted	109	2098	105	2312	227	191	110	528	590	2112	204	2906	91	243	672	1006	6752
% Unshifted	100	99.8	99.1	99.7	99.1	99.5	98.2	99.1	99.2	99.8	100	99.7	100	99.6	100	99.9	99.7
Bank 2	0	5	1	6	2	1	2	5	5	5	0	10	0	1	0	1	22
% Bank 2	0	0.2	0.9	0.3	0.9	0.5	1.8	0.9	0.8	0.2	0	0.3	0	0.4	0	0.1	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

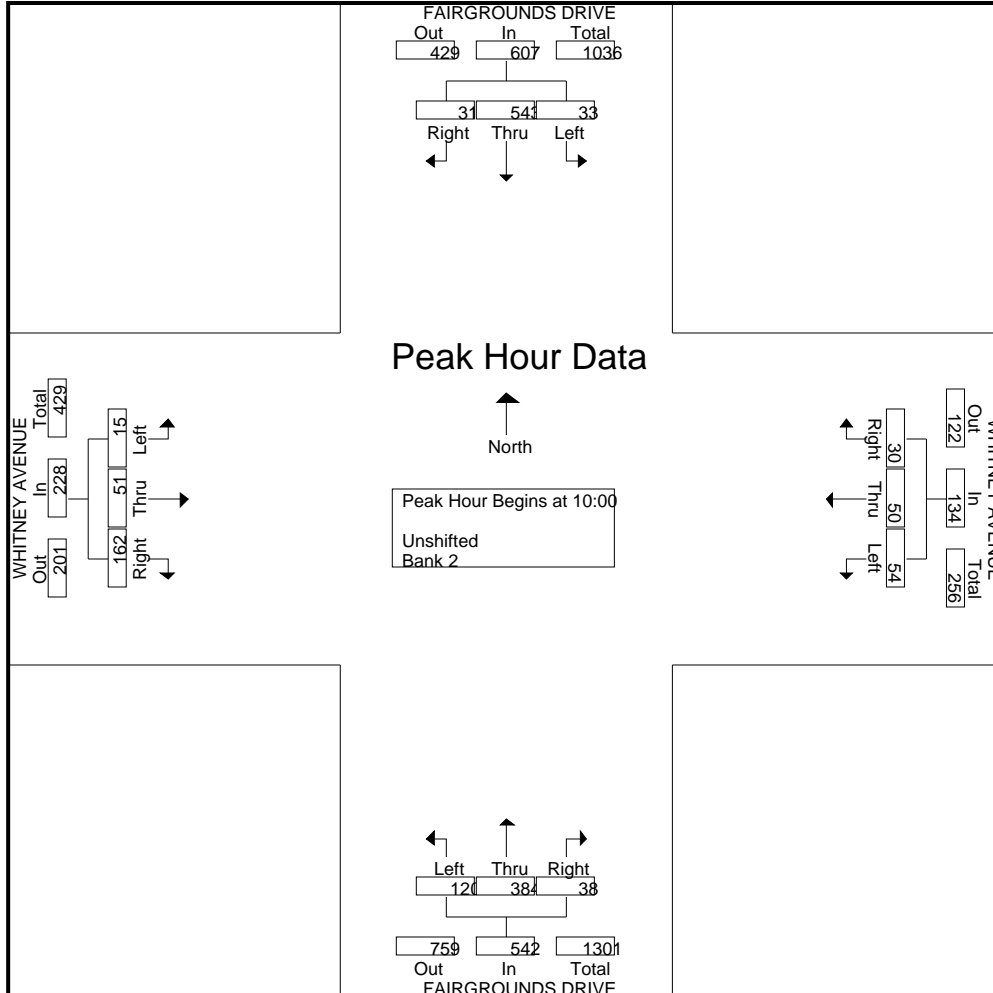
Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	5	127	5	137	16	13	10	39	35	105	8	148	6	11	34	51	375
10:15	4	151	7	162	10	9	2	21	31	116	10	157	5	13	41	59	399
10:30	11	139	9	159	8	12	8	28	26	101	7	134	3	12	34	49	370
10:45	13	126	10	149	20	16	10	46	28	62	13	103	1	15	53	69	367
Total Volume	33	543	31	607	54	50	30	134	120	384	38	542	15	51	162	228	1511
% App. Total	5.4	89.5	5.1		40.3	37.3	22.4		22.1	70.8	7		6.6	22.4	71.1		
PHF	.635	.899	.775	.937	.675	.781	.750	.728	.857	.828	.731	.863	.625	.850	.764	.826	.947

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

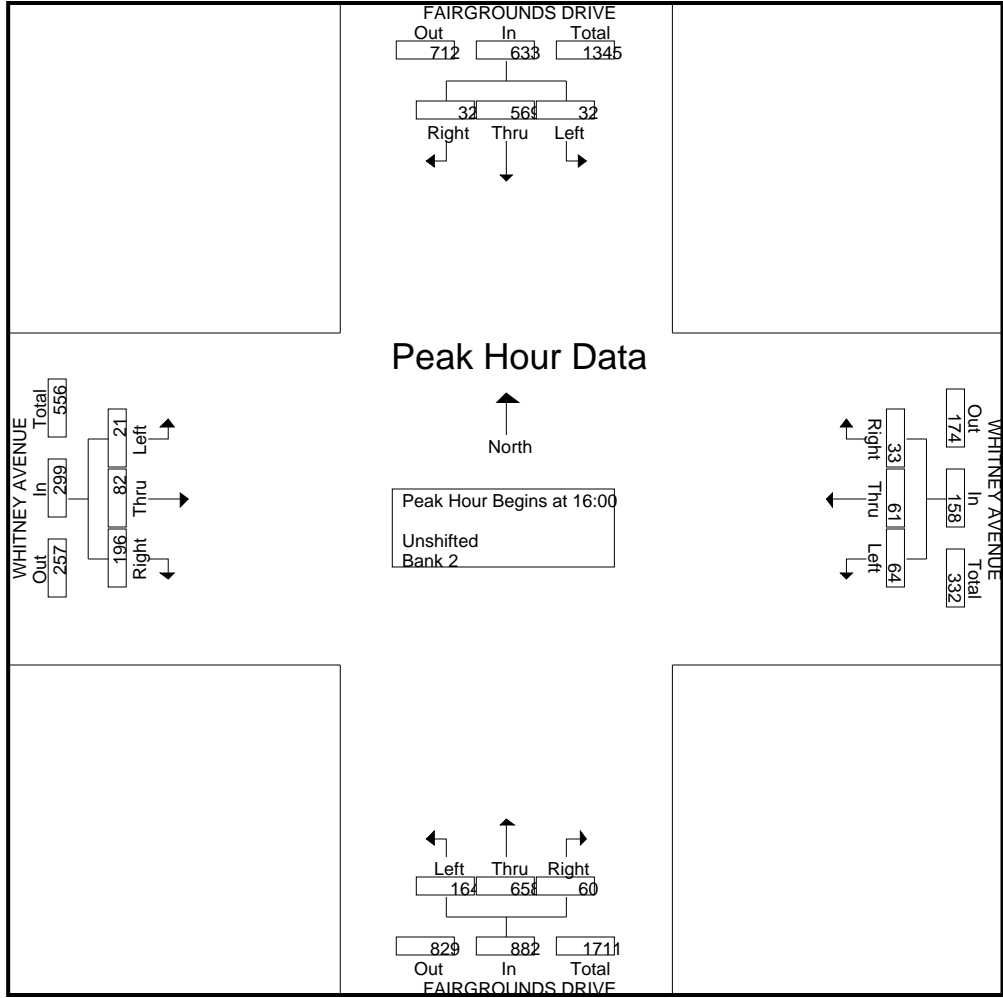
Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	12	181	13	206	16	13	7	36	39	186	15	240	3	24	39	66	548
16:15	5	119	6	130	16	13	9	38	42	150	14	206	7	25	54	86	460
16:30	4	136	4	144	12	16	10	38	46	153	14	213	3	14	47	64	459
16:45	11	133	9	153	20	19	7	46	37	169	17	223	8	19	56	83	505
Total Volume	32	569	32	633	64	61	33	158	164	658	60	882	21	82	196	299	1972
% App. Total	5.1	89.9	5.1		40.5	38.6	20.9		18.6	74.6	6.8		7	27.4	65.6		
PHF	.667	.786	.615	.768	.800	.803	.825	.859	.891	.884	.882	.919	.656	.820	.875	.869	.900

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
Total	0	0	0	0	0	0	1	1	1	4	0	5	0	0	0	0	6
10:00	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
10:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:30	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	1	2	1	0	1	2	1	1	0	2	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
16:15	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
16:45	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	1	1	0	2	2	0	0	2	0	1	0	1	8
17:00	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Grand Total	0	5	1	6	2	1	2	5	5	5	0	10	0	1	0	1	22
Apprch %	0	83.3	16.7		40	20	40		50	50	0		0	100	0		
Total %	0	22.7	4.5	27.3	9.1	4.5	9.1	22.7	22.7	22.7	0	45.5	0	4.5	0	4.5	

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

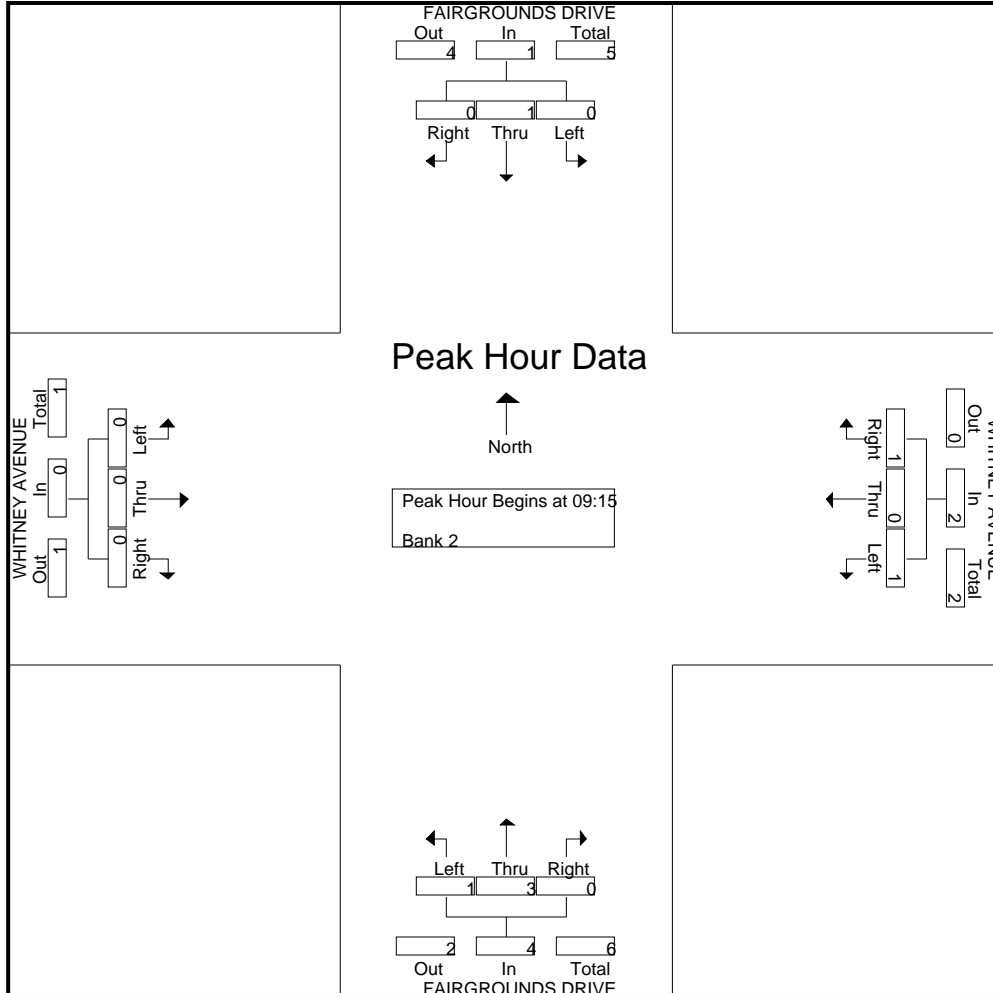
Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15																	
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
Total Volume	0	1	0	1	1	0	1	2	1	3	0	4	0	0	0	0	7
% App. Total	0	100	0		50	0	50		25	75	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.250	.500	.250	.375	.000	.500	.000	.000	.000	.000	.583

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

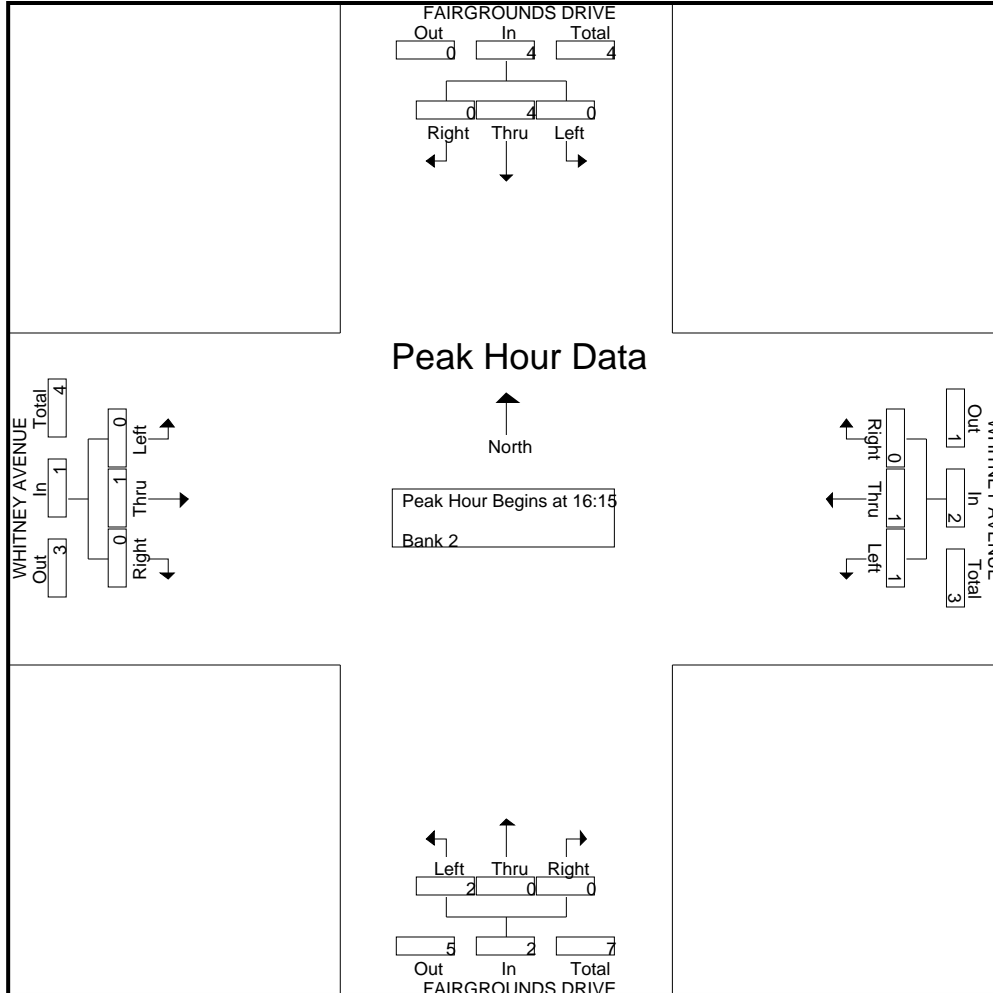
Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
16:45	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
17:00	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	4	0	4	1	1	0	2	2	0	0	2	0	1	0	1	9
% App. Total	0	100	0		50	50	0		100	0	0		0	100	0		
PHF	.000	.500	.000	.500	.250	.250	.000	.500	.500	.000	.000	.500	.000	.250	.000	.250	.750

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					WHITNEY AVENUE Westbound					FAIRGROUNDS DRIVE Northbound					WHITNEY AVENUE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thr	Rig	Ped	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	1	4	1	5
09:15	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	3
09:30	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	4	1	5
09:45	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	1	5	1	6
Total	0	0	0	4	0	0	1	0	3	1	0	2	0	5	2	0	2	1	1	3	13	6	19
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	0	3
10:30	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	0	4	1	5
10:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	0	0	0	0	1	0	0	0	1	3	1	0	0	0	4	0	9	1	10
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	1	2
16:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	5	0	0	0	0	0	0	0	1	0	2	1	0	0	0	1	0	8	1	9
17:00	0	0	0	4	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	6	1	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	4	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	1	7	2	9
Grand Total	0	0	0	14	0	0	2	0	5	2	0	3	1	11	4	0	3	1	7	4	37	10	47
Apprch %	0	0	0			0	100	0			0	75	25			0	75	25					
Total %	0	0	0			0	20	0		20	0	30	10		40	0	30	10		40	78.7	21.3	

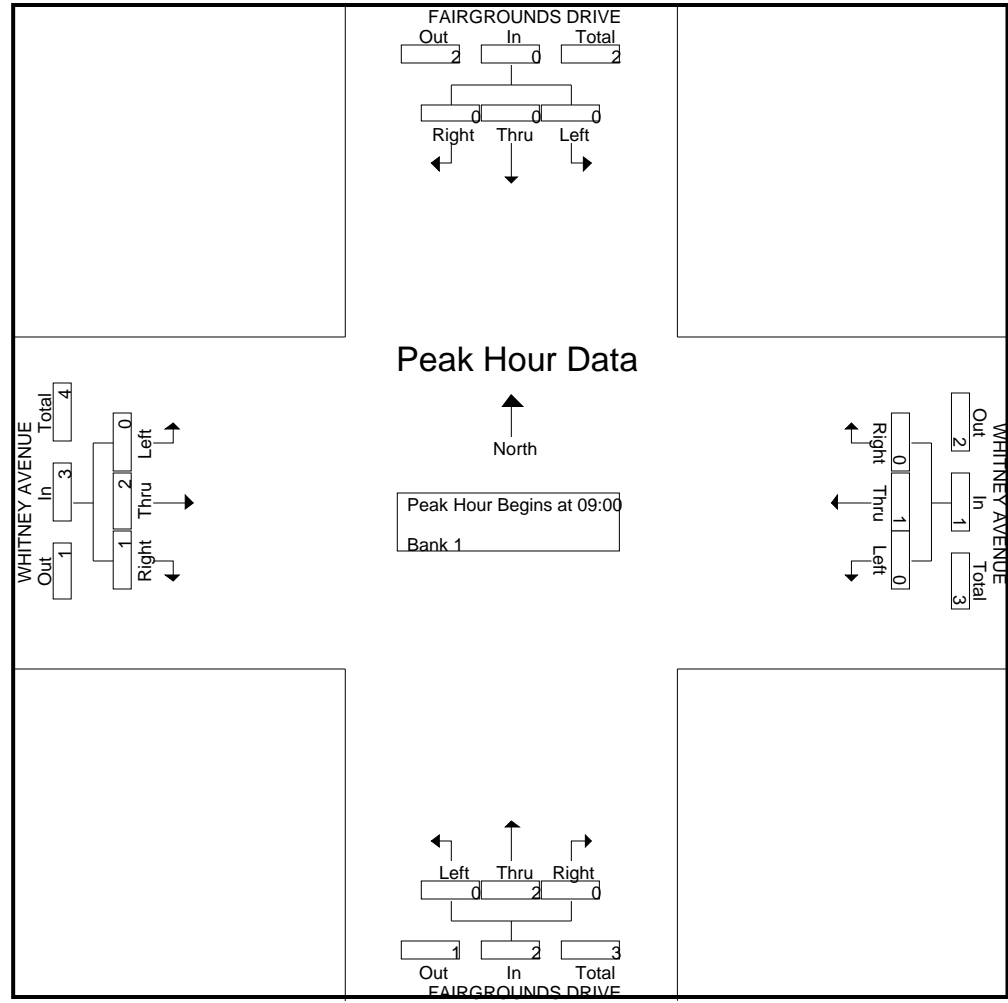
Start Time	FAIRGROUNDS DRIVE Southbound				WHITNEY AVENUE Westbound				FAIRGROUNDS DRIVE Northbound				WHITNEY AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:00

09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	0	2	1	3	6

% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	66.7	33.3			
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.250	.750	.500



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:15

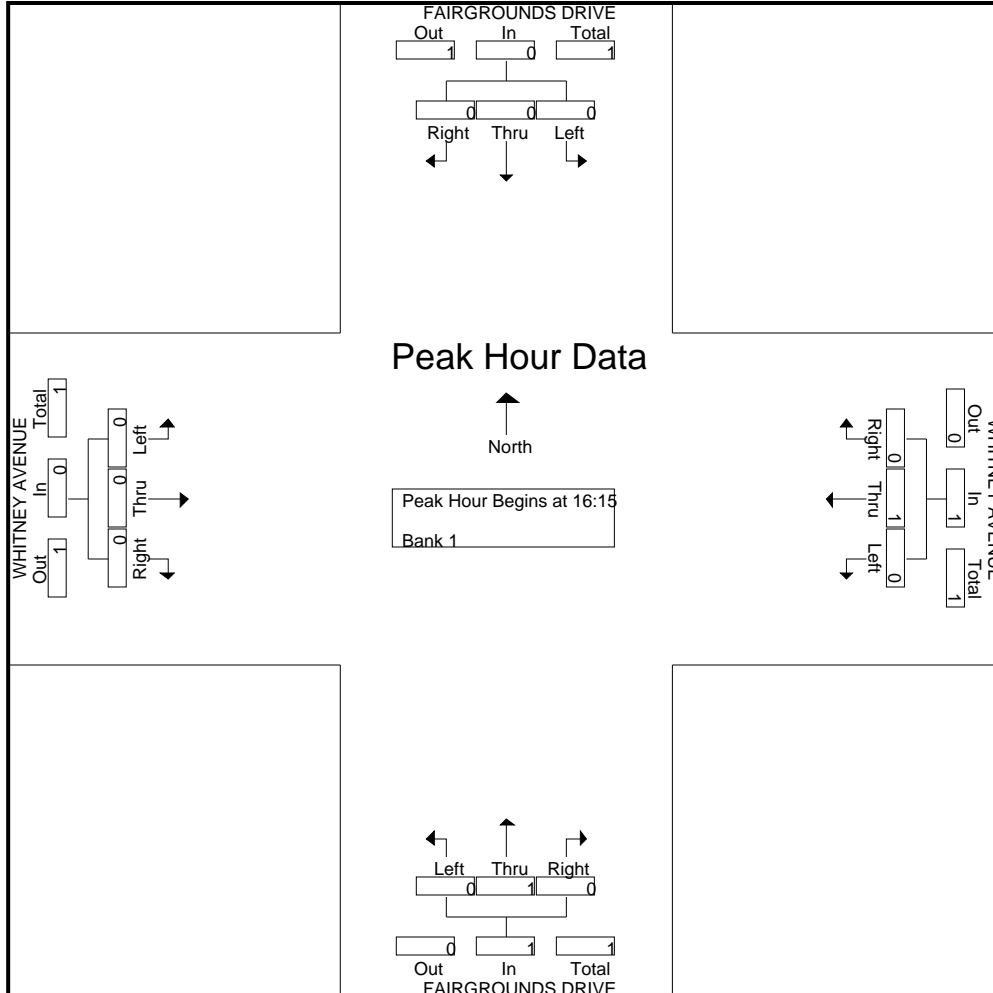
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	2
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-001 FAIRGROUNDS-WHITNEY
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 WB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	153	20	173	86	0	120	206	15	24	0	39	0	0	0	0	418
09:15	0	170	28	198	119	1	110	230	20	35	0	55	0	0	0	0	483
09:30	0	185	15	200	153	0	150	303	20	43	0	63	0	0	0	0	566
09:45	0	192	23	215	184	0	100	284	24	36	0	60	0	0	0	0	559
Total	0	700	86	786	542	1	480	1023	79	138	0	217	0	0	0	0	2026
10:00	0	169	16	185	234	0	129	363	29	40	0	69	0	0	0	0	617
10:15	0	182	25	207	267	0	142	409	12	44	0	56	0	0	0	0	672
10:30	0	148	30	178	203	3	102	308	31	40	0	71	0	0	0	0	557
10:45	0	167	41	208	228	0	65	293	17	50	0	67	0	0	0	0	568
Total	0	666	112	778	932	3	438	1373	89	174	0	263	0	0	0	0	2414
16:00	0	211	23	234	68	0	223	291	46	78	0	124	0	0	0	0	649
16:15	0	202	22	224	72	1	175	248	42	66	0	108	0	0	0	0	580
16:30	0	214	16	230	61	1	213	275	35	67	0	102	0	0	0	0	607
16:45	0	220	26	246	57	2	201	260	41	61	0	102	0	0	0	0	608
Total	0	847	87	934	258	4	812	1074	164	272	0	436	0	0	0	0	2444
17:00	0	196	26	222	59	0	186	245	40	62	0	102	0	0	0	0	569
17:15	0	190	18	208	47	1	240	288	35	76	0	111	0	0	0	0	607
17:30	0	183	21	204	49	0	219	268	45	67	0	112	0	0	0	0	584
17:45	0	186	17	203	59	0	221	280	37	63	0	100	0	0	0	0	583
Total	0	755	82	837	214	1	866	1081	157	268	0	425	0	0	0	0	2343
Grand Total	0	2968	367	3335	1946	9	2596	4551	489	852	0	1341	0	0	0	0	9227
Apprch %	0	89	11		42.8	0.2	57		36.5	63.5	0		0	0	0		
Total %	0	32.2	4	36.1	21.1	0.1	28.1	49.3	5.3	9.2	0	14.5	0	0	0	0	
Unshifted	0	2963	365	3328	1936	9	2588	4533	486	843	0	1329	0	0	0	0	9190
% Unshifted	0	99.8	99.5	99.8	99.5	100	99.7	99.6	99.4	98.9	0	99.1	0	0	0	0	99.6
Bank 2	0	5	2	7	10	0	8	18	3	9	0	12	0	0	0	0	37
% Bank 2	0	0.2	0.5	0.2	0.5	0	0.3	0.4	0.6	1.1	0	0.9	0	0	0	0	0.4

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

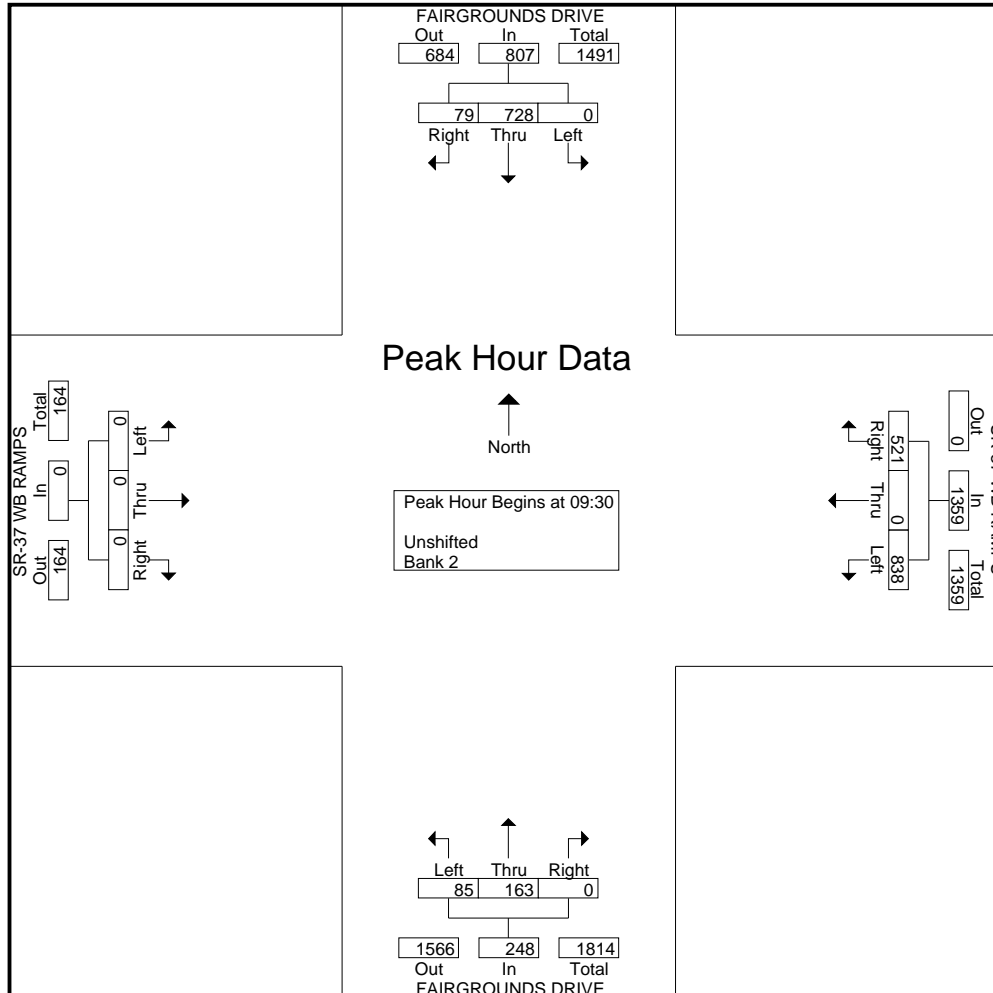
Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 WB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30																	
09:30	0	185	15	200	153	0	150	303	20	43	0	63	0	0	0	0	566
09:45	0	192	23	215	184	0	100	284	24	36	0	60	0	0	0	0	559
10:00	0	169	16	185	234	0	129	363	29	40	0	69	0	0	0	0	617
10:15	0	182	25	207	267	0	142	409	12	44	0	56	0	0	0	0	672
Total Volume	0	728	79	807	838	0	521	1359	85	163	0	248	0	0	0	0	2414
% App. Total	0	90.2	9.8		61.7	0	38.3		34.3	65.7	0		0	0	0		
PHF	.000	.948	.790	.938	.785	.000	.868	.831	.733	.926	.000	.899	.000	.000	.000	.000	.898

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

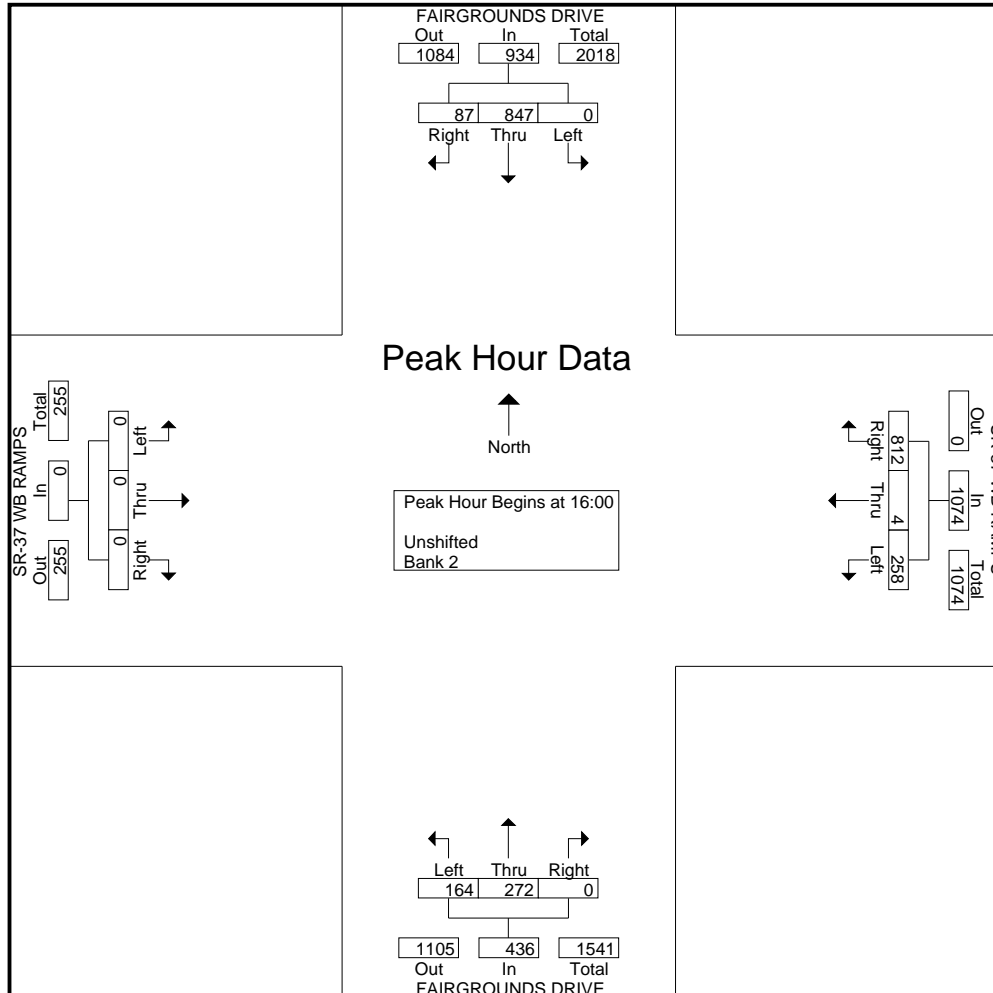
Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 WB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	211	23	234	68	0	223	291	46	78	0	124	0	0	0	0	649
16:15	0	202	22	224	72	1	175	248	42	66	0	108	0	0	0	0	580
16:30	0	214	16	230	61	1	213	275	35	67	0	102	0	0	0	0	607
16:45	0	220	26	246	57	2	201	260	41	61	0	102	0	0	0	0	608
Total Volume	0	847	87	934	258	4	812	1074	164	272	0	436	0	0	0	0	2444
% App. Total	0	90.7	9.3		24	0.4	75.6		37.6	62.4	0		0	0	0		
PHF	.000	.963	.837	.949	.896	.500	.910	.923	.891	.872	.000	.879	.000	.000	.000	.000	.941

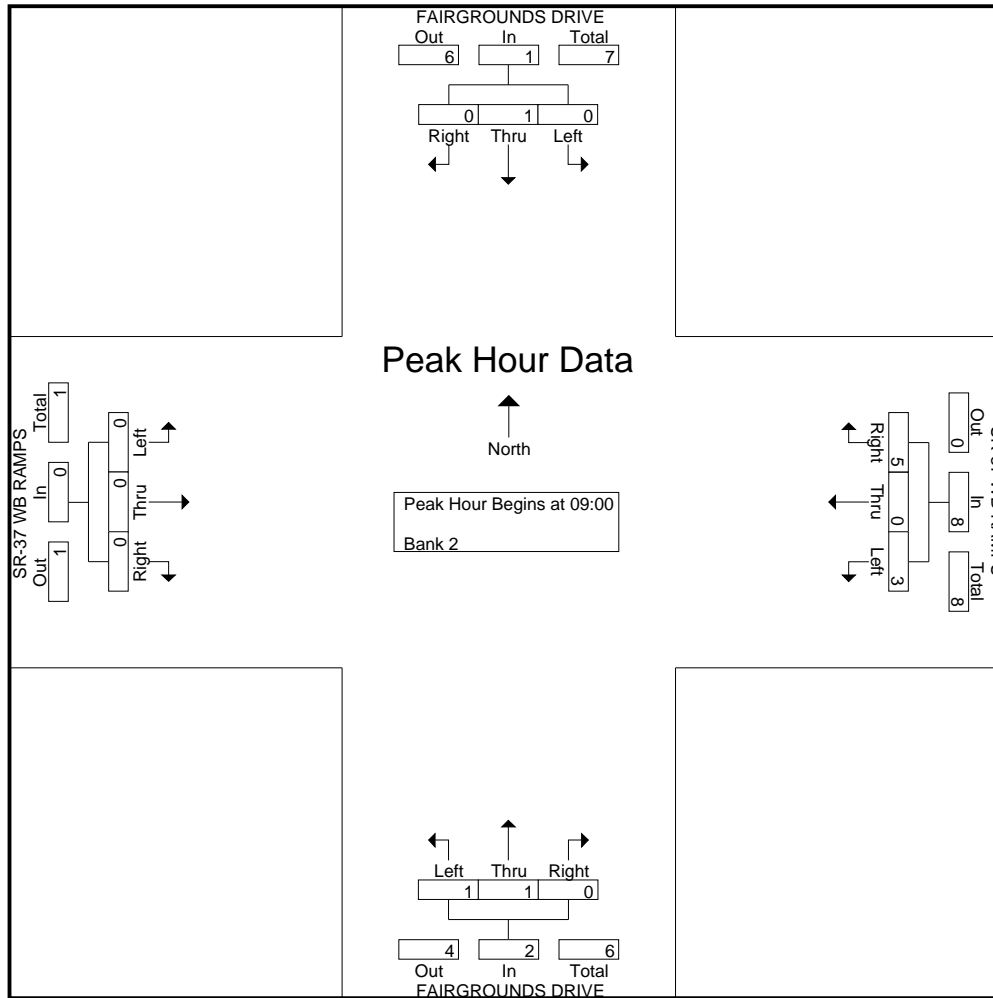
All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5





Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

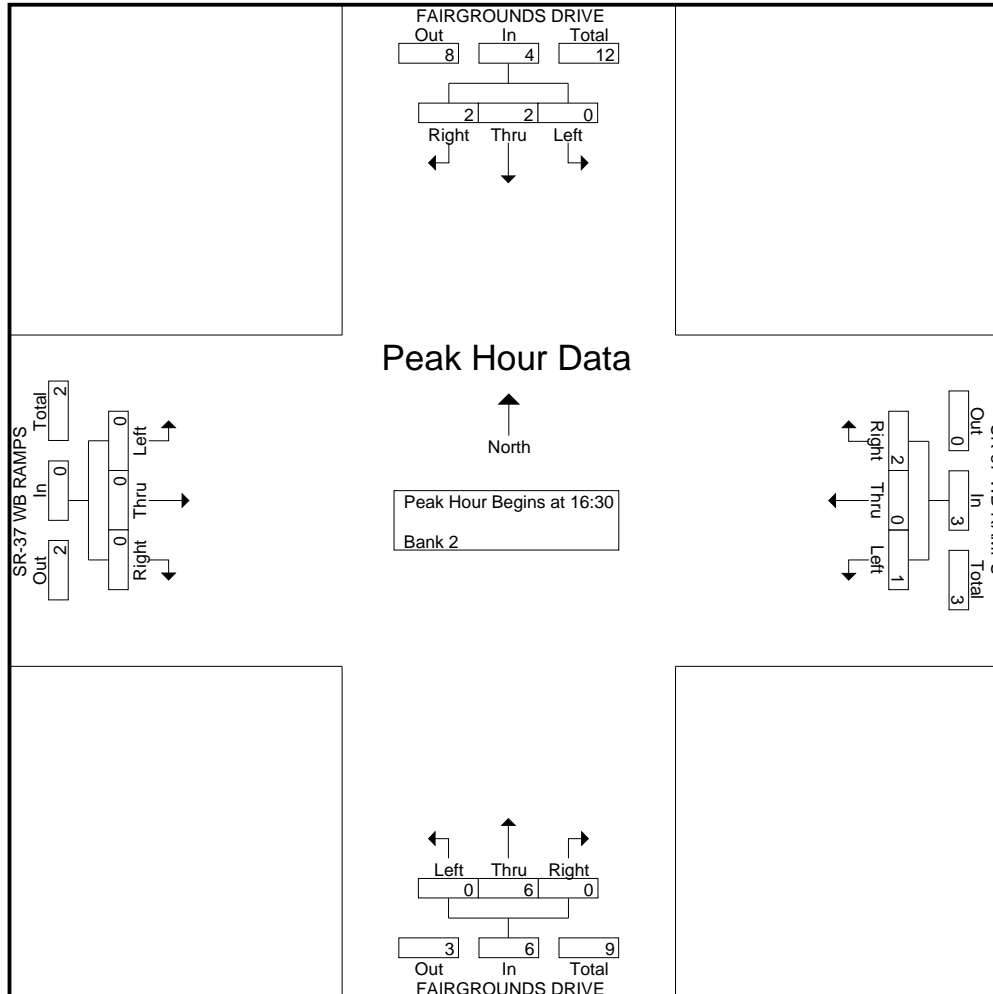
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:45	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	4
17:00	0	1	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
17:15	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total Volume	0	2	2	4	1	0	2	3	0	6	0	6	0	0	0	0	13
% App. Total	0	50	50		33.3	0	66.7		0	100	0		0	0	0		
PHF	.000	.500	.250	.500	.250	.000	.250	.375	.000	.750	.000	.750	.000	.000	.000	.000	.813

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					SR-37 WB RAMPS Westbound					FAIRGROUNDS DRIVE Northbound					SR-37 WB RAMPS Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thr	Rig	Ped	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	3	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4
09:15	0	0	0	0	0	0	0	0	11	0	0	1	0	0	1	0	0	0	0	0	11	1	12
09:30	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0	9	1	10
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	2
Total	0	4	0	0	4	0	0	0	15	0	0	1	0	0	1	0	0	0	8	0	23	5	28
10:00	0	0	0	0	0	0	0	0	5	0	0	3	0	0	3	0	0	0	2	0	7	3	10
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
10:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	3	0	10	0	10
10:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	5	0	5
Total	0	0	0	0	0	0	0	0	15	0	0	3	0	0	3	0	0	0	10	0	25	3	28
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	11
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0	10	0	10
17:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	5	0	14	0	14
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
17:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	6	0	15	0	15
Total	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	19	0	41	0	41
Grand Total	0	4	0	0	4	0	0	0	52	0	0	4	0	0	4	0	0	0	48	0	100	8	108
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	50	0		50	0	0	0			0	50	0		50	0	0	0			92.6	7.4	

Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 WB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

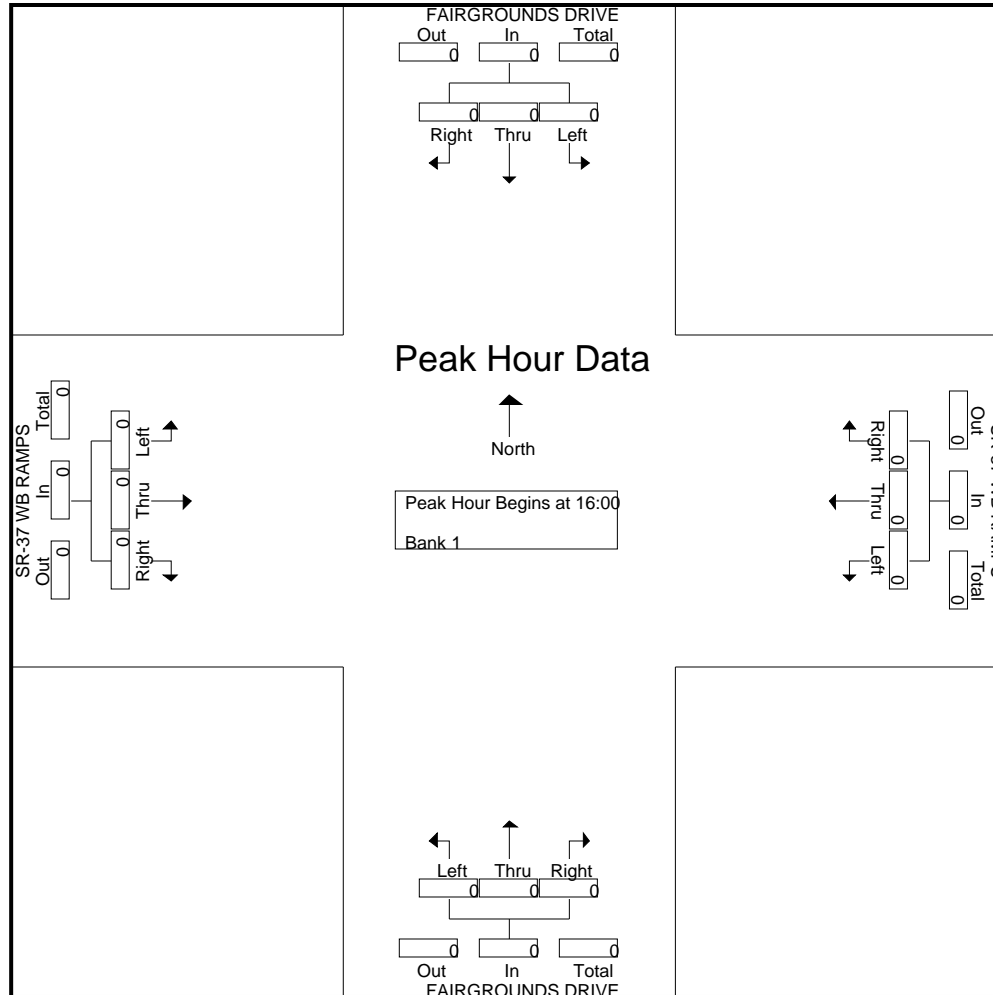
Peak Hour for Entire Intersection Begins at 09:00

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
PEDS & BIKES ON BANK 1
HEAVY VEHICLES ON BANK 2

File Name : 11-7273-002 FAIRGROUNDS-SR37 WB
Site Code : 00000000
Start Date : 6/11/2011
Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 EB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	121	134	0	255	0	0	0	0	0	29	49	78	11	0	34	45	378
09:15	133	151	0	284	0	0	0	0	0	39	49	88	18	0	42	60	432
09:30	119	176	0	295	0	0	0	0	0	37	63	100	17	1	50	68	463
09:45	168	232	0	400	0	0	0	0	0	59	80	139	12	1	59	72	611
Total	541	693	0	1234	0	0	0	0	0	164	241	405	58	2	185	245	1884
10:00	126	282	0	408	0	0	0	0	0	48	70	118	17	0	53	70	596
10:15	132	293	0	425	0	0	0	0	0	46	84	130	15	0	59	74	629
10:30	114	253	0	367	0	0	0	0	0	60	79	139	13	0	76	89	595
10:45	146	261	0	407	0	0	0	0	0	50	96	146	20	0	49	69	622
Total	518	1089	0	1607	0	0	0	0	0	204	329	533	65	0	237	302	2442
16:00	172	94	0	266	0	0	0	0	0	88	125	213	27	0	23	50	529
16:15	182	104	0	286	0	0	0	0	0	90	118	208	26	1	20	47	541
16:30	175	112	0	287	0	0	0	0	0	83	150	233	21	0	37	58	578
16:45	177	87	0	264	0	0	0	0	0	80	146	226	12	0	36	48	538
Total	706	397	0	1103	0	0	0	0	0	341	539	880	86	1	116	203	2186
17:00	154	86	0	240	0	0	0	0	0	90	157	247	29	1	30	60	547
17:15	158	93	0	251	0	0	1	1	0	69	161	230	33	1	30	64	546
17:30	129	88	0	217	0	0	5	5	0	106	147	253	10	0	23	33	508
17:45	167	90	0	257	0	0	0	0	0	76	150	226	21	1	27	49	532
Total	608	357	0	965	0	0	6	6	0	341	615	956	93	3	110	206	2133
Grand Total	2373	2536	0	4909	0	0	6	6	0	1050	1724	2774	302	6	648	956	8645
Apprch %	48.3	51.7	0		0	0	100		0	37.9	62.1		31.6	0.6	67.8		
Total %	27.4	29.3	0	56.8	0	0	0.1	0.1	0	12.1	19.9	32.1	3.5	0.1	7.5	11.1	
Unshifted	2372	2527	0	4899	0	0	6	6	0	1040	1722	2762	301	6	646	953	8620
% Unshifted	100	99.6	0	99.8	0	0	100	100	0	99	99.9	99.6	99.7	100	99.7	99.7	99.7
Bank 2	1	9	0	10	0	0	0	0	0	10	2	12	1	0	2	3	25
% Bank 2	0	0.4	0	0.2	0	0	0	0	0	1	0.1	0.4	0.3	0	0.3	0.3	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

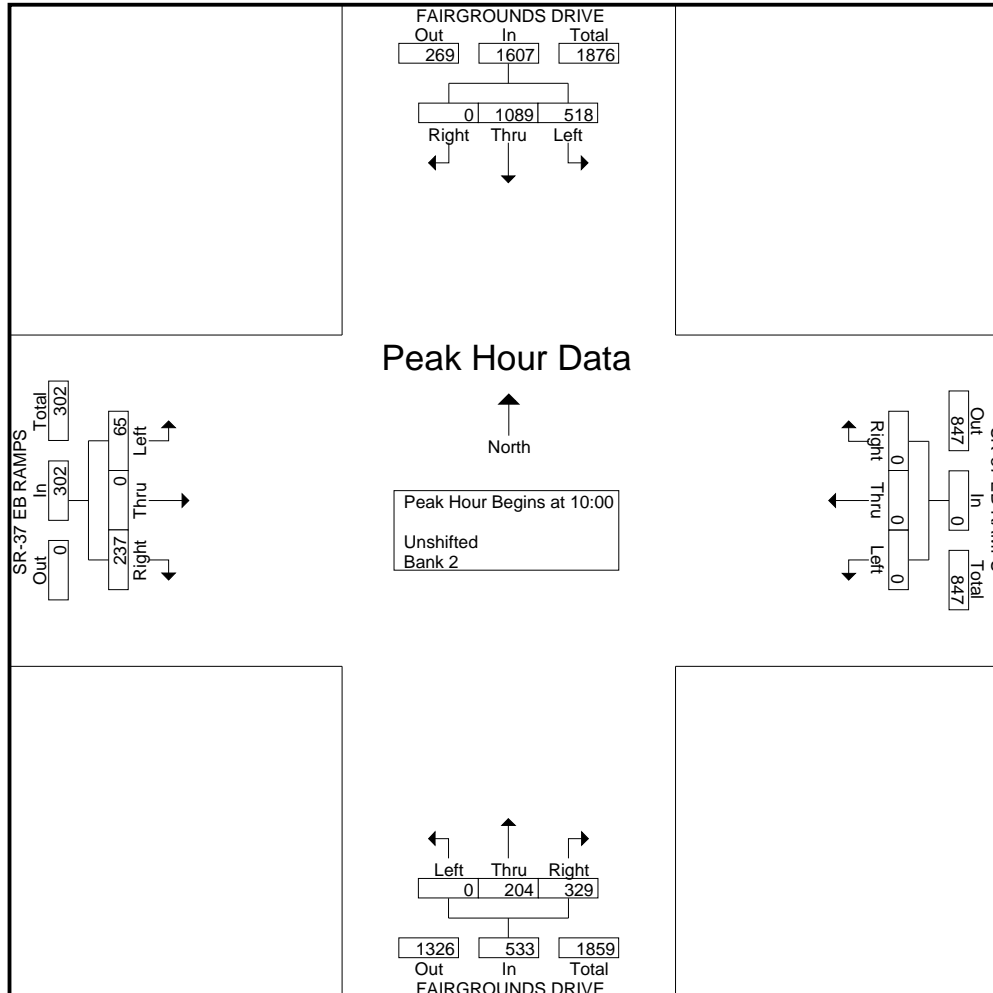
Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 EB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	126	282	0	408	0	0	0	0	0	48	70	118	17	0	53	70	596
10:15	132	293	0	425	0	0	0	0	0	46	84	130	15	0	59	74	629
10:30	114	253	0	367	0	0	0	0	0	60	79	139	13	0	76	89	595
10:45	146	261	0	407	0	0	0	0	0	50	96	146	20	0	49	69	622
Total Volume	518	1089	0	1607	0	0	0	0	0	204	329	533	65	0	237	302	2442
% App. Total	32.2	67.8	0		0	0	0		0	38.3	61.7		21.5	0	78.5		
PHF	.887	.929	.000	.945	.000	.000	.000	.000	.000	.850	.857	.913	.813	.000	.780	.848	.971

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

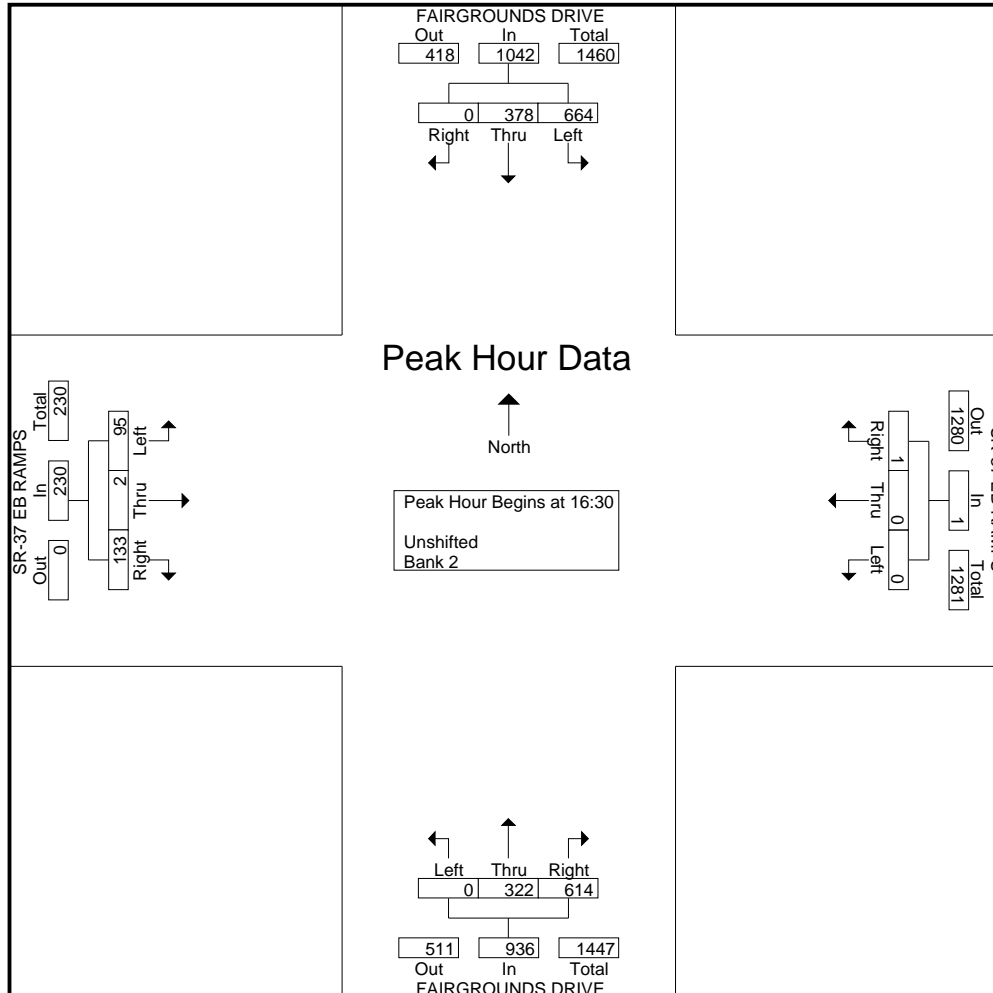
Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 EB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	175	112	0	287	0	0	0	0	0	83	150	233	21	0	37	58	578
16:45	177	87	0	264	0	0	0	0	0	80	146	226	12	0	36	48	538
17:00	154	86	0	240	0	0	0	0	0	90	157	247	29	1	30	60	547
17:15	158	93	0	251	0	0	1	1	0	69	161	230	33	1	30	64	546
Total Volume	664	378	0	1042	0	0	1	1	0	322	614	936	95	2	133	230	2209
% App. Total	63.7	36.3	0		0	0	100		0	34.4	65.6		41.3	0.9	57.8		
PHF	.938	.844	.000	.908	.000	.000	.250	.250	.000	.894	.953	.947	.720	.500	.899	.898	.955

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

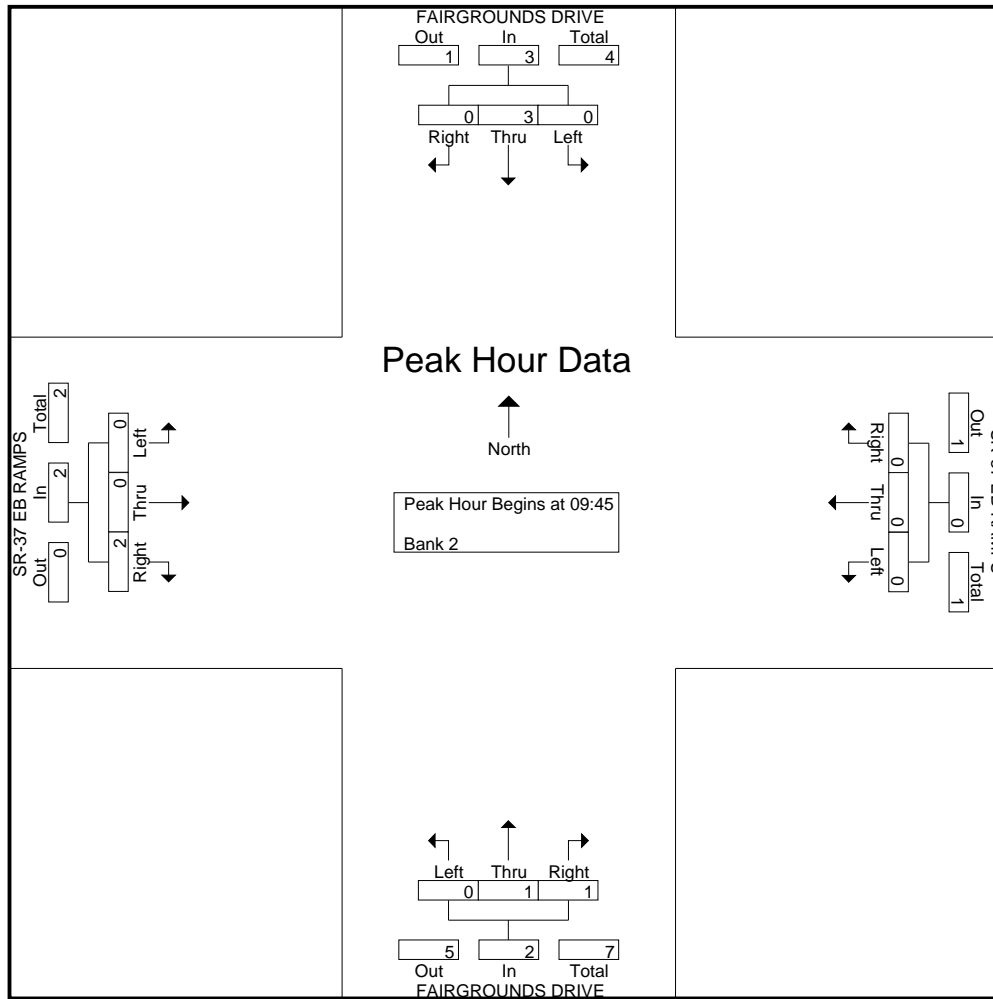
Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 EB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 EB RAMPS Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	2
Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	1	1	1	4
10:00	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	3
10:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	1	1	2	0	0	1	1	1	7
16:00	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	2
16:30	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
16:45	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
Total	1	2	0	3	0	0	0	0	0	6	0	6	1	0	0	1	1	10
17:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Grand Total	1	9	0	10	0	0	0	0	0	10	2	12	1	0	2	3	3	25
Apprch %	10	90	0		0	0	0		0	83.3	16.7		33.3	0	66.7			
Total %	4	36	0	40	0	0	0	0	0	40	8	48	4	0	8	12		

Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 EB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 EB RAMPS Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	2
10:00	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	3
10:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	2	2	2	7
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100			

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:45



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:00

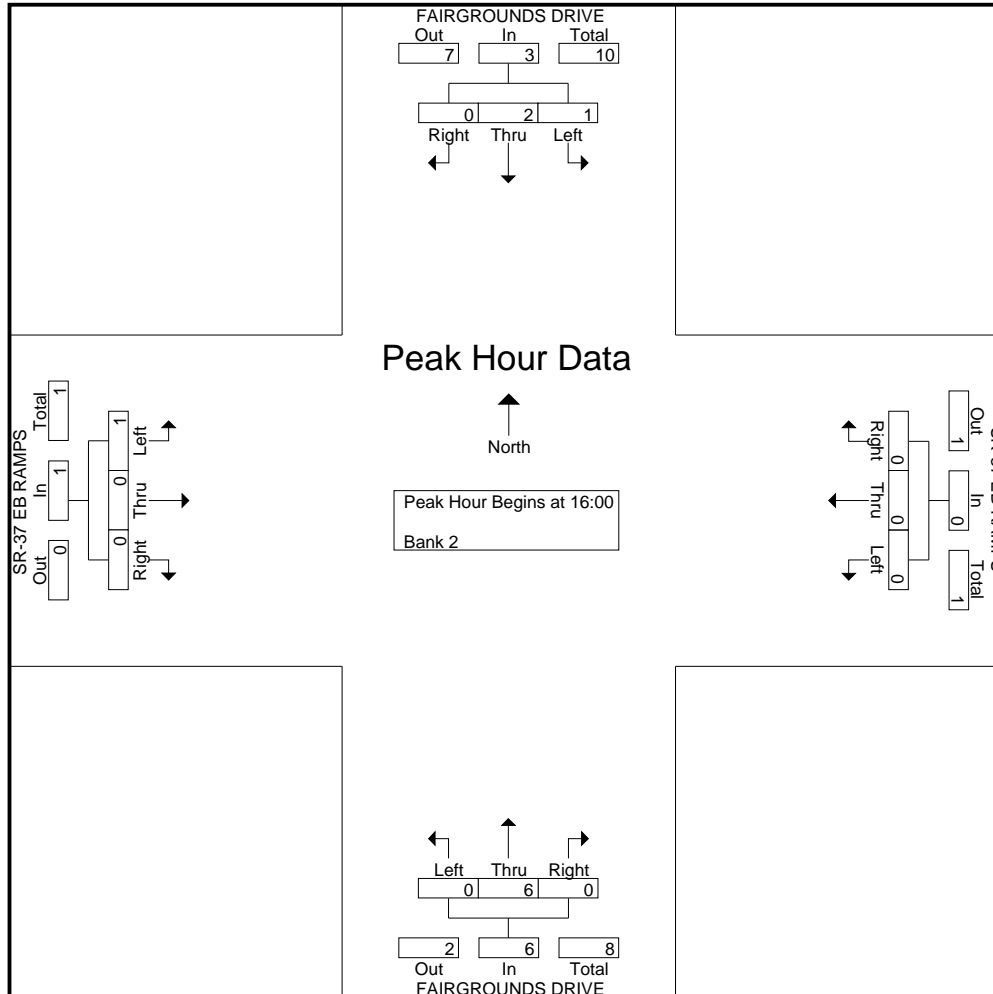
16:00	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
16:45	1	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	1	2	0	3	0	0	0	0	0	6	0	6	1	0	0	1	10	
% App. Total	33.3	66.7	0		0	0	0	0	0	100	0	100	0	0	0			
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.833	

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					SR-37 EB RAMPS Westbound					FAIRGROUNDS DRIVE Northbound					SR-37 EB RAMPS Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thr	Rig	Ped	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	1	3
09:15	0	0	0	0	0	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	10	1	11
09:30	0	1	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0	0	7	0	17	1	18
09:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0	13	0	13
Total	0	2	0	0	2	0	0	0	27	0	0	1	0	0	1	0	0	0	15	0	42	3	45
10:00	0	0	0	0	0	0	0	0	4	0	0	3	0	0	3	0	0	0	6	0	10	3	13
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	6	0	6
10:30	0	1	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	4	0	9	1	10
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
Total	0	1	0	0	1	0	0	0	11	0	0	3	0	0	3	0	0	0	16	0	27	4	31
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	1	2
Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	2	1	3
17:15	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	5	0	5
17:30	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	0	3
Total	0	0	0	2	0	0	0	0	3	0	0	0	0	2	0	0	0	0	1	0	8	0	8
Grand Total	0	3	0	3	3	0	0	0	41	0	0	5	0	2	5	0	0	0	33	0	79	8	87
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	37.5	0		37.5	0	0	0			0	62.5	0		62.5	0	0	0			90.8	9.2	

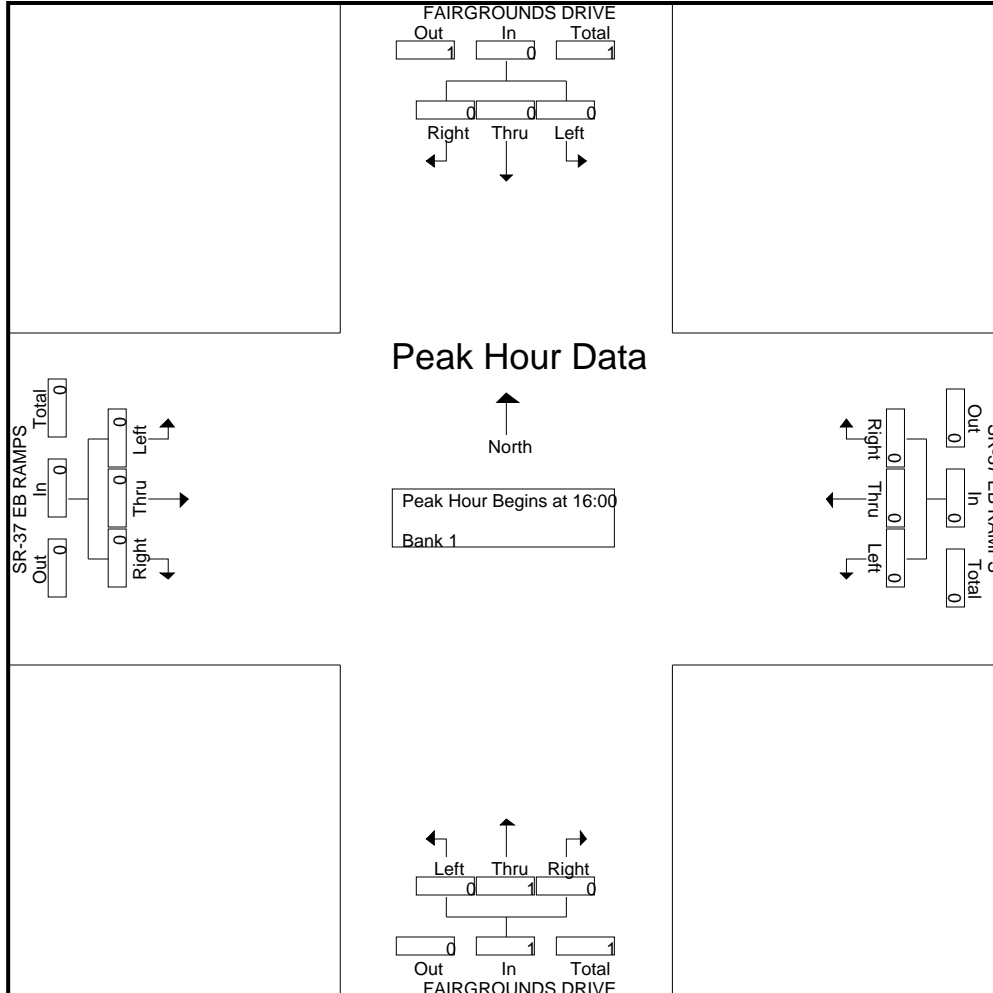
Start Time	FAIRGROUNDS DRIVE Southbound				SR-37 EB RAMPS Westbound				FAIRGROUNDS DRIVE Northbound				SR-37 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15																	
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-003 FAIRGROUNDS-SR37 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	14	141	8	163	14	0	12	26	4	62	6	72	0	0	0	0	261
09:15	16	175	8	199	19	0	19	38	6	72	8	86	0	0	1	1	324
09:30	18	195	10	223	29	0	22	51	8	78	9	95	0	0	0	0	369
09:45	26	251	12	289	32	0	29	61	11	94	14	119	0	0	0	0	469
Total	74	762	38	874	94	0	82	176	29	306	37	372	0	0	1	1	1423
10:00	30	282	16	328	42	2	34	78	9	96	15	120	1	0	1	2	528
10:15	42	294	21	357	30	0	38	68	8	104	11	123	0	0	0	0	548
10:30	38	286	13	337	22	0	45	67	6	99	12	117	0	0	2	2	523
10:45	27	275	11	313	18	2	53	73	9	85	9	103	0	0	1	1	490
Total	137	1137	61	1335	112	4	170	286	32	384	47	463	1	0	4	5	2089
16:00	38	97	10	145	17	0	58	75	8	167	29	204	0	0	0	0	424
16:15	37	84	10	131	12	2	60	74	6	158	27	191	1	0	0	1	397
16:30	32	75	15	122	11	1	62	74	4	157	32	193	0	0	0	0	389
16:45	31	94	11	136	16	0	65	81	1	168	36	205	0	0	0	0	422
Total	138	350	46	534	56	3	245	304	19	650	124	793	1	0	0	1	1632
17:00	26	80	10	116	14	0	51	65	7	200	28	235	0	0	1	1	417
17:15	29	72	7	108	6	0	58	64	7	197	33	237	0	0	0	0	409
17:30	29	77	5	111	9	1	48	58	7	183	18	208	0	0	0	0	377
17:45	26	74	8	108	15	1	29	45	4	164	23	191	1	0	0	1	345
Total	110	303	30	443	44	2	186	232	25	744	102	871	1	0	1	2	1548
Grand Total	459	2552	175	3186	306	9	683	998	105	2084	310	2499	3	0	6	9	6692
Apprch %	14.4	80.1	5.5		30.7	0.9	68.4		4.2	83.4	12.4		33.3	0	66.7		
Total %	6.9	38.1	2.6	47.6	4.6	0.1	10.2	14.9	1.6	31.1	4.6	37.3	0	0	0.1	0.1	
Unshifted	458	2539	175	3172	305	8	682	995	105	2073	310	2488	3	0	6	9	6664
% Unshifted	99.8	99.5	100	99.6	99.7	88.9	99.9	99.7	100	99.5	100	99.6	100	0	100	100	99.6
Bank 2	1	13	0	14	1	1	1	3	0	11	0	11	0	0	0	0	28
% Bank 2	0.2	0.5	0	0.4	0.3	11.1	0.1	0.3	0	0.5	0	0.4	0	0	0	0	0.4

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

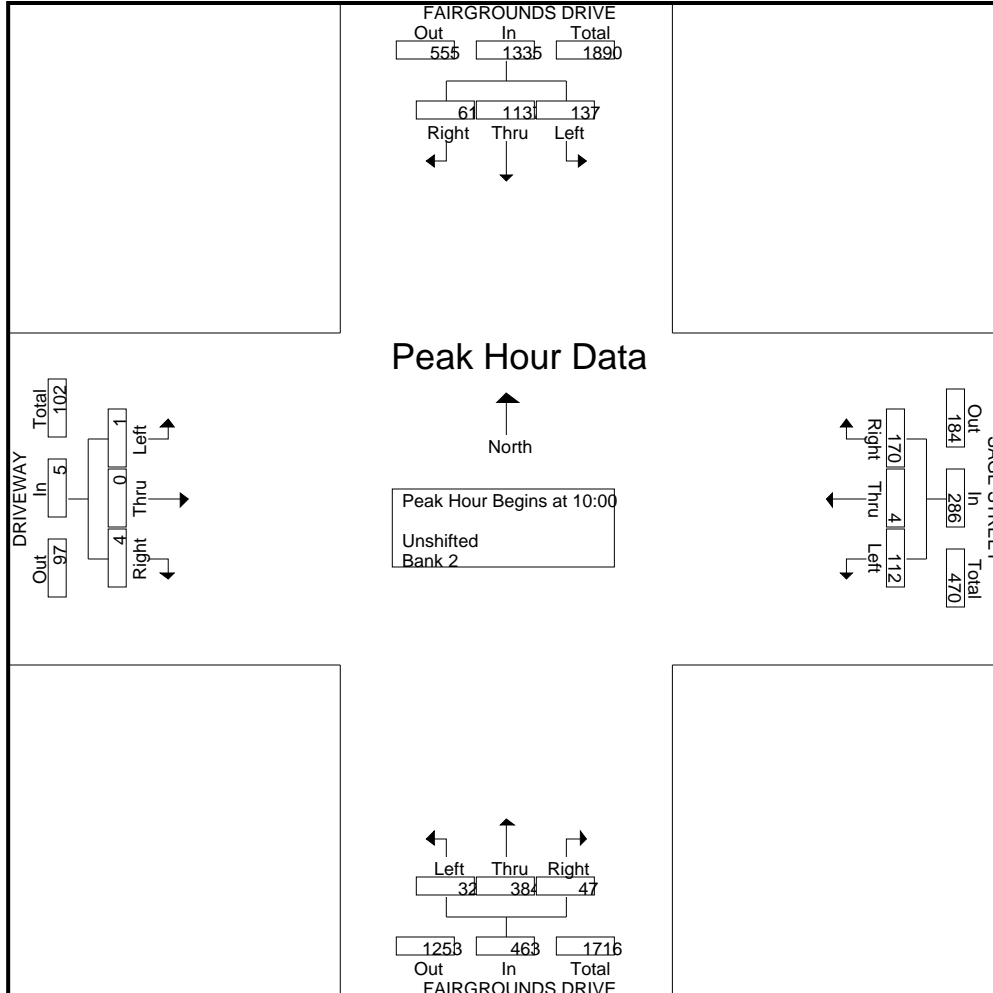
Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	30	282	16	328	42	2	34	78	9	96	15	120	1	0	1	2	528
10:15	42	294	21	357	30	0	38	68	8	104	11	123	0	0	0	0	548
10:30	38	286	13	337	22	0	45	67	6	99	12	117	0	0	2	2	523
10:45	27	275	11	313	18	2	53	73	9	85	9	103	0	0	1	1	490
Total Volume	137	1137	61	1335	112	4	170	286	32	384	47	463	1	0	4	5	2089
% App. Total	10.3	85.2	4.6		39.2	1.4	59.4		6.9	82.9	10.2		20	0	80		
PHF	.815	.967	.726	.935	.667	.500	.802	.917	.889	.923	.783	.941	.250	.000	.500	.625	.953

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

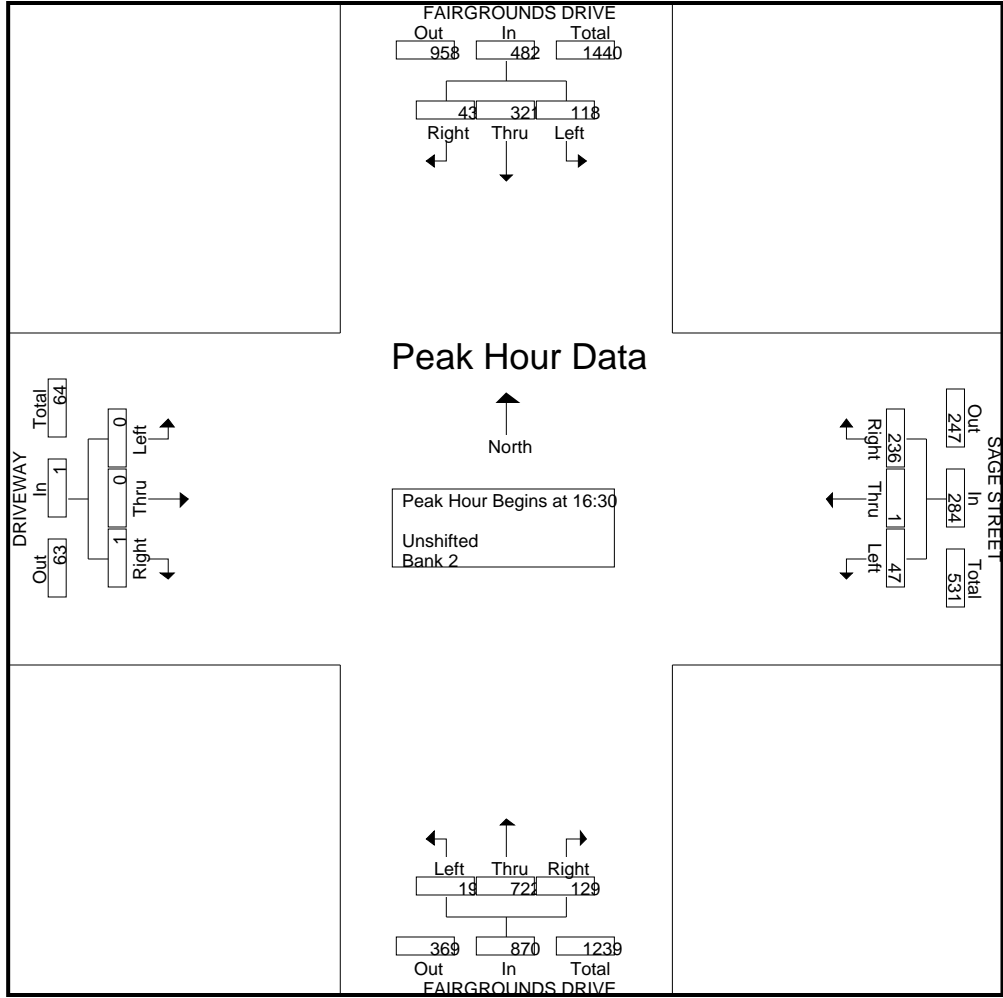
Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	32	75	15	122	11	1	62	74	4	157	32	193	0	0	0	0	389
16:45	31	94	11	136	16	0	65	81	1	168	36	205	0	0	0	0	422
17:00	26	80	10	116	14	0	51	65	7	200	28	235	0	0	1	1	417
17:15	29	72	7	108	6	0	58	64	7	197	33	237	0	0	0	0	409
Total Volume	118	321	43	482	47	1	236	284	19	722	129	870	0	0	1	1	1637
% App. Total	24.5	66.6	8.9		16.5	0.4	83.1		2.2	83	14.8		0	0	100		
PHF	.922	.854	.717	.886	.734	.250	.908	.877	.679	.903	.896	.918	.000	.000	.250	.250	.970

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
09:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
10:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
10:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
10:45	1	1	0	2	1	1	1	3	0	0	0	0	0	0	0	0	5
Total	1	3	0	4	1	1	1	3	0	2	0	2	0	0	0	0	9
16:00	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
17:00	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
17:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Grand Total	1	13	0	14	1	1	1	3	0	11	0	11	0	0	0	0	28
Apprch %	7.1	92.9	0		33.3	33.3	33.3		0	100	0		0	0	0		
Total %	3.6	46.4	0	50	3.6	3.6	3.6	10.7	0	39.3	0	39.3	0	0	0	0	

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

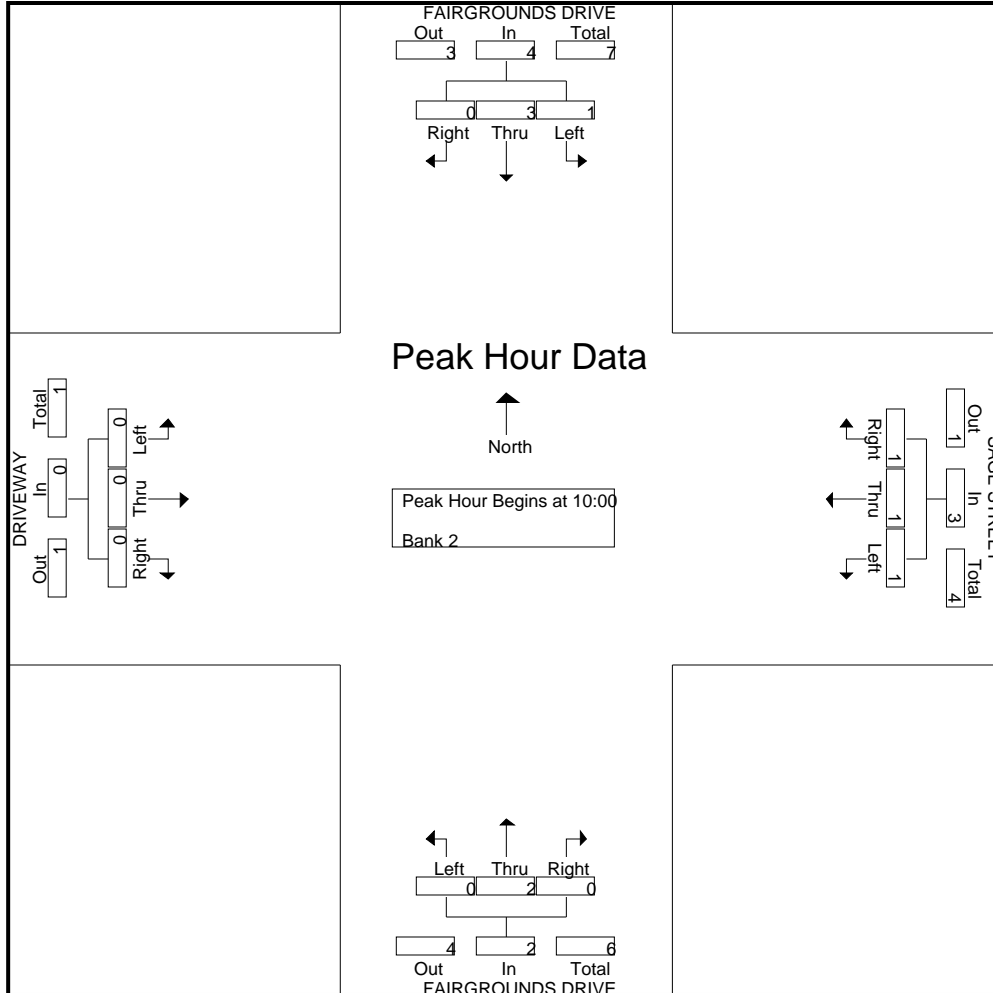
Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
10:45	1	1	0	2	1	1	1	3	0	0	0	0	0	0	0	0	5
Total Volume	1	3	0	4	1	1	1	3	0	2	0	2	0	0	0	0	9
% App. Total	25	75	0		33.3	33.3	33.3		0	100	0		0	0	0		
PHF	.250	.750	.000	.500	.250	.250	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.450

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

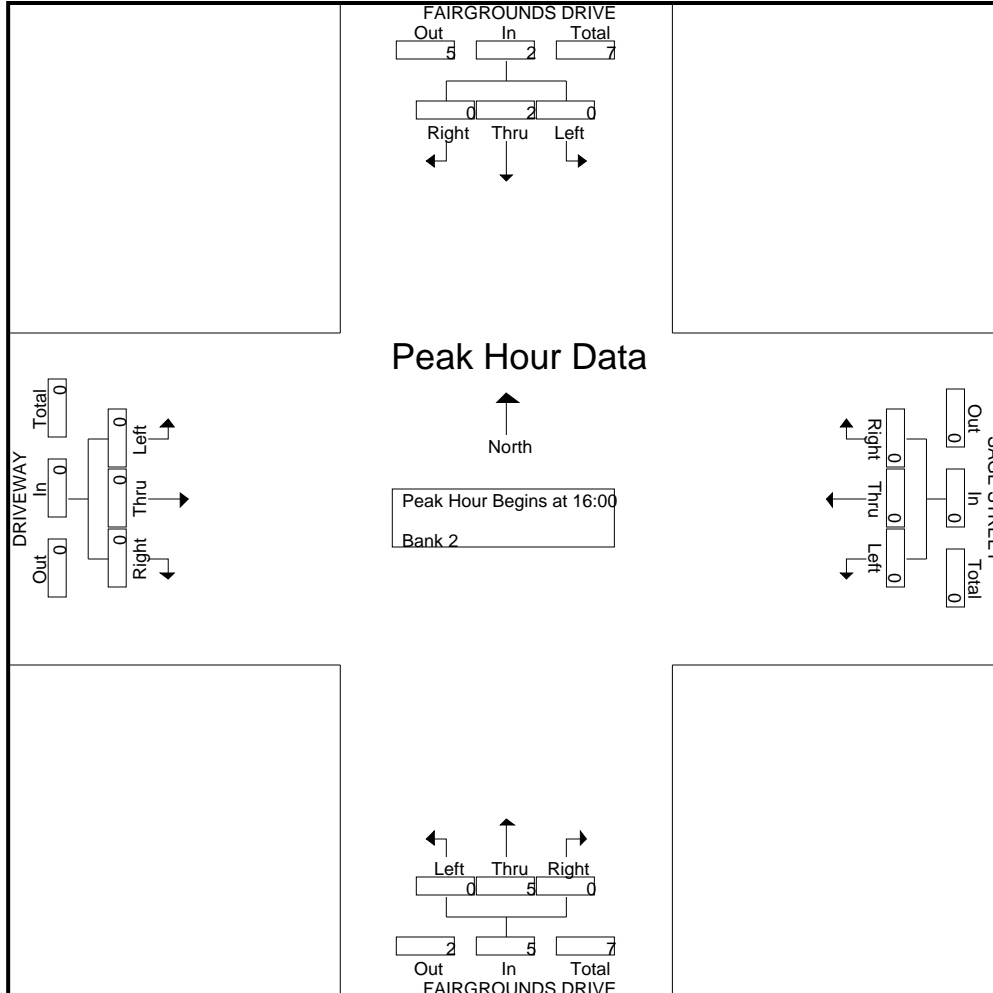
Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.583

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					SAGE STREET Westbound					FAIRGROUNDS DRIVE Northbound					DRIVEWAY Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thr	Rig	Ped	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
09:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	1	3
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0	3
09:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0	13	0	13
Total	0	0	0	0	0	0	0	0	7	0	0	1	0	0	1	0	0	0	12	0	19	1	20
10:00	0	1	0	0	1	0	0	0	3	0	0	3	0	0	3	0	0	0	20	0	23	4	27
10:15	0	0	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	8	0	14	1	15
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	6	0	6
10:45	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	7	0	8	1	9
Total	0	1	1	0	2	0	1	0	11	1	0	3	0	0	3	0	0	0	40	0	51	6	57
16:00	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	37	0	37
16:15	0	1	0	0	1	0	0	0	21	0	0	0	0	0	0	0	0	0	7	0	28	1	29
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0	11	0	11
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	6	0	6
Total	0	1	0	0	1	0	0	0	64	0	0	0	0	0	0	0	0	0	18	0	82	1	83
17:00	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	9	0	27	0	27
17:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	1	0	17	0	17
17:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	5	0	13	0	13
17:45	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	6	0	24	0	24
Total	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	21	0	81	0	81
Grand Total	0	2	1	0	3	0	1	0	142	1	0	4	0	0	4	0	0	0	91	0	233	8	241
Apprch %	0	66.7	33.3			0	100	0			0	100	0			0	0	0					
Total %	0	25	12.5		37.5	0	12.5	0		12.5	0	50	0		50	0	0	0			96.7	3.3	

Start Time	FAIRGROUNDS DRIVE Southbound				SAGE STREET Westbound				FAIRGROUNDS DRIVE Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 10:00

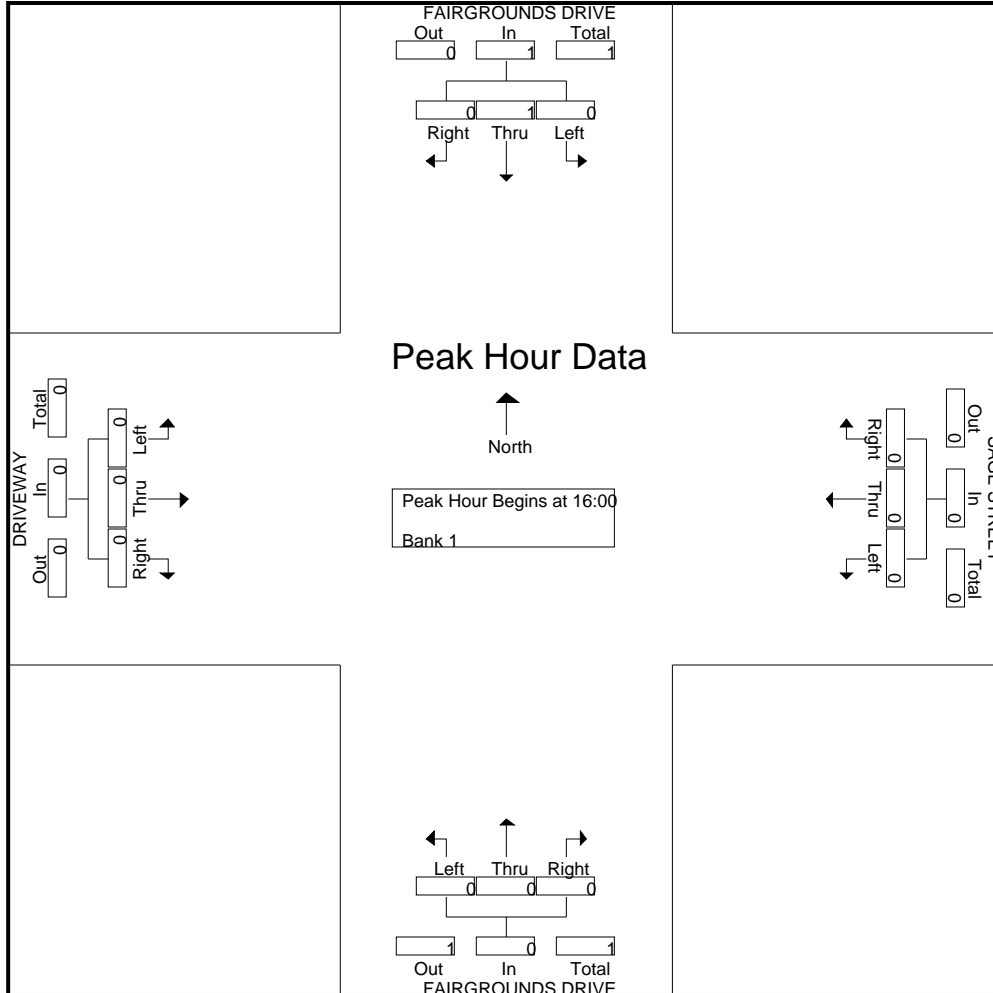
10:00	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
10:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	0	1	0	1	0	3	0	3	0	0	0	0	6

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-004 FAIRGROUNDS-SAGE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				COURTYARD HOTEL DRIVEWAY Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	3	142	0	145	2	0	4	6	0	52	2	54	0	0	0	0	205
09:15	3	147	0	150	1	0	3	4	0	50	1	51	0	0	0	0	205
09:30	6	197	0	203	2	0	3	5	0	65	3	68	0	0	0	0	276
09:45	11	262	1	274	5	0	12	17	0	83	1	84	0	0	0	0	375
Total	23	748	1	772	10	0	22	32	0	250	7	257	0	0	0	0	1061
10:00	5	329	0	334	3	0	9	12	0	82	3	85	0	0	0	0	431
10:15	5	339	0	344	0	0	9	9	0	100	2	102	0	0	0	0	455
10:30	6	335	0	341	2	0	9	11	0	96	2	98	0	0	0	0	450
10:45	1	316	0	317	1	0	8	9	0	115	3	118	0	0	0	0	444
Total	17	1319	0	1336	6	0	35	41	0	393	10	403	0	0	0	0	1780
16:00	5	109	0	114	7	0	6	13	0	181	4	185	0	0	0	0	312
16:15	4	95	0	99	1	0	4	5	0	167	1	168	0	0	0	0	272
16:30	2	86	0	88	3	0	5	8	0	171	4	175	0	0	0	0	271
16:45	4	113	0	117	1	0	5	6	0	172	5	177	0	0	0	0	300
Total	15	403	0	418	12	0	20	32	0	691	14	705	0	0	0	0	1155
17:00	1	84	0	85	0	0	2	2	0	220	3	223	0	0	0	0	310
17:15	5	91	0	96	1	0	3	4	0	218	2	220	0	0	0	0	320
17:30	3	88	0	91	2	0	2	4	0	196	1	197	0	0	0	0	292
17:45	3	89	0	92	1	0	6	7	0	197	4	201	0	0	0	0	300
Total	12	352	0	364	4	0	13	17	0	831	10	841	0	0	0	0	1222
Grand Total	67	2822	1	2890	32	0	90	122	0	2165	41	2206	0	0	0	0	5218
Apprch %	2.3	97.6	0		26.2	0	73.8		0	98.1	1.9		0	0	0		
Total %	1.3	54.1	0	55.4	0.6	0	1.7	2.3	0	41.5	0.8	42.3	0	0	0	0	
Unshifted	61	2811	0	2872	32	0	85	117	0	2155	41	2196	0	0	0	0	5185
% Unshifted	91	99.6	0	99.4	100	0	94.4	95.9	0	99.5	100	99.5	0	0	0	0	99.4
Bank 2	6	11	1	18	0	0	5	5	0	10	0	10	0	0	0	0	33
% Bank 2	9	0.4	100	0.6	0	0	5.6	4.1	0	0.5	0	0.5	0	0	0	0	0.6

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

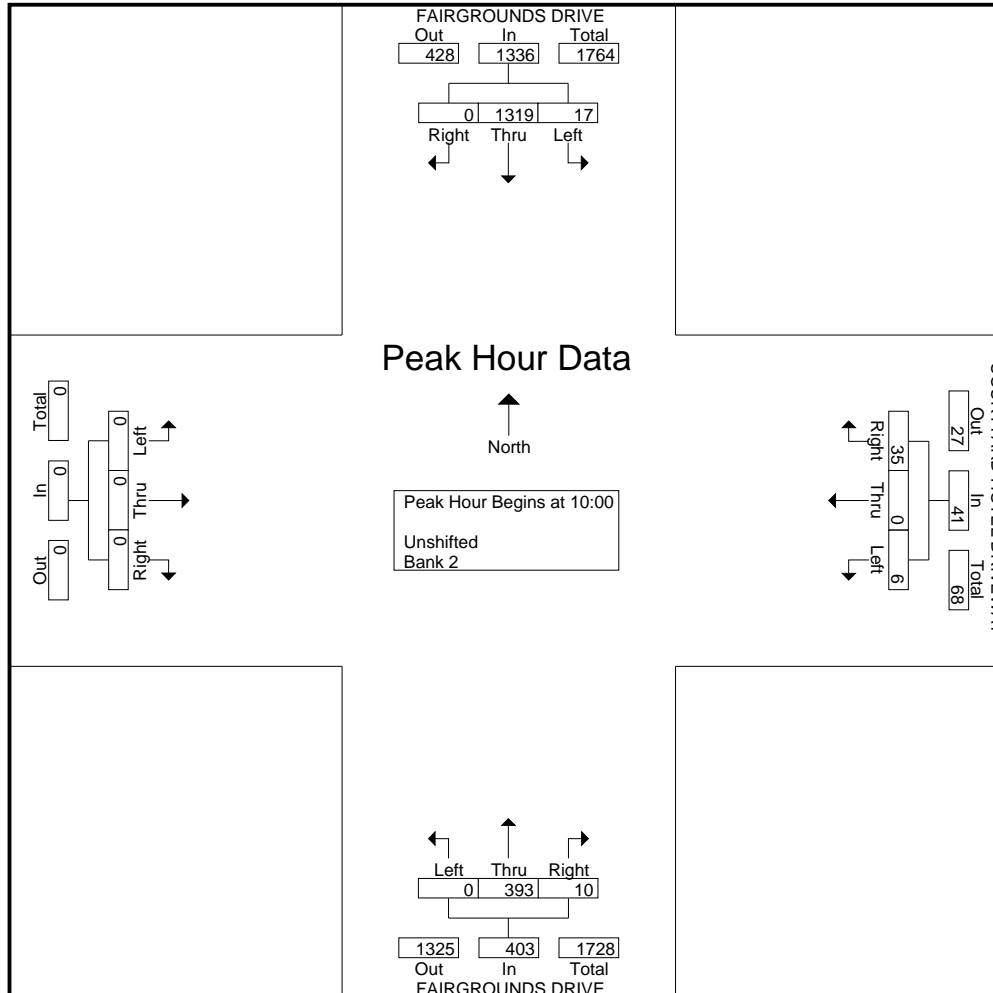
Start Time	FAIRGROUNDS DRIVE Southbound				COURTYARD HOTEL DRIVEWAY Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	5	329	0	334	3	0	9	12	0	82	3	85	0	0	0	0	431
10:15	5	339	0	344	0	0	9	9	0	100	2	102	0	0	0	0	455
10:30	6	335	0	341	2	0	9	11	0	96	2	98	0	0	0	0	450
10:45	1	316	0	317	1	0	8	9	0	115	3	118	0	0	0	0	444
Total Volume	17	1319	0	1336	6	0	35	41	0	393	10	403	0	0	0	0	1780
% App. Total	1.3	98.7	0		14.6	0	85.4		0	97.5	2.5		0	0	0		
PHF	.708	.973	.000	.971	.500	.000	.972	.854	.000	.854	.833	.854	.000	.000	.000	.000	.978

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

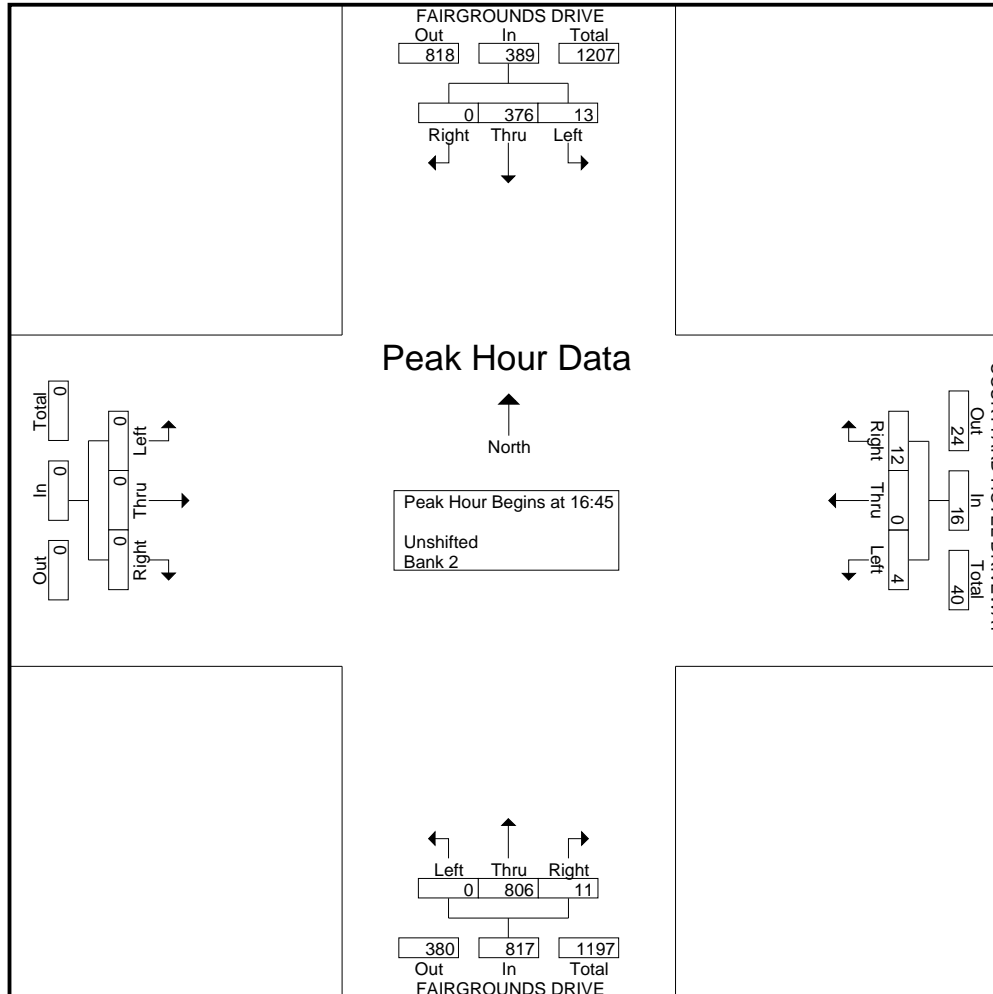
Start Time	FAIRGROUNDS DRIVE Southbound				COURTYARD HOTEL DRIVEWAY Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	4	113	0	117	1	0	5	6	0	172	5	177	0	0	0	0	300
17:00	1	84	0	85	0	0	2	2	0	220	3	223	0	0	0	0	310
17:15	5	91	0	96	1	0	3	4	0	218	2	220	0	0	0	0	320
17:30	3	88	0	91	2	0	2	4	0	196	1	197	0	0	0	0	292
Total Volume	13	376	0	389	4	0	12	16	0	806	11	817	0	0	0	0	1222
% App. Total	3.3	96.7	0		25	0	75		0	98.7	1.3		0	0	0		
PHF	.650	.832	.000	.831	.500	.000	.600	.667	.000	.916	.550	.916	.000	.000	.000	.000	.955

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

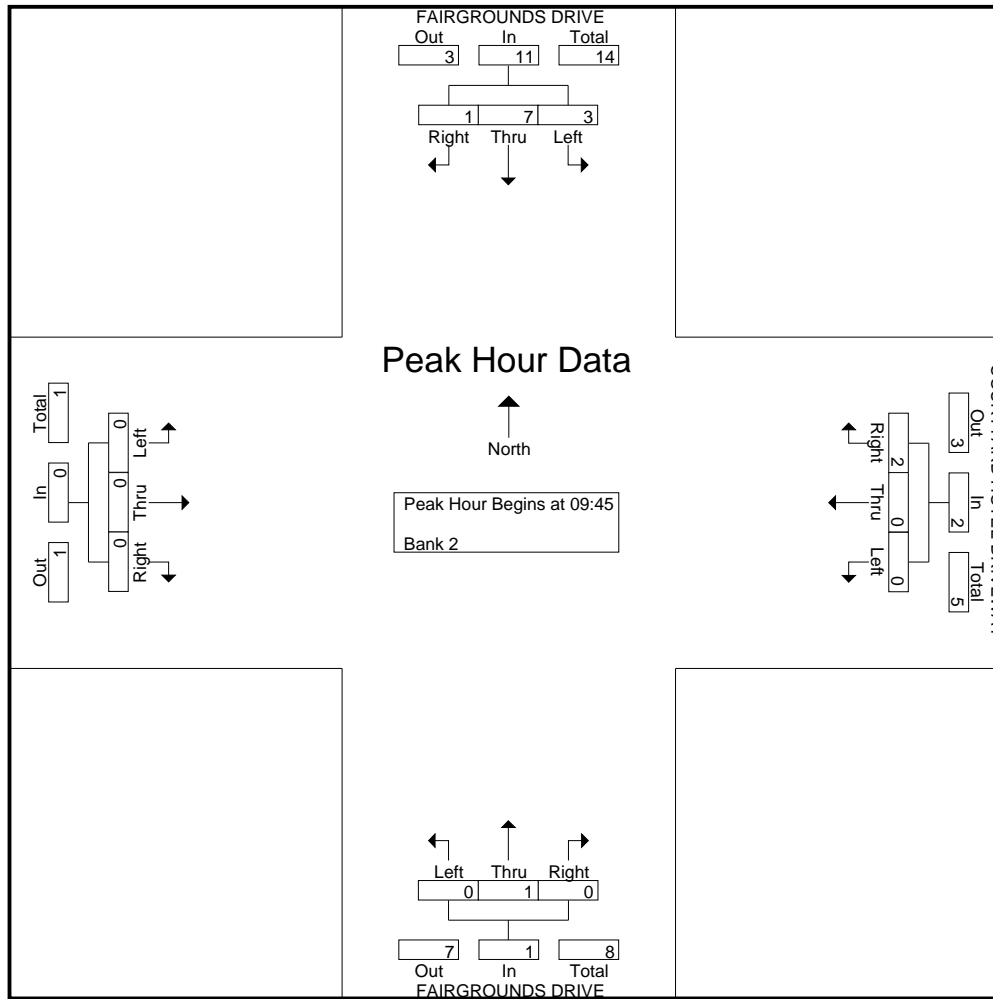
Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				COURTYARD HOTEL DRIVEWAY Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:15	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:45	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	3	1	1	5	0	0	1	1	0	1	0	1	0	0	0	0	0	7
10:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
10:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	0	4
10:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	7	0	8	0	0	2	2	0	1	0	1	0	0	0	0	0	11
16:00	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	1	0	2	0	0	1	1	0	3	0	3	0	0	0	0	0	6
17:00	1	0	0	1	0	0	1	1	0	3	0	3	0	0	0	0	0	5
17:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
Total	1	2	0	3	0	0	1	1	0	5	0	5	0	0	0	0	0	9
Grand Total	6	11	1	18	0	0	5	5	0	10	0	10	0	0	0	0	0	33
Apprch %	33.3	61.1	5.6		0	0	100		0	100	0		0	0	0			
Total %	18.2	33.3	3	54.5	0	0	15.2	15.2	0	30.3	0	30.3	0	0	0	0	0	

Start Time	FAIRGROUNDS DRIVE Southbound				COURTYARD HOTEL DRIVEWAY Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:45	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
10:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	0	4
Total Volume	3	7	1	11	0	0	2	2	0	1	0	1	0	0	0	0	0	14
% App. Total	27.3	63.6	9.1		0	0	100		0	100	0		0	0	0			

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:45



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

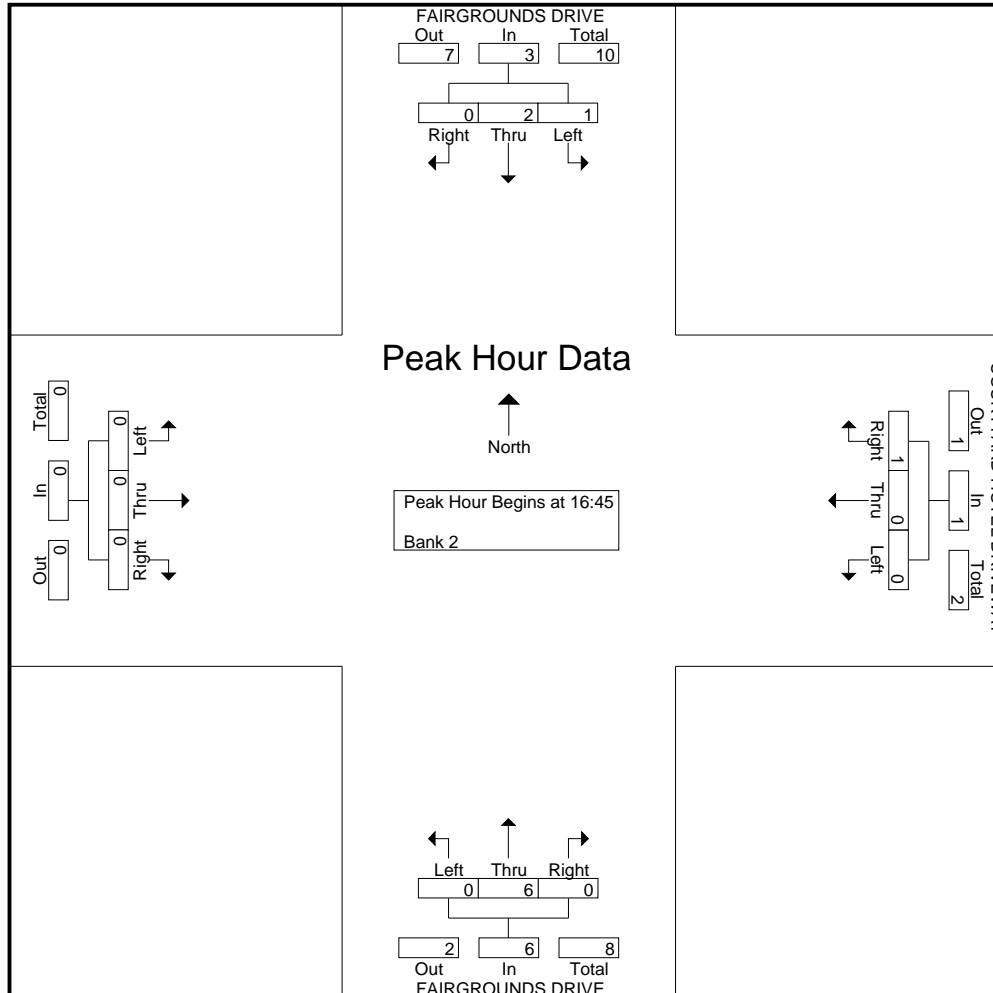
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:00	1	0	0	1	0	0	1	1	0	3	0	3	0	0	0	0	5
17:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	1	2	0	3	0	0	1	1	0	6	0	6	0	0	0	0	10
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.500	.000	.750	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

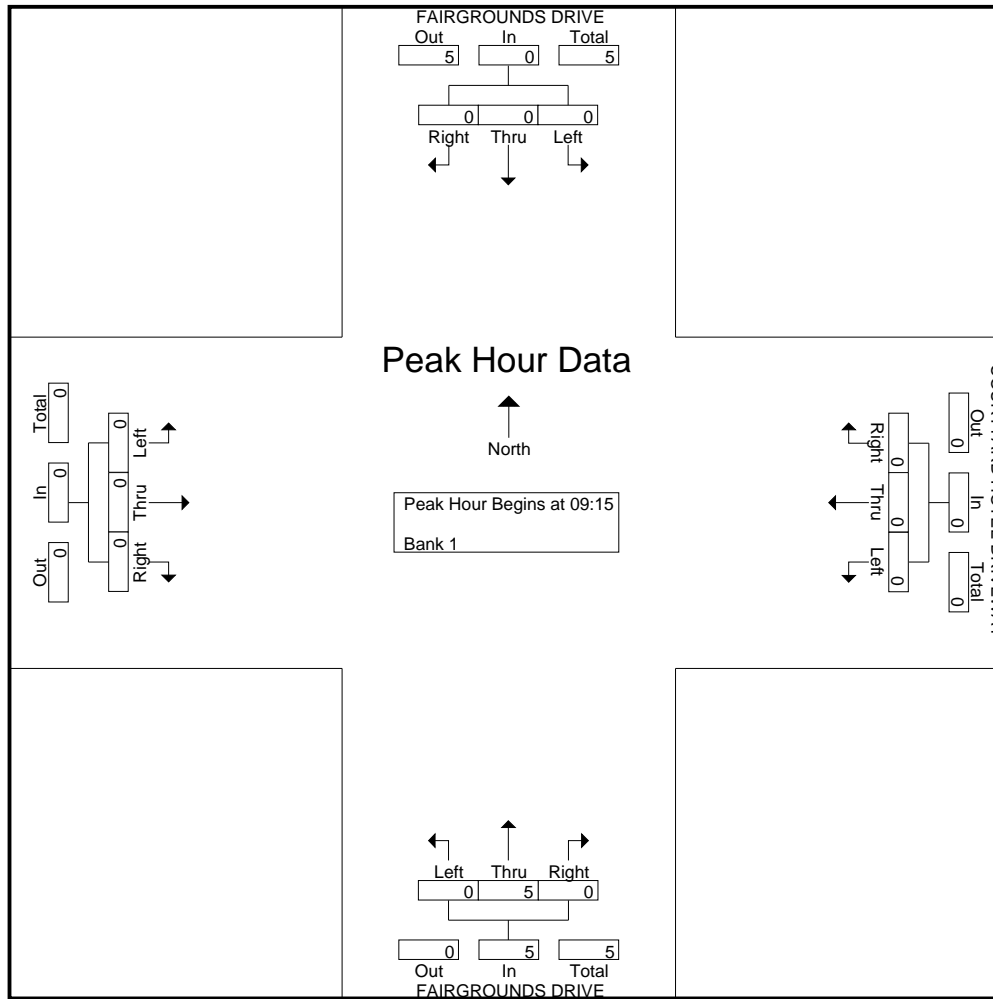
Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					COURTYARD HOTEL DRIVEWAY Westbound					FAIRGROUNDS DRIVE Northbound					Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	8	0	8	2	10
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	30
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	39	0	39	3	42
10:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	15	0	15	3	18
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	20
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	6	0	6	1	7
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	30	0	30	1	31
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	16
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	17
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	45	0	45
Grand Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	129	0	129	7	136
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	14.3	0		14.3	0	0	0			0	85.7	0		85.7	0	0	0			94.9	5.1	

Start Time	FAIRGROUNDS DRIVE Southbound				COURTYARD HOTEL DRIVEWAY Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:15



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00

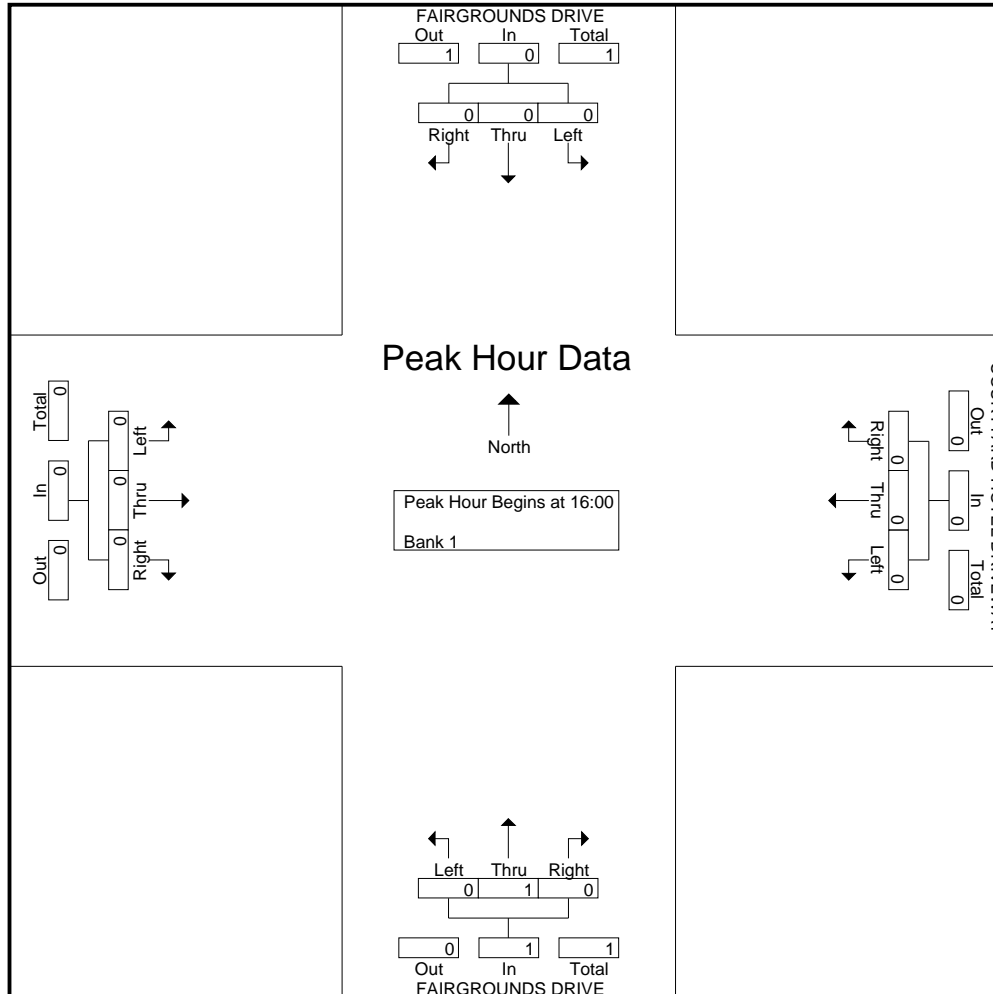
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-005 FAIRGROUNDS-HOTEL DW
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				FAIRGROUNDS DRIVE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS ENTRANCE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	85	56	141	0	0	0	0	7	45	0	52	0	0	0	0	193
09:15	0	100	55	155	0	0	0	0	5	55	0	60	0	0	0	0	215
09:30	0	99	91	190	0	0	0	0	9	65	0	74	0	0	0	0	264
09:45	0	119	158	277	0	0	0	0	27	85	0	112	0	0	0	0	389
Total	0	403	360	763	0	0	0	0	48	250	0	298	0	0	0	0	1061
10:00	0	102	227	329	0	0	0	0	19	87	0	106	0	0	0	0	435
10:15	0	112	238	350	0	0	0	0	13	113	0	126	0	0	0	0	476
10:30	0	86	238	324	0	0	0	0	8	88	0	96	0	0	0	0	420
10:45	0	92	228	320	0	0	0	0	3	122	0	125	0	0	0	0	445
Total	0	392	931	1323	0	0	0	0	43	410	0	453	0	0	0	0	1776
16:00	0	84	35	119	0	0	0	0	2	181	0	183	0	0	0	0	302
16:15	0	70	25	95	0	0	0	0	8	172	0	180	0	0	0	0	275
16:30	0	66	27	93	0	0	0	0	7	180	0	187	0	0	0	0	280
16:45	0	91	28	119	0	0	0	0	8	177	0	185	0	0	0	0	304
Total	0	311	115	426	0	0	0	0	25	710	0	735	0	0	0	0	1161
17:00	0	71	16	87	0	0	0	0	4	220	0	224	0	0	0	0	311
17:15	0	73	24	97	0	0	0	0	8	227	0	235	0	0	0	0	332
17:30	0	67	22	89	0	0	0	0	3	198	0	201	0	0	0	0	290
17:45	0	71	24	95	0	0	0	0	8	202	0	210	0	0	0	0	305
Total	0	282	86	368	0	0	0	0	23	847	0	870	0	0	0	0	1238
Grand Total	0	1388	1492	2880	0	0	0	0	139	2217	0	2356	0	0	0	0	5236
Apprch %	0	48.2	51.8		0	0	0		5.9	94.1	0		0	0	0		
Total %	0	26.5	28.5	55	0	0	0	0	2.7	42.3	0	45	0	0	0	0	
Unshifted	0	1383	1484	2867	0	0	0	0	139	2207	0	2346	0	0	0	0	5213
% Unshifted	0	99.6	99.5	99.5	0	0	0	0	100	99.5	0	99.6	0	0	0	0	99.6
Bank 2	0	5	8	13	0	0	0	0	0	10	0	10	0	0	0	0	23
% Bank 2	0	0.4	0.5	0.5	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.4

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS ENTRANCE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	102	227	329	0	0	0	0	19	87	0	106	0	0	0	0	435
10:15	0	112	238	350	0	0	0	0	13	113	0	126	0	0	0	0	476
10:30	0	86	238	324	0	0	0	0	8	88	0	96	0	0	0	0	420
10:45	0	92	228	320	0	0	0	0	3	122	0	125	0	0	0	0	445
Total Volume	0	392	931	1323	0	0	0	0	43	410	0	453	0	0	0	0	1776
% App. Total	0	29.6	70.4		0	0	0		9.5	90.5	0		0	0	0		
PHF	.000	.875	.978	.945	.000	.000	.000	.000	.566	.840	.000	.899	.000	.000	.000	.000	.933

All Traffic Data

(916) 771-8700

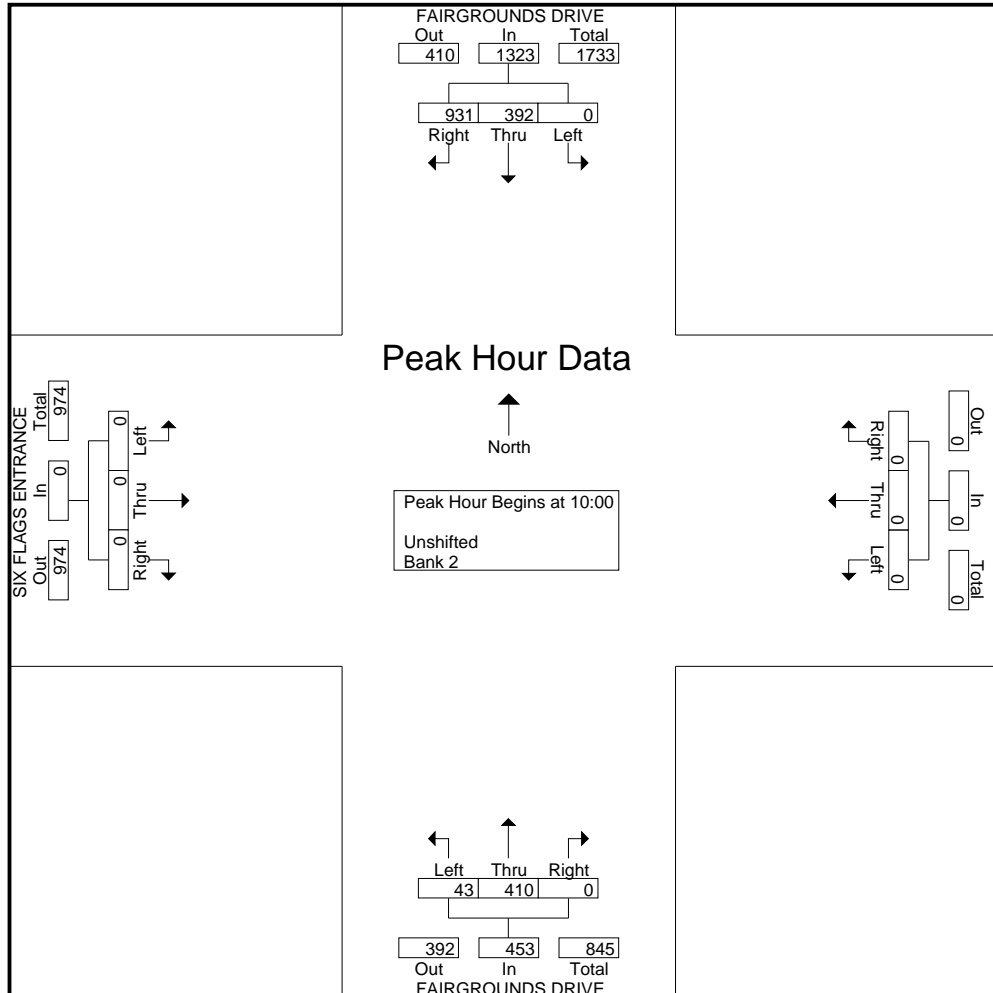
File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS ENTRANCE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	71	16	87	0	0	0	0	4	220	0	224	0	0	0	0	311
17:15	0	73	24	97	0	0	0	0	8	227	0	235	0	0	0	0	332
17:30	0	67	22	89	0	0	0	0	3	198	0	201	0	0	0	0	290
17:45	0	71	24	95	0	0	0	0	8	202	0	210	0	0	0	0	305
Total Volume	0	282	86	368	0	0	0	0	23	847	0	870	0	0	0	0	1238
% App. Total	0	76.6	23.4		0	0	0		2.6	97.4	0		0	0	0		
PHF	.000	.966	.896	.948	.000	.000	.000	.000	.719	.933	.000	.926	.000	.000	.000	.000	.932

All Traffic Data

(916) 771-8700

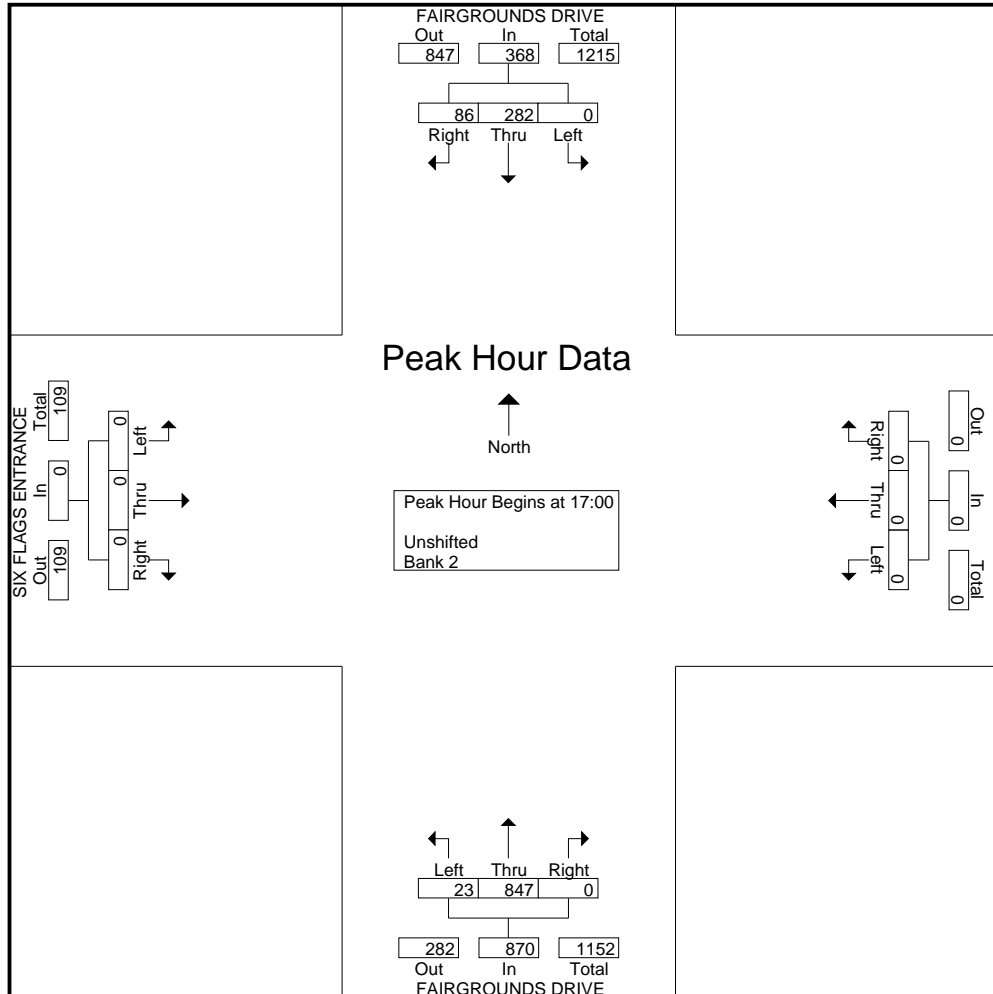
File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 5

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

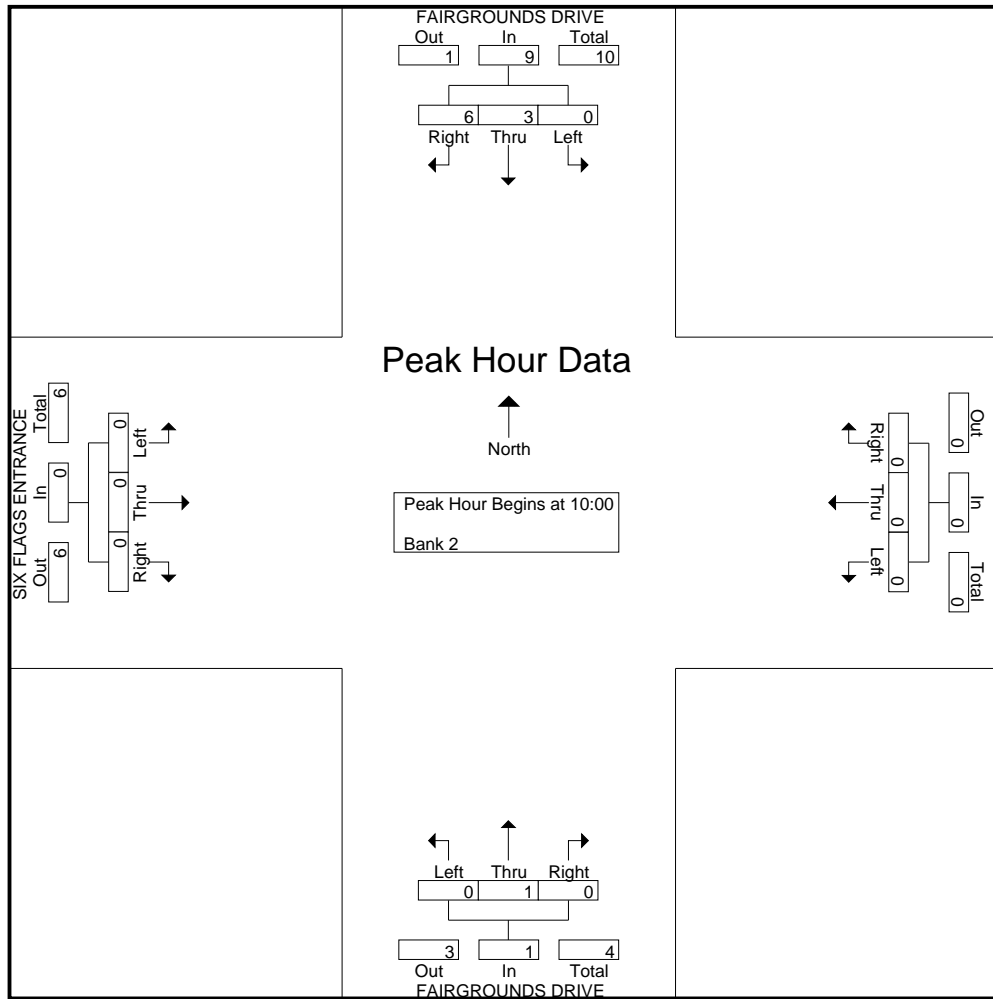
CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS ENTRANCE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
10:15	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:45	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	6	9	0	0	0	0	0	1	0	1	0	0	0	0	10
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
17:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	0	2	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Grand Total	0	5	8	13	0	0	0	0	0	10	0	10	0	0	0	0	23
Apprch %	0	38.5	61.5		0	0	0		0	100	0		0	0	0		
Total %	0	21.7	34.8	56.5	0	0	0	0	0	43.5	0	43.5	0	0	0	0	

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS ENTRANCE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:45	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	3	6	9	0	0	0	0	0	1	0	1	0	0	0	0	10
% App. Total	0	33.3	66.7		0	0	0		0	100	0		0	0	0		



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
17:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	0	2	2	0	0	0	0	0	6	0	6	0	0	0	0	8
% App. Total	0	0	100		0	0	0	0	0	100	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.667

All Traffic Data

(916) 771-8700

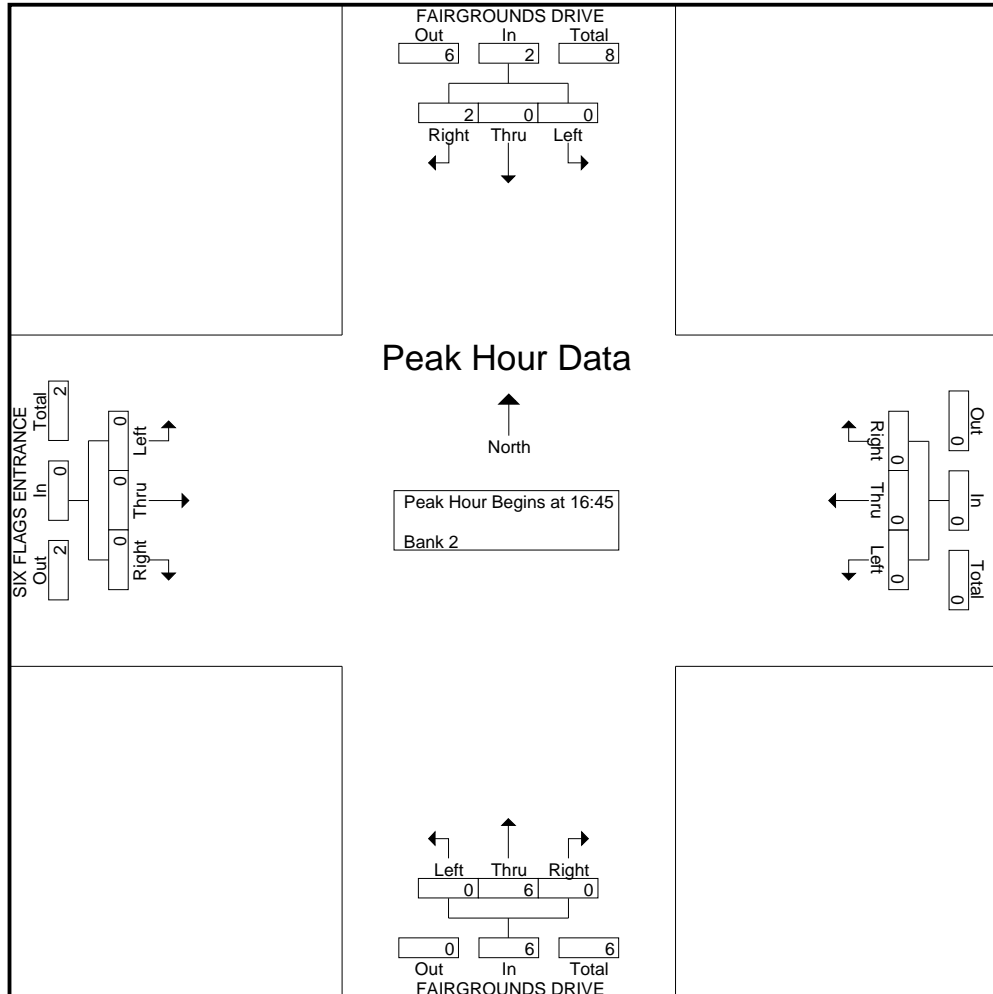
File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					Westbound					FAIRGROUNDS DRIVE Northbound					SIX FLAGS ENTRANCE Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total								
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
09:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7	7
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Grand Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	12	12
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0			0	0	0					
Total %	0	50	0		50	0	0	0		0	0	50	0		50	0	0	0		0	0	0	0		0	0	100	

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS ENTRANCE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
09:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.500

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:15

All Traffic Data

(916) 771-8700

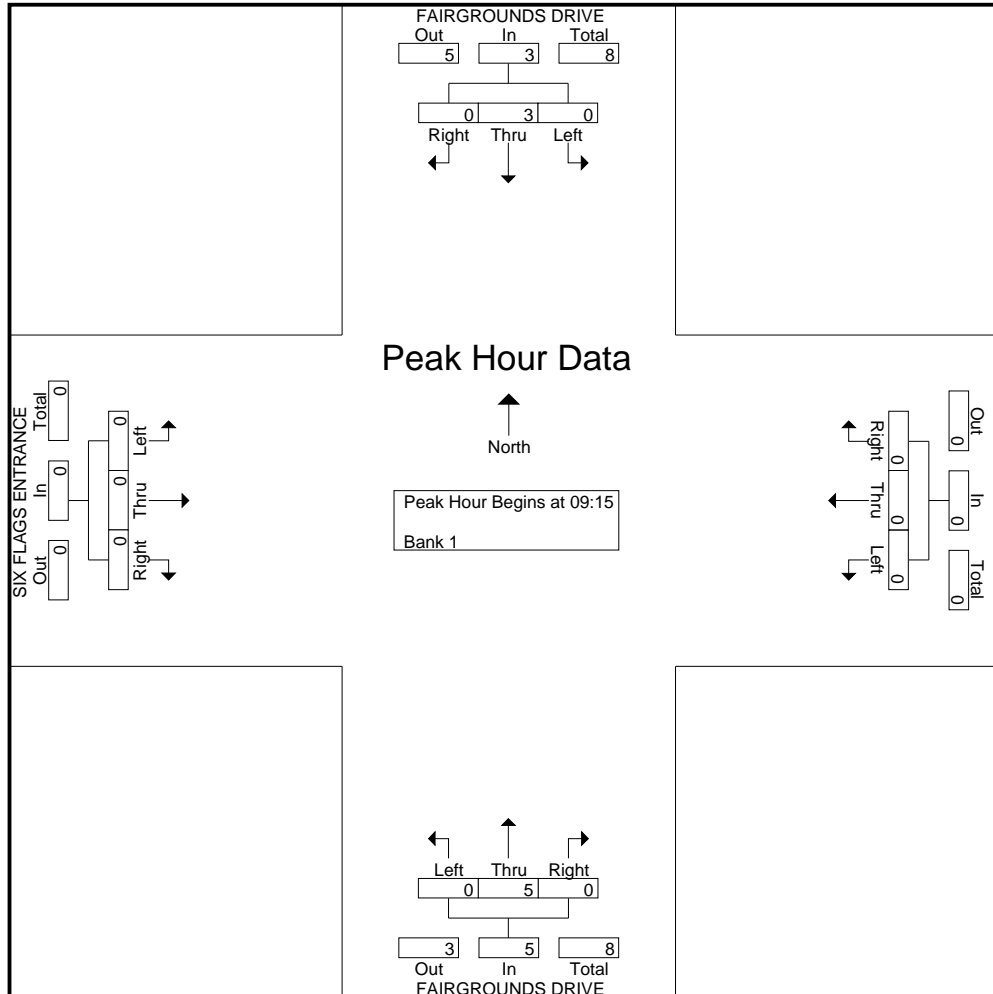
File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 2

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

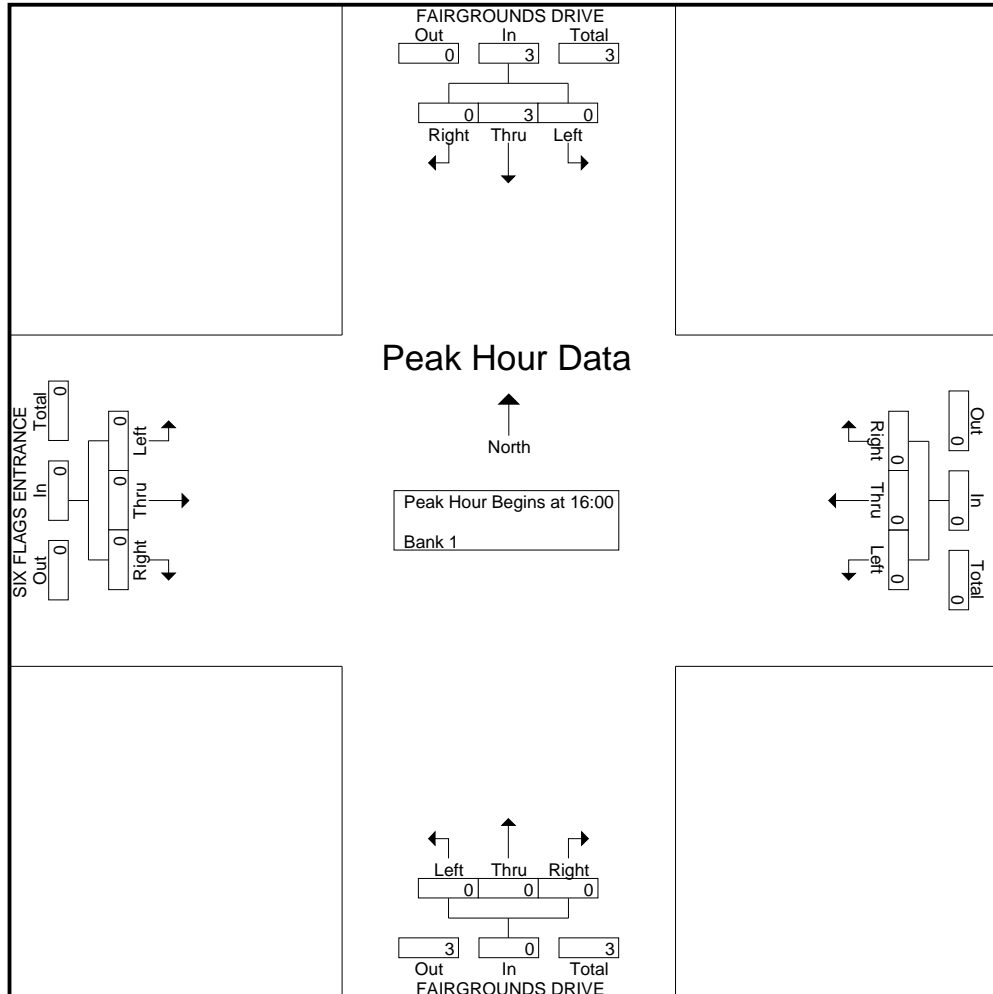
File Name : 11-7273-006 FAIRGROUNDS-SIX FLAGS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 4

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	41	38	0	79	2	0	19	21	0	32	15	47	0	0	1	1	148
09:15	56	41	0	97	3	0	25	28	0	39	17	56	1	0	0	1	182
09:30	46	51	0	97	6	1	23	30	0	51	20	71	0	0	1	1	199
09:45	60	66	0	126	4	0	21	25	0	90	24	114	4	2	1	7	272
Total	203	196	0	399	15	1	88	104	0	212	76	288	5	2	3	10	801
10:00	45	73	0	118	9	0	29	38	0	73	34	107	8	0	2	10	273
10:15	52	41	0	93	5	0	20	25	0	87	16	103	9	2	1	12	233
10:30	49	28	0	77	15	2	27	44	0	63	27	90	13	1	2	16	227
10:45	63	41	0	104	19	0	42	61	0	74	37	111	7	55	1	63	339
Total	209	183	0	392	48	2	118	168	0	297	114	411	37	58	6	101	1072
16:00	10	61	1	72	18	1	77	96	0	90	8	98	9	1	3	13	279
16:15	19	56	0	75	27	0	71	98	0	109	8	117	7	2	4	13	303
16:30	13	56	0	69	19	0	82	101	0	105	6	111	11	2	2	15	296
16:45	12	75	0	87	21	0	91	112	0	93	4	97	12	0	6	18	314
Total	54	248	1	303	85	1	321	407	0	397	26	423	39	5	15	59	1192
17:00	15	59	0	74	31	1	81	113	1	131	5	137	13	1	4	18	342
17:15	11	62	1	74	25	1	70	96	0	148	7	155	16	0	5	21	346
17:30	11	61	0	72	24	0	71	95	1	124	8	133	10	1	5	16	316
17:45	6	60	0	66	13	1	61	75	0	99	4	103	14	1	2	17	261
Total	43	242	1	286	93	3	283	379	2	502	24	528	53	3	16	72	1265
Grand Total	509	869	2	1380	241	7	810	1058	2	1408	240	1650	134	68	40	242	4330
Apprch %	36.9	63	0.1		22.8	0.7	76.6		0.1	85.3	14.5		55.4	28.1	16.5		
Total %	11.8	20.1	0	31.9	5.6	0.2	18.7	24.4	0	32.5	5.5	38.1	3.1	1.6	0.9	5.6	
Unshifted	509	864	2	1375	240	7	809	1056	2	1401	240	1643	133	68	40	241	4315
% Unshifted	100	99.4	100	99.6	99.6	100	99.9	99.8	100	99.5	100	99.6	99.3	100	100	99.6	99.7
Bank 2	0	5	0	5	1	0	1	2	0	7	0	7	1	0	0	1	15
% Bank 2	0	0.6	0	0.4	0.4	0	0.1	0.2	0	0.5	0	0.4	0.7	0	0	0.4	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

Start Time	FAIRGROUNDS DRIVE Southbound				SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	45	73	0	118	9	0	29	38	0	73	34	107	8	0	2	10	273
10:15	52	41	0	93	5	0	20	25	0	87	16	103	9	2	1	12	233
10:30	49	28	0	77	15	2	27	44	0	63	27	90	13	1	2	16	227
10:45	63	41	0	104	19	0	42	61	0	74	37	111	7	55	1	63	339
Total Volume	209	183	0	392	48	2	118	168	0	297	114	411	37	58	6	101	1072
% App. Total	53.3	46.7	0		28.6	1.2	70.2		0	72.3	27.7		36.6	57.4	5.9		
PHF	.829	.627	.000	.831	.632	.250	.702	.689	.000	.853	.770	.926	.712	.264	.750	.401	.791

All Traffic Data

(916) 771-8700

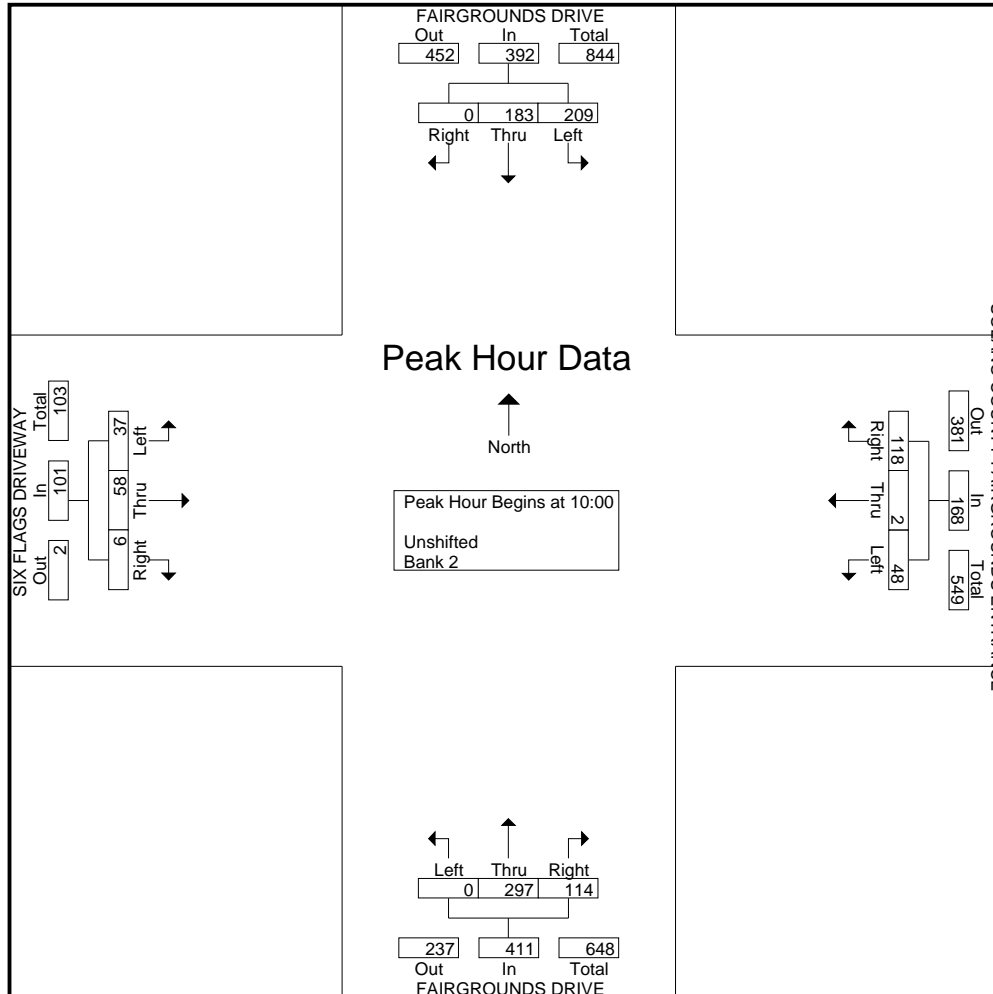
File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

Start Time	FAIRGROUNDS DRIVE Southbound				SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	12	75	0	87	21	0	91	112	0	93	4	97	12	0	6	18	314
17:00	15	59	0	74	31	1	81	113	1	131	5	137	13	1	4	18	342
17:15	11	62	1	74	25	1	70	96	0	148	7	155	16	0	5	21	346
17:30	11	61	0	72	24	0	71	95	1	124	8	133	10	1	5	16	316
Total Volume	49	257	1	307	101	2	313	416	2	496	24	522	51	2	20	73	1318
% App. Total	16	83.7	0.3		24.3	0.5	75.2		0.4	95	4.6		69.9	2.7	27.4		
PHF	.817	.857	.250	.882	.815	.500	.860	.920	.500	.838	.750	.842	.797	.500	.833	.869	.952

All Traffic Data

(916) 771-8700

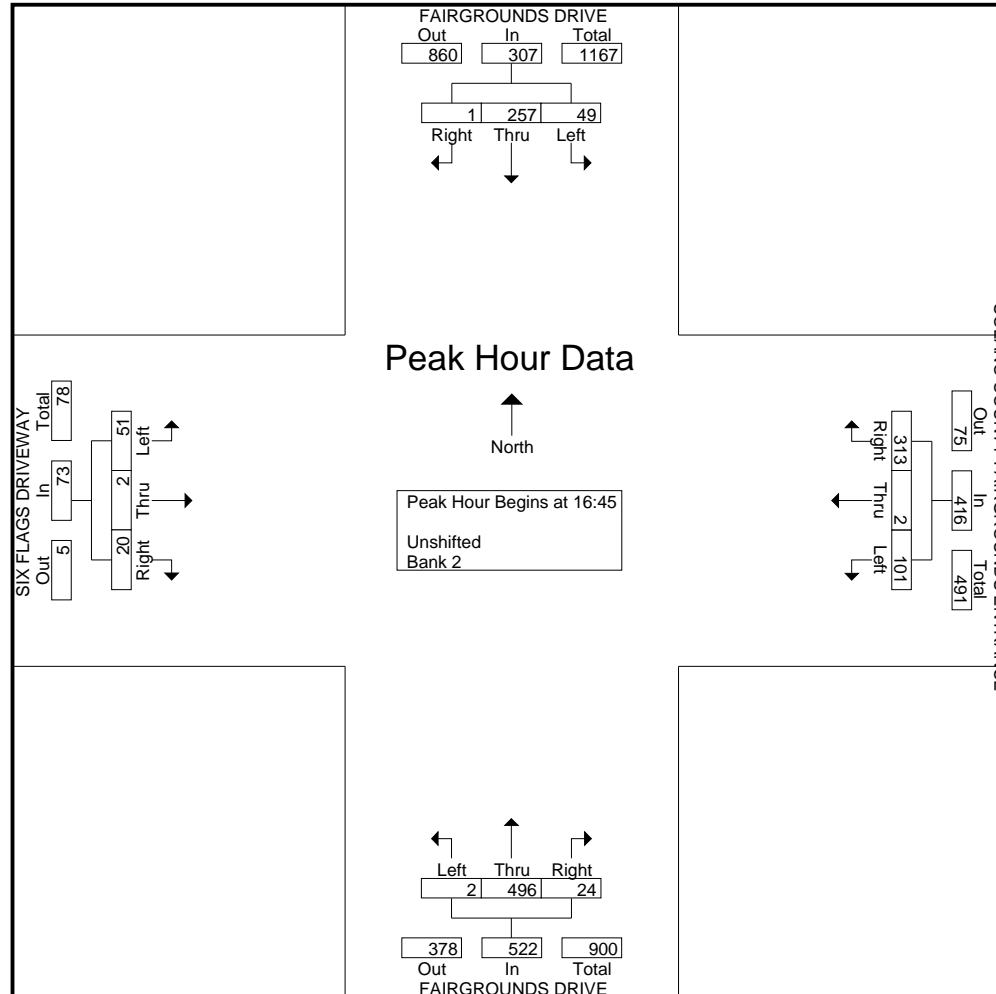
File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 5

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:30	0	0	0	0	1	0	1	2	0	1	0	1	1	0	0	1	4
Total	0	0	0	0	1	0	1	2	0	2	0	2	1	0	0	1	5
Grand Total	0	5	0	5	1	0	1	2	0	7	0	7	1	0	0	1	15
Apprch %	0	100	0		50	0	50		0	100	0		100	0	0		
Total %	0	33.3	0	33.3	6.7	0	6.7	13.3	0	46.7	0	46.7	6.7	0	0	6.7	

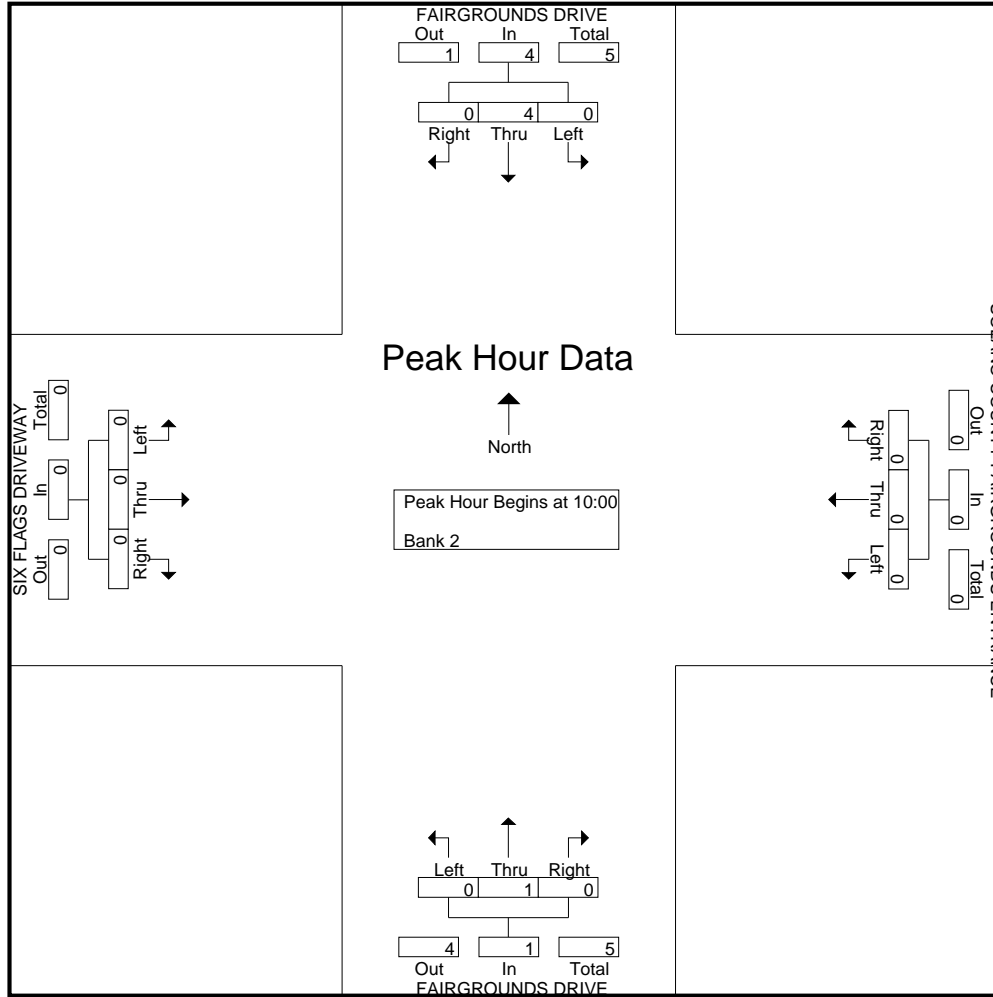
Start Time	FAIRGROUNDS DRIVE Southbound				SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 10:00

10:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5

PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.625
-----	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	1	0	1	2	0	1	0	1	1	0	0	1	4
Total Volume	0	0	0	0	1	0	1	2	0	3	0	3	1	0	0	1	6
% App. Total	0	0	0	0	50	0	50	250	0	100	0	750	100	0	0	250	375
PHF	.000	.000	.000	.000	.250	.000	.250	.250	.000	.750	.000	.750	.250	.000	.000	.250	.375

All Traffic Data

(916) 771-8700

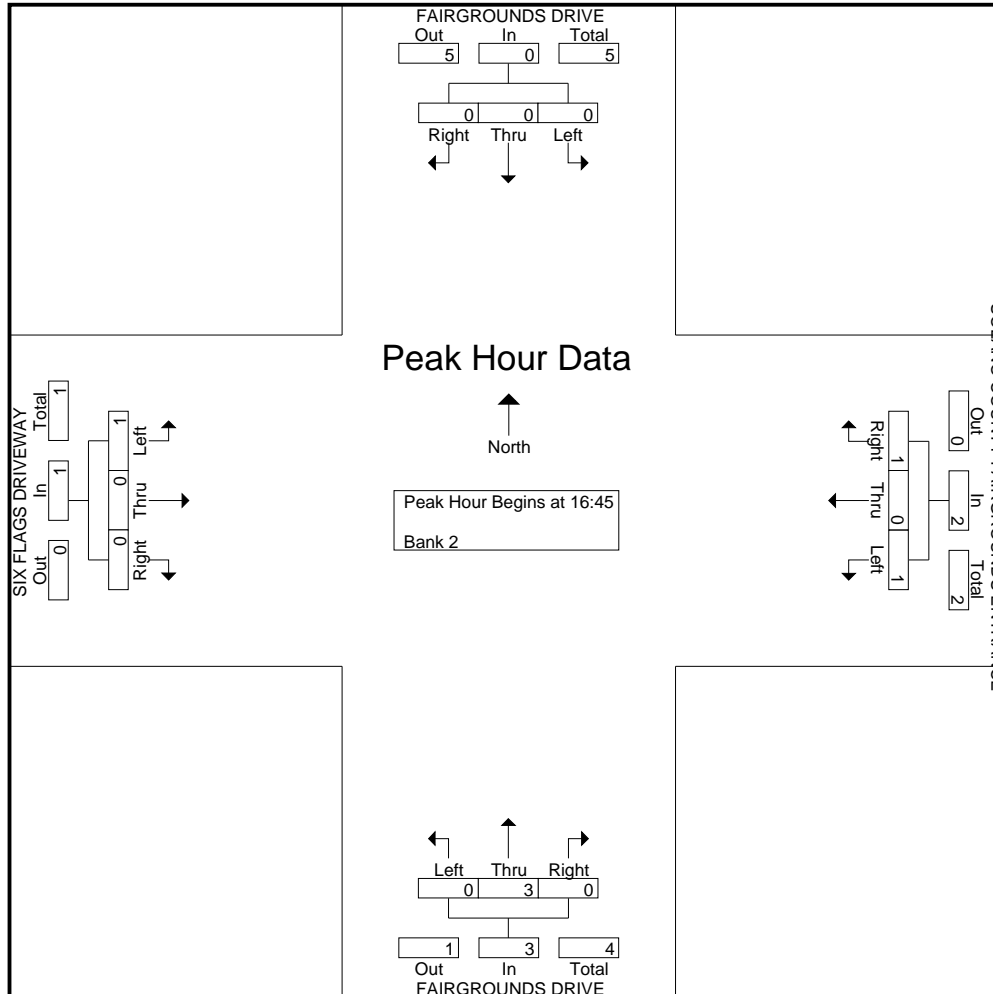
File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound					FAIRGROUNDS DRIVE Northbound					SIX FLAGS DRIVEWAY Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:15	0	0	0	0	0	0	0	0	8	0	0	0	0	7	0	0	0	0	1	0	16	0	16
09:45	0	0	0	0	0	0	0	0	14	0	0	0	0	10	0	0	0	0	3	0	27	0	27
Total	0	0	0	0	0	0	0	0	22	0	0	0	0	17	0	0	0	0	4	0	43	0	43
10:00	0	0	0	0	0	0	0	0	16	0	0	0	0	8	0	0	0	0	9	0	33	0	33
10:15	0	0	0	0	0	0	0	0	10	0	0	0	0	14	0	0	0	0	7	0	31	0	31
10:30	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	3	0	11	0	11
10:45	0	0	0	0	0	0	0	0	11	0	0	0	0	25	0	0	0	0	5	0	41	0	41
Total	0	0	0	0	0	0	0	0	41	0	0	0	0	51	0	0	0	0	24	0	116	0	116
16:00	0	2	0	0	2	0	0	0	3	0	0	0	0	65	0	0	0	0	7	0	75	2	77
16:15	0	0	0	0	0	0	0	0	6	0	0	1	1	50	2	0	0	0	11	0	67	2	69
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	71	0	0	0	0	4	0	80	0	80
16:45	0	1	0	0	1	0	0	0	5	0	0	0	0	109	0	0	0	0	21	0	135	1	136
Total	0	3	0	0	3	0	0	0	19	0	0	1	1	295	2	0	0	0	43	0	357	5	362
17:00	0	0	0	0	0	0	0	0	18	0	0	0	0	151	0	0	0	0	11	0	180	0	180
17:15	0	0	0	0	0	0	0	0	14	0	0	0	0	80	0	0	0	0	15	0	109	0	109
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	120	0	0	0	0	21	0	146	0	146
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	58	0	0	0	0	9	0	74	0	74
Total	0	0	0	0	0	0	0	0	44	0	0	0	0	409	0	0	0	0	56	0	509	0	509
Grand Total	0	3	0	0	3	0	0	0	126	0	0	1	1	772	2	0	0	0	127	0	1025	5	1030
Apprch %	0	100	0			0	0	0			0	50	50			0	0	0					
Total %	0	60	0		60	0	0	0			0	20	20		40	0	0	0			99.5	0.5	

All Traffic Data

(916) 771-8700

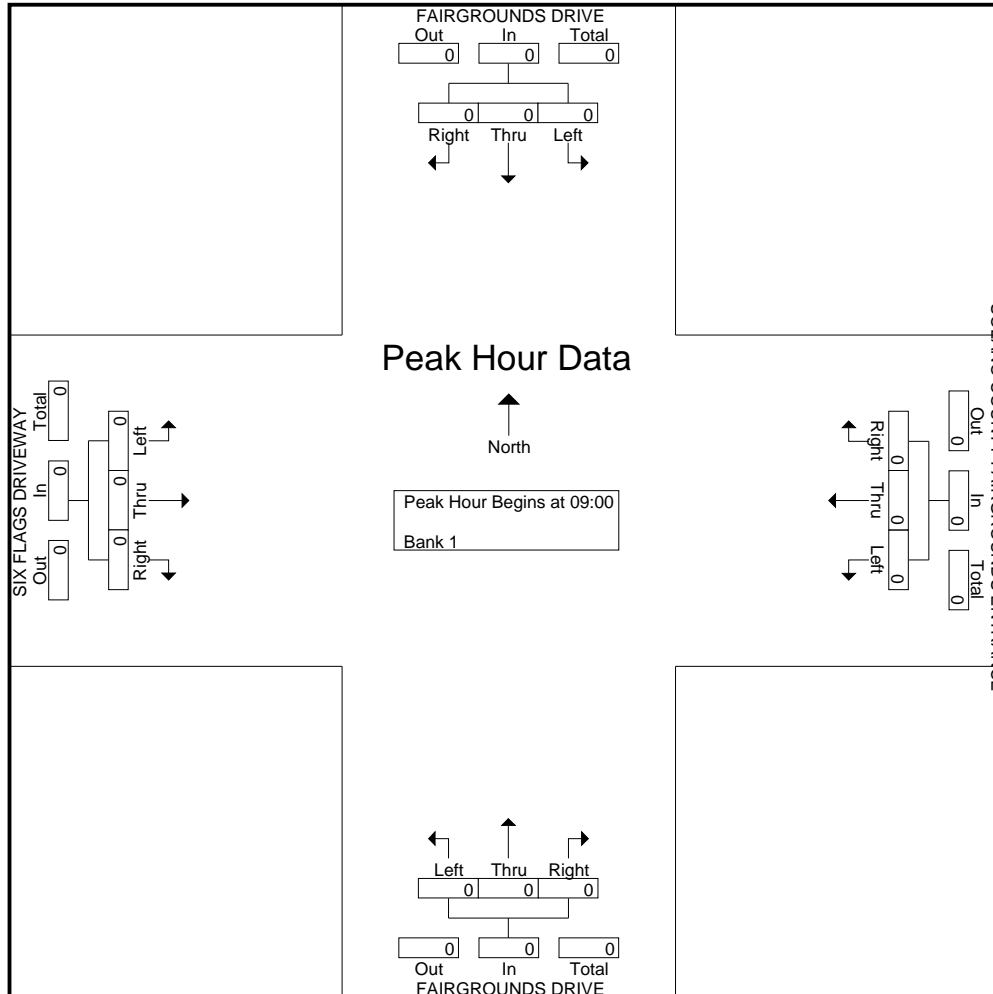
File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

Start Time	FAIRGROUNDS DRIVE Southbound				SOLANO COUNTY FAIRGROUNDS ENTRANCE Westbound				FAIRGROUNDS DRIVE Northbound				SIX FLAGS DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.625

All Traffic Data

(916) 771-8700

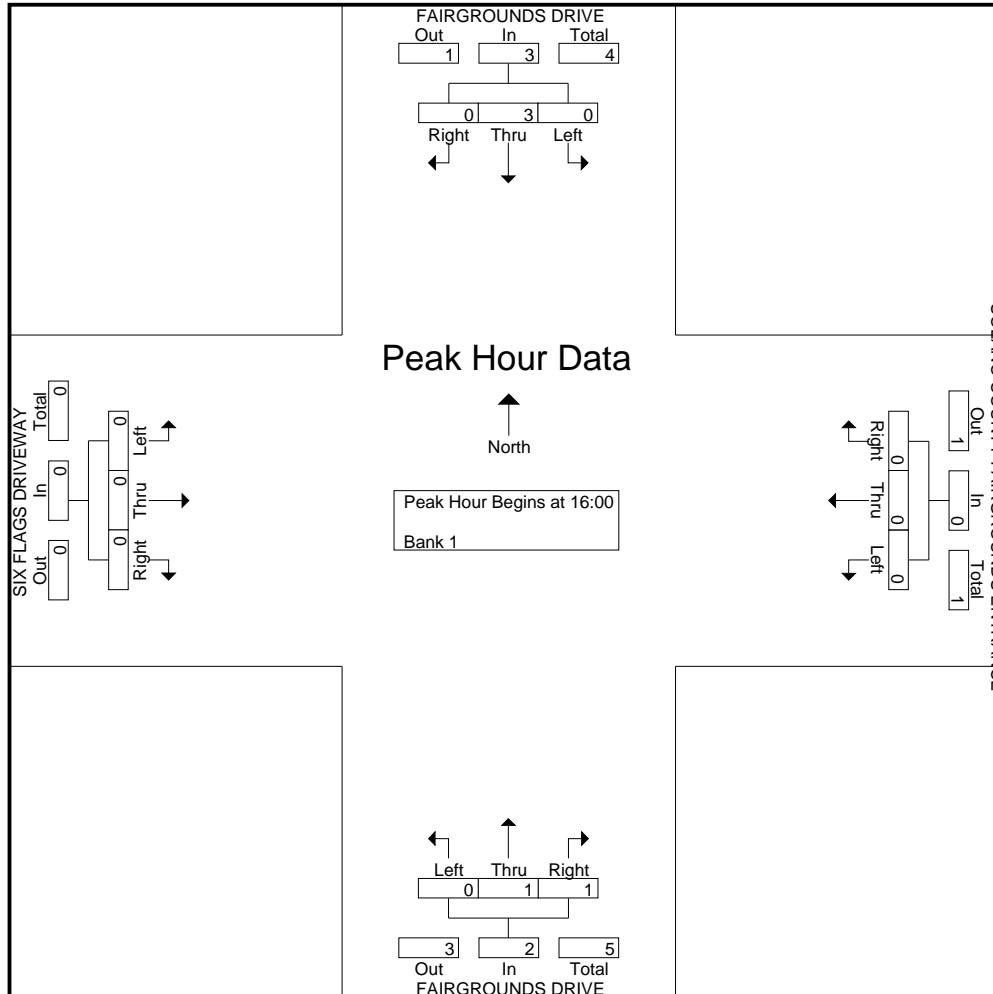
File Name : 11-7273-007 FAIRGROUNDS-FAIRGROUNDS ENTRANCE

Site Code : 00000000

Start Date : 6/11/2011

Page No : 5

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	Southbound				COLUMBUS PARKWAY Westbound				ADMIRAL CALLAGHAN LANE Northbound				COLUMBUS PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	0	0	14	91	0	105	51	0	14	65	0	61	125	186	356
09:15	0	0	0	0	13	85	1	99	76	0	24	100	0	73	113	186	385
09:30	0	0	0	0	21	91	0	112	95	0	26	121	0	68	161	229	462
09:45	0	0	0	0	15	78	0	93	97	0	19	116	2	99	167	268	477
Total	0	0	0	0	63	345	1	409	319	0	83	402	2	301	566	869	1680
10:00	0	0	0	0	27	101	0	128	142	0	33	175	1	85	164	250	553
10:15	0	0	0	0	30	108	0	138	143	0	25	168	0	69	187	256	562
10:30	0	0	0	0	29	112	0	141	121	0	38	159	2	83	194	279	579
10:45	0	0	0	0	42	102	0	144	172	0	39	211	0	84	183	267	622
Total	0	0	0	0	128	423	0	551	578	0	135	713	3	321	728	1052	2316
16:00	0	0	0	0	27	123	0	150	238	0	49	287	2	130	224	356	793
16:15	0	0	0	0	26	100	0	126	198	0	44	242	0	132	186	318	686
16:30	0	0	0	0	30	140	0	170	187	0	45	232	0	112	211	323	725
16:45	0	0	0	0	29	124	0	153	183	0	37	220	1	118	217	336	709
Total	0	0	0	0	112	487	0	599	806	0	175	981	3	492	838	1333	2913
17:00	0	0	0	0	34	118	0	152	170	0	34	204	0	135	200	335	691
17:15	0	0	0	0	30	136	0	166	184	0	39	223	1	135	245	381	770
17:30	0	0	0	0	33	125	0	158	209	1	48	258	0	136	231	367	783
17:45	0	0	0	0	30	99	0	129	174	0	45	219	1	127	176	304	652
Total	0	0	0	0	127	478	0	605	737	1	166	904	2	533	852	1387	2896
Grand Total	0	0	0	0	430	1733	1	2164	2440	1	559	3000	10	1647	2984	4641	9805
Apprch %	0	0	0		19.9	80.1	0		81.3	0	18.6		0.2	35.5	64.3		
Total %	0	0	0	0	4.4	17.7	0	22.1	24.9	0	5.7	30.6	0.1	16.8	30.4	47.3	
Unshifted	0	0	0	0	430	1726	0	2156	2433	1	559	2993	10	1638	2981	4629	9778
% Unshifted	0	0	0	0	100	99.6	0	99.6	99.7	100	100	99.8	100	99.5	99.9	99.7	99.7
Bank 2	0	0	0	0	0	7	1	8	7	0	0	7	0	9	3	12	27
% Bank 2	0	0	0	0	0	0.4	100	0.4	0.3	0	0	0.2	0	0.5	0.1	0.3	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

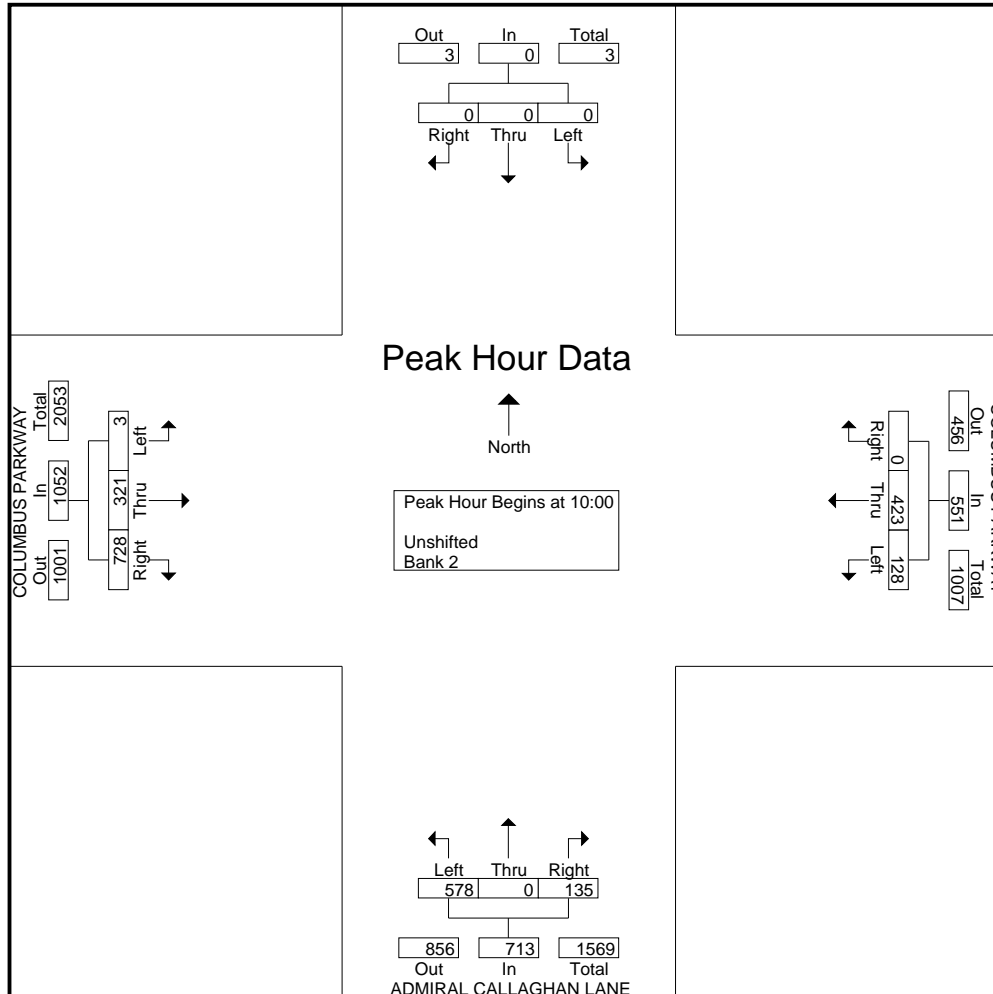
Start Time	Southbound				COLUMBUS PARKWAY Westbound				ADMIRAL CALLAGHAN LANE Northbound				COLUMBUS PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	0	0	0	27	101	0	128	142	0	33	175	1	85	164	250	553
10:15	0	0	0	0	30	108	0	138	143	0	25	168	0	69	187	256	562
10:30	0	0	0	0	29	112	0	141	121	0	38	159	2	83	194	279	579
10:45	0	0	0	0	42	102	0	144	172	0	39	211	0	84	183	267	622
Total Volume	0	0	0	0	128	423	0	551	578	0	135	713	3	321	728	1052	2316
% App. Total	0	0	0		23.2	76.8	0		81.1	0	18.9		0.3	30.5	69.2		
PHF	.000	.000	.000	.000	.762	.944	.000	.957	.840	.000	.865	.845	.375	.944	.938	.943	.931

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

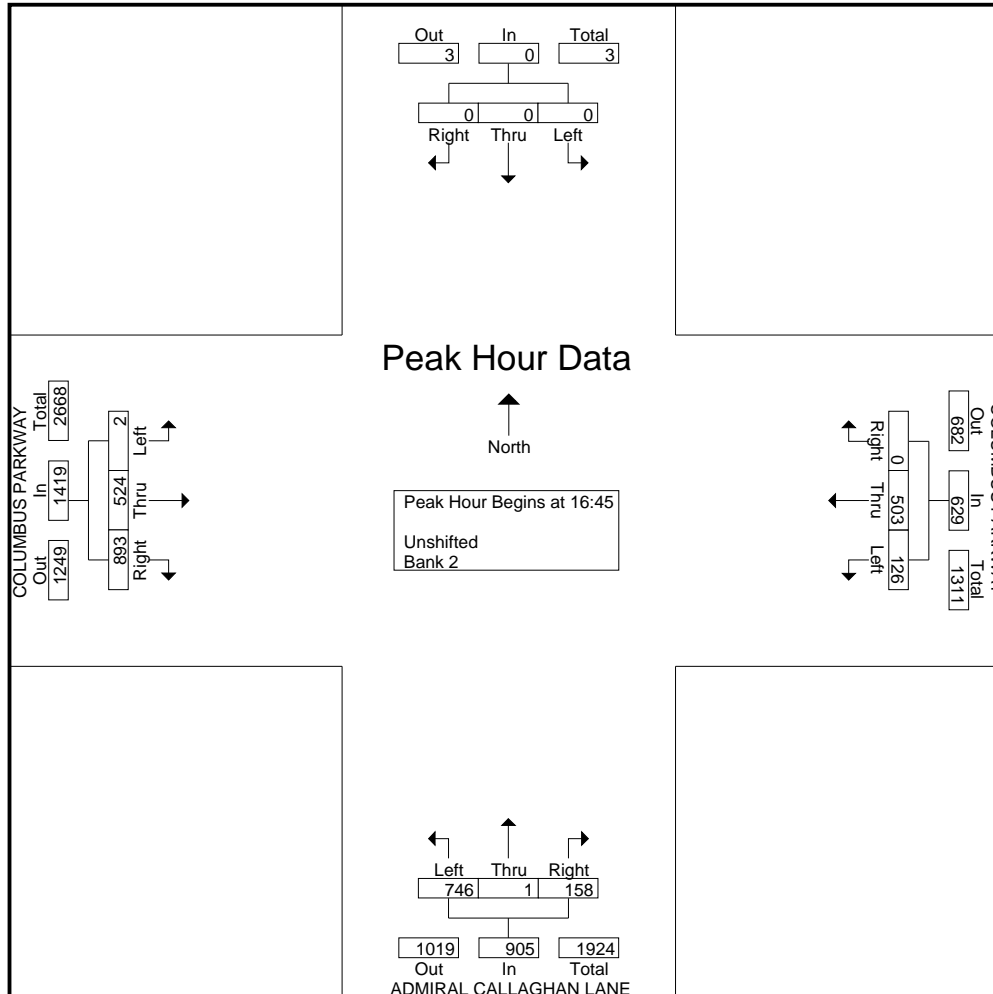
Start Time	Southbound				COLUMBUS PARKWAY Westbound				ADMIRAL CALLAGHAN LANE Northbound				COLUMBUS PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	29	124	0	153	183	0	37	220	1	118	217	336	709
17:00	0	0	0	0	34	118	0	152	170	0	34	204	0	135	200	335	691
17:15	0	0	0	0	30	136	0	166	184	0	39	223	1	135	245	381	770
17:30	0	0	0	0	33	125	0	158	209	1	48	258	0	136	231	367	783
Total Volume	0	0	0	0	126	503	0	629	746	1	158	905	2	524	893	1419	2953
% App. Total	0	0	0	0	20	80	0	94.7	82.4	0.1	17.5	97.5	0.1	36.9	62.9	93.1	94.3
PHF	.000	.000	.000	.000	.926	.925	.000	.947	.892	.250	.823	.877	.500	.963	.911	.931	.943

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

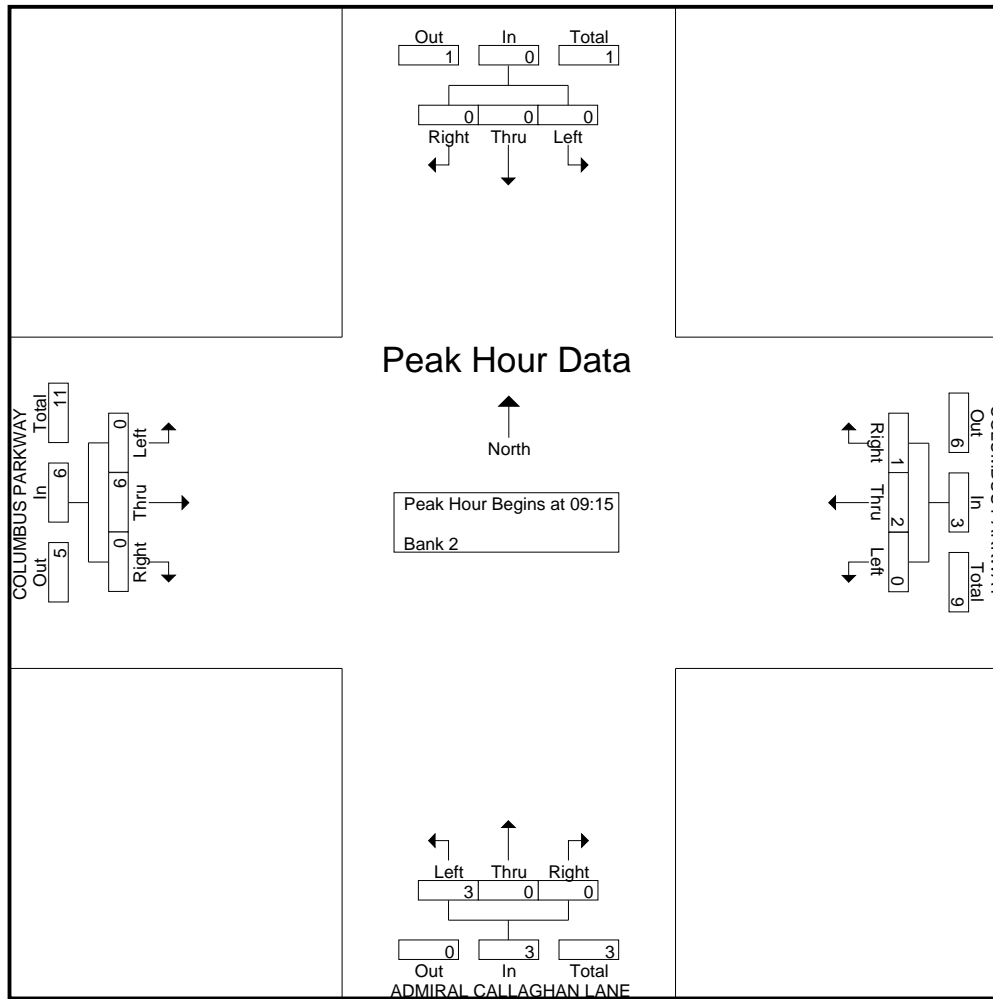
CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	Southbound				COLUMBUS PARKWAY Westbound				ADMIRAL CALLAGHAN LANE Northbound				COLUMBUS PARKWAY Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
09:15	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	0	1	4
09:30	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	1	2	3	0	0	3	0	3	1	4	9	
10:00	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	4	5
10:15	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	0	3
10:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	5	0	5	1	0	0	1	0	6	0	6	12	
16:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
17:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3	
Grand Total	0	0	0	0	0	7	1	8	7	0	0	7	0	9	3	12	27	
Apprch %	0	0	0		0	87.5	12.5		100	0	0		0	75	25			
Total %	0	0	0		0	25.9	3.7	29.6	25.9	0	0	25.9	0	33.3	11.1	44.4		

Start Time	Southbound				COLUMBUS PARKWAY Westbound				ADMIRAL CALLAGHAN LANE Northbound				COLUMBUS PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15																	
09:15	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
09:30	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:00	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	0	2	1	3	3	0	0	3	0	6	0	6	12
% App. Total	0	0	0		0	66.7	33.3		100	0	0		0	100	0		



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15

16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	2	2	4
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.500

All Traffic Data

(916) 771-8700

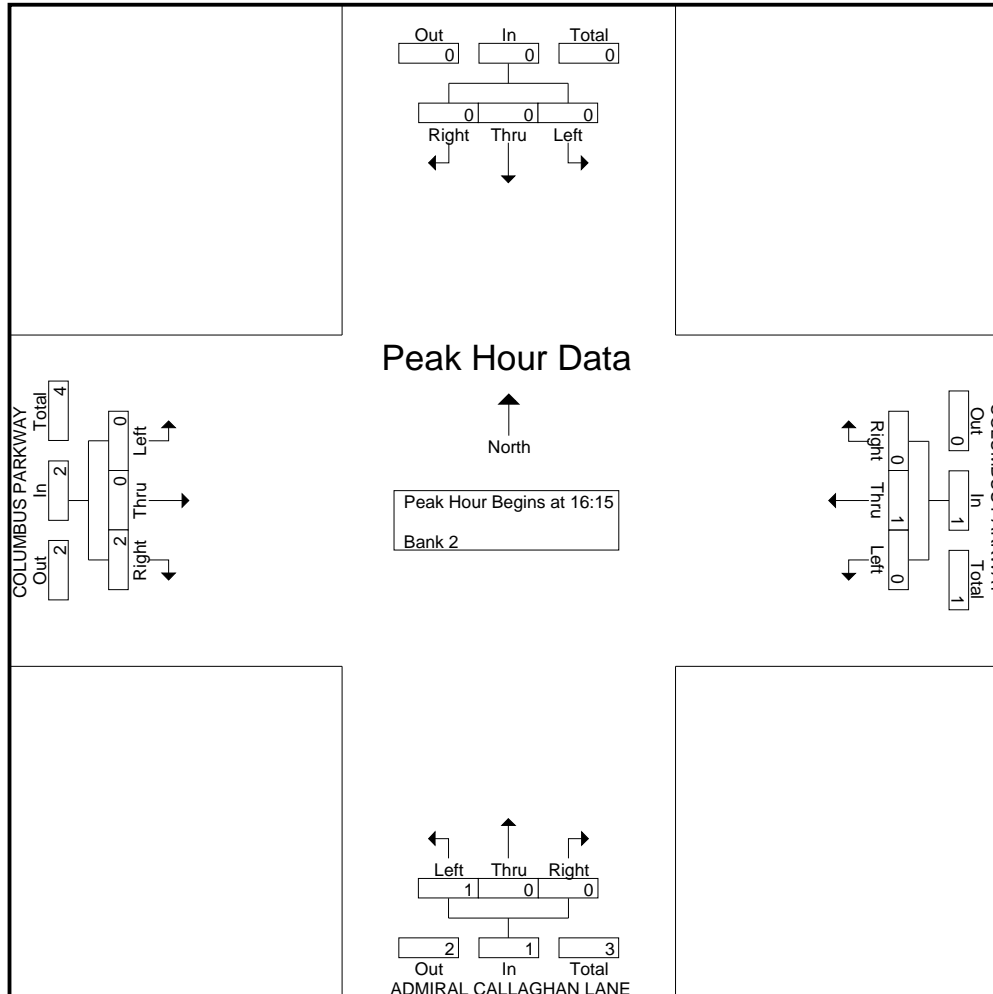
File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS

Site Code : 00000000

Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	Southbound					COLUMBUS PARKWAY Westbound					ADMIRAL CALLAGHAN LANE Northbound					COLUMBUS PARKWAY Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
09:00	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
10:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
10:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	2	0	0	1	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	0	3	5
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	0	0	4
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	0	0	4
Grand Total	3	0	0	1	3	0	0	0	4	0	0	2	0	2	2	0	0	0	0	0	7	5	0	12
Apprch %	100	0	0			0	0	0			0	100	0			0	0	0						
Total %	60	0	0		60	0	0	0		0	0	40	0		40	0	0	0		0	58.3	41.7		

Start Time	Southbound				COLUMBUS PARKWAY Westbound				ADMIRAL CALLAGHAN LANE Northbound				COLUMBUS PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

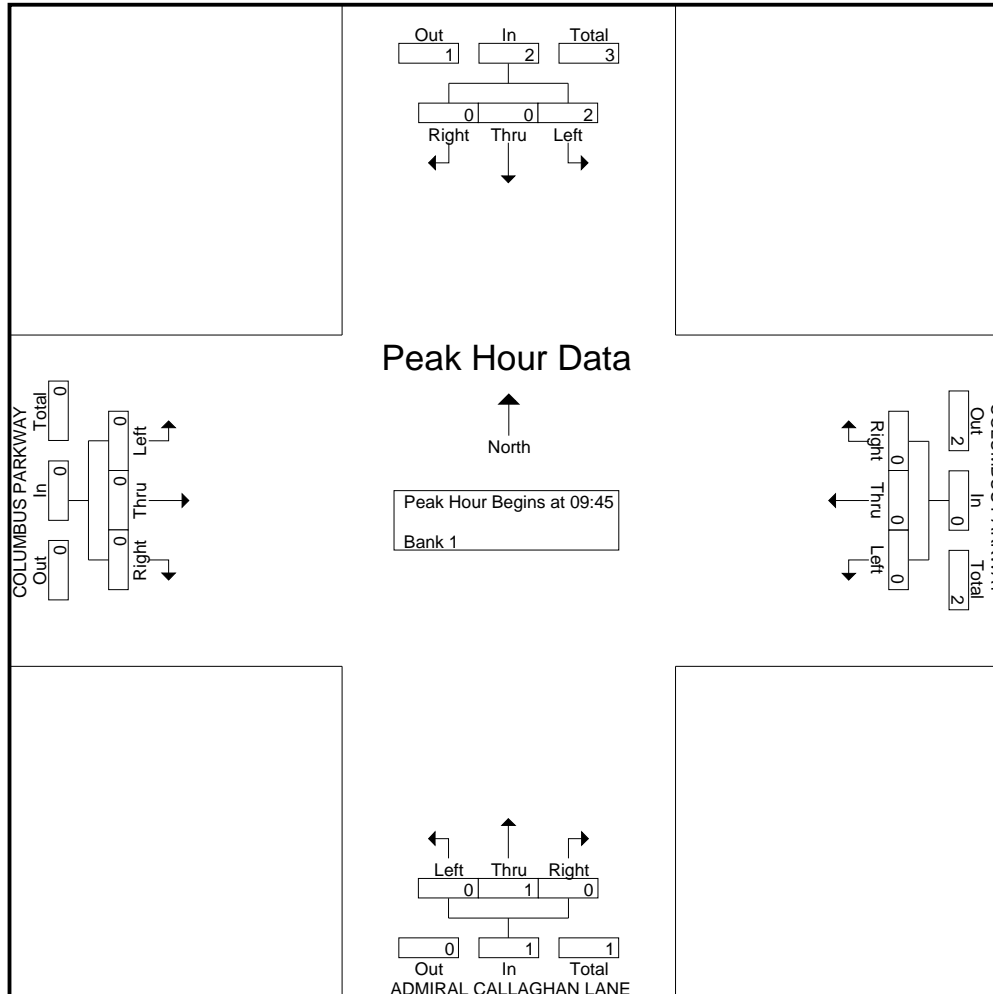
Peak Hour for Entire Intersection Begins at 09:45

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

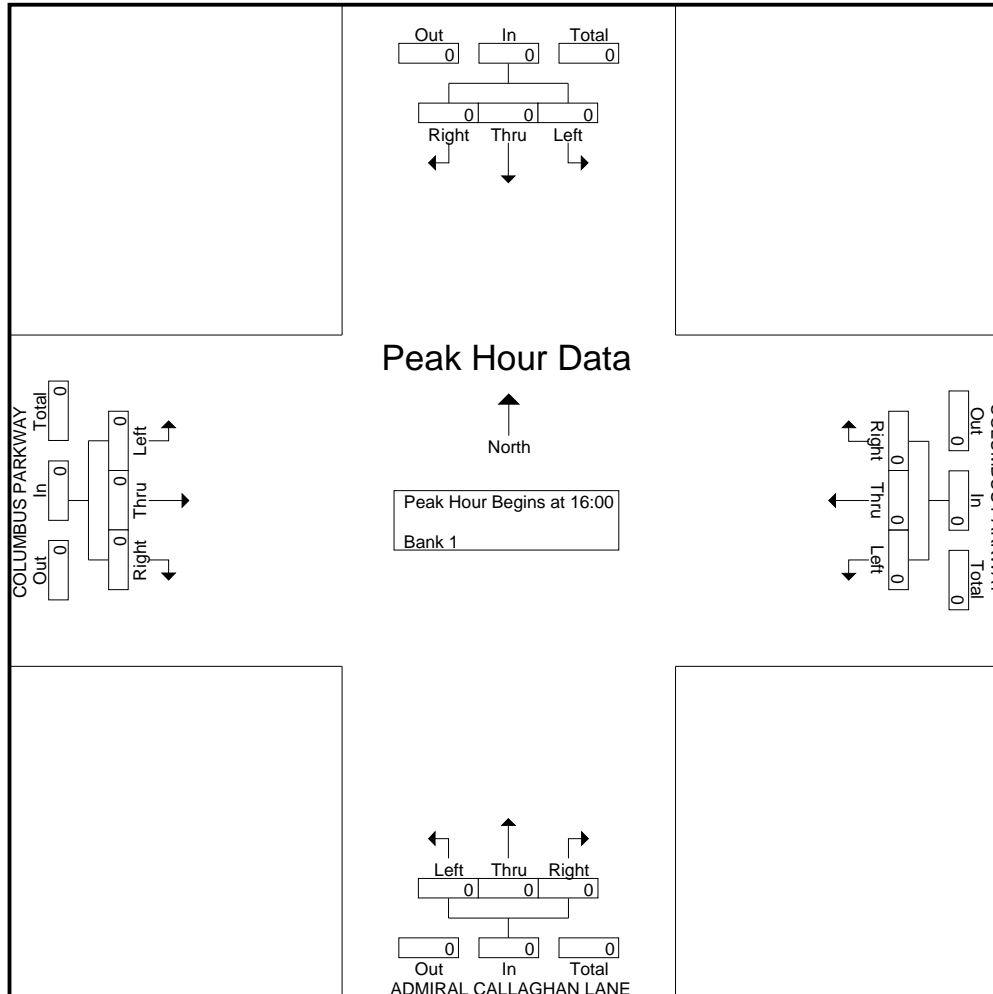


All Traffic Data

(916) 771-8700

CITY OF VALLEJO
PEDS & BIKES ON BANK 1
HEAVY VEHICLES ON BANK 2

File Name : 11-7273-008 ADMIRAL CALLAGHAN-COLUMBUS
Site Code : 00000000
Start Date : 6/11/2011
Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				SIX FLAGS EXIT Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	3	51	0	54	0	0	0	0	0	65	0	65	0	0	0	0	119
09:15	2	56	0	58	0	0	0	0	0	67	0	67	0	0	0	0	125
09:30	4	60	0	64	0	0	0	0	0	78	0	78	0	0	0	0	142
09:45	0	51	0	51	0	0	0	0	0	93	1	94	1	0	0	1	146
Total	9	218	0	227	0	0	0	0	0	303	1	304	1	0	0	1	532
10:00	2	72	0	74	0	0	0	0	0	94	0	94	2	0	0	2	170
10:15	5	50	0	55	0	0	0	0	0	85	0	85	2	0	1	3	143
10:30	2	40	0	42	0	0	0	0	0	82	0	82	0	0	0	0	124
10:45	1	52	0	53	0	0	0	0	0	118	0	118	4	0	1	5	176
Total	10	214	0	224	0	0	0	0	0	379	0	379	8	0	2	10	613
16:00	2	89	0	91	0	0	0	0	0	66	0	66	33	0	11	44	201
16:15	0	85	0	85	0	0	0	0	0	73	0	73	43	0	27	70	228
16:30	1	66	0	67	0	0	0	0	0	59	0	59	47	0	24	71	197
16:45	1	92	0	93	0	0	0	0	0	48	0	48	50	0	22	72	213
Total	4	332	0	336	0	0	0	0	0	246	0	246	173	0	84	257	839
17:00	0	103	0	103	0	0	0	0	0	77	0	77	63	0	34	97	277
17:15	0	91	0	91	0	0	0	0	0	75	0	75	67	0	30	97	263
17:30	1	84	0	85	0	0	0	0	0	67	0	67	66	0	18	84	236
17:45	0	84	0	84	0	0	0	0	0	69	0	69	57	0	41	98	251
Total	1	362	0	363	0	0	0	0	0	288	0	288	253	0	123	376	1027
Grand Total	24	1126	0	1150	0	0	0	0	0	1216	1	1217	435	0	209	644	3011
Apprch %	2.1	97.9	0		0	0	0		0	99.9	0.1		67.5	0	32.5		
Total %	0.8	37.4	0	38.2	0	0	0	0	0	40.4	0	40.4	14.4	0	6.9	21.4	
Unshifted	24	1123	0	1147	0	0	0	0	0	1215	1	1216	435	0	209	644	3007
% Unshifted	100	99.7	0	99.7	0	0	0	0	0	99.9	100	99.9	100	0	100	100	99.9
Bank 2	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% Bank 2	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

Start Time	FAIRGROUNDS DRIVE Southbound				SIX FLAGS EXIT Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	2	72	0	74	0	0	0	0	0	94	0	94	2	0	0	2	170
10:15	5	50	0	55	0	0	0	0	0	85	0	85	2	0	1	3	143
10:30	2	40	0	42	0	0	0	0	0	82	0	82	0	0	0	0	124
10:45	1	52	0	53	0	0	0	0	0	118	0	118	4	0	1	5	176
Total Volume	10	214	0	224	0	0	0	0	0	379	0	379	8	0	2	10	613
% App. Total	4.5	95.5	0		0	0	0		0	100	0		80	0	20		
PHF	.500	.743	.000	.757	.000	.000	.000	.000	.000	.803	.000	.803	.500	.000	.500	.500	.871

All Traffic Data

(916) 771-8700

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT

Site Code : 00000000

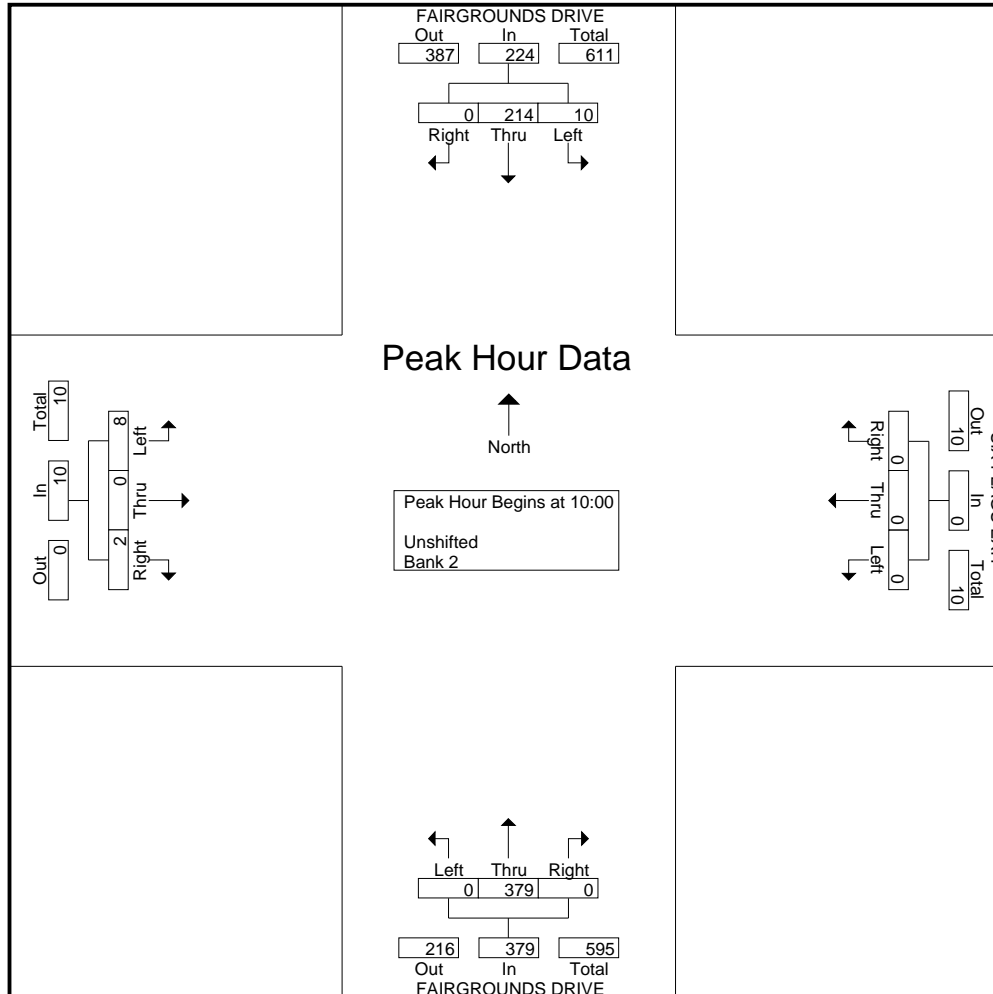
Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO

PEDS & BIKES ON BANK 1

HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

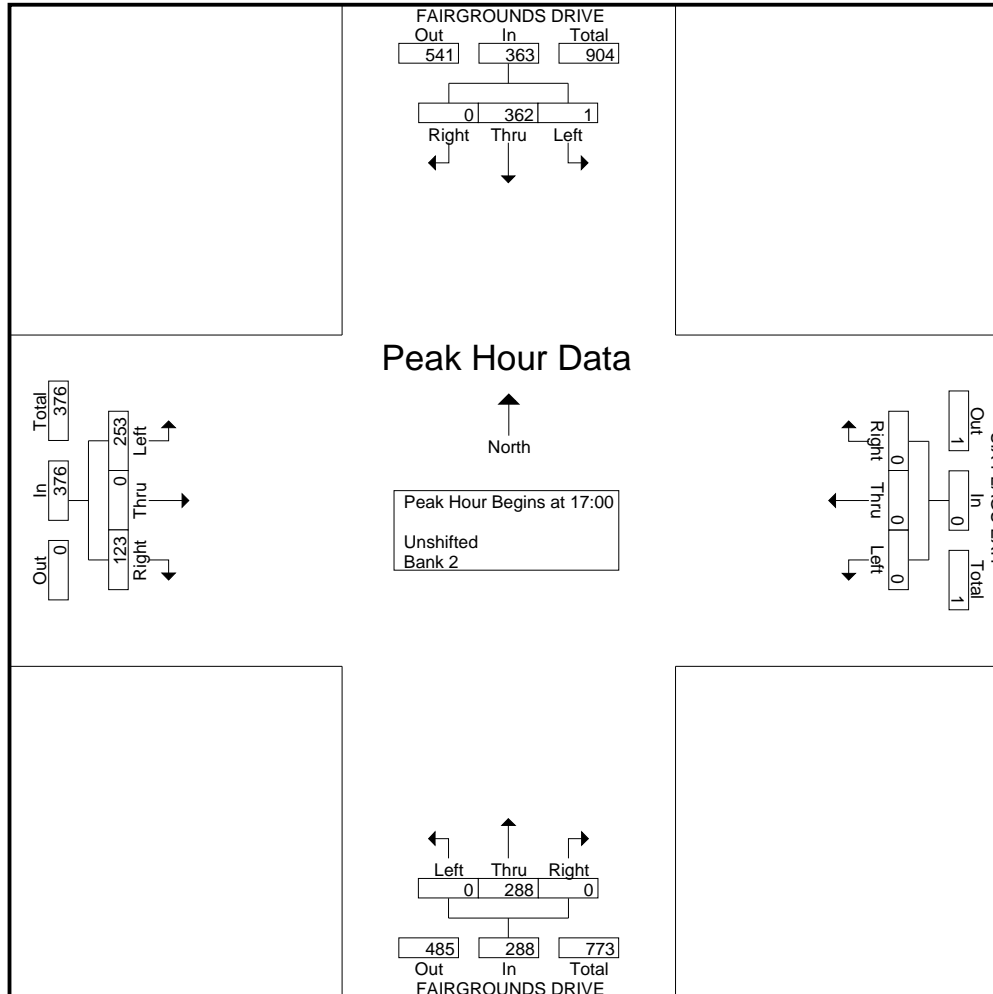
Start Time	FAIRGROUNDS DRIVE Southbound				SIX FLAGS EXIT Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	103	0	103	0	0	0	0	0	77	0	77	63	0	34	97	277
17:15	0	91	0	91	0	0	0	0	0	75	0	75	67	0	30	97	263
17:30	1	84	0	85	0	0	0	0	0	67	0	67	66	0	18	84	236
17:45	0	84	0	84	0	0	0	0	0	69	0	69	57	0	41	98	251
Total Volume	1	362	0	363	0	0	0	0	0	288	0	288	253	0	123	376	1027
% App. Total	0.3	99.7	0		0	0	0		0	100	0		67.3	0	32.7		
PHF	.250	.879	.000	.881	.000	.000	.000	.000	.000	.935	.000	.935	.944	.000	.750	.959	.927

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5

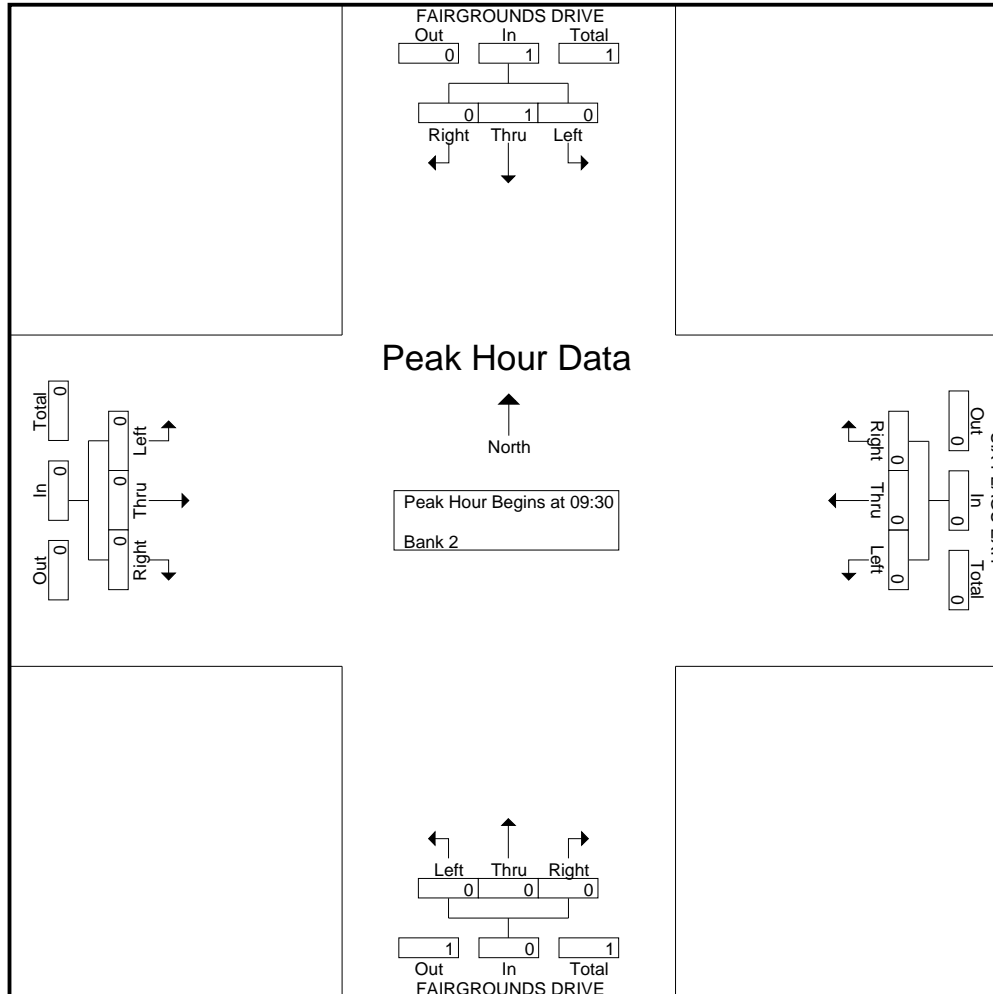


All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

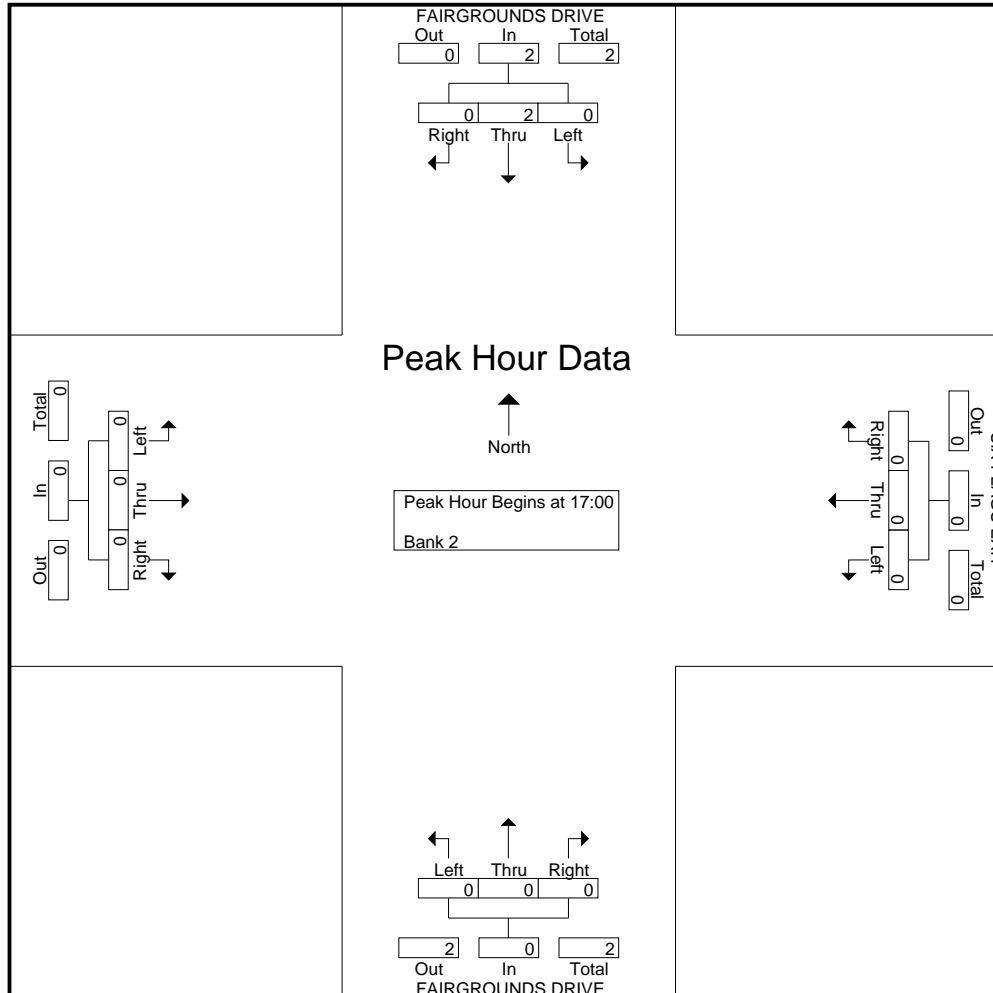
File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT

Site Code : 00000000

Start Date : 6/11/2011

Page No : 4

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					SIX FLAGS EXIT Westbound					FAIRGROUNDS DRIVE Northbound					Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	5	0	5
10:00	0	0	0	0	0	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	1	3	4
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	3	3	6
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:15	0	1	0	0	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	2	4
16:30	0	0	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7	0	7
16:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	3	4
Total	0	2	0	2	2	0	0	0	8	0	0	3	0	0	3	0	0	0	1	0	11	5	16
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	7	0	7
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	0	3
Total	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	11	0	11
Grand Total	0	2	0	3	2	0	0	0	19	0	0	6	0	0	6	0	0	0	8	0	30	8	38
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	25	0		25	0	0	0			0	75	0		75	0	0	0			78.9	21.1	

Start Time	FAIRGROUNDS DRIVE Southbound				SIX FLAGS EXIT Westbound				FAIRGROUNDS DRIVE Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:15

All Traffic Data

(916) 771-8700

File Name : 11-7273-009 FAIRGROUNDS-SIX FLAGS EXIT

Site Code : 00000000

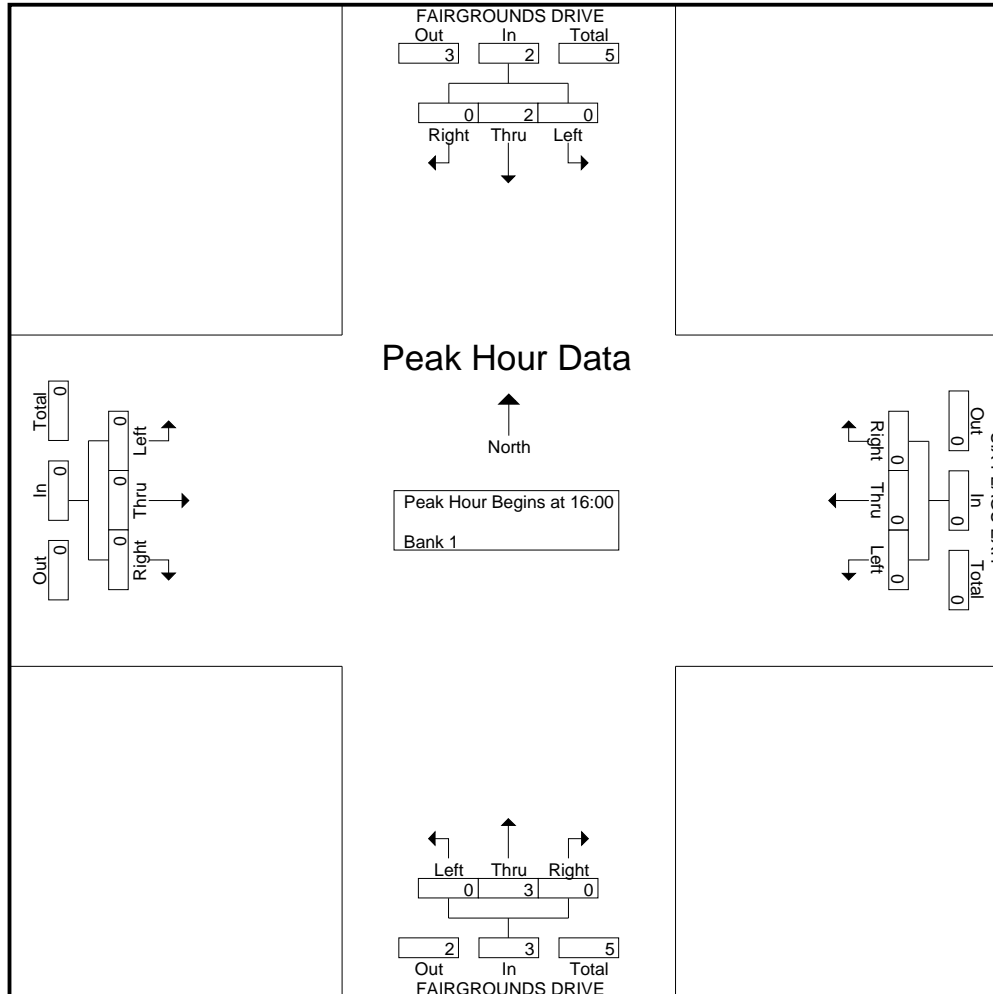
Start Date : 6/11/2011

Page No : 3

CITY OF VALLEJO

PEDS & BIKES ON BANK 1

HEAVY VEHICLES ON BANK 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	TUOLUMNE STREET Southbound				SERENO DRIVE Westbound				TUOLUMNE STREET Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	4	35	8	47	3	12	16	31	17	48	4	69	6	13	13	32	179
09:15	3	40	2	45	6	10	11	27	23	40	6	69	2	9	34	45	186
09:30	12	46	4	62	3	13	5	21	20	45	12	77	8	11	12	31	191
09:45	11	59	3	73	4	11	7	22	17	58	9	84	5	10	24	39	218
Total	30	180	17	227	16	46	39	101	77	191	31	299	21	43	83	147	774
10:00	14	58	9	81	5	21	10	36	21	51	9	81	3	9	26	38	236
10:15	11	61	5	77	2	13	7	22	25	53	5	83	1	9	17	27	209
10:30	13	53	10	76	4	8	10	22	30	63	4	97	0	19	18	37	232
10:45	11	68	5	84	1	6	7	14	23	56	8	87	3	18	28	49	234
Total	49	240	29	318	12	48	34	94	99	223	26	348	7	55	89	151	911
16:00	15	68	4	87	3	12	15	30	23	63	9	95	4	20	27	51	263
16:15	10	46	2	58	4	11	10	25	28	75	10	113	1	22	33	56	252
16:30	12	49	3	64	2	6	12	20	15	72	7	94	5	15	27	47	225
16:45	7	43	1	51	3	15	16	34	17	60	10	87	3	25	22	50	222
Total	44	206	10	260	12	44	53	109	83	270	36	389	13	82	109	204	962
17:00	7	61	2	70	5	10	7	22	21	60	3	84	4	21	37	62	238
17:15	11	56	1	68	2	11	14	27	21	85	9	115	4	16	27	47	257
17:30	15	55	6	76	2	13	15	30	25	44	8	77	2	14	20	36	219
17:45	14	45	2	61	4	22	26	52	21	52	7	80	2	17	24	43	236
Total	47	217	11	275	13	56	62	131	88	241	27	356	12	68	108	188	950
Grand Total	170	843	67	1080	53	194	188	435	347	925	120	1392	53	248	389	690	3597
Apprch %	15.7	78.1	6.2		12.2	44.6	43.2		24.9	66.5	8.6		7.7	35.9	56.4		
Total %	4.7	23.4	1.9	30	1.5	5.4	5.2	12.1	9.6	25.7	3.3	38.7	1.5	6.9	10.8	19.2	
Unshifted	170	837	65	1072	52	192	188	432	347	918	120	1385	51	245	385	681	3570
% Unshifted	100	99.3	97	99.3	98.1	99	100	99.3	100	99.2	100	99.5	96.2	98.8	99	98.7	99.2
Bank 2	0	6	2	8	1	2	0	3	0	7	0	7	2	3	4	9	27
% Bank 2	0	0.7	3	0.7	1.9	1	0	0.7	0	0.8	0	0.5	3.8	1.2	1	1.3	0.8

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

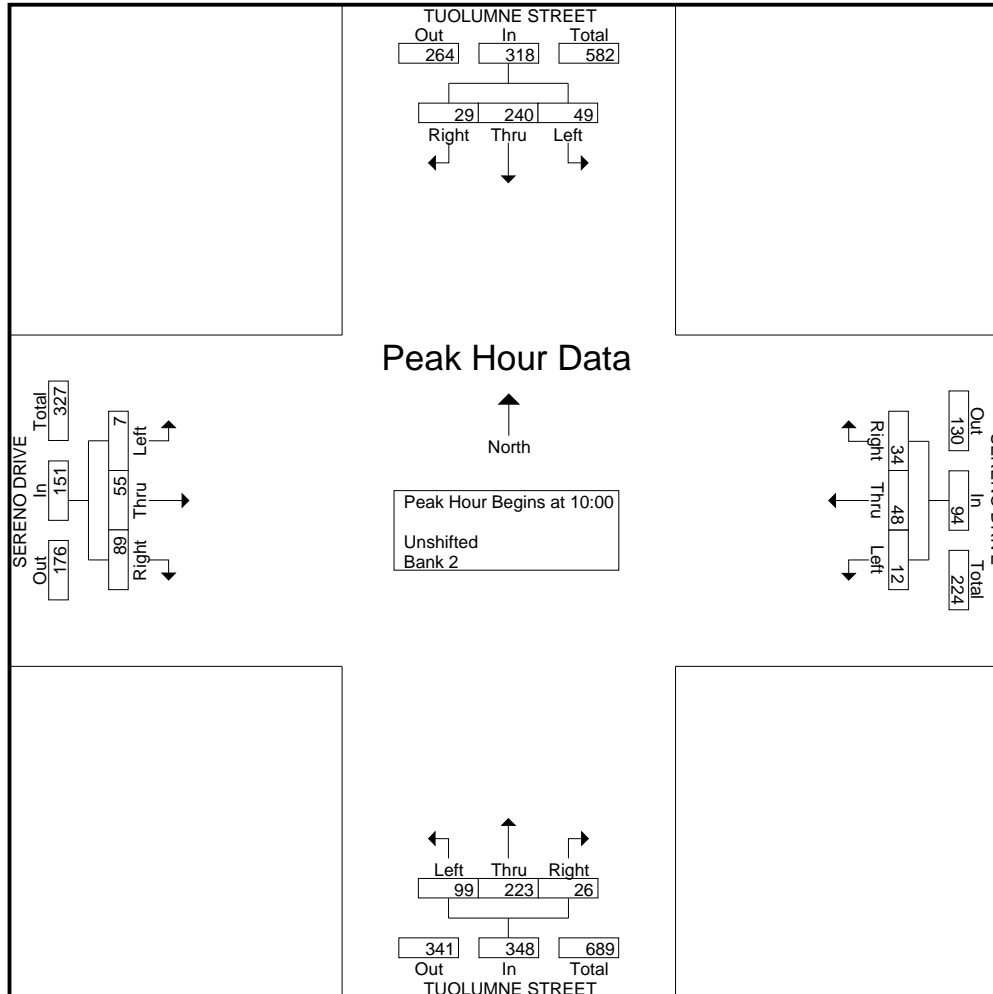
Start Time	TUOLUMNE STREET Southbound				SERENO DRIVE Westbound				TUOLUMNE STREET Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	14	58	9	81	5	21	10	36	21	51	9	81	3	9	26	38	236
10:15	11	61	5	77	2	13	7	22	25	53	5	83	1	9	17	27	209
10:30	13	53	10	76	4	8	10	22	30	63	4	97	0	19	18	37	232
10:45	11	68	5	84	1	6	7	14	23	56	8	87	3	18	28	49	234
Total Volume	49	240	29	318	12	48	34	94	99	223	26	348	7	55	89	151	911
% App. Total	15.4	75.5	9.1		12.8	51.1	36.2		28.4	64.1	7.5		4.6	36.4	58.9		
PHF	.875	.882	.725	.946	.600	.571	.850	.653	.825	.885	.722	.897	.583	.724	.795	.770	.965

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

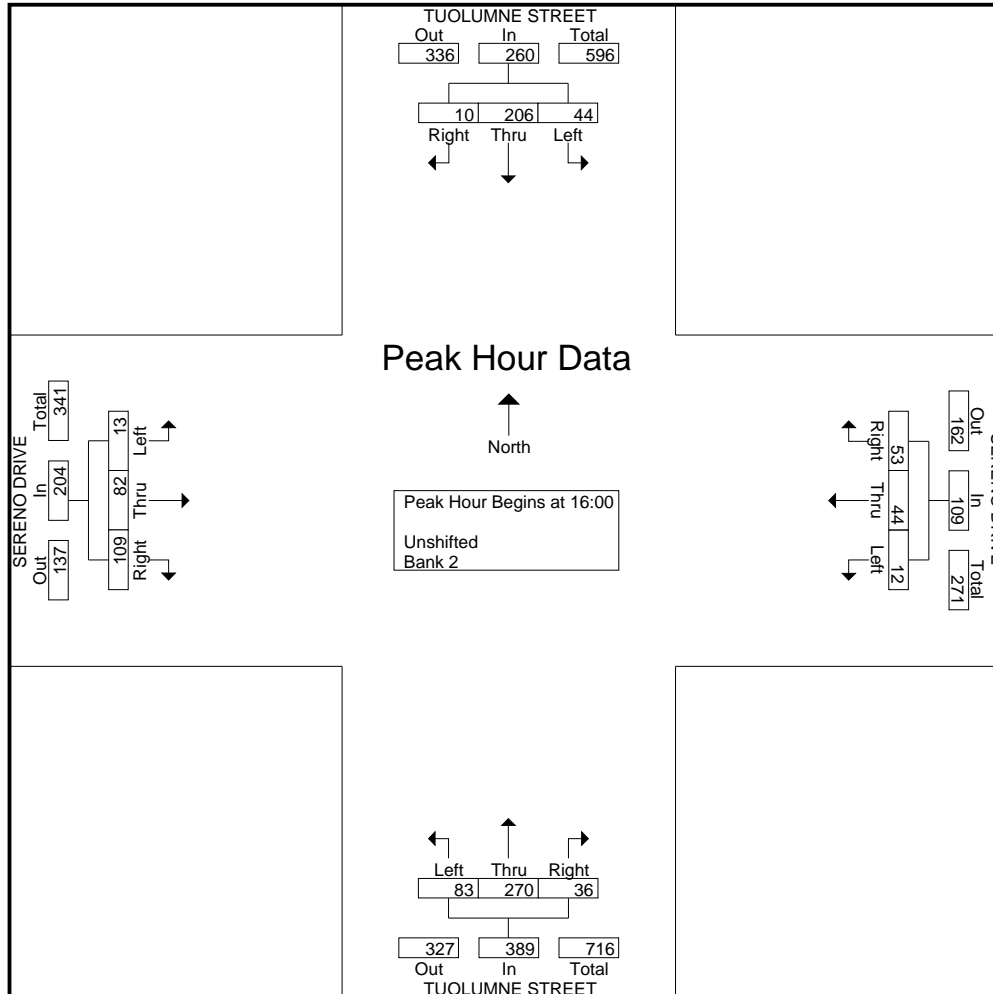
Start Time	TUOLUMNE STREET Southbound				SERENO DRIVE Westbound				TUOLUMNE STREET Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	15	68	4	87	3	12	15	30	23	63	9	95	4	20	27	51	263
16:15	10	46	2	58	4	11	10	25	28	75	10	113	1	22	33	56	252
16:30	12	49	3	64	2	6	12	20	15	72	7	94	5	15	27	47	225
16:45	7	43	1	51	3	15	16	34	17	60	10	87	3	25	22	50	222
Total Volume	44	206	10	260	12	44	53	109	83	270	36	389	13	82	109	204	962
% App. Total	16.9	79.2	3.8		11	40.4	48.6		21.3	69.4	9.3		6.4	40.2	53.4		
PHF	.733	.757	.625	.747	.750	.733	.828	.801	.741	.900	.900	.861	.650	.820	.826	.911	.914

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

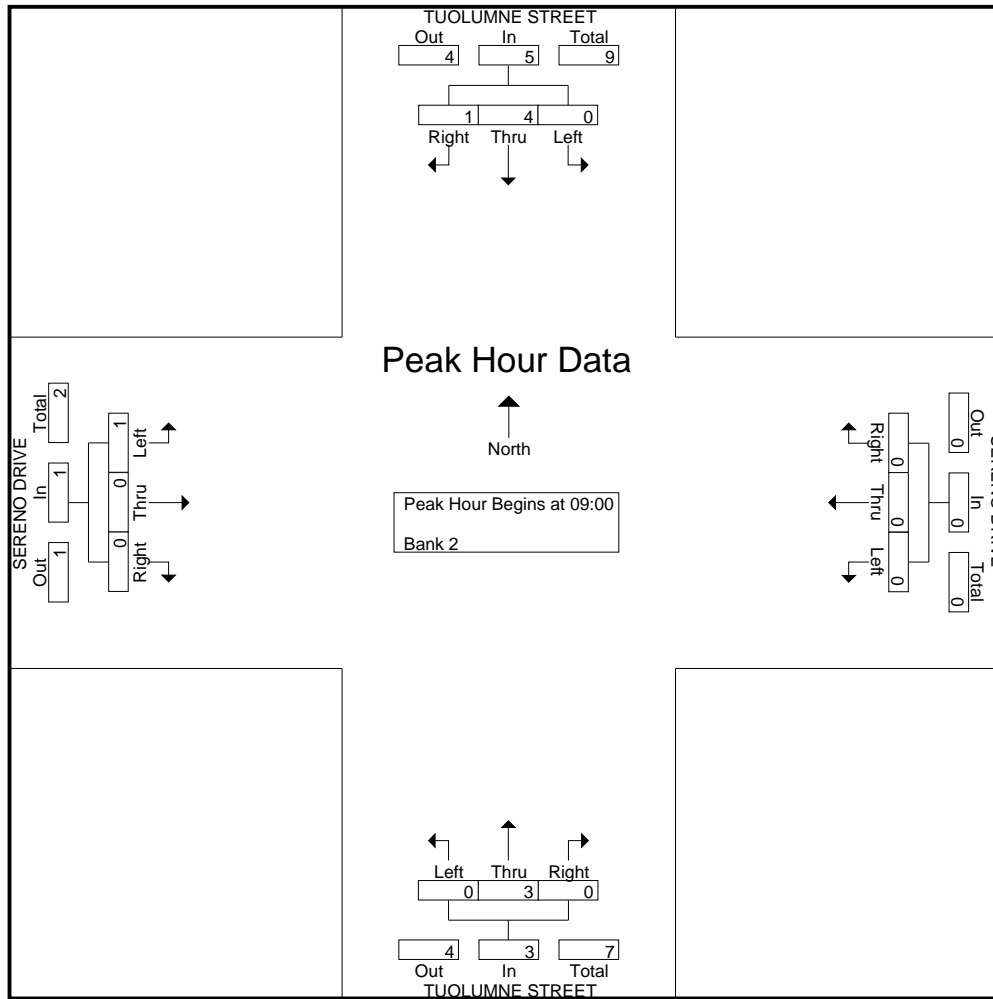
CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	TUOLUMNE STREET Southbound				SERENO DRIVE Westbound				TUOLUMNE STREET Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
09:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	1	5	0	0	0	0	0	3	0	3	1	0	0	1	9
10:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
10:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
10:30	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
10:45	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	0	2	0	2	0	2	0	2	0	2	0	1	1	2	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
16:15	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
16:45	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
Total	0	0	0	0	1	0	0	1	0	2	0	2	1	2	2	5	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
17:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	6	2	8	1	2	0	3	0	7	0	7	2	3	4	9	27
Apprch %	0	75	25		33.3	66.7	0		0	100	0		22.2	33.3	44.4		
Total %	0	22.2	7.4	29.6	3.7	7.4	0	11.1	0	25.9	0	25.9	7.4	11.1	14.8	33.3	

Start Time	TUOLUMNE STREET Southbound				SERENO DRIVE Westbound				TUOLUMNE STREET Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00																	
09:00	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
09:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	4	1	5	0	0	0	0	0	3	0	3	1	0	0	1	9
% App. Total	0	80	20		0	0	0		0	100	0		100	0	0		



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:00

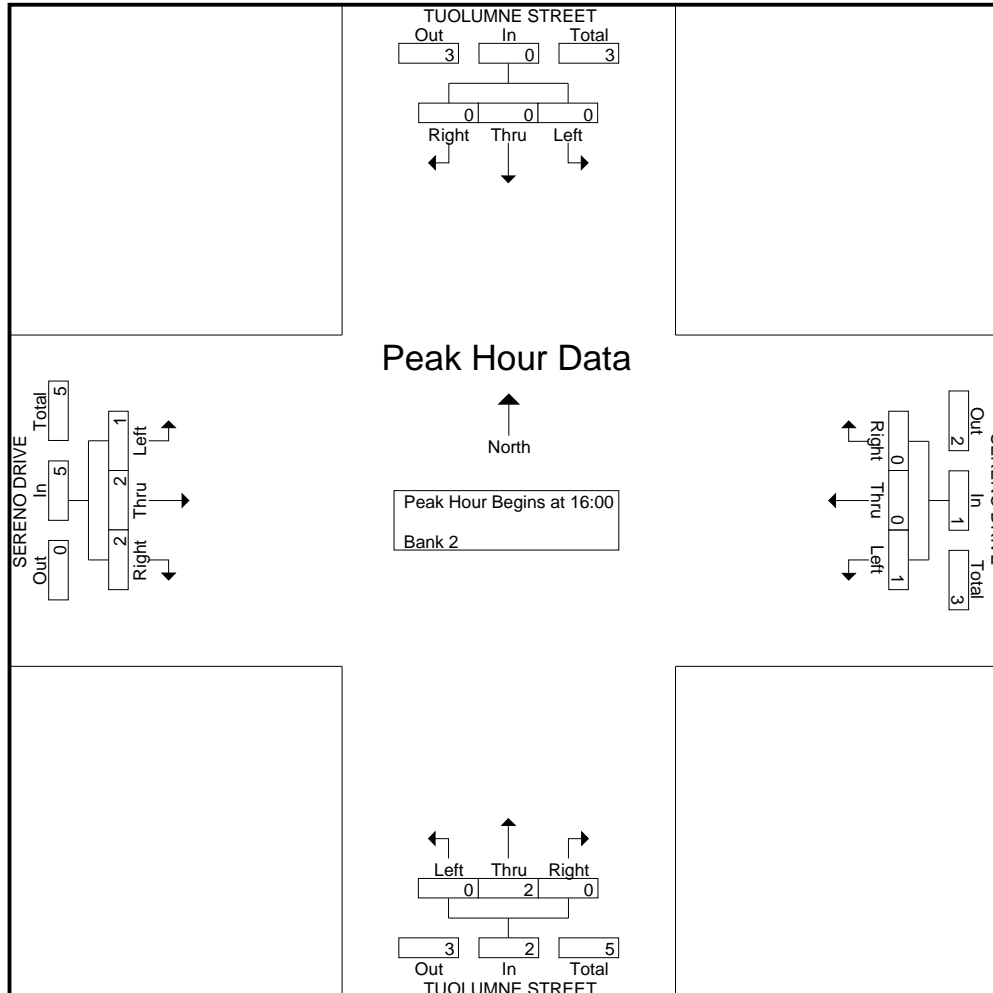
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
16:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
16:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
Total Volume	0	0	0	0	1	0	0	1	0	2	0	2	0	1	2	2	5	8
% App. Total	0	0	0	0	100	0	0	0	0	100	0	0	0	20	40	40		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.250	.250	.500	.500	.625	.667

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

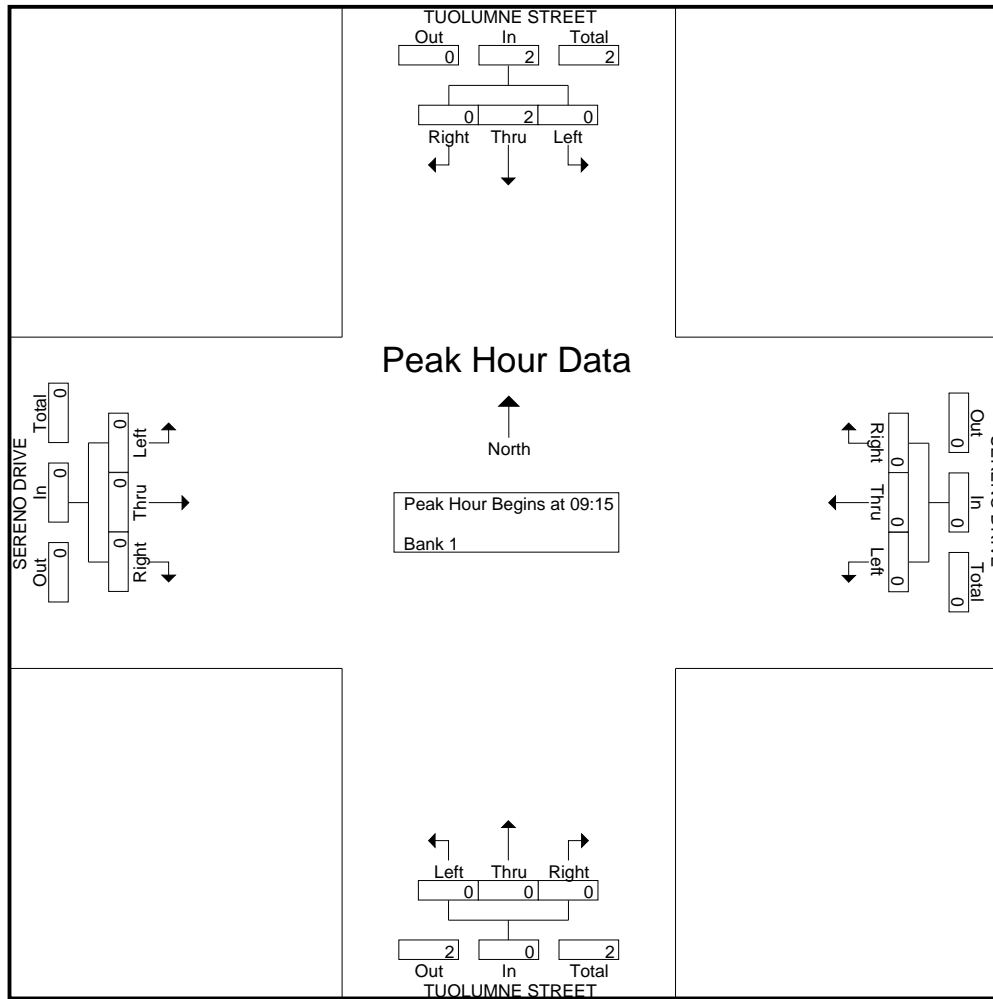
Groups Printed- Bank 1

Start Time	TUOLUMNE STREET Southbound					SERENO DRIVE Westbound					TUOLUMNE STREET Northbound					SERENO DRIVE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
09:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2
10:00	0	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	4
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3	0	3
10:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	3
Total	0	2	0	1	2	0	0	0	4	0	0	0	0	1	0	0	0	0	3	0	9	2	11
16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3	1	4
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3	0	4	2	6
17:00	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2	4
17:15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
17:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	1	1	2	3
Total	0	2	1	1	3	0	0	0	2	0	0	1	0	0	1	0	0	1	4	1	7	5	12
Grand Total	0	4	1	3	5	1	1	0	7	2	0	1	0	1	1	0	0	1	11	1	22	9	31
Apprch %	0	80	20			50	50	0			0	100	0			0	0	100					
Total %	0	44.4	11.1		55.6	11.1	11.1	0		22.2	0	11.1	0		11.1	0	0	11.1		11.1	71	29	

Start Time	TUOLUMNE STREET Southbound				SERENO DRIVE Westbound				TUOLUMNE STREET Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:15



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

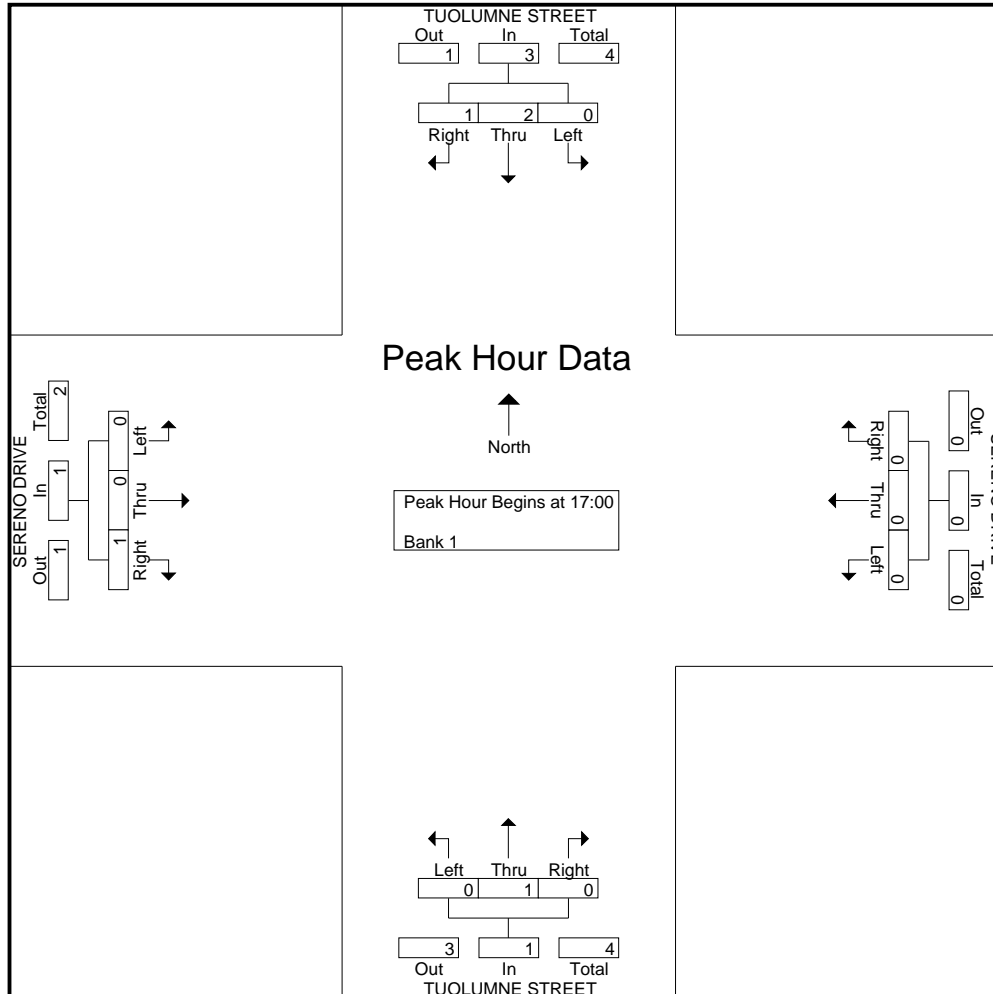
17:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	2
Total Volume	0	2	1	3	0	0	0	0	0	1	0	1	0	0	1	1	1	5
% App. Total	0	66.7	33.3		0	0	0	0	0	100	0		0	0	100			
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250		.625

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-010 TUOLUMNE-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	25	12	37	0	0	0	0	9	46	0	55	18	0	13	31	123
09:15	0	31	16	47	0	0	0	0	12	51	0	63	21	0	12	33	143
09:30	0	38	18	56	0	0	0	0	14	57	0	71	25	0	16	41	168
09:45	0	37	13	50	0	0	0	0	10	58	0	68	31	0	17	48	166
Total	0	131	59	190	0	0	0	0	45	212	0	257	95	0	58	153	600
10:00	0	39	22	61	0	0	0	0	12	69	0	81	18	0	15	33	175
10:15	0	37	14	51	0	0	0	0	12	64	0	76	21	0	13	34	161
10:30	0	32	11	43	0	0	0	0	15	62	0	77	22	0	19	41	161
10:45	0	38	8	46	0	0	0	0	8	88	0	96	28	0	16	44	186
Total	0	146	55	201	0	0	0	0	47	283	0	330	89	0	63	152	683
16:00	0	78	21	99	0	0	0	0	9	41	0	50	25	0	15	40	189
16:15	0	80	13	93	0	0	0	0	6	42	0	48	22	0	23	45	186
16:30	0	83	12	95	0	0	0	0	17	47	0	64	17	0	22	39	198
16:45	0	93	24	117	0	0	0	0	11	35	0	46	19	0	23	42	205
Total	0	334	70	404	0	0	0	0	43	165	0	208	83	0	83	166	778
17:00	0	108	12	120	0	0	0	0	10	45	0	55	25	0	13	38	213
17:15	0	102	14	116	0	0	0	0	18	54	0	72	21	0	15	36	224
17:30	0	90	16	106	0	0	0	0	8	42	0	50	29	0	12	41	197
17:45	0	96	26	122	0	0	0	0	13	41	0	54	27	0	13	40	216
Total	0	396	68	464	0	0	0	0	49	182	0	231	102	0	53	155	850
Grand Total	0	1007	252	1259	0	0	0	0	184	842	0	1026	369	0	257	626	2911
Apprch %	0	80	20		0	0	0		17.9	82.1	0		58.9	0	41.1		
Total %	0	34.6	8.7	43.2	0	0	0	0	6.3	28.9	0	35.2	12.7	0	8.8	21.5	
Unshifted	0	1006	251	1257	0	0	0	0	183	841	0	1024	368	0	257	625	2906
% Unshifted	0	99.9	99.6	99.8	0	0	0	0	99.5	99.9	0	99.8	99.7	0	100	99.8	99.8
Bank 2	0	1	1	2	0	0	0	0	1	1	0	2	1	0	0	1	5
% Bank 2	0	0.1	0.4	0.2	0	0	0	0	0.5	0.1	0	0.2	0.3	0	0	0.2	0.2

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

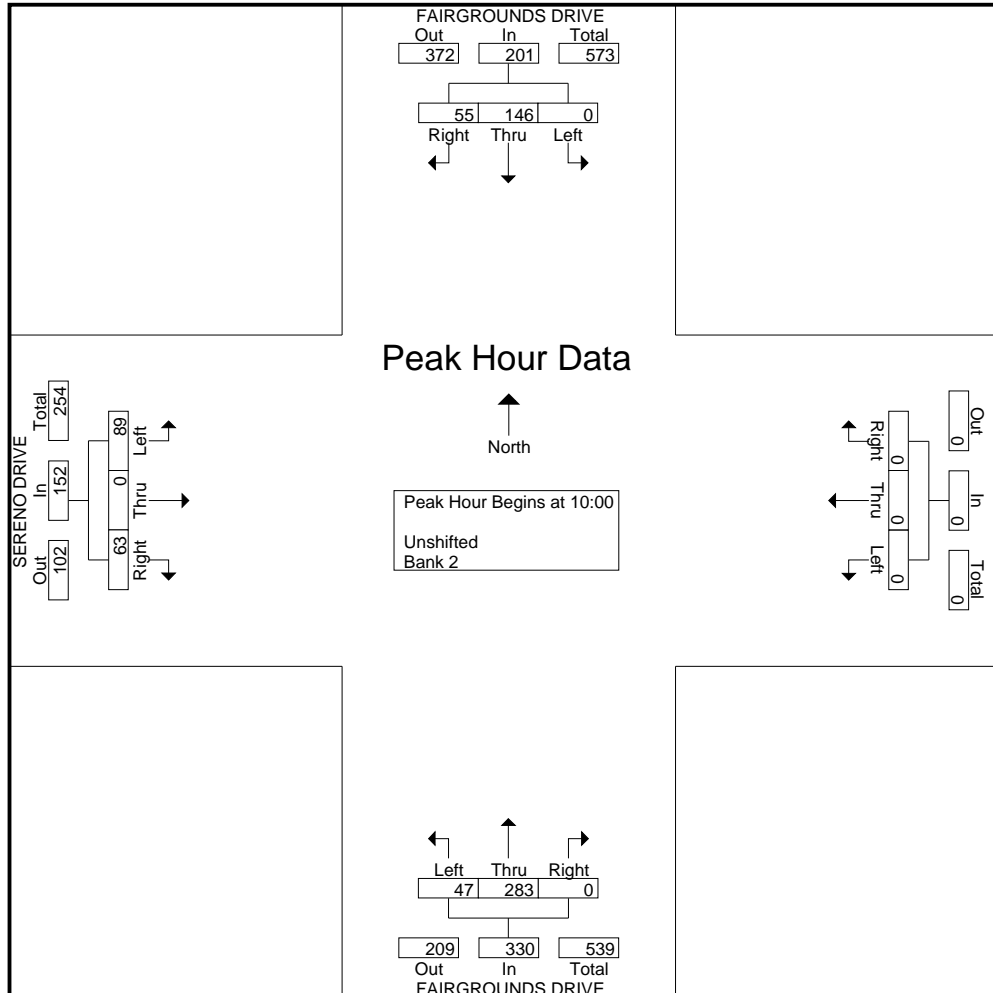
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	39	22	61	0	0	0	0	12	69	0	81	18	0	15	33	175
10:15	0	37	14	51	0	0	0	0	12	64	0	76	21	0	13	34	161
10:30	0	32	11	43	0	0	0	0	15	62	0	77	22	0	19	41	161
10:45	0	38	8	46	0	0	0	0	8	88	0	96	28	0	16	44	186
Total Volume	0	146	55	201	0	0	0	0	47	283	0	330	89	0	63	152	683
% App. Total	0	72.6	27.4		0	0	0		14.2	85.8	0		58.6	0	41.4		
PHF	.000	.936	.625	.824	.000	.000	.000	.000	.783	.804	.000	.859	.795	.000	.829	.864	.918

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

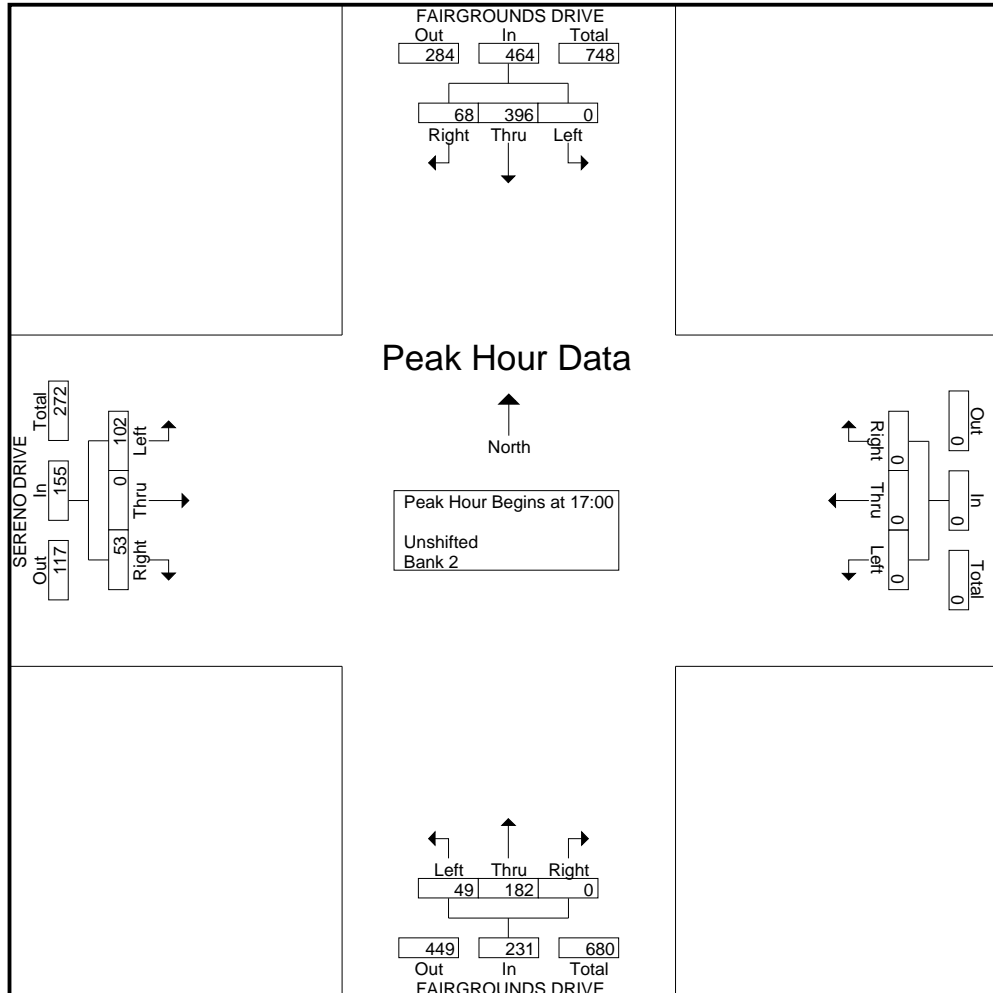
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	108	12	120	0	0	0	0	10	45	0	55	25	0	13	38	213
17:15	0	102	14	116	0	0	0	0	18	54	0	72	21	0	15	36	224
17:30	0	90	16	106	0	0	0	0	8	42	0	50	29	0	12	41	197
17:45	0	96	26	122	0	0	0	0	13	41	0	54	27	0	13	40	216
Total Volume	0	396	68	464	0	0	0	0	49	182	0	231	102	0	53	155	850
% App. Total	0	85.3	14.7		0	0	0		21.2	78.8	0		65.8	0	34.2		
PHF	.000	.917	.654	.951	.000	.000	.000	.000	.681	.843	.000	.802	.879	.000	.883	.945	.949

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
17:45	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	2	0	0	0	0	1	1	0	2	1	0	0	1	5
Apprch %	0	50	50		0	0	0		50	50	0		100	0	0		
Total %	0	20	20	40	0	0	0	0	20	20	0	40	20	0	0	20	

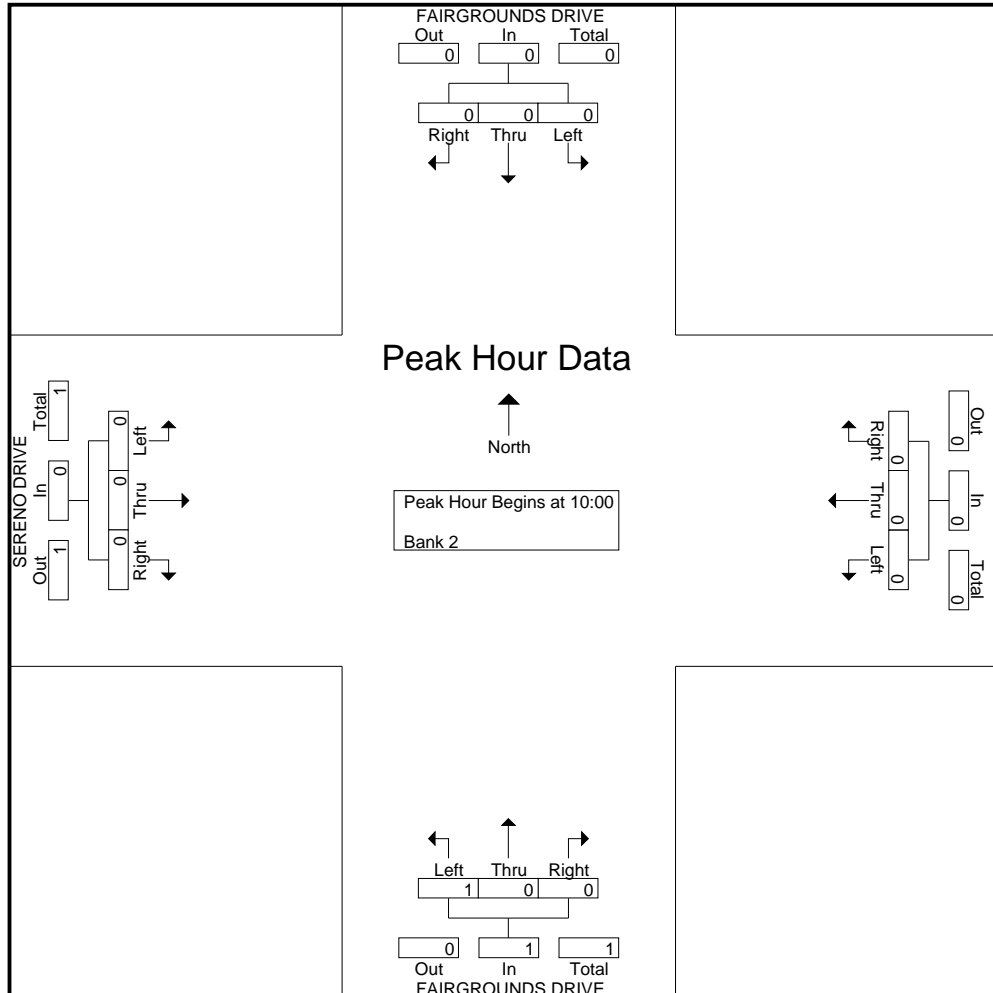
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3

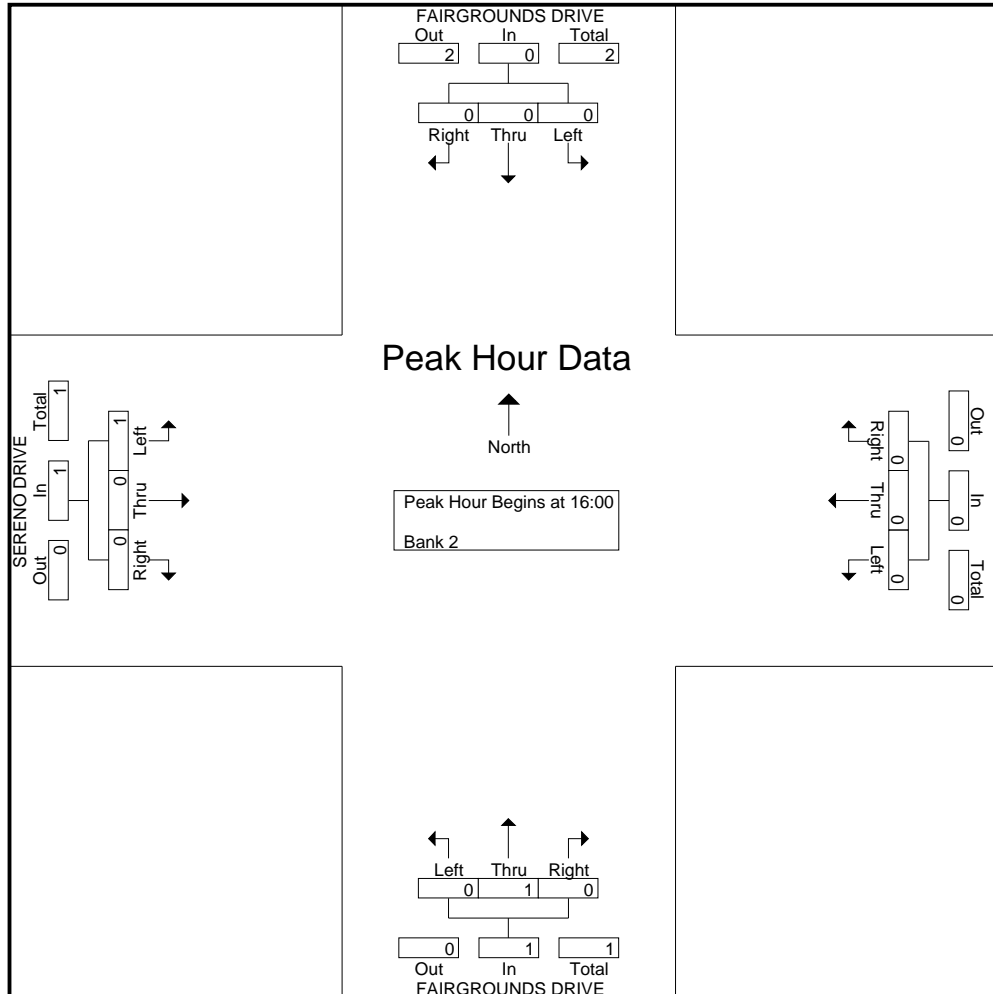
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 16:00																		
16:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					Westbound					FAIRGROUNDS DRIVE Northbound					SERENO DRIVE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
10:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	8	3	0	0	0	1	0	9	3	12
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	6	0	6
16:45	0	1	0	0	1	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	6	1	7
Total	0	1	0	0	1	0	0	0	1	0	0	0	0	7	0	0	0	0	4	0	12	1	13
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	1	0	5	0	5
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	10	0	10
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	12	0	0	0	0	2	0	16	0	16
Grand Total	0	1	0	0	1	0	0	0	3	0	0	3	0	27	3	0	0	0	7	0	37	4	41
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	25	0		25	0	0	0			0	75	0		75	0	0	0			90.2	9.8	

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				SERENO DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

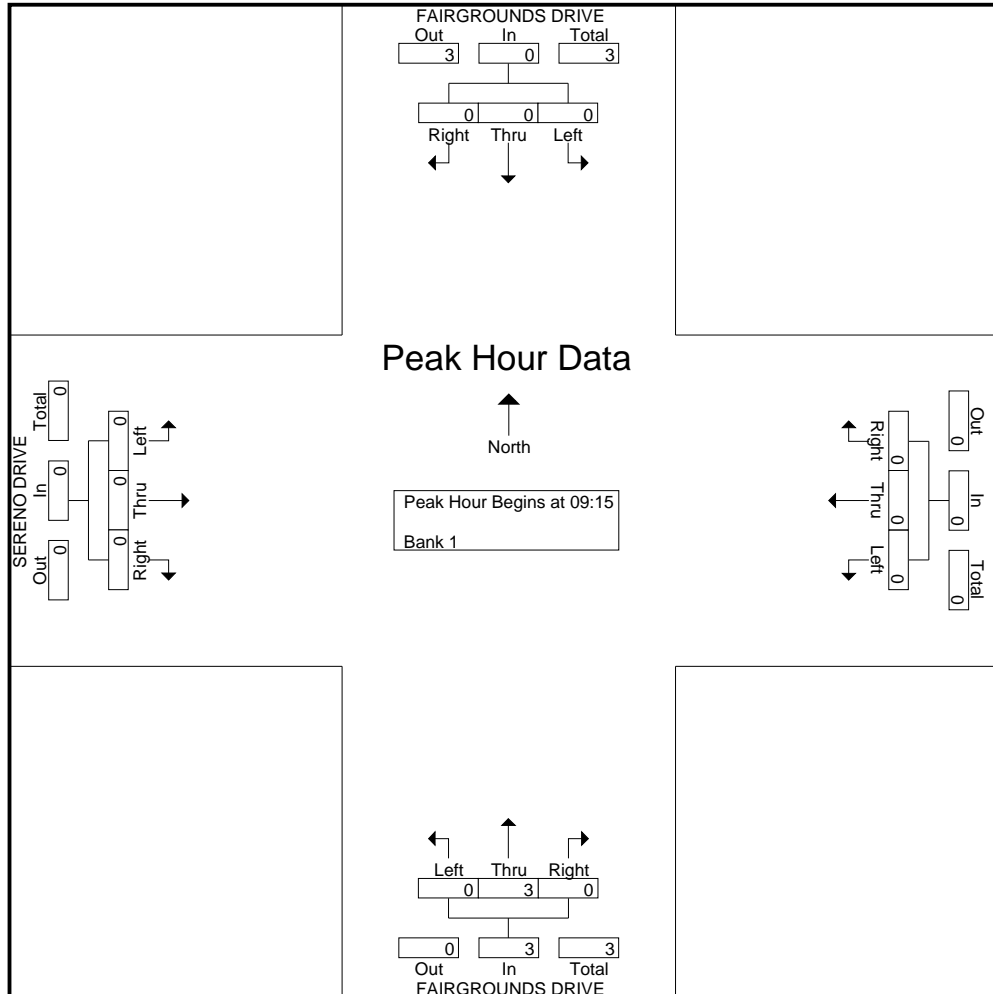
Peak Hour for Entire Intersection Begins at 09:15

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

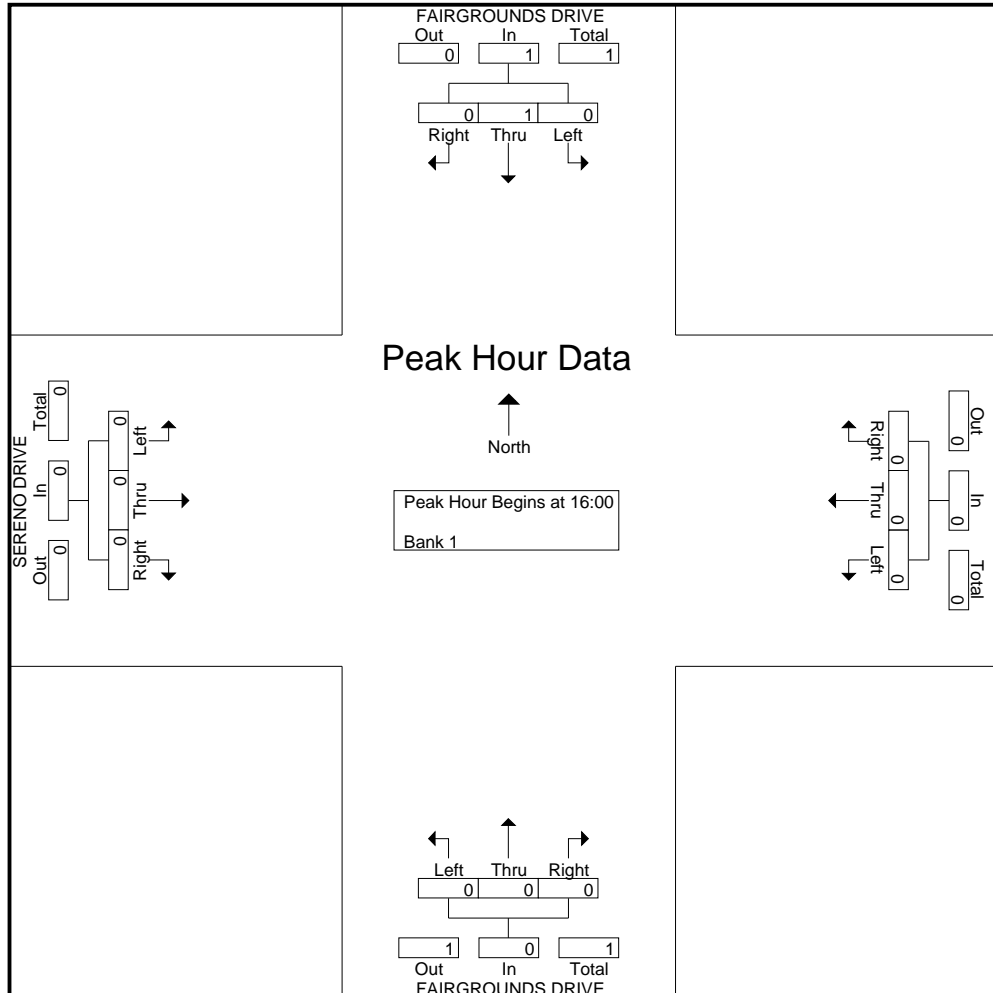


All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-011 FAIRGROUNDS-SERENO
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	39	1	40	0	0	0	0	1	56	0	57	0	0	3	3	100
09:15	0	46	1	47	0	0	0	0	3	59	0	62	3	0	1	4	113
09:30	0	48	0	48	0	0	0	0	3	65	0	68	2	0	3	5	121
09:45	0	50	2	52	0	0	0	0	4	69	0	73	3	0	7	10	135
Total	0	183	4	187	0	0	0	0	11	249	0	260	8	0	14	22	469
10:00	0	51	2	53	0	0	0	0	1	74	0	75	5	0	3	8	136
10:15	0	51	4	55	0	0	0	0	1	74	0	75	3	0	6	9	139
10:30	0	45	1	46	0	0	0	0	6	74	0	80	0	0	13	13	139
10:45	0	59	1	60	0	0	0	0	5	86	0	91	8	0	7	15	166
Total	0	206	8	214	0	0	0	0	13	308	0	321	16	0	29	45	580
16:00	0	95	4	99	0	0	0	0	7	51	0	58	4	0	5	9	166
16:15	0	105	5	110	0	0	0	0	9	57	0	66	4	0	8	12	188
16:30	0	112	4	116	0	0	0	0	7	53	0	60	6	0	4	10	186
16:45	0	115	3	118	0	0	0	0	4	41	0	45	7	0	5	12	175
Total	0	427	16	443	0	0	0	0	27	202	0	229	21	0	22	43	715
17:00	0	111	7	118	0	0	0	0	3	56	0	59	4	0	8	12	189
17:15	0	106	8	114	0	0	0	0	5	62	0	67	5	0	9	14	195
17:30	0	102	3	105	0	0	0	0	6	51	0	57	6	0	8	14	176
17:45	0	84	4	88	0	0	0	0	6	45	0	51	5	0	7	12	151
Total	0	403	22	425	0	0	0	0	20	214	0	234	20	0	32	52	711
Grand Total	0	1219	50	1269	0	0	0	0	71	973	0	1044	65	0	97	162	2475
Apprch %	0	96.1	3.9		0	0	0		6.8	93.2	0		40.1	0	59.9		
Total %	0	49.3	2	51.3	0	0	0	0	2.9	39.3	0	42.2	2.6	0	3.9	6.5	
Unshifted	0	1218	50	1268	0	0	0	0	71	971	0	1042	64	0	96	160	2470
% Unshifted	0	99.9	100	99.9	0	0	0	0	100	99.8	0	99.8	98.5	0	99	98.8	99.8
Bank 2	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
% Bank 2	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	1.5	0	1	1.2	0.2

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

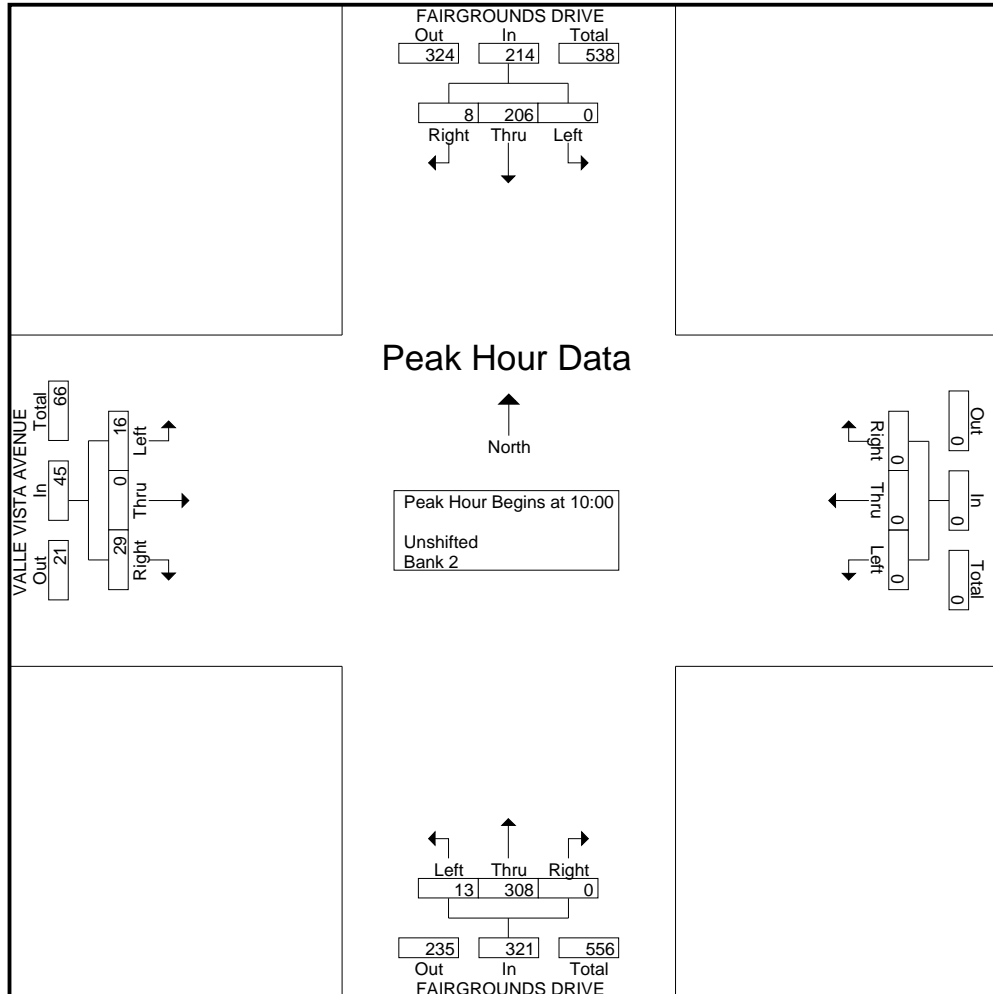
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	51	2	53	0	0	0	0	1	74	0	75	5	0	3	8	136
10:15	0	51	4	55	0	0	0	0	1	74	0	75	3	0	6	9	139
10:30	0	45	1	46	0	0	0	0	6	74	0	80	0	0	13	13	139
10:45	0	59	1	60	0	0	0	0	5	86	0	91	8	0	7	15	166
Total Volume	0	206	8	214	0	0	0	0	13	308	0	321	16	0	29	45	580
% App. Total	0	96.3	3.7		0	0	0		4	96	0		35.6	0	64.4		
PHF	.000	.873	.500	.892	.000	.000	.000	.000	.542	.895	.000	.882	.500	.000	.558	.750	.873

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

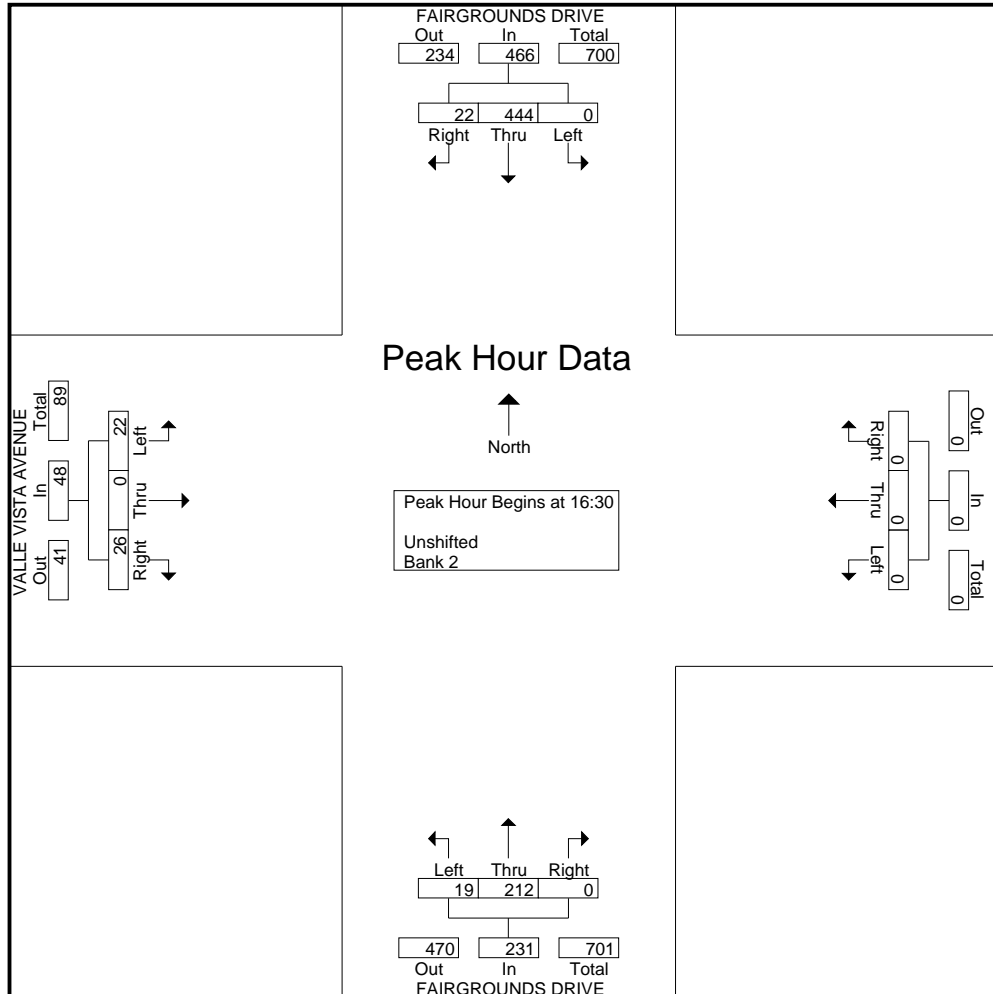
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	112	4	116	0	0	0	0	7	53	0	60	6	0	4	10	186
16:45	0	115	3	118	0	0	0	0	4	41	0	45	7	0	5	12	175
17:00	0	111	7	118	0	0	0	0	3	56	0	59	4	0	8	12	189
17:15	0	106	8	114	0	0	0	0	5	62	0	67	5	0	9	14	195
Total Volume	0	444	22	466	0	0	0	0	19	212	0	231	22	0	26	48	745
% App. Total	0	95.3	4.7		0	0	0		8.2	91.8	0		45.8	0	54.2		
PHF	.000	.965	.688	.987	.000	.000	.000	.000	.679	.855	.000	.862	.786	.000	.722	.857	.955

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
17:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	20	0	20	0	0	0	0	0	40	0	40	20	0	20	40	

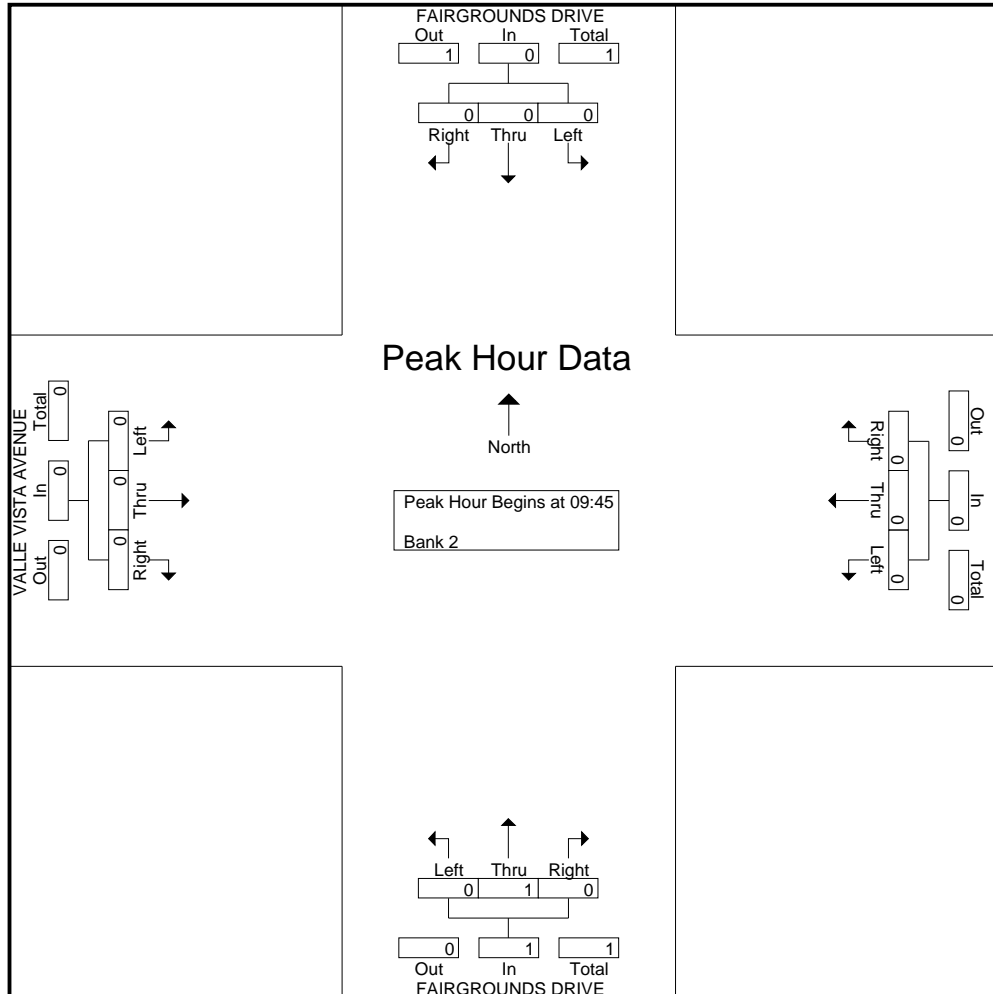
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:45																	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3

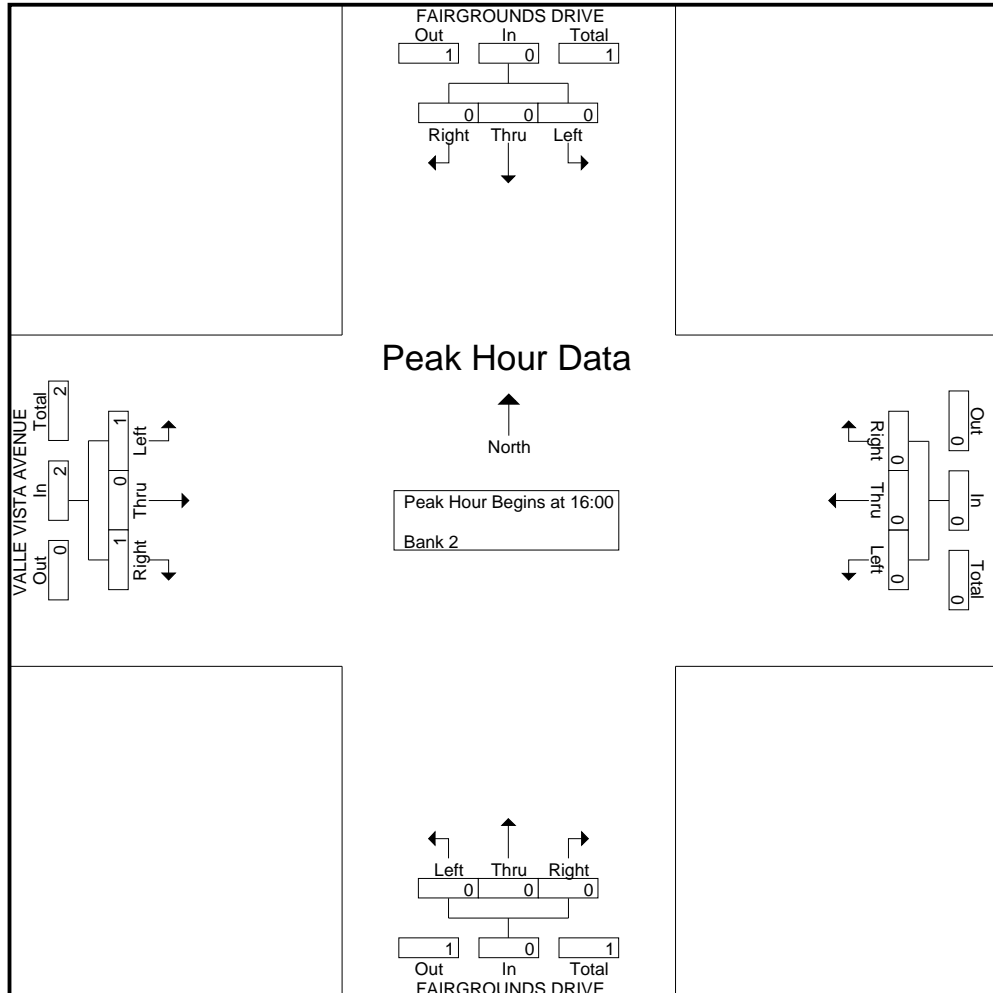
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 16:00																		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound					Westbound					FAIRGROUNDS DRIVE Northbound					VALLE VISTA AVENUE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	1	2	3
10:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	6	0	6
10:30	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	3
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	1	0	1	1	0	0	0	8	0	0	0	0	0	0	3	0	0	1	3	10	4	14
16:00	0	0	0	1	0	0	0	0	3	0	0	0	0	2	0	0	0	0	3	0	9	0	9
16:15	0	1	0	1	1	0	0	0	2	0	0	1	0	1	1	0	0	0	2	0	6	2	8
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	0	5
16:45	0	1	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7	1	8
Total	0	2	0	5	2	0	0	0	11	0	0	1	0	3	1	0	0	0	8	0	27	3	30
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5
17:45	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	7	0	7
Total	0	0	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0	14	0	14
Grand Total	0	3	0	12	3	0	0	0	22	0	0	1	0	3	1	3	0	0	15	3	52	7	59
Apprch %	0	100	0			0	0	0			0	100	0			100	0	0					
Total %	0	42.9	0		42.9	0	0	0			0	14.3	0		14.3	42.9	0	0		42.9	88.1	11.9	

Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
% App. Total	0	100	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.500

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

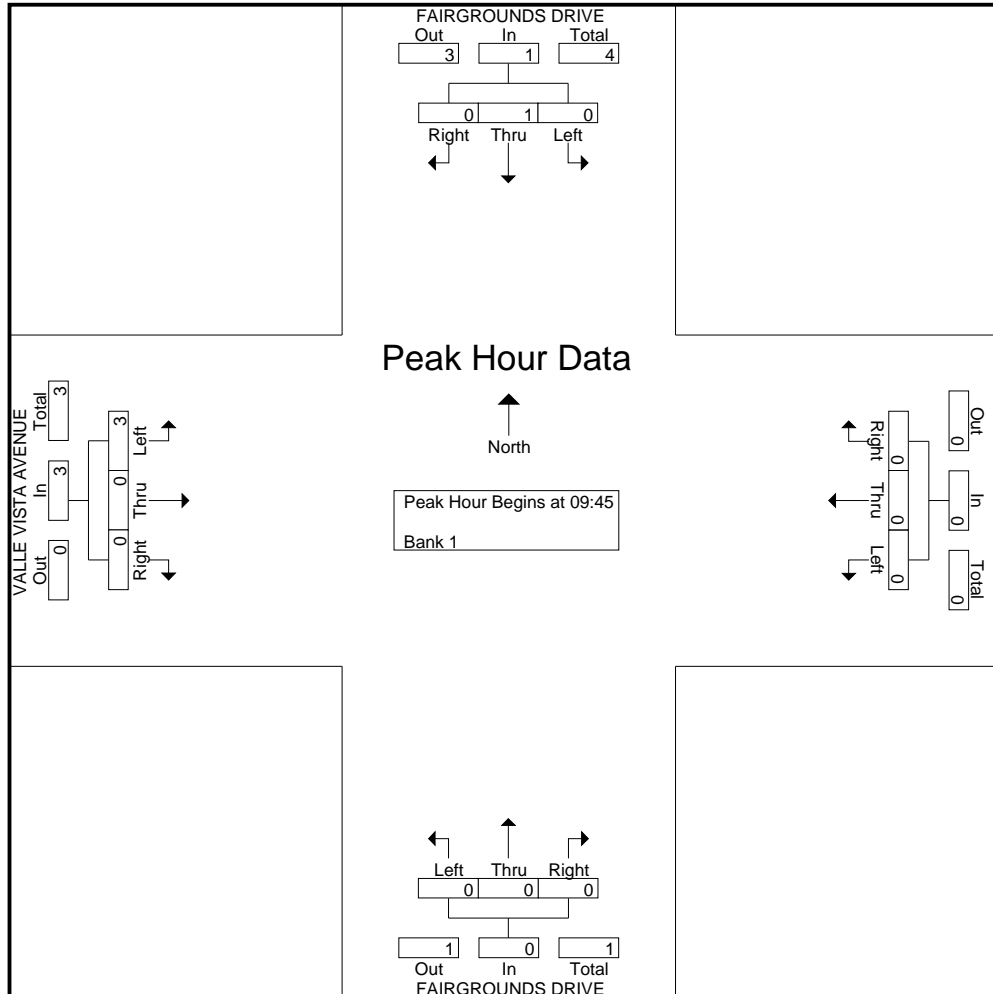
Peak Hour for Entire Intersection Begins at 09:45

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3

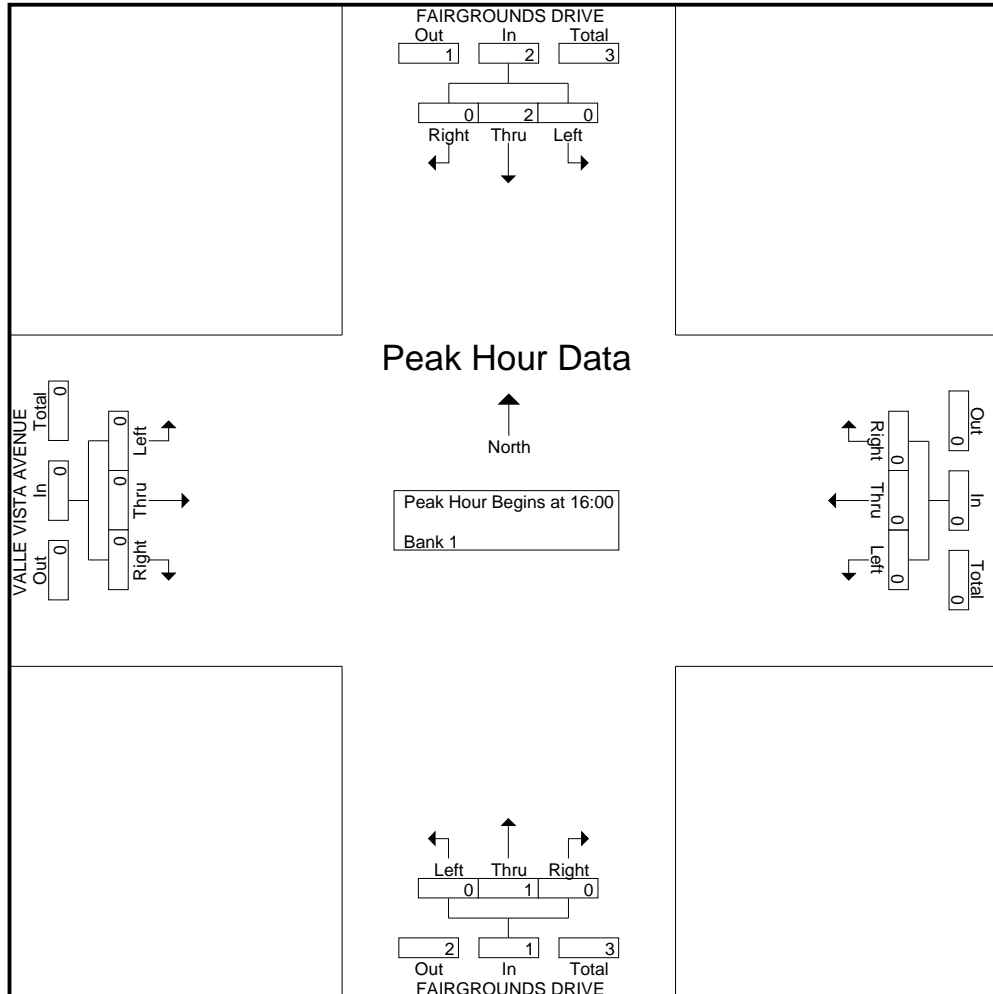
Start Time	FAIRGROUNDS DRIVE Southbound				Westbound				FAIRGROUNDS DRIVE Northbound				VALLE VISTA AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-012 FAIRGROUNDS-VALLE VISTA
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	93	7	100	0	0	2	2	26	111	24	161	0	0	66	66	329
09:15	0	88	4	92	0	0	5	5	31	123	32	186	0	0	89	89	372
09:30	0	103	8	111	0	0	6	6	35	104	19	158	0	0	95	95	370
09:45	0	104	13	117	0	0	5	5	30	115	26	171	0	0	91	91	384
Total	0	388	32	420	0	0	18	18	122	453	101	676	0	0	341	341	1455
10:00	0	134	26	160	0	0	1	1	43	142	37	222	0	0	85	85	468
10:15	0	166	16	182	0	0	8	8	43	169	34	246	0	0	95	95	531
10:30	0	162	10	172	0	0	3	3	34	158	43	235	0	0	86	86	496
10:45	0	173	10	183	0	0	9	9	33	150	34	217	0	0	105	105	514
Total	0	635	62	697	0	0	21	21	153	619	148	920	0	0	371	371	2009
16:00	0	208	17	225	0	0	4	4	62	175	28	265	0	0	89	89	583
16:15	0	195	11	206	0	0	5	5	38	168	25	231	0	0	93	93	535
16:30	0	206	19	225	0	0	8	8	62	137	34	233	0	0	89	89	555
16:45	0	192	20	212	0	0	7	7	47	166	30	243	0	0	79	79	541
Total	0	801	67	868	0	0	24	24	209	646	117	972	0	0	350	350	2214
17:00	0	213	16	229	0	0	8	8	57	156	35	248	0	0	74	74	559
17:15	0	187	19	206	0	0	2	2	54	179	29	262	0	0	72	72	542
17:30	0	191	14	205	0	0	2	2	56	140	29	225	0	0	76	76	508
17:45	1	170	14	185	0	0	5	5	55	126	21	202	0	0	94	94	486
Total	1	761	63	825	0	0	17	17	222	601	114	937	0	0	316	316	2095
Grand Total	1	2585	224	2810	0	0	80	80	706	2319	480	3505	0	0	1378	1378	7773
Apprch %	0	92	8		0	0	100		20.1	66.2	13.7		0	0	100		
Total %	0	33.3	2.9	36.2	0	0	1	1	9.1	29.8	6.2	45.1	0	0	17.7	17.7	
Unshifted	0	2581	219	2800	0	0	80	80	702	2312	477	3491	0	0	1377	1377	7748
% Unshifted	0	99.8	97.8	99.6	0	0	100	100	99.4	99.7	99.4	99.6	0	0	99.9	99.9	99.7
Bank 2	1	4	5	10	0	0	0	0	4	7	3	14	0	0	1	1	25
% Bank 2	100	0.2	2.2	0.4	0	0	0	0	0.6	0.3	0.6	0.4	0	0	0.1	0.1	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

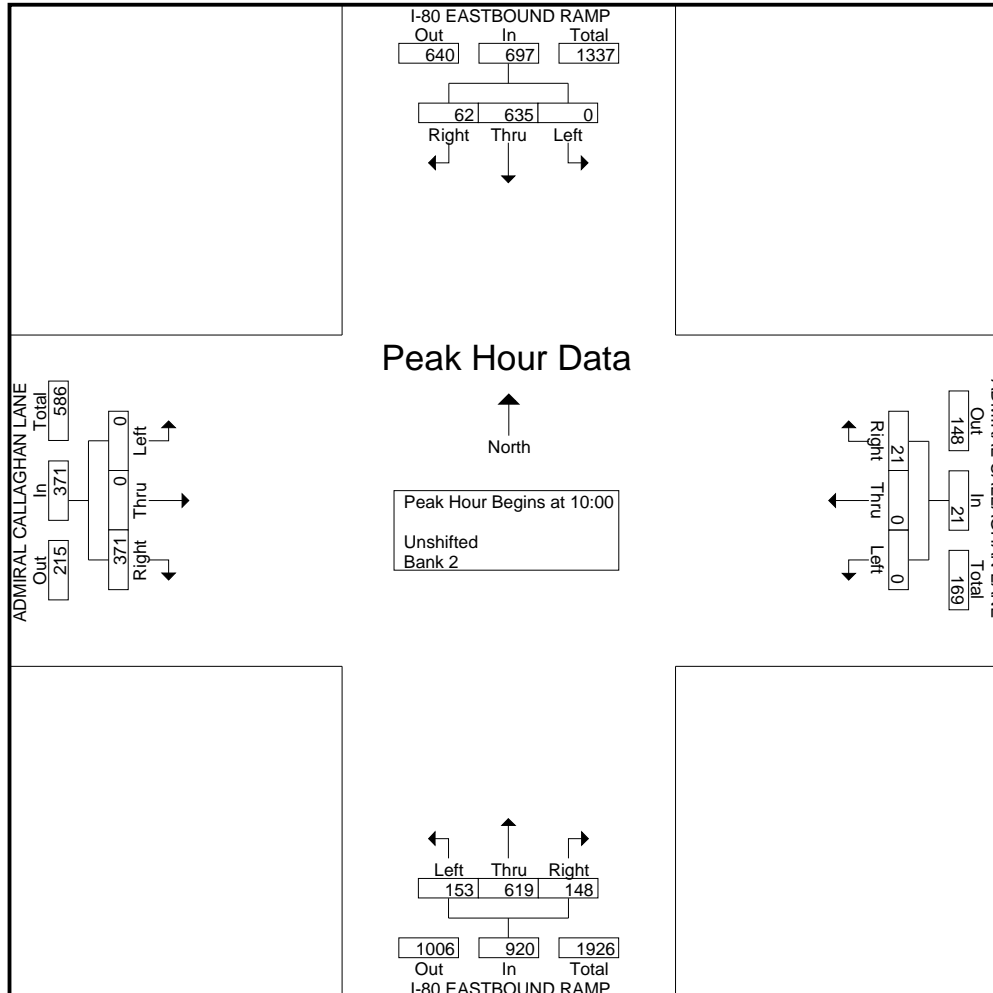
Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	134	26	160	0	0	1	1	43	142	37	222	0	0	85	85	468
10:15	0	166	16	182	0	0	8	8	43	169	34	246	0	0	95	95	531
10:30	0	162	10	172	0	0	3	3	34	158	43	235	0	0	86	86	496
10:45	0	173	10	183	0	0	9	9	33	150	34	217	0	0	105	105	514
Total Volume	0	635	62	697	0	0	21	21	153	619	148	920	0	0	371	371	2009
% App. Total	0	91.1	8.9		0	0	100		16.6	67.3	16.1		0	0	100		
PHF	.000	.918	.596	.952	.000	.000	.583	.583	.890	.916	.860	.935	.000	.000	.883	.883	.946

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

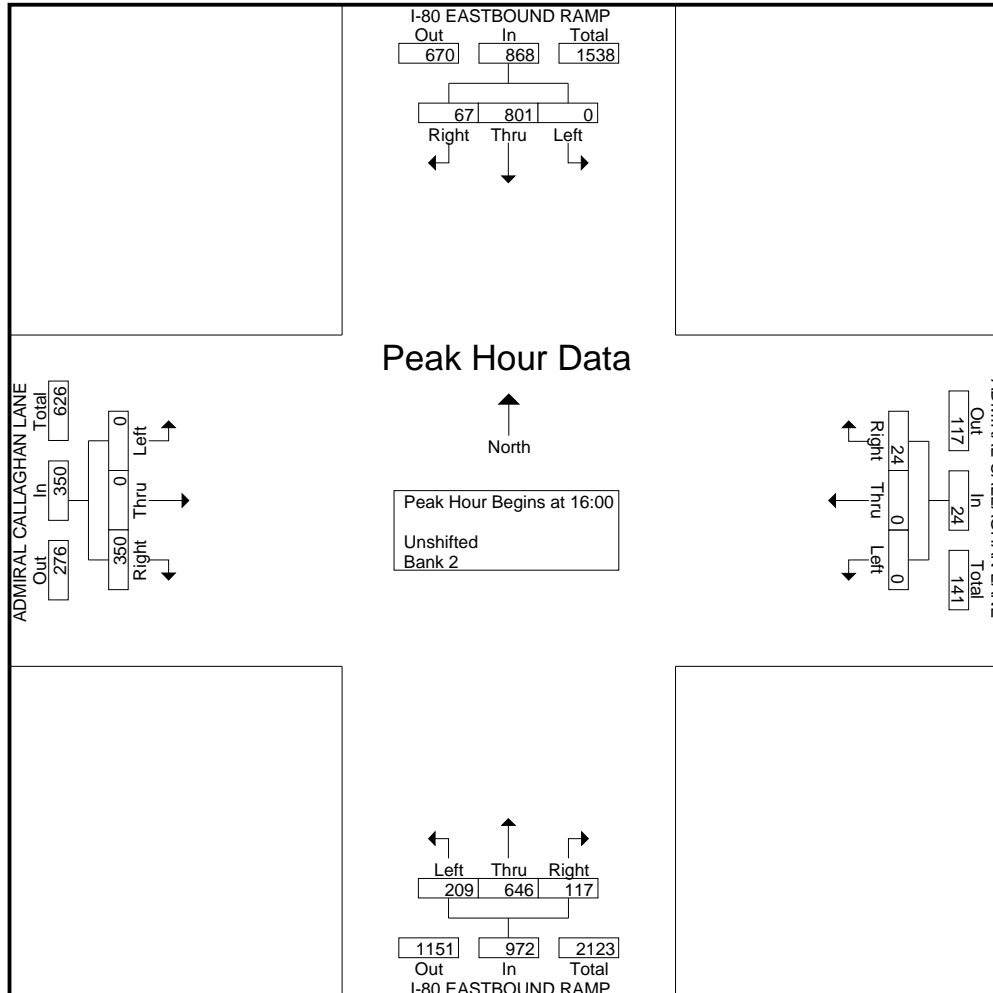
Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	208	17	225	0	0	4	4	62	175	28	265	0	0	89	89	583
16:15	0	195	11	206	0	0	5	5	38	168	25	231	0	0	93	93	535
16:30	0	206	19	225	0	0	8	8	62	137	34	233	0	0	89	89	555
16:45	0	192	20	212	0	0	7	7	47	166	30	243	0	0	79	79	541
Total Volume	0	801	67	868	0	0	24	24	209	646	117	972	0	0	350	350	2214
% App. Total	0	92.3	7.7		0	0	100		21.5	66.5	12		0	0	100		
PHF	.000	.963	.838	.964	.000	.000	.750	.750	.843	.923	.860	.917	.000	.000	.941	.941	.949

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	3
09:15	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
09:45	0	1	1	2	0	0	0	0	2	2	0	4	0	0	1	1	7
Total	0	2	3	5	0	0	0	0	3	5	2	10	0	0	1	1	16
10:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	1	1	2	0	0	0	0	1	0	1	2	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	2	3	0	0	0	0	1	1	1	3	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	1	4	5	10	0	0	0	0	4	7	3	14	0	0	1	1	25
Apprch %	10	40	50		0	0	0		28.6	50	21.4		0	0	100		
Total %	4	16	20	40	0	0	0	0	16	28	12	56	0	0	4	4	

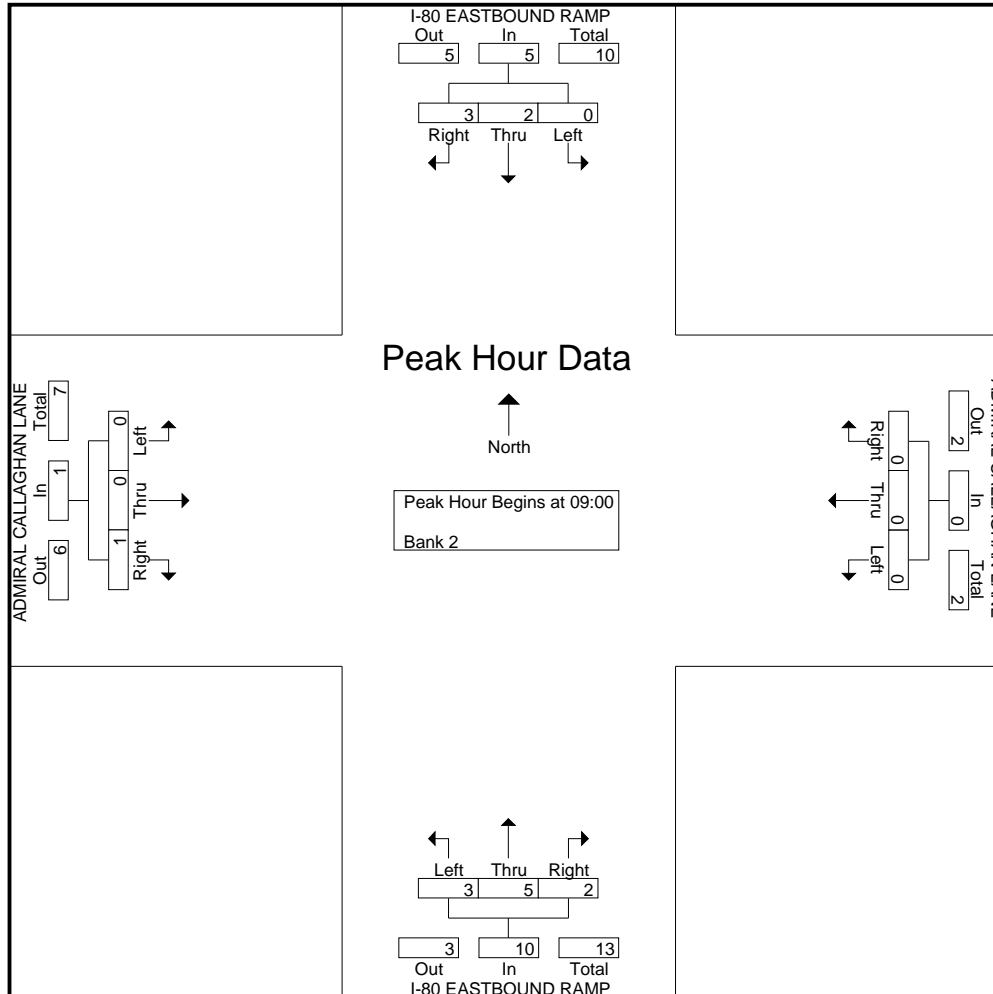
Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00																	
09:00	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	3
09:15	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
09:45	0	1	1	2	0	0	0	0	2	2	0	4	0	0	1	1	7
Total Volume	0	2	3	5	0	0	0	0	3	5	2	10	0	0	1	1	16
% App. Total	0	40	60		0	0	0		30	50	20		0	0	100		
PHF	.000	.500	.750	.625	.000	.000	.000	.000	.375	.625	.500	.625	.000	.000	.250	.250	.571

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3

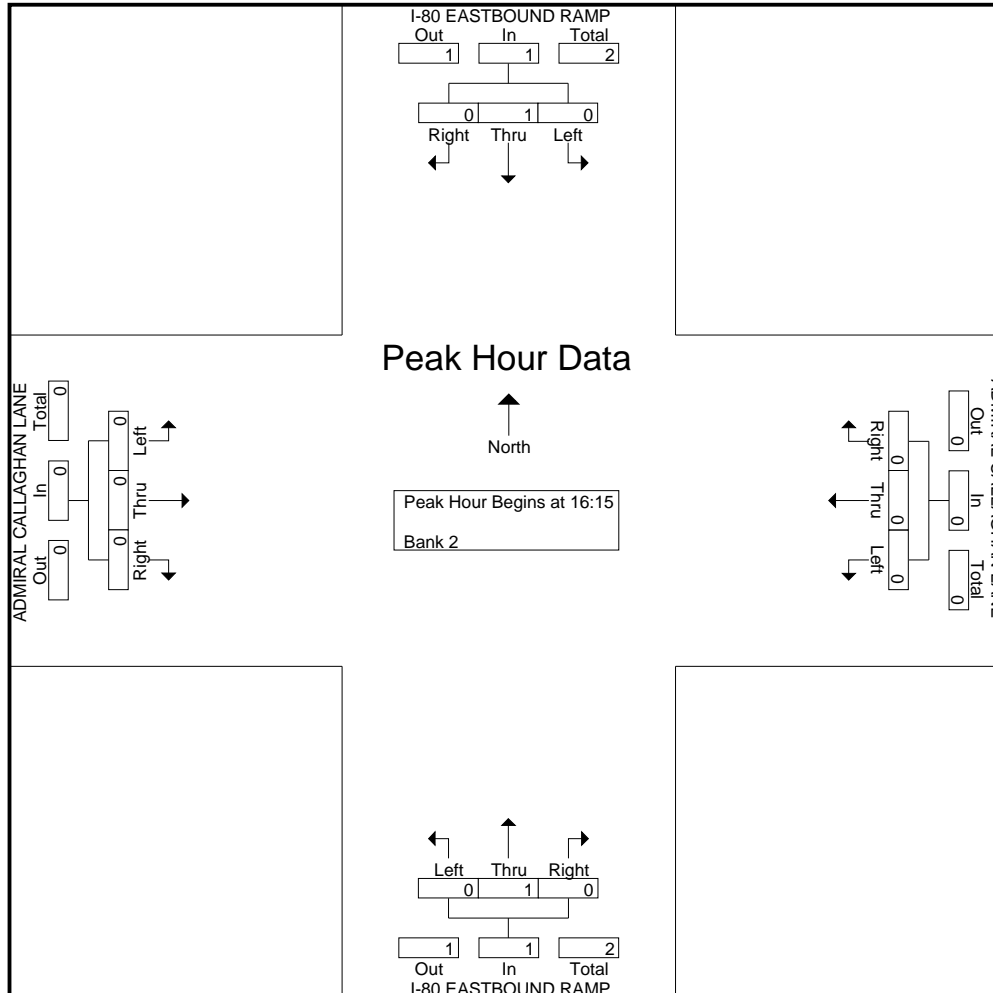
Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
17:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	I-80 EASTBOUND RAMP Southbound					ADMIRAL CALLAGHAN LANE Westbound					I-80 EASTBOUND RAMP Northbound					ADMIRAL CALLAGHAN LANE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	0	3
09:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	1	3
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2
Total	0	0	0	1	0	0	0	0	5	0	0	1	0	0	1	0	0	0	2	0	8	1	9
10:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:45	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	0	2	0	0	2	0	0	0	7	0	0	1	0	0	1	0	0	0	0	0	7	3	10
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	2	2	2	4
16:30	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	3
16:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1	2
Total	0	1	0	0	1	0	0	0	5	0	0	1	0	0	1	0	1	1	0	2	5	4	9
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8
Total	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	11
Grand Total	0	3	0	1	3	0	0	0	28	0	0	3	0	0	3	0	1	1	2	2	31	8	39
Apprch %	0	100	0			0	0	0			0	100	0			0	50	50					
Total %	0	37.5	0		37.5	0	0	0			0	37.5	0		37.5	0	12.5	12.5		25	79.5	20.5	

Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

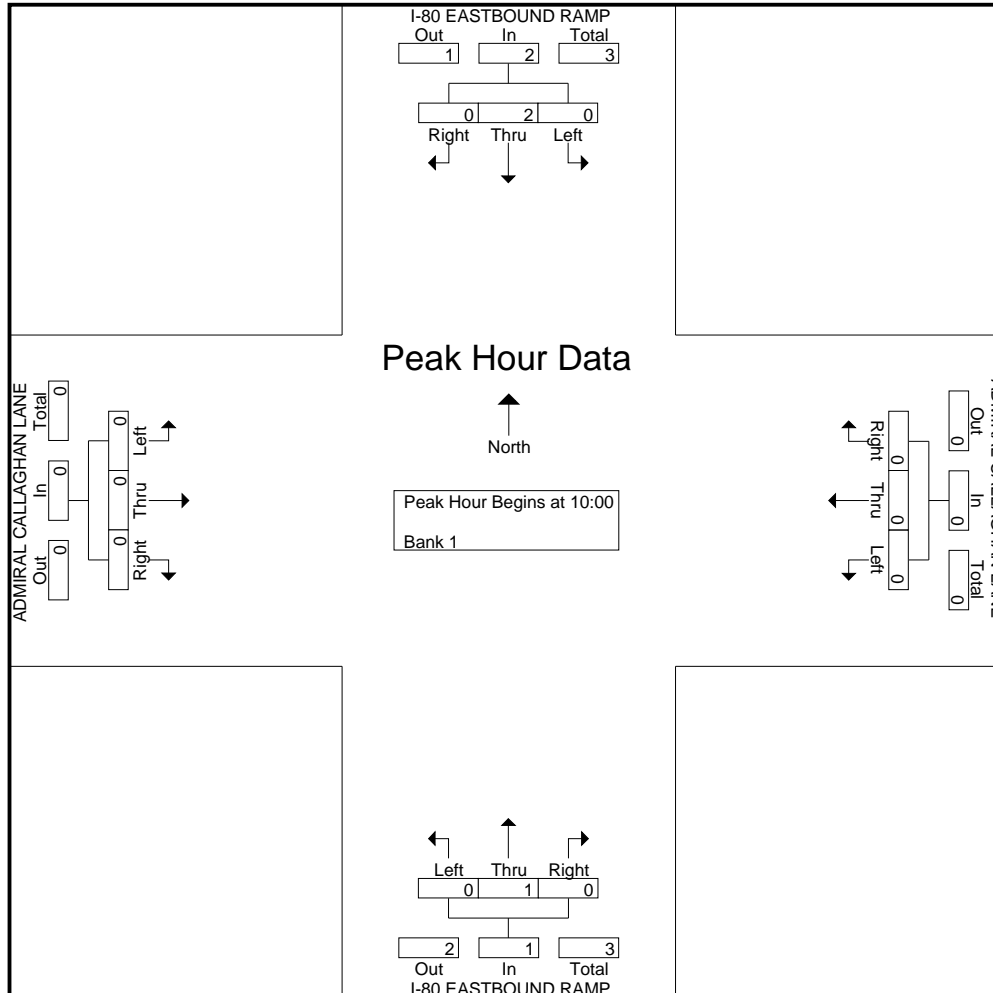
Peak Hour for Entire Intersection Begins at 10:00

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3

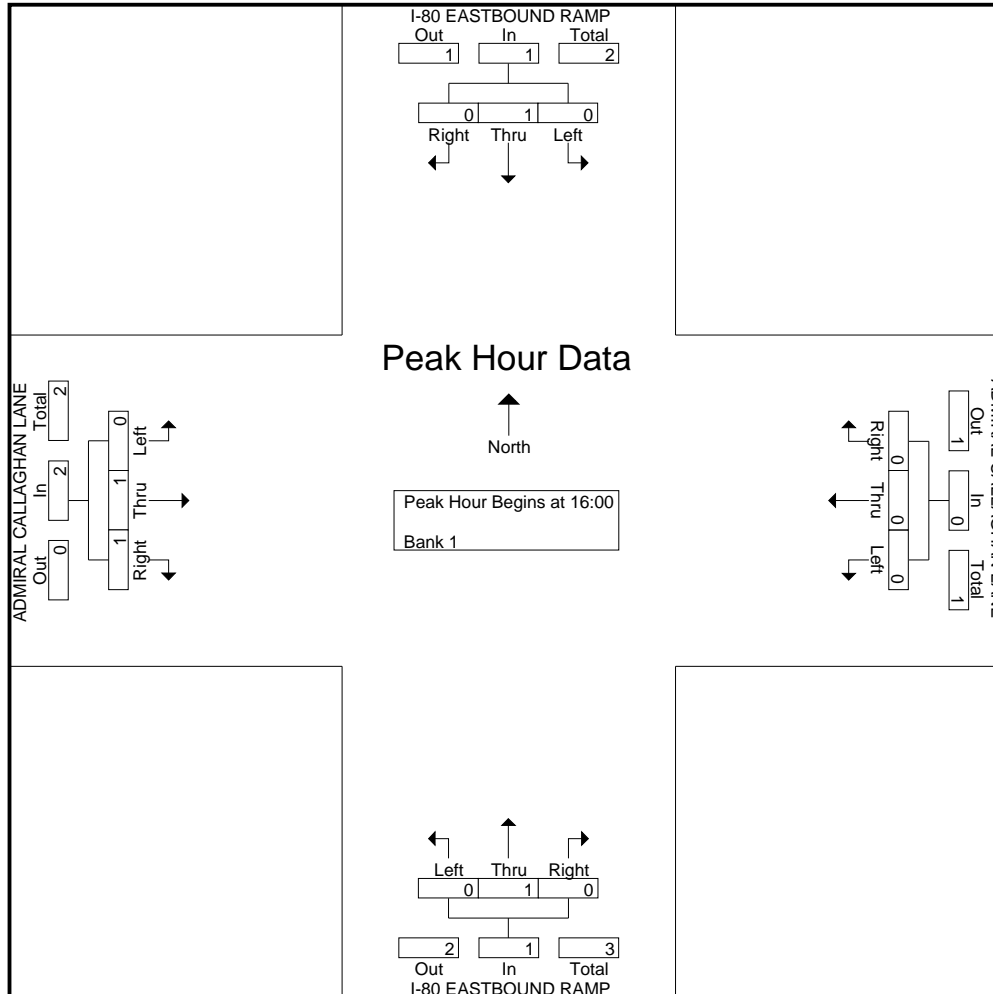
Start Time	I-80 EASTBOUND RAMP Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	1	1	2	4
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.500

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-013 ADMIRAL CALLAGHAN-I80 EB
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	TUOLUMNE STREET Southbound				REDWOOD STREET Westbound				TUOLUMNE STREET Northbound				REDWOOD STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	33	23	13	69	23	88	32	143	10	30	14	54	9	67	8	84	350
09:15	46	34	10	90	7	106	37	150	6	36	32	74	19	96	6	121	435
09:30	73	35	10	118	15	97	42	154	7	34	28	69	18	75	12	105	446
09:45	59	35	11	105	16	119	38	173	8	35	17	60	18	82	9	109	447
Total	211	127	44	382	61	410	149	620	31	135	91	257	64	320	35	419	1678
10:00	59	34	15	108	21	108	43	172	5	40	20	65	17	130	8	155	500
10:15	62	30	16	108	21	136	38	195	19	43	32	94	18	113	12	143	540
10:30	60	38	13	111	15	130	51	196	6	63	33	102	15	115	9	139	548
10:45	76	40	14	130	29	117	51	197	20	21	20	61	21	145	10	176	564
Total	257	142	58	457	86	491	183	760	50	167	105	322	71	503	39	613	2152
16:00	77	36	14	127	43	153	65	261	12	34	20	66	12	129	12	153	607
16:15	71	49	19	139	49	156	53	258	8	54	34	96	12	140	13	165	658
16:30	66	26	11	103	36	165	55	256	6	43	20	69	25	108	13	146	574
16:45	70	33	9	112	35	128	44	207	6	36	17	59	14	125	13	152	530
Total	284	144	53	481	163	602	217	982	32	167	91	290	63	502	51	616	2369
17:00	85	42	15	142	38	113	44	195	11	49	22	82	21	151	14	186	605
17:15	62	48	8	118	52	138	67	257	9	37	24	70	15	142	12	169	614
17:30	56	32	12	100	36	122	40	198	9	34	19	62	10	143	15	168	528
17:45	60	24	10	94	51	128	43	222	10	40	14	64	17	110	10	137	517
Total	263	146	45	454	177	501	194	872	39	160	79	278	63	546	51	660	2264
Grand Total	1015	559	200	1774	487	2004	743	3234	152	629	366	1147	261	1871	176	2308	8463
Apprch %	57.2	31.5	11.3		15.1	62	23		13.3	54.8	31.9		11.3	81.1	7.6		
Total %	12	6.6	2.4	21	5.8	23.7	8.8	38.2	1.8	7.4	4.3	13.6	3.1	22.1	2.1	27.3	
Unshifted	1011	555	199	1765	487	1997	741	3225	152	626	366	1144	261	1865	176	2302	8436
% Unshifted	99.6	99.3	99.5	99.5	100	99.7	99.7	99.7	100	99.5	100	99.7	100	99.7	100	99.7	99.7
Bank 2	4	4	1	9	0	7	2	9	0	3	0	3	0	6	0	6	27
% Bank 2	0.4	0.7	0.5	0.5	0	0.3	0.3	0.3	0	0.5	0	0.3	0	0.3	0	0.3	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

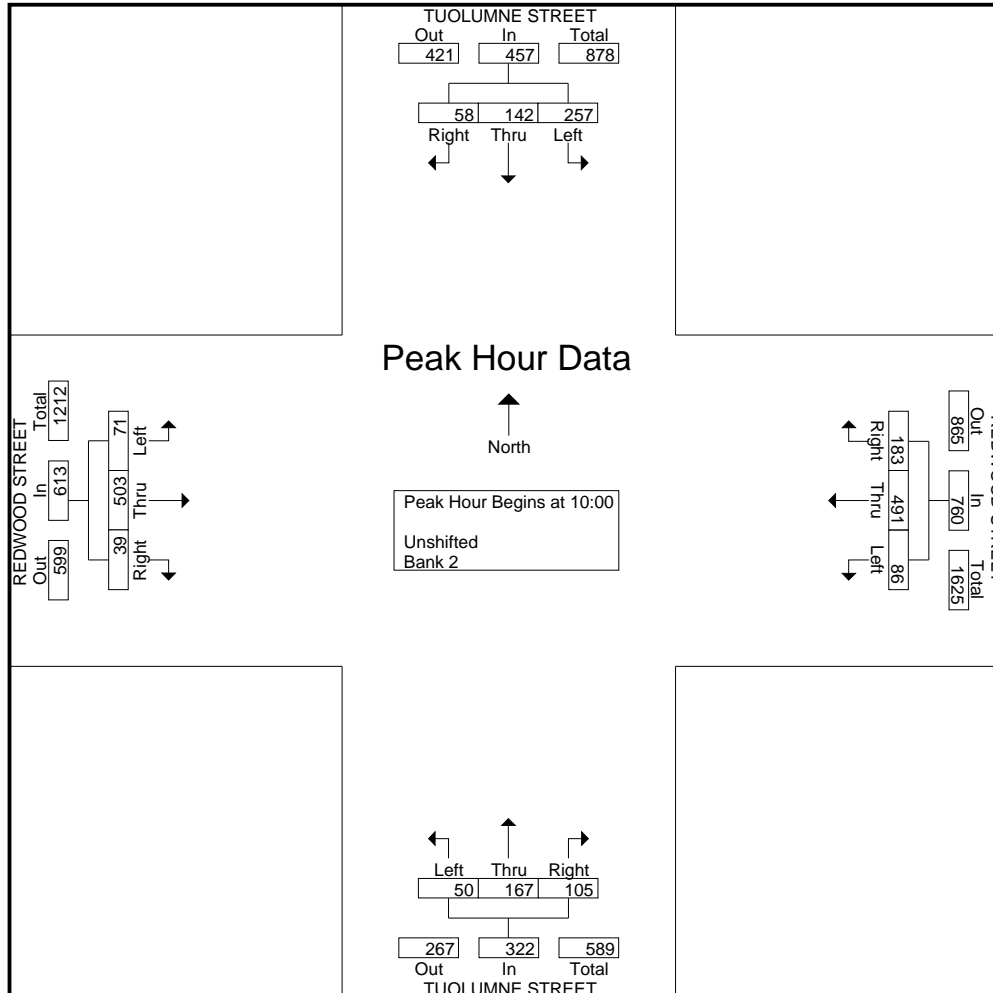
Start Time	TUOLUMNE STREET Southbound				REDWOOD STREET Westbound				TUOLUMNE STREET Northbound				REDWOOD STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	59	34	15	108	21	108	43	172	5	40	20	65	17	130	8	155	500
10:15	62	30	16	108	21	136	38	195	19	43	32	94	18	113	12	143	540
10:30	60	38	13	111	15	130	51	196	6	63	33	102	15	115	9	139	548
10:45	76	40	14	130	29	117	51	197	20	21	20	61	21	145	10	176	564
Total Volume	257	142	58	457	86	491	183	760	50	167	105	322	71	503	39	613	2152
% App. Total	56.2	31.1	12.7		11.3	64.6	24.1		15.5	51.9	32.6		11.6	82.1	6.4		
PHF	.845	.888	.906	.879	.741	.903	.897	.964	.625	.663	.795	.789	.845	.867	.813	.871	.954

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

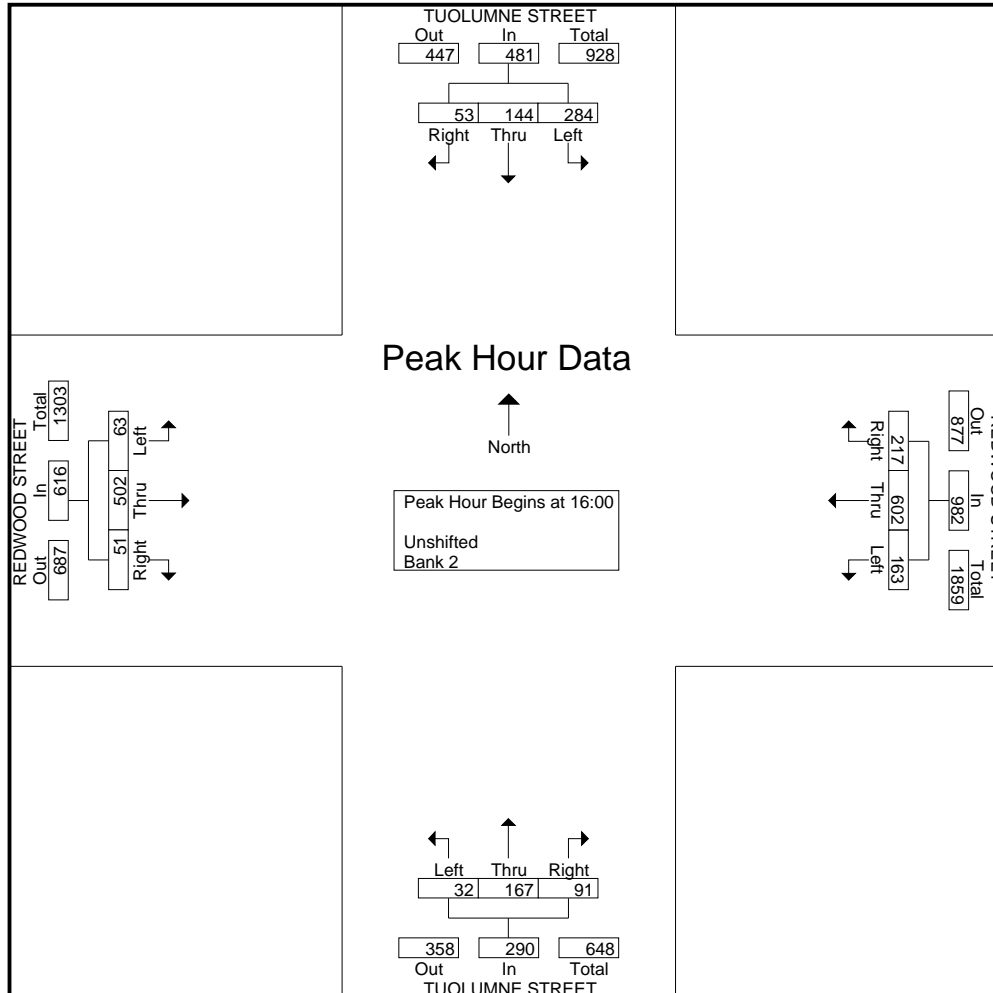
Start Time	TUOLUMNE STREET Southbound				REDWOOD STREET Westbound				TUOLUMNE STREET Northbound				REDWOOD STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	77	36	14	127	43	153	65	261	12	34	20	66	12	129	12	153	607
16:15	71	49	19	139	49	156	53	258	8	54	34	96	12	140	13	165	658
16:30	66	26	11	103	36	165	55	256	6	43	20	69	25	108	13	146	574
16:45	70	33	9	112	35	128	44	207	6	36	17	59	14	125	13	152	530
Total Volume	284	144	53	481	163	602	217	982	32	167	91	290	63	502	51	616	2369
% App. Total	59	29.9	11		16.6	61.3	22.1		11	57.6	31.4		10.2	81.5	8.3		
PHF	.922	.735	.697	.865	.832	.912	.835	.941	.667	.773	.669	.755	.630	.896	.981	.933	.900

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

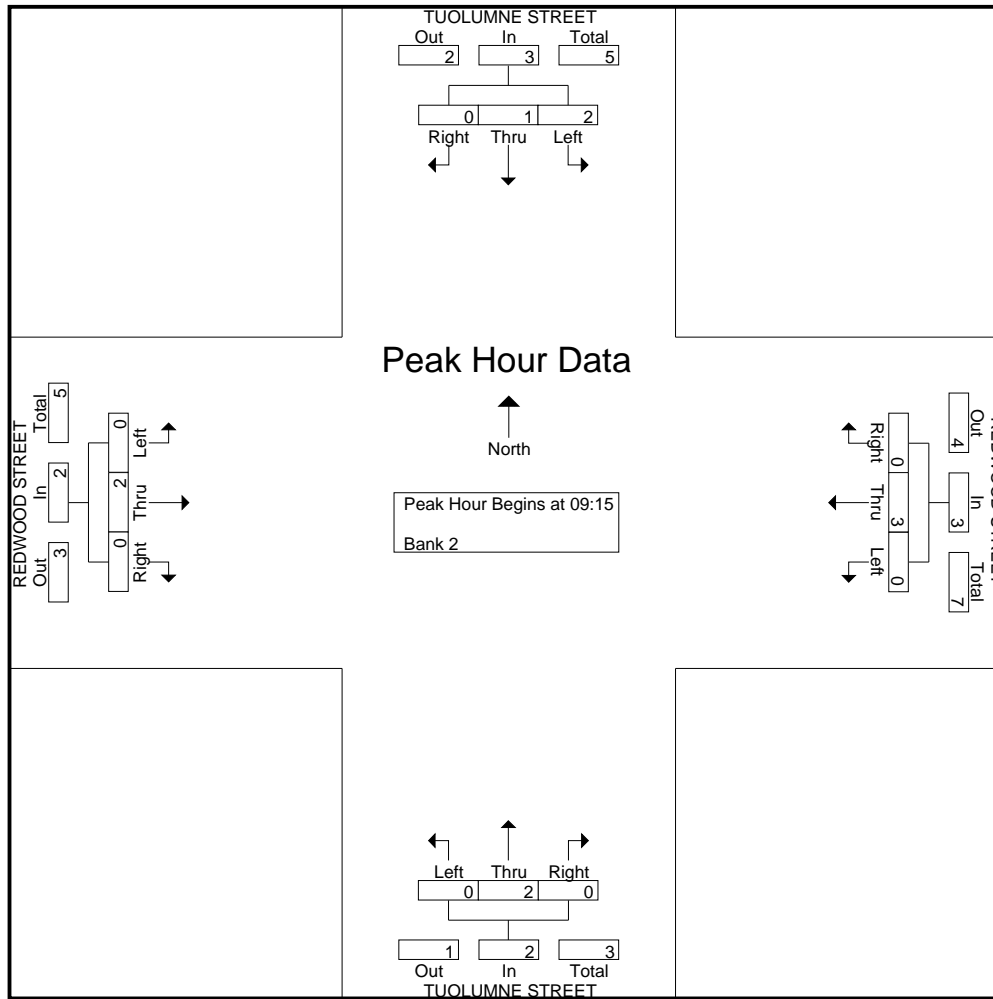
CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	TUOLUMNE STREET Southbound				REDWOOD STREET Westbound				TUOLUMNE STREET Northbound				REDWOOD STREET Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:00	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
09:15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2
09:30	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
09:45	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	3	1	0	4	0	2	0	2	0	2	0	2	0	1	0	1	1	9
10:00	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	1	4
10:15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	1	2
10:30	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
10:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	3	1	4	0	1	0	1	0	2	0	2	2	9
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	2
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	1	1	2	0	0	0	0	0	1	0	1	1	5
17:00	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	2	4
Grand Total	4	4	1	9	0	7	2	9	0	3	0	3	0	6	0	6	6	27
Apprch %	44.4	44.4	11.1		0	77.8	22.2		0	100	0		0	100	0			
Total %	14.8	14.8	3.7	33.3	0	25.9	7.4	33.3	0	11.1	0	11.1	0	22.2	0	22.2		

Start Time	TUOLUMNE STREET Southbound				REDWOOD STREET Westbound				TUOLUMNE STREET Northbound				REDWOOD STREET Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:15																		
09:15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2
09:30	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
09:45	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
10:00	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	1	4
Total Volume	2	1	0	3	0	3	0	3	0	2	0	2	0	2	0	2	2	10
% App. Total	66.7	33.3	0		0	100	0		0	100	0		0	100	0			



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:15

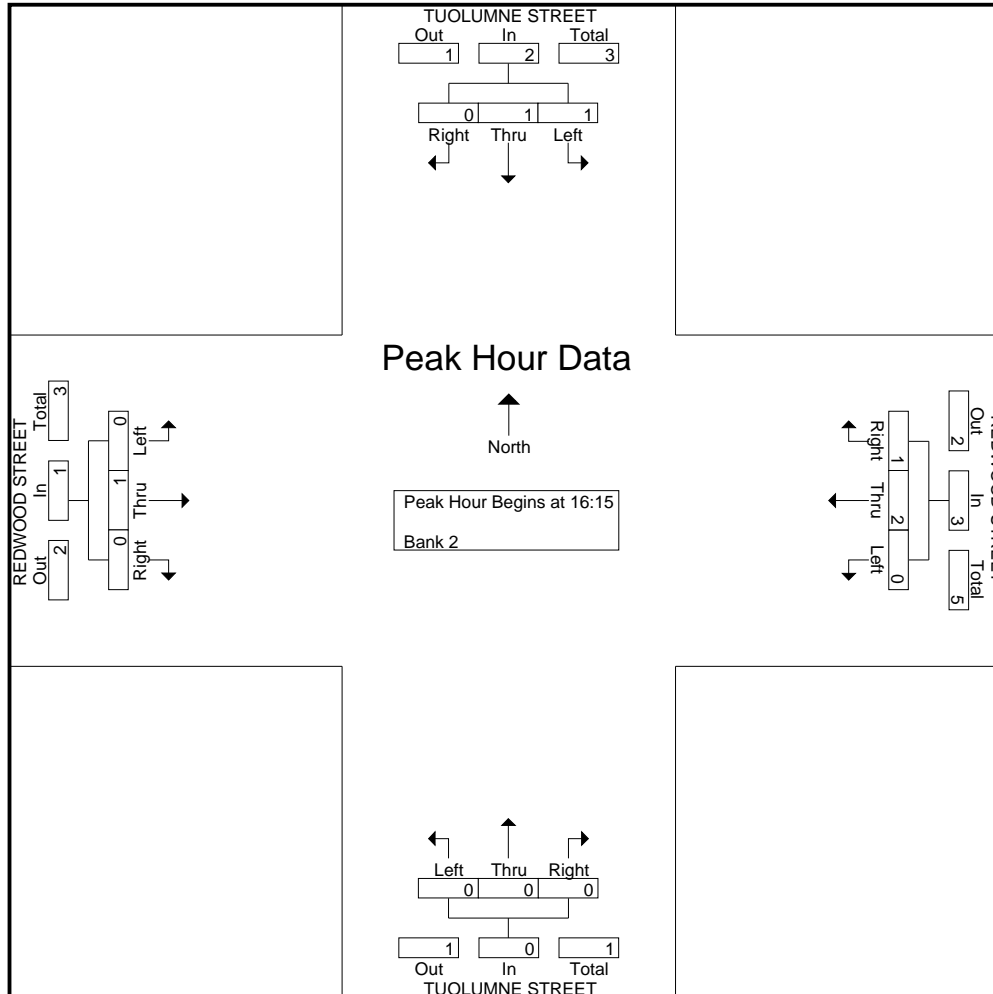
16:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
17:00	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Total Volume	1	1	0	2	0	2	1	3	0	0	0	0	0	0	1	0	1	6
% App. Total	50	50	0	0	0	66.7	33.3	0	0	0	0	0	0	0	100	0	0	0
PHF	.250	.250	.000	.500	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.250	.000	.250	.750

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

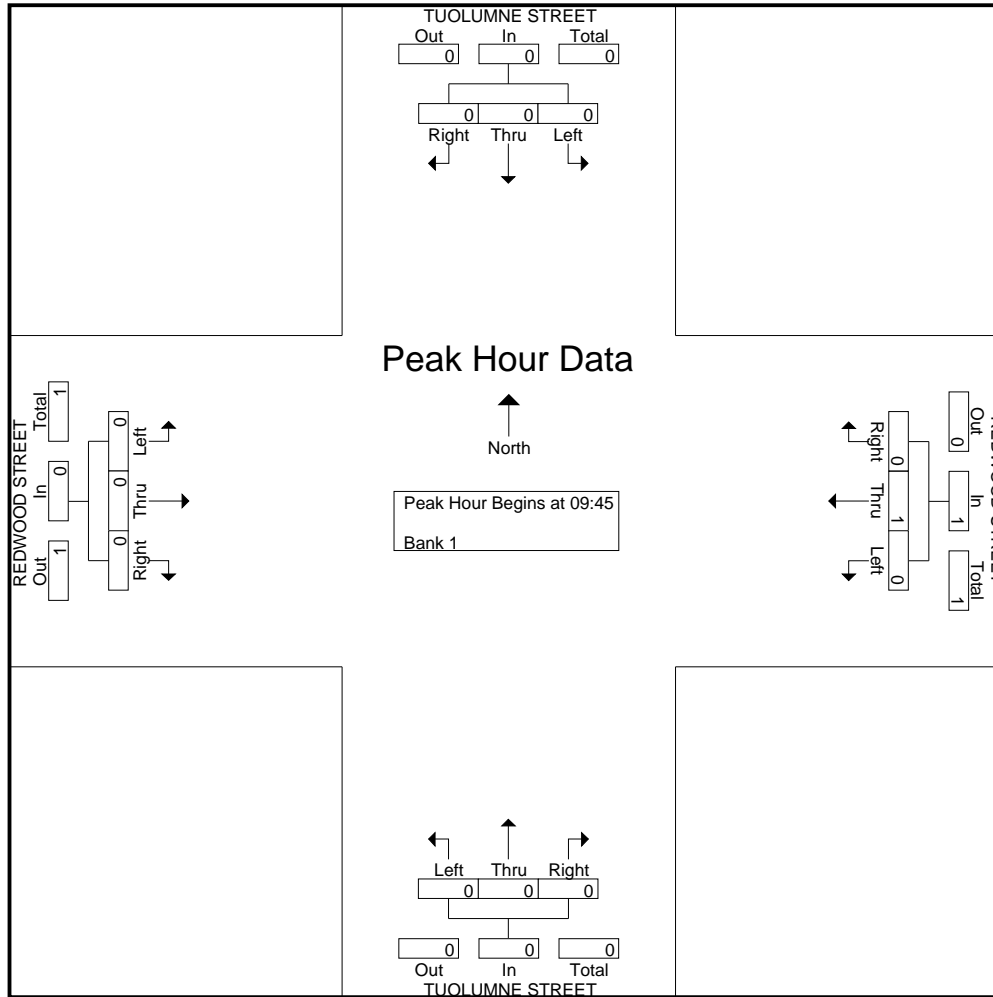
File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	TUOLUMNE STREET Southbound					REDWOOD STREET Westbound					TUOLUMNE STREET Northbound					REDWOOD STREET Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	3
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	5
10:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	4	1	5
16:00	0	0	0	2	0	0	3	0	2	3	0	1	0	1	1	0	0	0	3	0	8	4	12
16:15	0	0	0	2	0	0	2	0	2	3	0	0	0	0	0	0	0	0	0	0	4	3	7
16:30	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	1	3
16:45	0	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	3	1	4
Total	0	0	0	5	0	1	7	0	6	8	0	1	0	3	1	0	0	0	3	0	17	9	26
17:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2
17:15	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	2	2	4
17:30	0	0	0	3	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	4	2	6
17:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	2	0	4	1	5
Total	0	0	0	5	0	0	4	0	4	4	0	1	0	1	1	0	0	0	2	0	12	5	17
Grand Total	0	0	0	11	0	1	12	0	17	13	0	2	0	5	2	0	0	0	5	0	38	15	53
Apprch %	0	0	0			7.7	92.3	0			0	100	0			0	0	0					
Total %	0	0	0			6.7	80	0		86.7	0	13.3	0		13.3	0	0	0			71.7	28.3	

Start Time	TUOLUMNE STREET Southbound				REDWOOD STREET Westbound				TUOLUMNE STREET Northbound				REDWOOD STREET Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 09:45



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00

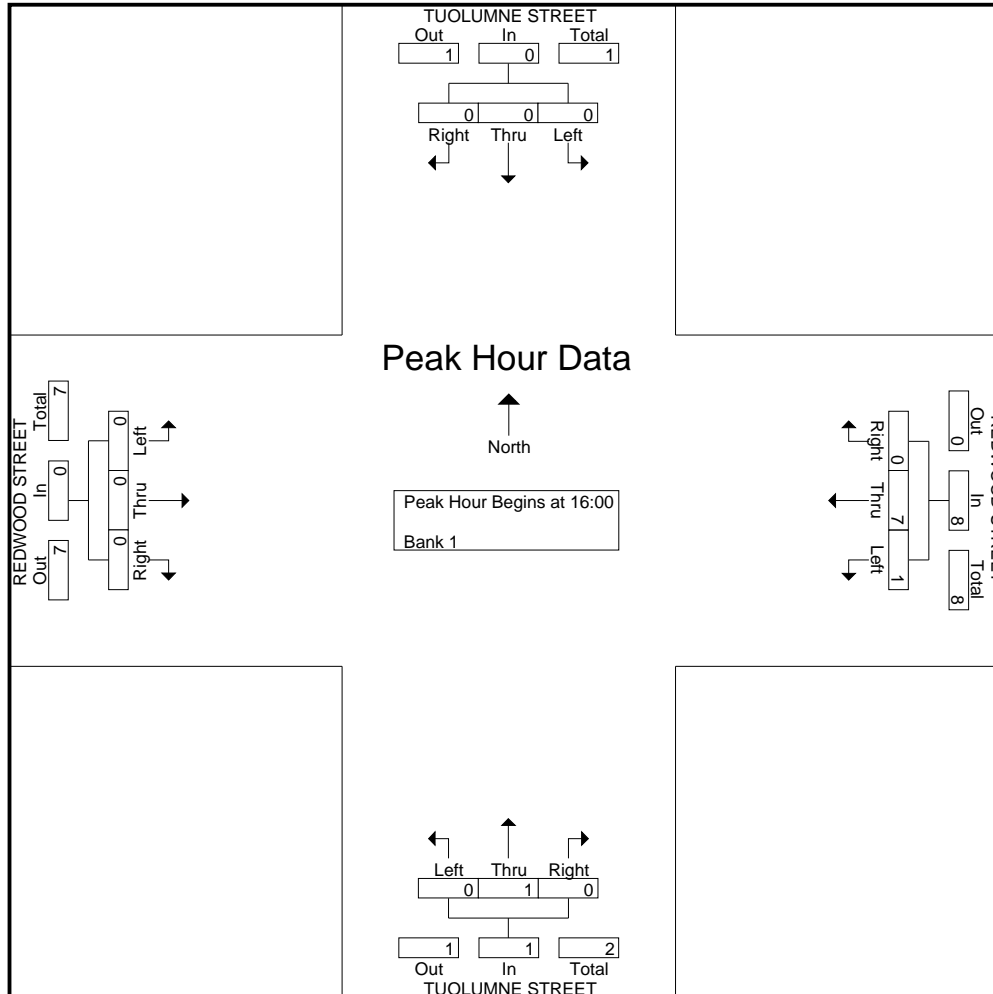
16:00	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	4
16:15	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	7	0	8	0	1	0	1	0	0	0	0	9
% App. Total	0	0	0	0	12.5	87.5	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.250	.000	.250	.000	.000	.000	.000	.563

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-014 TUOLUMNE-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	FAIRGROUNDS DRIVE Southbound					I-80 WB OFF RAMP Southwestbound					REDWOOD STREET Westbound					I-80 WB ON RAMP Northbound					REDWOOD STREET Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
09:00	0	19	15	11	45	18	0	17	6	41	62	112	44	0	218	0	0	0	0	0	13	0	79	49	141	445
09:15	0	21	16	15	52	27	0	26	8	61	81	138	52	0	271	0	0	0	0	0	15	0	97	57	169	553
09:30	0	25	18	16	59	26	1	29	7	63	71	126	41	0	238	0	0	0	0	0	19	0	109	59	187	547
09:45	0	18	17	17	52	35	2	31	5	73	84	149	52	0	285	0	0	0	0	0	22	0	122	64	208	618
Total	0	83	66	59	208	106	3	103	26	238	298	525	189	0	1012	0	0	0	0	0	69	0	407	229	705	2163
10:00	0	26	18	9	53	37	0	32	6	75	86	148	57	0	291	0	0	0	0	0	21	0	124	72	217	636
10:15	0	19	22	23	64	34	1	39	7	81	88	161	54	0	303	0	0	0	0	0	11	0	150	58	219	667
10:30	0	20	31	19	70	32	0	27	13	72	92	175	55	0	322	0	0	0	0	0	21	0	154	69	244	708
10:45	0	19	21	22	62	21	0	31	12	64	68	188	72	0	328	0	0	0	0	0	13	0	151	66	230	684
Total	0	84	92	73	249	124	1	129	38	292	334	672	238	0	1244	0	0	0	0	0	66	0	579	265	910	2695
16:00	0	30	32	33	95	65	2	63	8	138	76	221	34	0	331	0	0	0	0	0	14	0	145	90	249	813
16:15	0	37	50	23	110	53	1	66	6	126	83	212	40	0	335	0	0	0	0	0	18	0	150	85	253	824
16:30	0	36	60	31	127	48	0	52	4	104	89	209	45	0	343	0	0	0	0	0	20	0	134	64	218	792
16:45	0	21	52	32	105	40	1	52	3	96	75	188	27	0	290	0	0	0	0	0	14	0	141	61	216	707
Total	0	124	194	119	437	206	4	233	21	464	323	830	146	0	1299	0	0	0	0	0	66	0	570	300	936	3136
17:00	0	31	66	38	135	39	0	42	3	84	96	207	35	0	338	0	0	0	0	0	19	0	149	90	258	815
17:15	0	29	53	26	108	40	0	38	3	81	80	220	47	0	347	0	0	0	0	0	24	0	146	70	240	776
17:30	0	32	50	34	116	66	0	54	2	122	79	178	29	0	286	0	0	0	0	0	41	0	137	82	260	784
17:45	0	35	54	31	120	70	0	46	5	121	65	208	41	0	314	0	0	0	0	0	16	0	129	67	212	767
Total	0	127	223	129	479	215	0	180	13	408	320	813	152	0	1285	0	0	0	0	0	100	0	561	309	970	3142
Grand Total	0	418	575	380	1373	651	8	645	98	1402	1275	2840	725	0	4840	0	0	0	0	0	301	0	2117	1103	3521	11136
Apprch %	0	30.4	41.9	27.7		46.4	0.6	46	7		26.3	58.7	15	0		0	0	0	0		8.5	0	60.1	31.3		
Total %	0	3.8	5.2	3.4	12.3	5.8	0.1	5.8	0.9	12.6	11.4	25.5	6.5	0	43.5	0	0	0	0	0	2.7	0	19	9.9	31.6	
Unshifted	0	418	575	380	1373	640	8	644	95	1387	1271	2830	725	0	4826	0	0	0	0	0	301	0	2117	1103	3521	11107
% Unshifted	0	100	100	100	100	98.3	100	99.8	96.9	98.9	99.7	99.6	100	0	99.7	0	0	0	0	0	100	0	100	100	100	99.7
Bank 2	0	0	0	0	0	11	0	1	3	15	4	10	0	0	14	0	0	0	0	0	0	0	0	0	0	29
% Bank 2	0	0	0	0	0	1.7	0	0.2	3.1	1.1	0.3	0.4	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

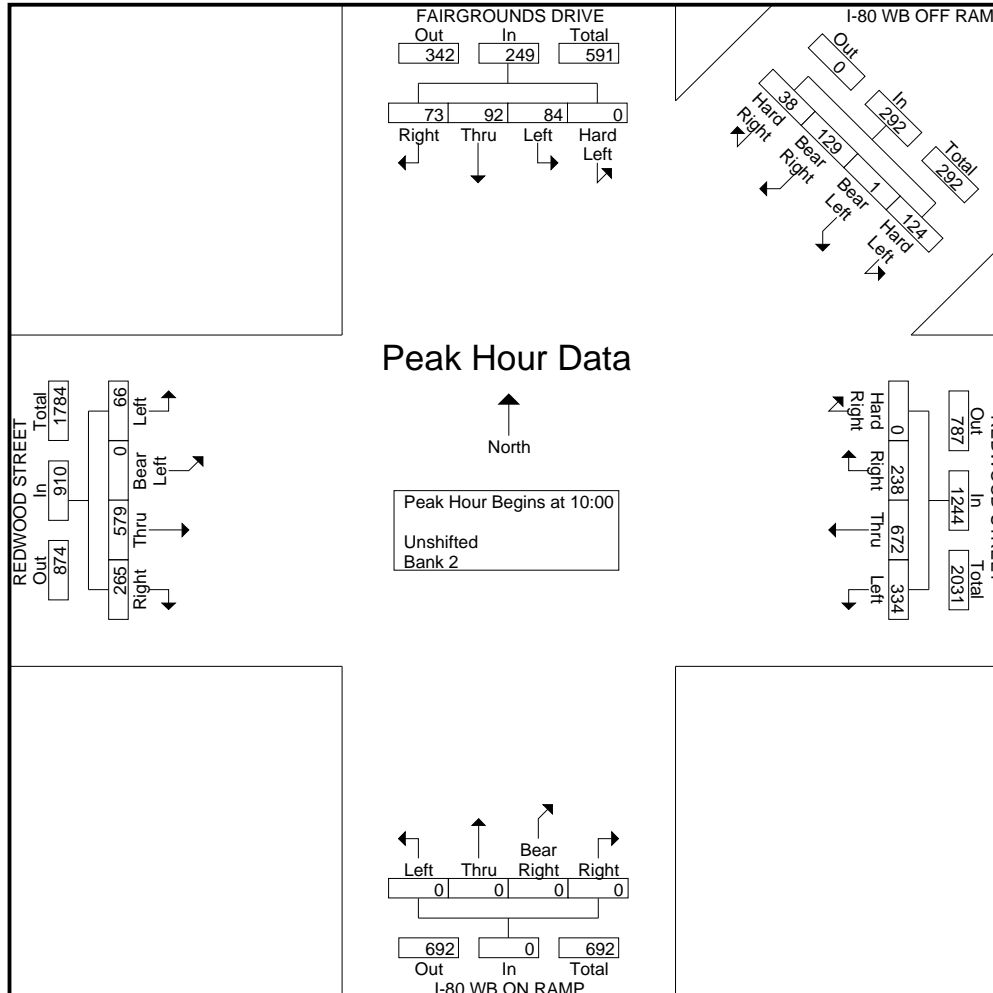
Start Time	FAIRGROUNDS DRIVE Southbound					I-80 WB OFF RAMP Southwestbound					REDWOOD STREET Westbound					I-80 WB ON RAMP Northbound					REDWOOD STREET Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 10:00																										
10:00	0	26	18	9	53	37	0	32	6	75	86	148	57	0	291	0	0	0	0	0	21	0	124	72	217	636
10:15	0	19	22	23	64	34	1	39	7	81	88	161	54	0	303	0	0	0	0	0	11	0	150	58	219	667
10:30	0	20	31	19	70	32	0	27	13	72	92	175	55	0	322	0	0	0	0	0	21	0	154	69	244	708
10:45	0	19	21	22	62	21	0	31	12	64	68	188	72	0	328	0	0	0	0	0	13	0	151	66	230	684
Total Volume	0	84	92	73	249	124	1	129	38	292	334	672	238	0	1244	0	0	0	0	0	66	0	579	265	910	2695
% App. Total	0	33.7	36.9	29.3		42.5	0.3	44.2	13		26.8	54	19.1	0		0	0	0	0		7.3	0	63.6	29.1		
PHF	.000	.808	.742	.793	.889	.838	.250	.827	.731	.901	.908	.894	.826	.000	.948	.000	.000	.000	.000	.000	.786	.000	.940	.920	.932	.952

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

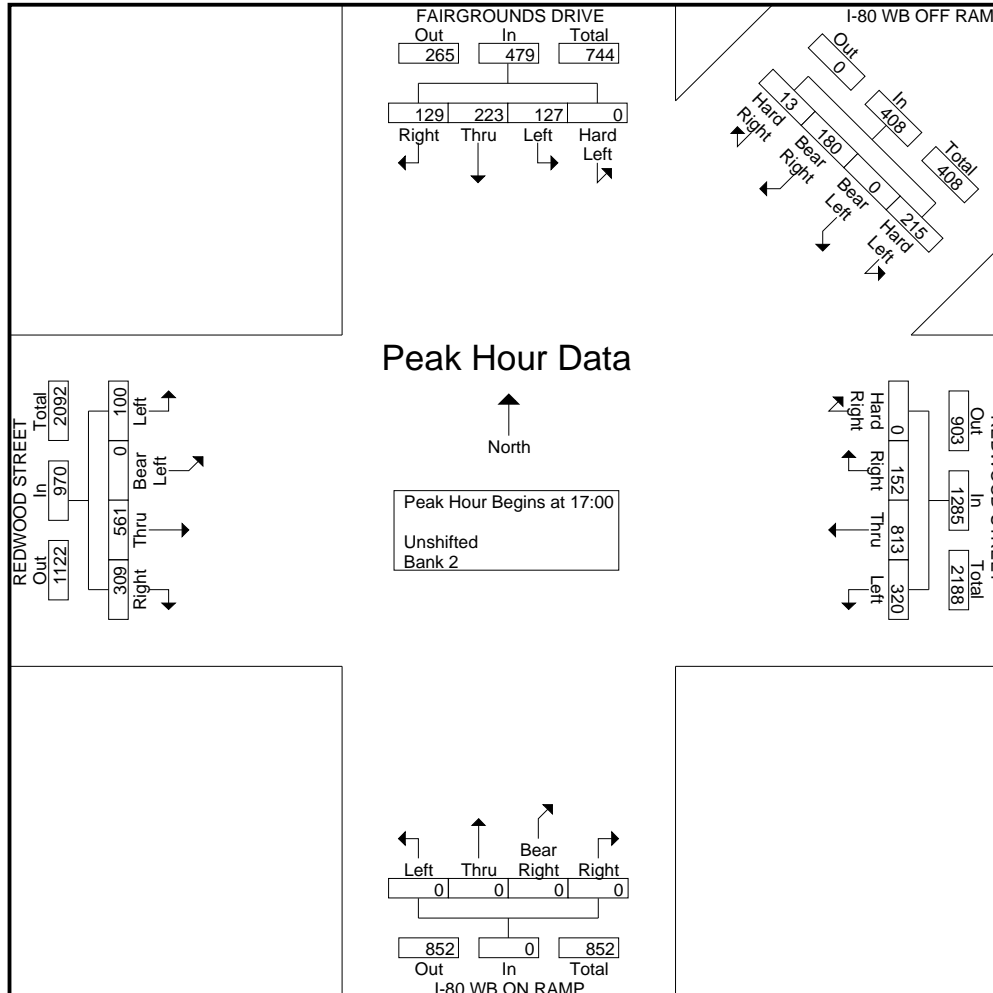
Start Time	FAIRGROUNDS DRIVE Southbound					I-80 WB OFF RAMP Southwestbound					REDWOOD STREET Westbound					I-80 WB ON RAMP Northbound					REDWOOD STREET Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 17:00																										
17:00	0	31	66	38	135	39	0	42	3	84	96	207	35	0	338	0	0	0	0	0	19	0	149	90	258	815
17:15	0	29	53	26	108	40	0	38	3	81	80	220	47	0	347	0	0	0	0	0	24	0	146	70	240	776
17:30	0	32	50	34	116	66	0	54	2	122	79	178	29	0	286	0	0	0	0	0	41	0	137	82	260	784
17:45	0	35	54	31	120	70	0	46	5	121	65	208	41	0	314	0	0	0	0	0	16	0	129	67	212	767
Total Volume	0	127	223	129	479	215	0	180	13	408	320	813	152	0	1285	0	0	0	0	0	100	0	561	309	970	3142
% App. Total	0	26.5	46.6	26.9		52.7	0	44.1	3.2		24.9	63.3	11.8	0		0	0	0	0		10.3	0	57.8	31.9		
PHF	.000	.907	.845	.849	.887	.768	.000	.833	.650	.836	.833	.924	.809	.000	.926	.000	.000	.000	.000	.000	.610	.000	.941	.858	.933	.964

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5

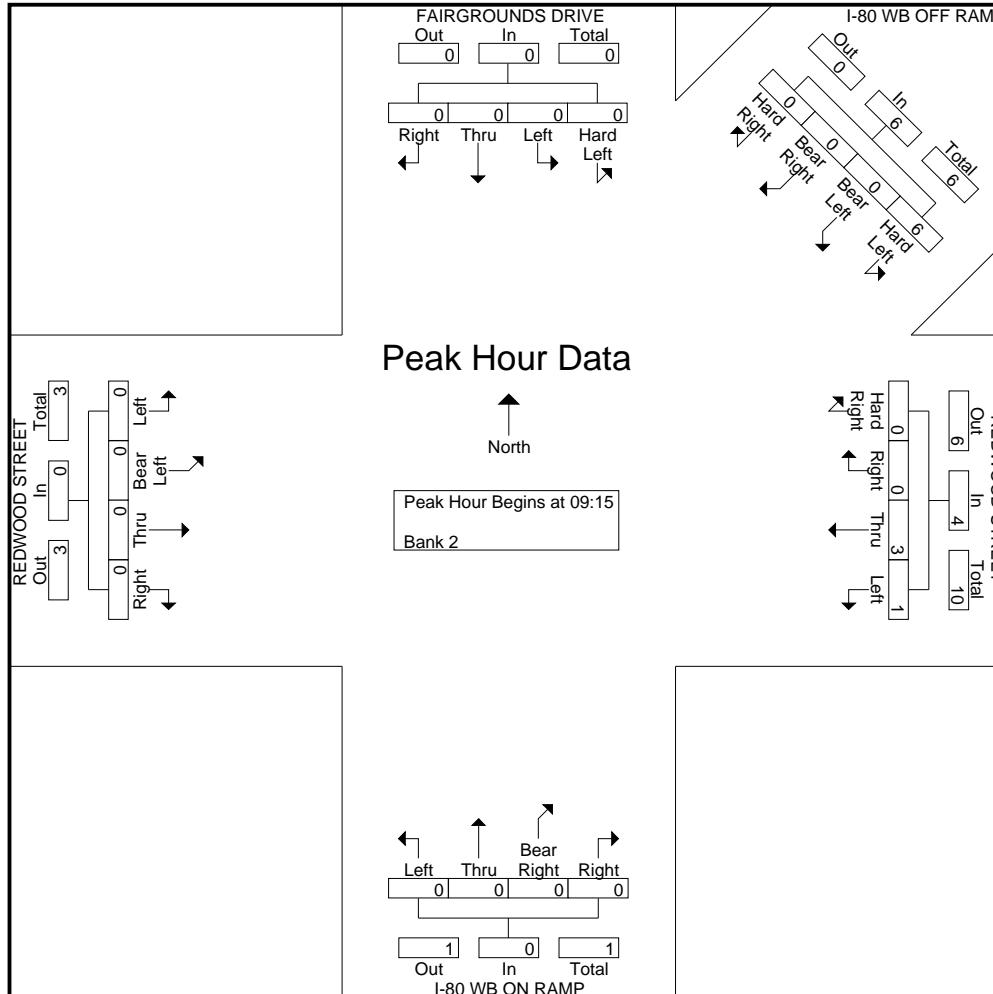


All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	FAIRGROUNDS DRIVE Southbound						I-80 WB OFF RAMP Southwestbound						REDWOOD STREET Westbound						I-80 WB ON RAMP Northbound						REDWOOD STREET Eastbound						Exclu. Total	Inclu. Total	Int. Total						
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total									
09:00	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
09:15	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
09:30	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
Total	0	0	0	1	6	1	0	0	0	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	14
10:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2
10:15	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	1	3
10:30	0	0	0	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	4	0	0	10	0	0	10
Total	0	0	0	1	4	1	0	0	0	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	10	5	0	0	15	0	0	15
16:00	0	0	0	3	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5	7	0	0	7			
16:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4	2	6	0	0	6			
16:30	0	1	0	0	2	1	0	0	0	0	6	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	8	4	12	0	0	12			
16:45	0	0	0	0	3	0	0	0	0	0	2	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	8			
Total	0	1	0	3	5	4	0	0	0	0	14	0	0	4	2	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	19	14	33	0	0	33			
17:15	0	0	0	0	2	0	0	0	0	0	3	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	7			
17:30	0	0	0	0	3	0	0	0	0	0	5	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8	4	12	0	0	12			
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
Total	0	0	0	0	5	0	0	0	0	0	8	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	13	8	21	0	0	21			
Grand Total	0	1	0	5	20	6	0	0	0	0	34	0	0	14	2	0	0	16	0	0	0	0	0	0	0	0	7	0	0	7	54	29	83	0	0	83			
Apprch %	0	16.7	0	83.3			0	0	0	0			0	87.5	12.5	0		55.2	0	0	0	0	0		0	0	100	0			65.1	34.9							
Total %	0	3.4	0	17.2		20.7	0	0	0	0			0	48.3	6.9	0			0	0	0	0	0		0	0	24.1	0		24.1	65.1	34.9							

Start Time	FAIRGROUNDS DRIVE Southbound					I-80 WB OFF RAMP Southwestbound					REDWOOD STREET Westbound					I-80 WB ON RAMP Northbound					REDWOOD STREET Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:45

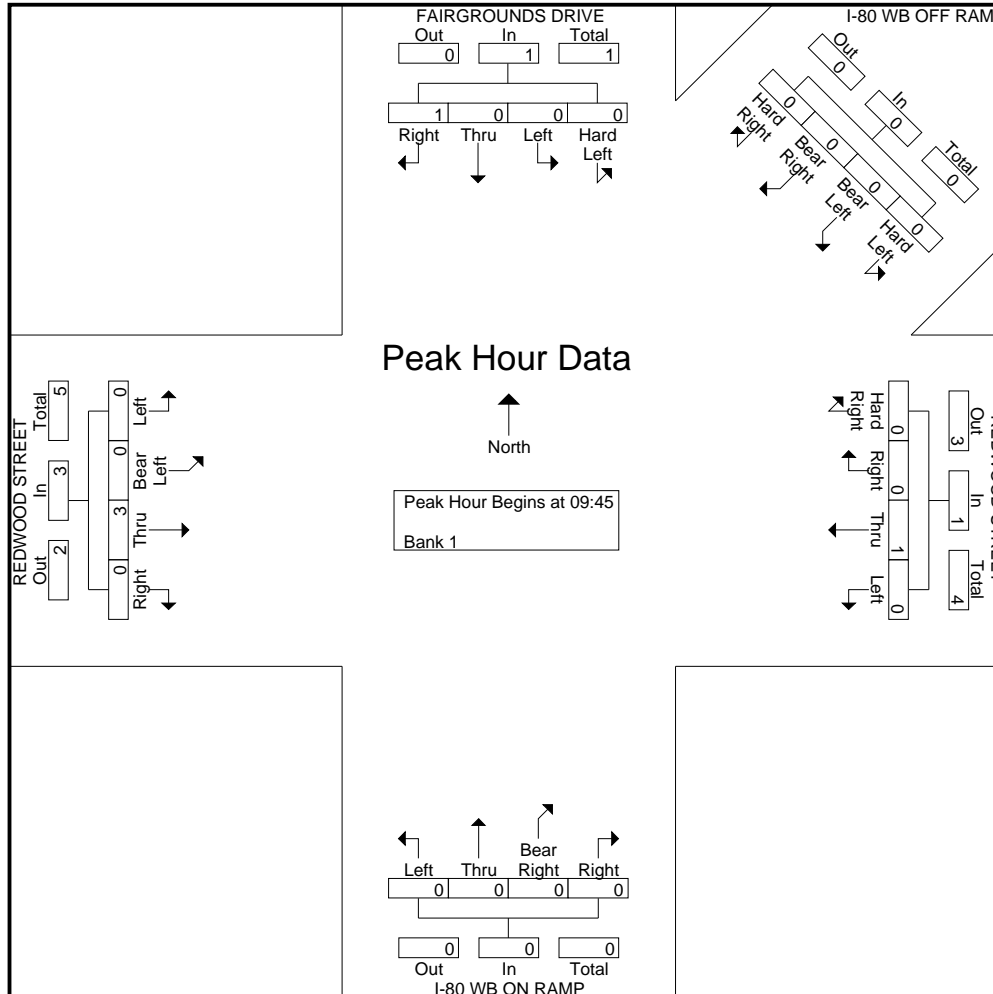
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	0	4
Total Volume	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	0	5
% App. Total	0	0	0	100		0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		0	0	100	0		65.1	34.9			
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.313				

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3

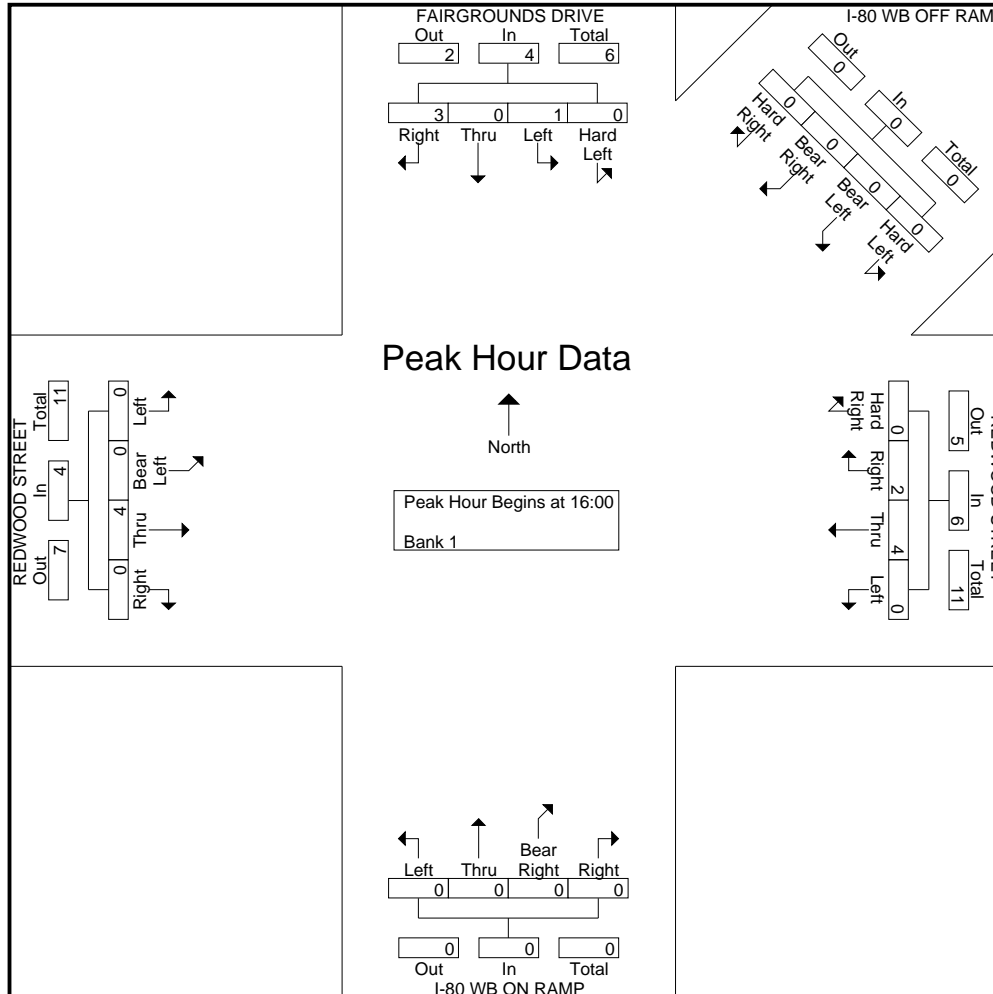
Start Time	FAIRGROUNDS DRIVE Southbound					I-80 WB OFF RAMP Southwestbound					REDWOOD STREET Westbound					I-80 WB ON RAMP Northbound					REDWOOD STREET Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:00																										
16:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2
16:30	0	1	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	4
16:45	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	1	0	3	4	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	4	0	4	14
% App. Total	0	.25	0	.75		0	0	0	0		0	.667	.333	0	0	0	0	0	0	0	0	100	0			
PHF	.000	.250	.000	.250	.333	.000	.000	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.700

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-015 FAIRGROUNDS-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	ADMIRAL CALLAGHAN LANE Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND OFF-RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	19	0	135	154	0	69	41	110	0	54	14	68	69	40	0	109	441
09:15	20	0	164	184	0	105	37	142	0	61	20	81	82	72	0	154	561
09:30	18	0	141	159	0	98	37	135	0	64	21	85	92	58	0	150	529
09:45	19	0	179	198	0	100	44	144	0	65	30	95	107	72	0	179	616
Total	76	0	619	695	0	372	159	531	0	244	85	329	350	242	0	592	2147
10:00	34	0	181	215	0	104	48	152	0	76	34	110	104	78	0	182	659
10:15	36	0	218	254	0	107	65	172	0	62	36	98	119	92	0	211	735
10:30	28	0	218	246	0	105	55	160	0	66	33	99	117	91	0	208	713
10:45	38	0	234	272	0	91	42	133	0	88	31	119	107	79	0	186	710
Total	136	0	851	987	0	407	210	617	0	292	134	426	447	340	0	787	2817
16:00	48	0	222	270	0	92	58	150	0	84	47	131	104	135	0	239	790
16:15	49	0	248	297	0	94	62	156	0	77	51	128	109	126	0	235	816
16:30	45	0	237	282	0	105	57	162	0	45	35	80	115	107	0	222	746
16:45	37	0	250	287	0	78	41	119	0	84	29	113	100	87	0	187	706
Total	179	0	957	1136	0	369	218	587	0	290	162	452	428	455	0	883	3058
17:00	47	0	234	281	0	96	56	152	0	67	41	108	132	102	0	234	775
17:15	32	0	226	258	0	120	63	183	0	83	38	121	107	126	0	233	795
17:30	63	0	198	261	0	80	44	124	0	67	33	100	105	112	0	217	702
17:45	54	0	216	270	0	91	38	129	0	71	36	107	113	136	0	249	755
Total	196	0	874	1070	0	387	201	588	0	288	148	436	457	476	0	933	3027
Grand Total	587	0	3301	3888	0	1535	788	2323	0	1114	529	1643	1682	1513	0	3195	11049
Apprch %	15.1	0	84.9		0	66.1	33.9		0	67.8	32.2		52.6	47.4	0		
Total %	5.3	0	29.9	35.2	0	13.9	7.1	21	0	10.1	4.8	14.9	15.2	13.7	0	28.9	
Unshifted	587	0	3295	3882	0	1530	784	2314	0	1109	529	1638	1677	1509	0	3186	11020
% Unshifted	100	0	99.8	99.8	0	99.7	99.5	99.6	0	99.6	100	99.7	99.7	99.7	0	99.7	99.7
Bank 2	0	0	6	6	0	5	4	9	0	5	0	5	5	4	0	9	29
% Bank 2	0	0	0.2	0.2	0	0.3	0.5	0.4	0	0.4	0	0.3	0.3	0.3	0	0.3	0.3

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

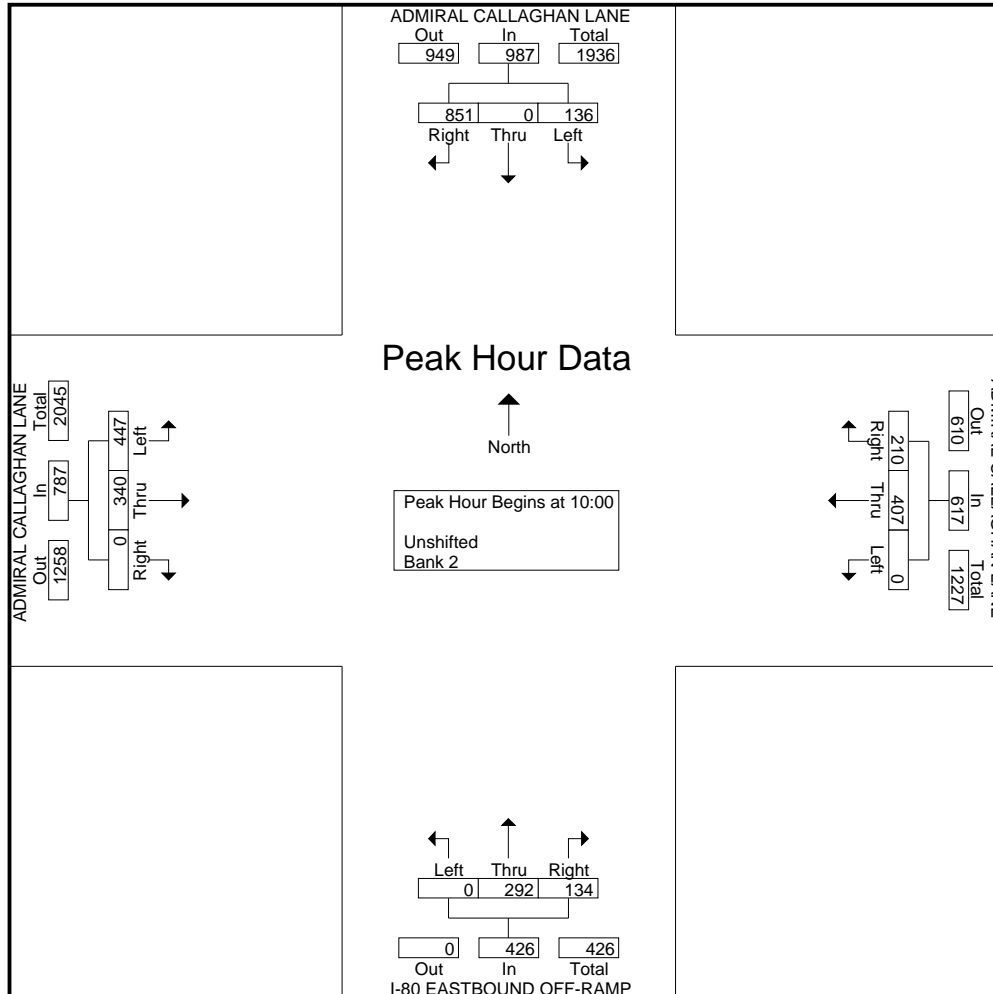
Start Time	ADMIRAL CALLAGHAN LANE Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND OFF-RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	34	0	181	215	0	104	48	152	0	76	34	110	104	78	0	182	659
10:15	36	0	218	254	0	107	65	172	0	62	36	98	119	92	0	211	735
10:30	28	0	218	246	0	105	55	160	0	66	33	99	117	91	0	208	713
10:45	38	0	234	272	0	91	42	133	0	88	31	119	107	79	0	186	710
Total Volume	136	0	851	987	0	407	210	617	0	292	134	426	447	340	0	787	2817
% App. Total	13.8	0	86.2		0	66	34		0	68.5	31.5		56.8	43.2	0		
PHF	.895	.000	.909	.907	.000	.951	.808	.897	.000	.830	.931	.895	.939	.924	.000	.932	.958

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

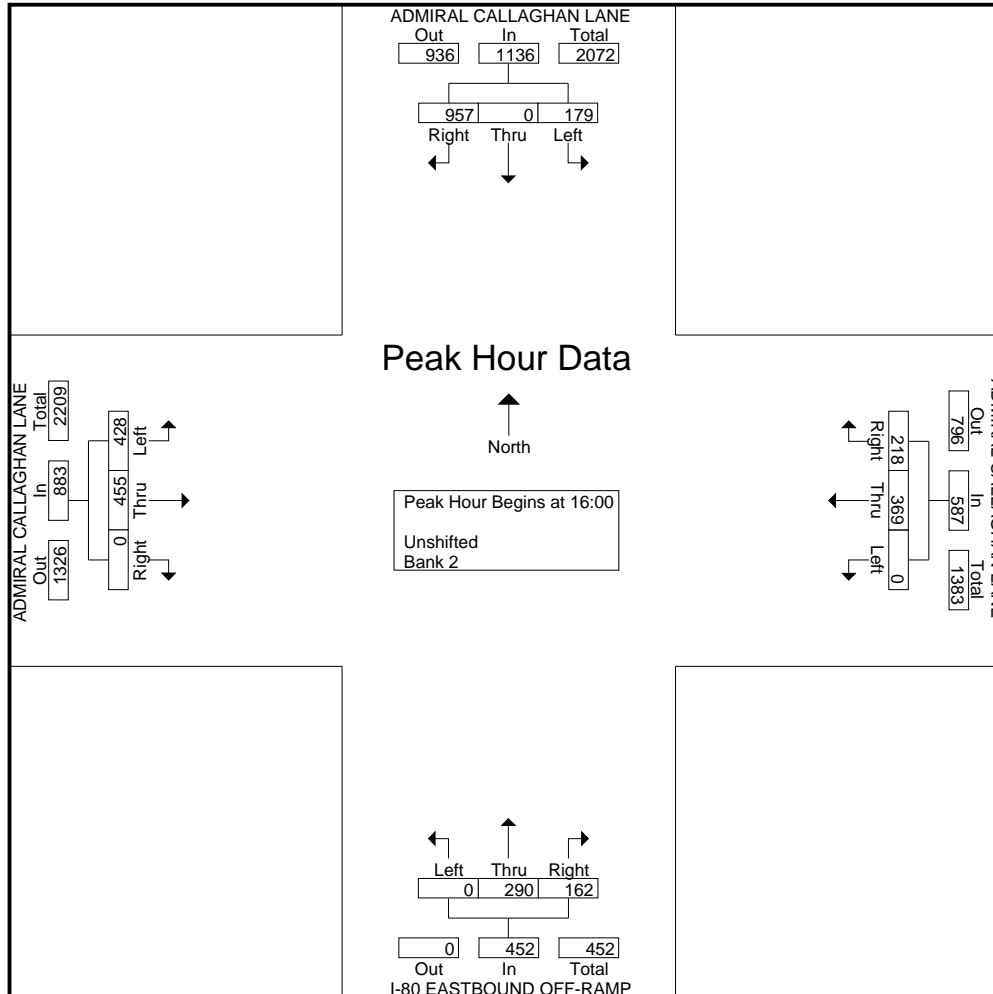
Start Time	ADMIRAL CALLAGHAN LANE Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND OFF-RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	48	0	222	270	0	92	58	150	0	84	47	131	104	135	0	239	790
16:15	49	0	248	297	0	94	62	156	0	77	51	128	109	126	0	235	816
16:30	45	0	237	282	0	105	57	162	0	45	35	80	115	107	0	222	746
16:45	37	0	250	287	0	78	41	119	0	84	29	113	100	87	0	187	706
Total Volume	179	0	957	1136	0	369	218	587	0	290	162	452	428	455	0	883	3058
% App. Total	15.8	0	84.2		0	62.9	37.1		0	64.2	35.8		48.5	51.5	0		
PHF	.913	.000	.957	.956	.000	.879	.879	.906	.000	.863	.794	.863	.930	.843	.000	.924	.937

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

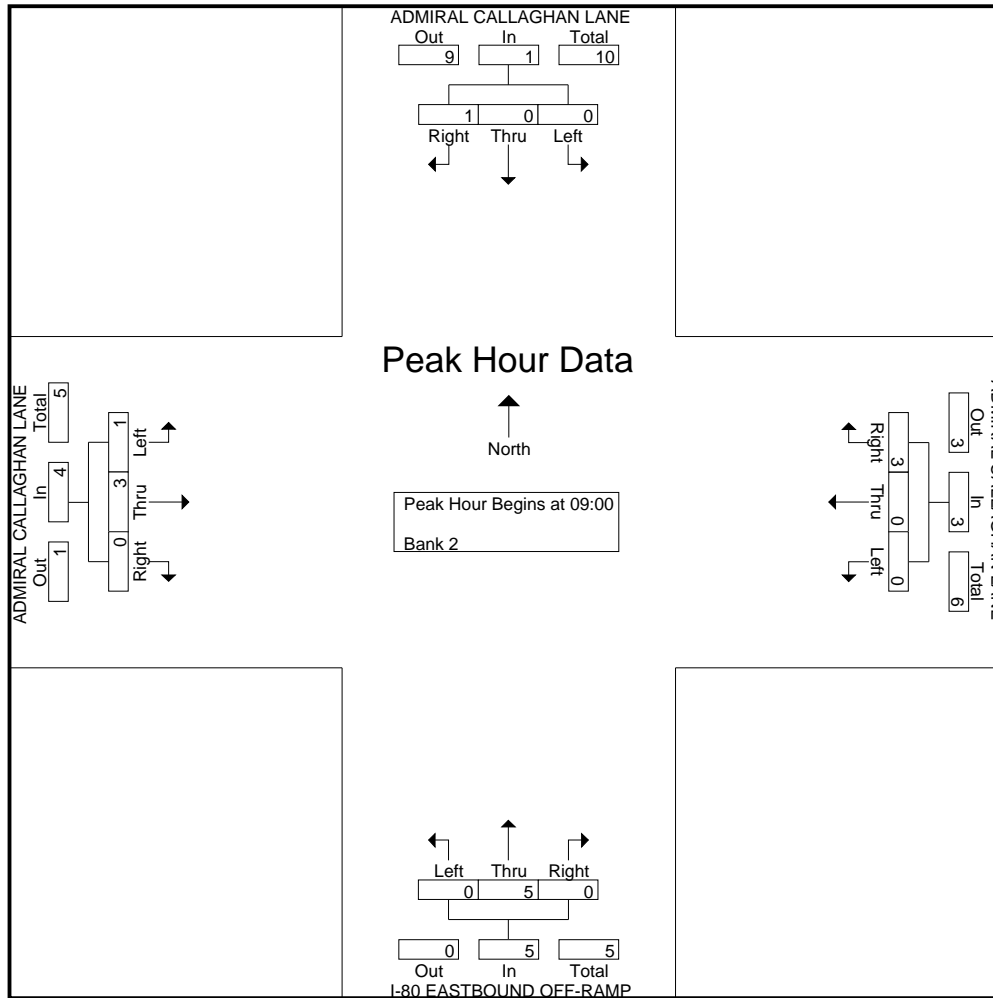
CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	ADMIRAL CALLAGHAN LANE Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND OFF-RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
09:15	0	0	1	1	0	0	1	1	0	1	0	1	0	1	0	1	4
09:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	2	2	0	1	0	1	1	1	0	2	5
Total	0	0	1	1	0	0	3	3	0	5	0	5	1	3	0	4	13
10:00	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
10:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	3	3	0	1	1	2	0	0	0	0	0	0	0	0	5
16:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
16:45	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	1	0	2	0	2	0	0	0	0	1	0	0	1	4
17:00	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:45	0	0	0	0	0	1	0	1	0	0	0	0	3	0	0	3	4
Total	0	0	1	1	0	2	0	2	0	0	0	0	3	1	0	4	7
Grand Total	0	0	6	6	0	5	4	9	0	5	0	5	5	4	0	9	29
Apprch %	0	0	100		0	55.6	44.4		0	100	0		55.6	44.4	0		
Total %	0	0	20.7	20.7	0	17.2	13.8	31	0	17.2	0	17.2	17.2	13.8	0	31	

Start Time	ADMIRAL CALLAGHAN LANE Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND OFF-RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00																	
09:00	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
09:15	0	0	1	1	0	0	1	1	0	1	0	1	0	1	0	1	4
09:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	2	2	0	1	0	1	1	1	0	2	5
Total Volume	0	0	1	1	0	0	3	3	0	5	0	5	1	3	0	4	13
% App. Total	0	0	100		0	0	100		0	100	0		25	75	0		
PHF	.000	.000	.250	.250	.000	.000	.375	.375	.000	.625	.000	.625	.250	.750	.000	.500	.650



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 17:00

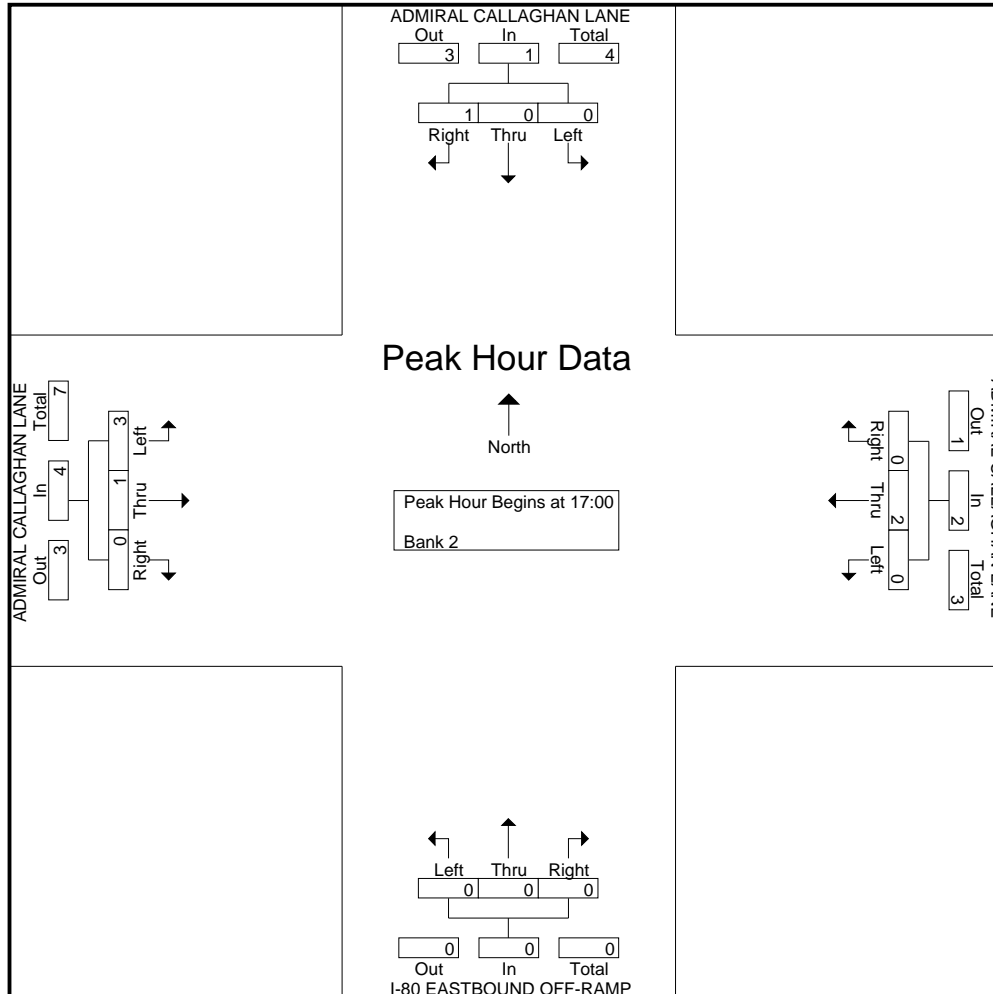
17:00	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	1	0	0	0	0	3	0	0	3	0	4
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	3	1	0	4	0	7
% App. Total	0	0	100		0	100	0		0	0	0	0	75	25	0			
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.333		.438

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

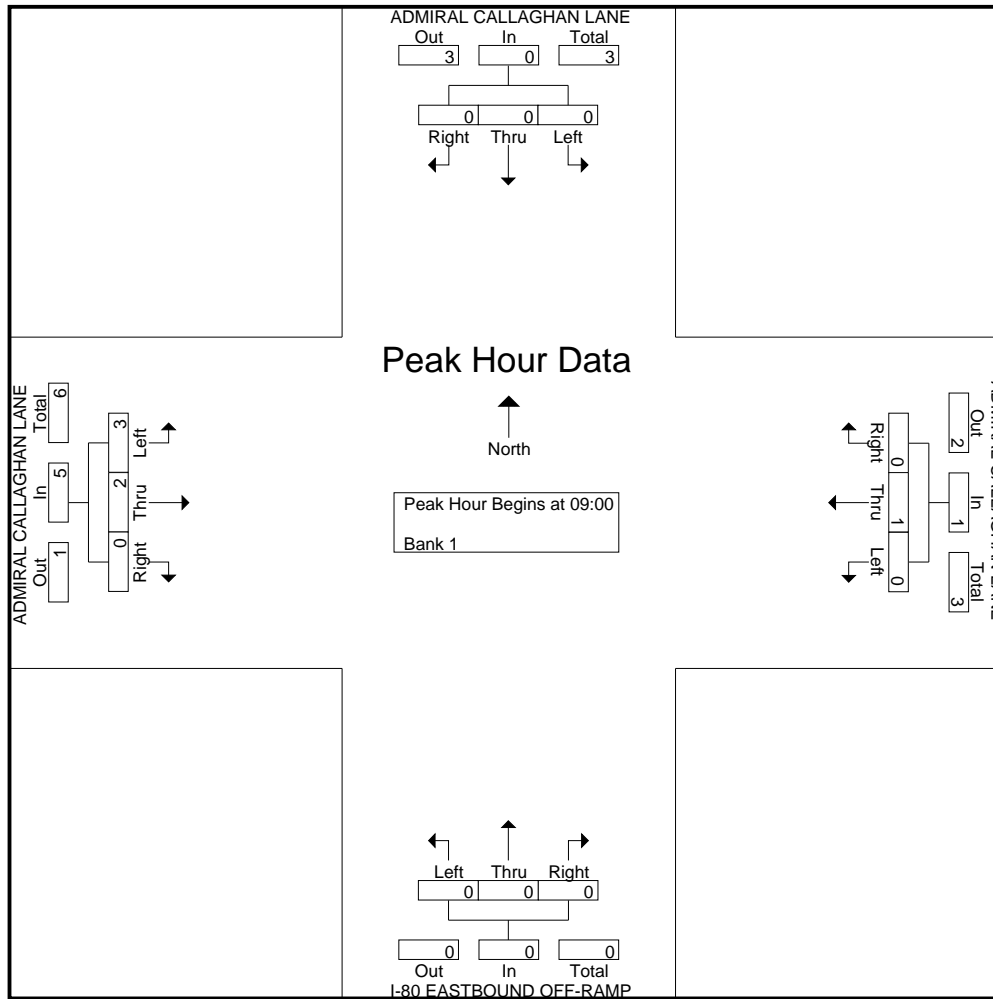
Groups Printed- Bank 1

Start Time	ADMIRAL CALLAGHAN LANE Southbound					ADMIRAL CALLAGHAN LANE Westbound					I-80 EASTBOUND OFF-RAMP Northbound					ADMIRAL CALLAGHAN LANE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	2	4
09:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	2	3
09:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	4
Total	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	5	6	11
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	2	4
10:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4	2	6
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	2	2	4
16:15	0	0	0	4	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	6	1	7
16:30	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	3	6
16:45	0	0	0	4	0	1	0	0	1	1	0	0	0	0	0	1	1	0	0	2	5	3	8
Total	0	0	0	11	0	1	3	0	5	4	0	0	0	0	0	3	2	0	0	5	16	9	25
17:00	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	4
17:30	0	0	0	4	0	0	1	0	0	1	2	0	0	0	2	1	0	0	0	1	4	4	8
17:45	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	7	0	0	2	0	2	2	2	0	0	0	2	1	0	0	0	1	9	5	14
Grand Total	0	0	0	27	0	1	7	0	7	8	2	0	0	0	2	8	4	0	0	12	34	22	56
Apprch %	0	0	0			12.5	87.5	0			100	0	0			66.7	33.3	0					
Total %	0	0	0			4.5	31.8	0		36.4	9.1	0	0		9.1	36.4	18.2	0		54.5	60.7	39.3	

Start Time	ADMIRAL CALLAGHAN LANE Southbound				ADMIRAL CALLAGHAN LANE Westbound				I-80 EASTBOUND OFF-RAMP Northbound				ADMIRAL CALLAGHAN LANE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	3	2	0	5	6
% App. Total	0	0	0		0	100	0		0	0	0		60	40	0		

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:00



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:00

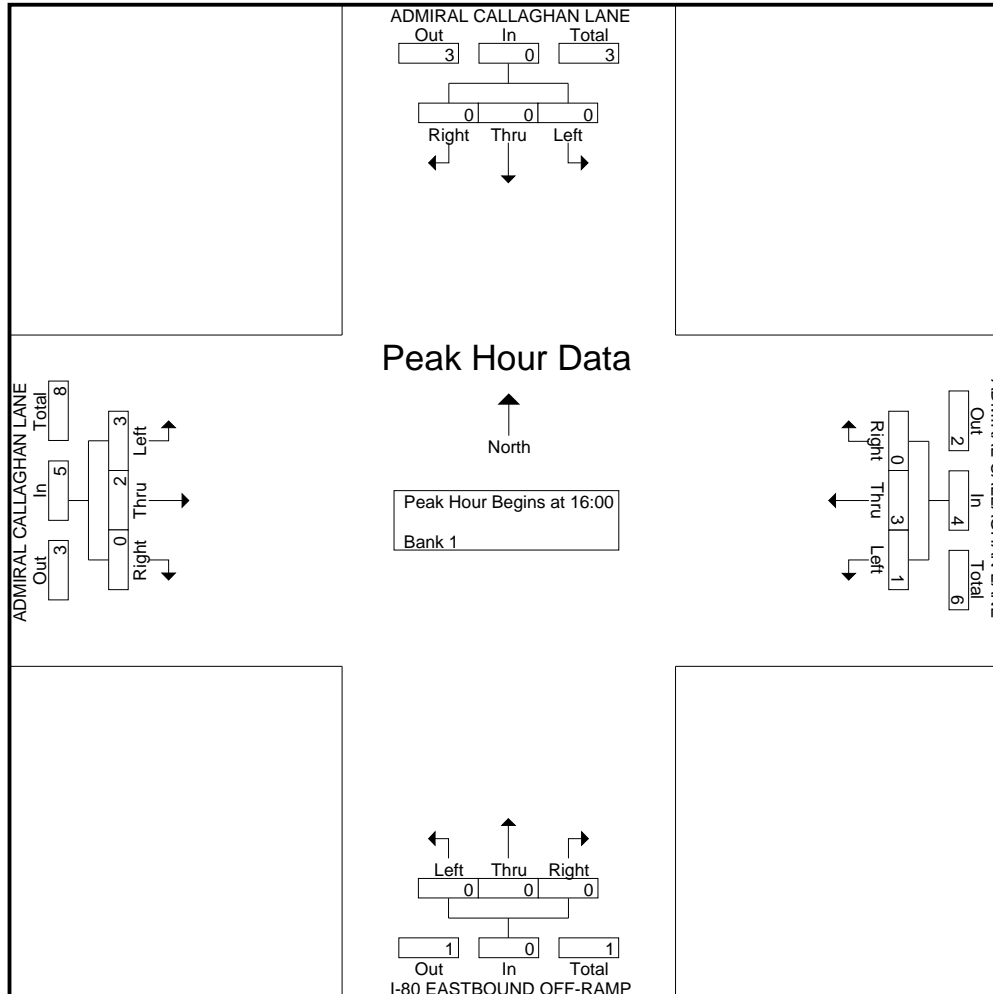
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
16:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	3
16:45	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	2	3
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	3	2	0	5	9
% App. Total	0	0	0	0	.25	.75	0	.50	0	0	0	0	0	.60	.40	0		
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.375	.500	.000	.625	.750

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-016 ADMIRAL CALLAGHAN-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Unshifted - Bank 2

Start Time	Southbound				REDWOOD PARKWAY Westbound				OAKWOOD AVENUE Northbound				REDWOOD PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	0	0	12	43	0	55	22	0	19	41	0	24	10	34	130
09:15	0	0	0	0	18	41	0	59	23	0	32	55	0	37	20	57	171
09:30	0	0	0	0	21	59	0	80	22	0	16	38	0	38	19	57	175
09:45	0	0	0	0	23	61	0	84	29	0	31	60	0	42	30	72	216
Total	0	0	0	0	74	204	0	278	96	0	98	194	0	141	79	220	692
10:00	0	0	0	0	30	66	0	96	25	0	32	57	0	53	23	76	229
10:15	0	0	0	0	20	58	0	78	30	0	32	62	0	40	33	73	213
10:30	0	0	0	0	24	53	0	77	29	0	41	70	0	46	23	69	216
10:45	0	0	0	0	34	47	0	81	28	0	35	63	0	48	30	78	222
Total	0	0	0	0	108	224	0	332	112	0	140	252	0	187	109	296	880
16:00	0	0	0	0	37	50	0	87	26	0	35	61	0	67	33	100	248
16:15	0	0	0	0	54	57	0	111	32	0	25	57	0	66	26	92	260
16:30	0	0	0	0	37	54	0	91	22	0	38	60	0	52	34	86	237
16:45	0	0	0	0	36	45	0	81	28	0	34	62	0	48	23	71	214
Total	0	0	0	0	164	206	0	370	108	0	132	240	0	233	116	349	959
17:00	0	0	0	0	30	75	0	105	29	0	51	80	0	58	23	81	266
17:15	0	0	0	0	26	50	0	76	29	0	32	61	0	85	30	115	252
17:30	0	0	0	0	38	57	0	95	22	0	42	64	0	67	49	116	275
17:45	0	0	0	0	46	37	0	83	29	0	30	59	0	61	36	97	239
Total	0	0	0	0	140	219	0	359	109	0	155	264	0	271	138	409	1032
Grand Total	0	0	0	0	486	853	0	1339	425	0	525	950	0	832	442	1274	3563
Apprch %	0	0	0		36.3	63.7	0		44.7	0	55.3		0	65.3	34.7		
Total %	0	0	0	0	13.6	23.9	0	37.6	11.9	0	14.7	26.7	0	23.4	12.4	35.8	
Unshifted	0	0	0	0	486	850	0	1336	423	0	525	948	0	829	442	1271	3555
% Unshifted	0	0	0	0	100	99.6	0	99.8	99.5	0	100	99.8	0	99.6	100	99.8	99.8
Bank 2	0	0	0	0	0	3	0	3	2	0	0	2	0	3	0	3	8
% Bank 2	0	0	0	0	0	0.4	0	0.2	0.5	0	0	0.2	0	0.4	0	0.2	0.2

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

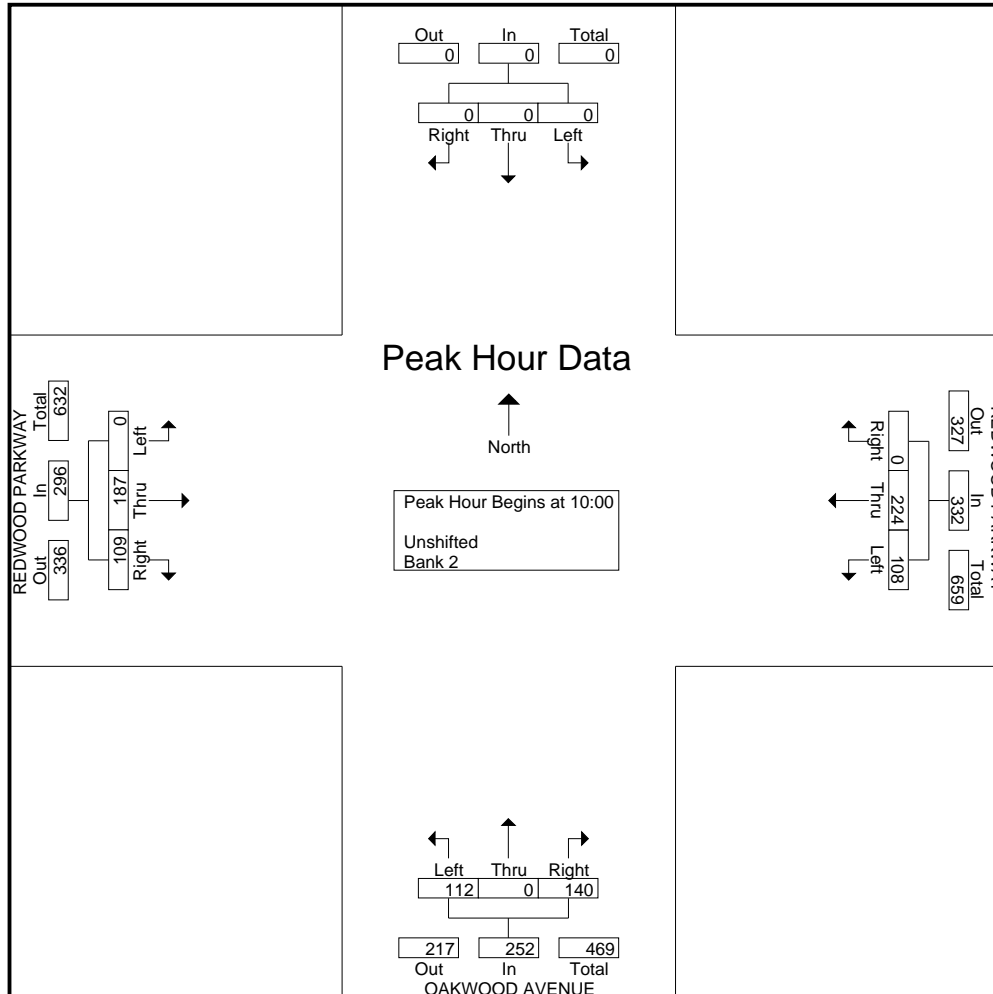
Start Time	Southbound				REDWOOD PARKWAY Westbound				OAKWOOD AVENUE Northbound				REDWOOD PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00																	
10:00	0	0	0	0	30	66	0	96	25	0	32	57	0	53	23	76	229
10:15	0	0	0	0	20	58	0	78	30	0	32	62	0	40	33	73	213
10:30	0	0	0	0	24	53	0	77	29	0	41	70	0	46	23	69	216
10:45	0	0	0	0	34	47	0	81	28	0	35	63	0	48	30	78	222
Total Volume	0	0	0	0	108	224	0	332	112	0	140	252	0	187	109	296	880
% App. Total	0	0	0	0	32.5	67.5	0		44.4	0	55.6		0	63.2	36.8		
PHF	.000	.000	.000	.000	.794	.848	.000	.865	.933	.000	.854	.900	.000	.882	.826	.949	.961

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 3



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4

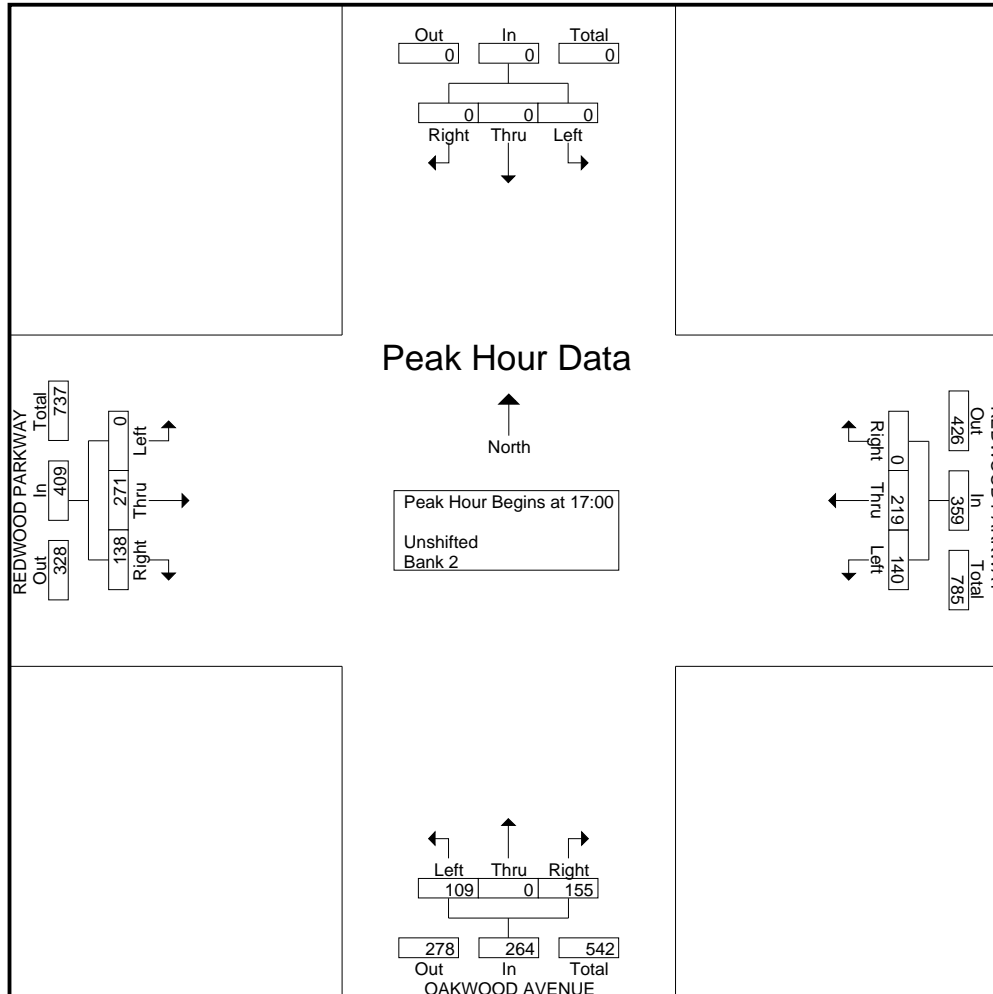
Start Time	Southbound				REDWOOD PARKWAY Westbound				OAKWOOD AVENUE Northbound				REDWOOD PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	30	75	0	105	29	0	51	80	0	58	23	81	266
17:15	0	0	0	0	26	50	0	76	29	0	32	61	0	85	30	115	252
17:30	0	0	0	0	38	57	0	95	22	0	42	64	0	67	49	116	275
17:45	0	0	0	0	46	37	0	83	29	0	30	59	0	61	36	97	239
Total Volume	0	0	0	0	140	219	0	359	109	0	155	264	0	271	138	409	1032
% App. Total	0	0	0	0	39	61	0		41.3	0	58.7		0	66.3	33.7		
PHF	.000	.000	.000	.000	.761	.730	.000	.855	.940	.000	.760	.825	.000	.797	.704	.881	.938

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 5



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 2

Start Time	Southbound				REDWOOD PARKWAY Westbound				OAKWOOD AVENUE Northbound				REDWOOD PARKWAY Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
09:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
09:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
10:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3	3
17:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	3	0	3	2	0	0	2	0	3	0	3	8	8
Apprch %	0	0	0	0	0	100	0	37.5	100	0	0	25	0	100	0	37.5	37.5	37.5
Total %	0	0	0	0	0	37.5	0	37.5	25	0	0	25	0	37.5	0	37.5	37.5	37.5

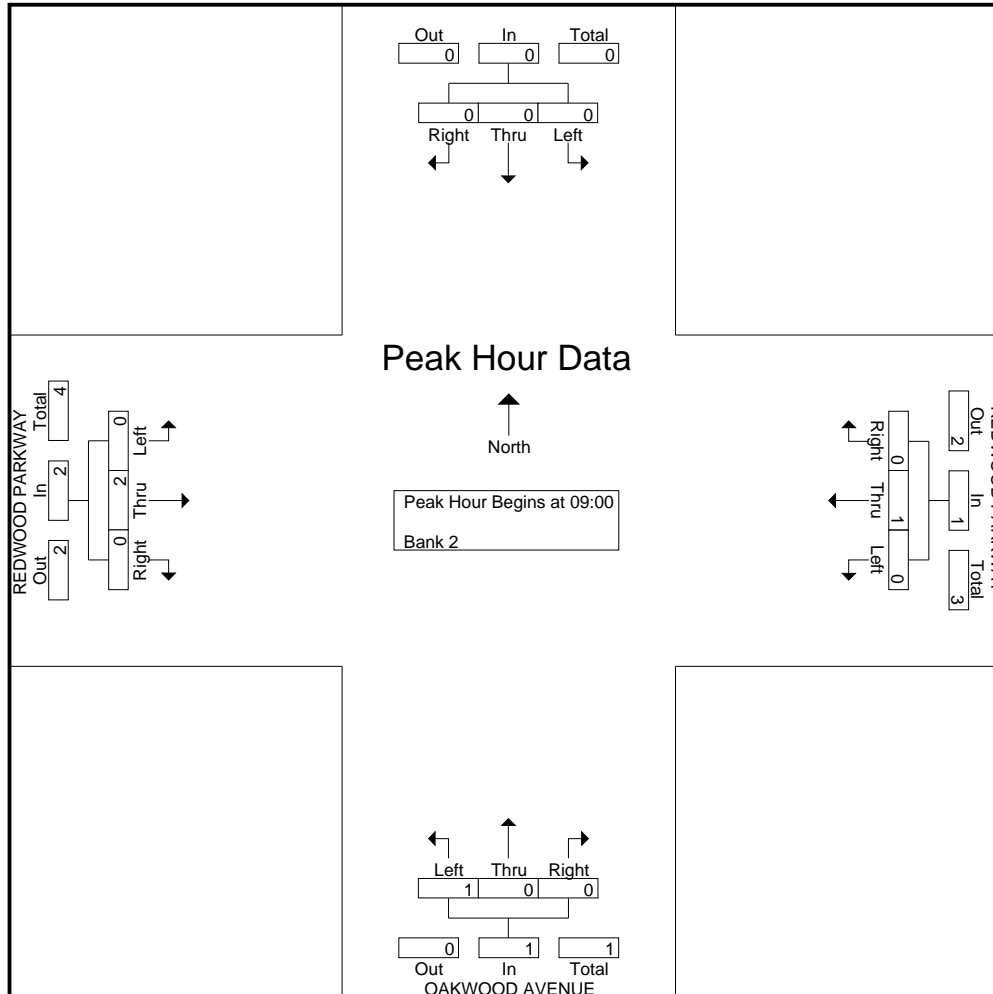
Start Time	Southbound				REDWOOD PARKWAY Westbound				OAKWOOD AVENUE Northbound				REDWOOD PARKWAY Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:00																		
09:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4	4
% App. Total	0	0	0	0	0	100	0	37.5	100	0	0	25	0	100	0	37.5	37.5	37.5
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500	.500	.500

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 2

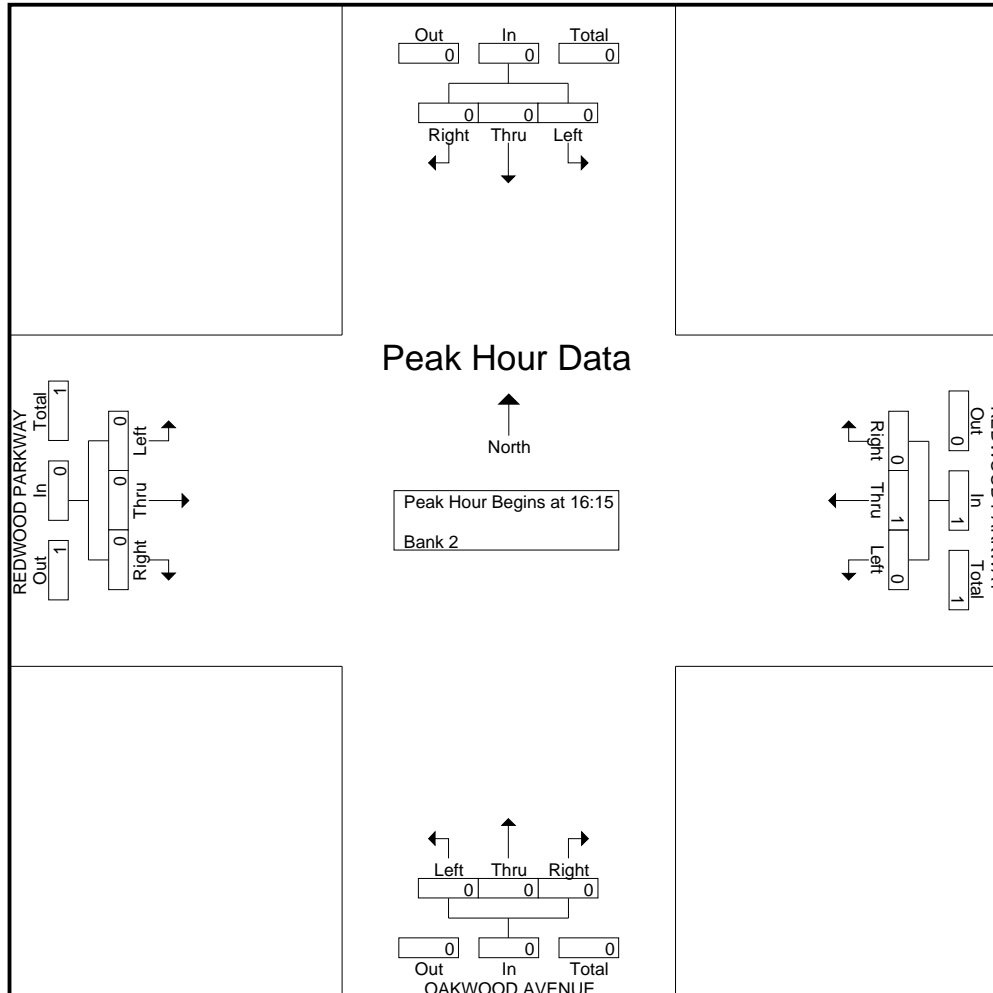


All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 4



All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

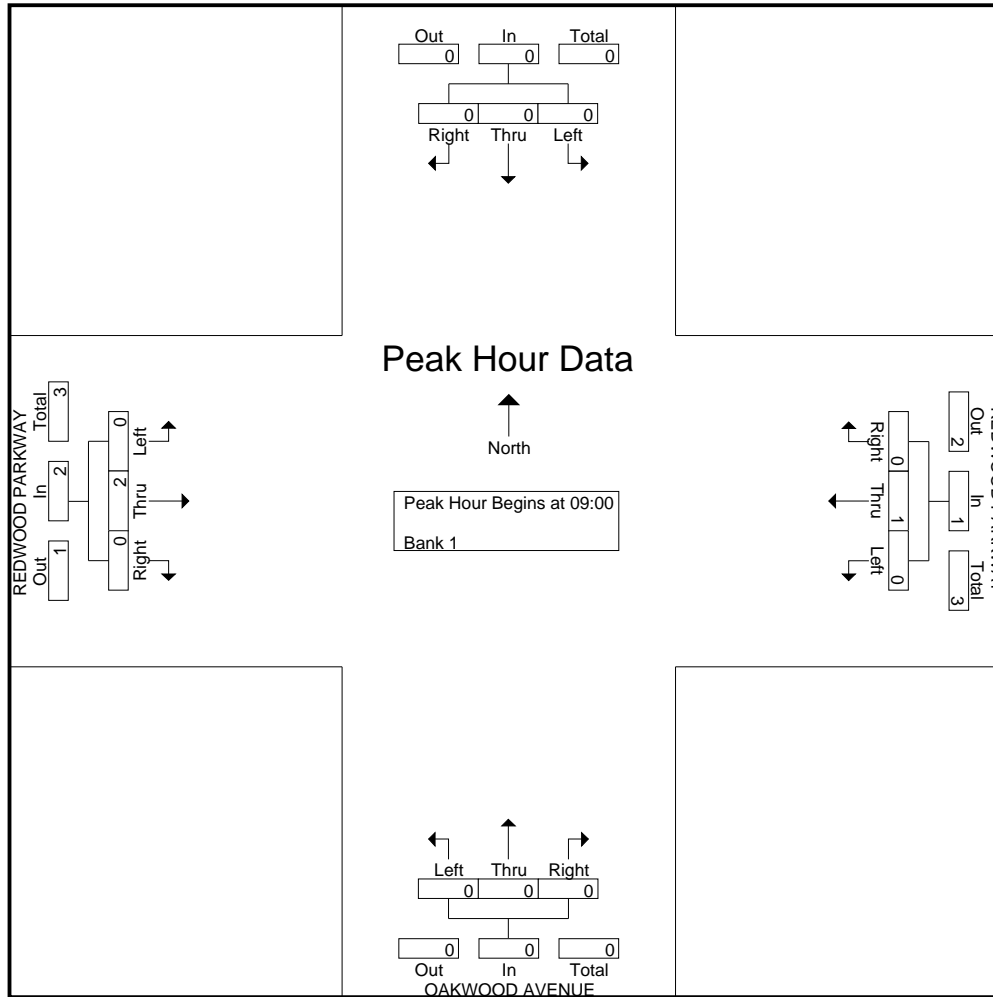
File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
 Page No : 1

Groups Printed- Bank 1

Start Time	Southbound					REDWOOD PARKWAY Westbound					OAKWOOD AVENUE Northbound					REDWOOD PARKWAY Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
09:00	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	2	0	0	2	2	3	5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	0	3
Total	0	0	0	0	0	0	1	0	2	1	0	0	0	2	0	0	2	0	3	2	7	3	10
10:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	6	0	9	0	9
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	5	5
Grand Total	0	0	0	0	0	0	4	0	2	4	0	0	0	5	0	0	6	0	9	6	16	10	26
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0					
Total %	0	0	0			0	40	0		40	0	0	0			0	60	0		60	61.5	38.5	

Start Time	Southbound				REDWOOD PARKWAY Westbound				OAKWOOD AVENUE Northbound				REDWOOD PARKWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
09:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 09:00 to 10:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 09:00



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:45

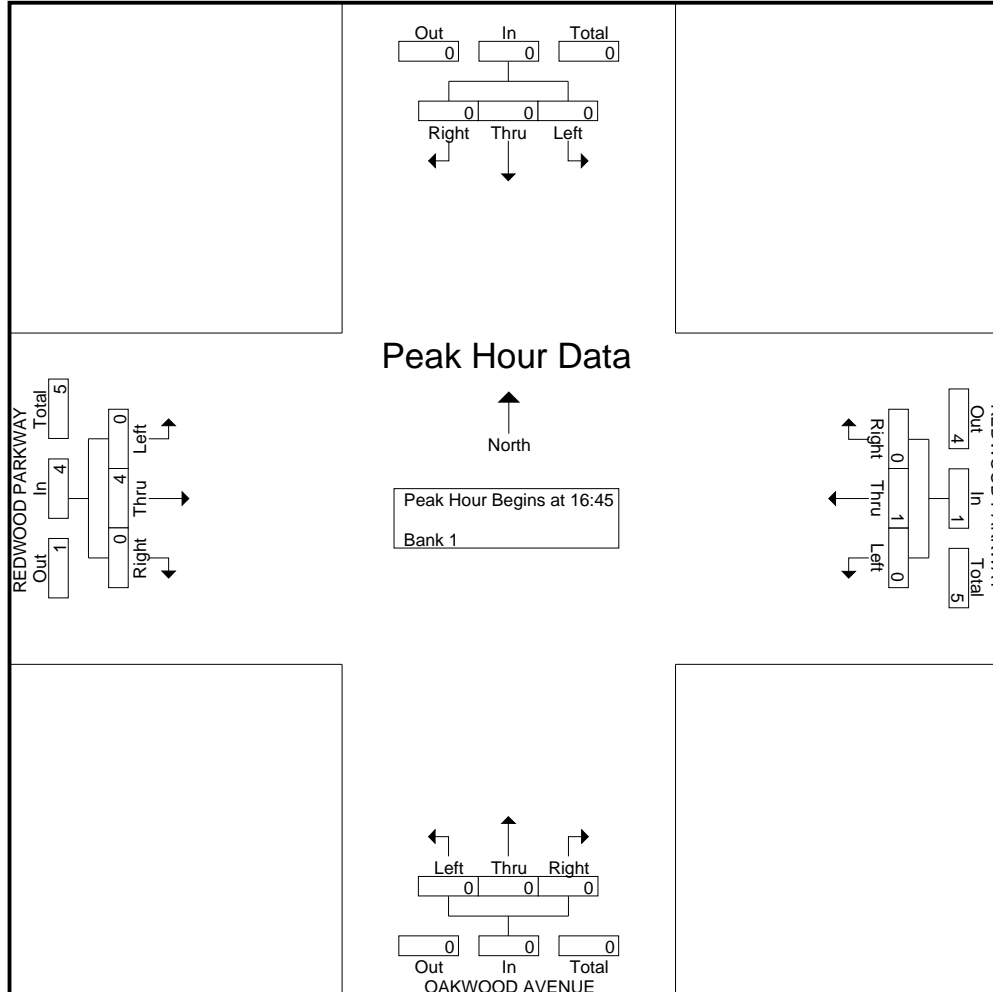
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.625

All Traffic Data

(916) 771-8700

CITY OF VALLEJO
 PEDS & BIKES ON BANK 1
 HEAVY VEHICLES ON BANK 2

File Name : 11-7273-017 OAKWOOD-REDWOOD
 Site Code : 00000000
 Start Date : 6/11/2011
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Appendix B

Fairgrounds Phase 1 Trip Assessment

Solano Fairgrounds Specific Plan

Revised Phase 1 Trip Generation Analysis: Fair Uses (50 KSF Expo Hall)

8/8/12

Case	Use	Event Occupancy Range /1/	Event Used for Saturday AM Peak Hour Analysis	Occupancy	Average Persons per Car	Car Trips	% During Peak Hour (10 - 11 AM)	Peak hour Car Trips
NEW ESTIMATE OF TRIP GROWTH	Expo Hall	2,732 / 3,133 / 3,505 / 6,562	Average: Trade Show / Assembly Seating	3,319	1.8	1,844	30%	550
CURRENT SATURDAY AM PEAK HOUR TRIPS								549

/1/ From Solano County Fair staff: Banquet Seating: 2,732, Assembly Seating 3,133, Trade Show 3,505, Non-Seated Concert 6,562. Banquet and Concert are unlikely events for mid-day Saturday;

Conclusions:

1. If it assumed that the rest of the Fairgrounds facilities could continue to host events on the same day as a major Expo Hall event (i.e. trade show), then there would likely be peak hour trip growth.
2. If, alternatively, it is assumed that a major Expo Hall event would require that other Fair facilities not be booked, then the resulting net new trip generation would be zero

Event Management Plan to ensure that the summer weekend late morning peak hour trips do not exceed the current trip generation:

For Summer weekends, May - October (when Six Flags Discovery Kingdom is open), the following Expo Hall and general Fairgrounds event management plan should be followed:

1. When Banquet Seating, Assembly Seating, or Trade Show events with estimated attendance at 75% or higher occupancy are scheduled on weekend days starting by 1 PM, all other events on-site should have start times staggered by a minimum of two hours (later than the Expo Hall event start time). End times for those events should also be staggered by at least two hours.
2. When Banquet, Assembly or Trade Show events with estimated attendance from 50% - 75% occupancy are scheduled on weekend days starting by 1 PM, all other events on-site should have start times staggered by at least one hour (later than the Expo Hall event start time). End times should also be staggered by at least one hour.
3. Non-seated concert events with estimated attendance at 50% or higher occupancy should not be scheduled to start before 1 PM on weekend days.
4. When non-seated concert events with estimated attendance below 50% are scheduled for weekend days starting by 1 PM, all other events should have start times staggered by at least two hours (later than the concert). End times should also be staggered by two hours.
5. In addition to the above guidelines, when multiple venues including the Expo Hall are scheduled on summer Saturdays and Sundays, all events should be staggered by a minimum of one hour.

Appendix C

LOS Calculation Worksheets

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↘
Volume (vph)	15	51	162	54	50	30	120	384	38	33	543	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1662			1766		1593	3485		1770	3506	
Flt Permitted		0.97			0.73		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1622			1324		1593	3485		1770	3506	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	54	171	57	53	32	126	404	40	35	572	33
RTOR Reduction (vph)	0	86	0	0	10	0	0	7	0	0	4	0
Lane Group Flow (vph)	0	155	0	0	132	0	126	437	0	35	601	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.7			11.7		8.1	24.2		2.5	18.6	
Effective Green, g (s)		11.7			11.7		8.1	24.2		2.5	18.6	
Actuated g/C Ratio		0.22			0.22		0.15	0.45		0.05	0.35	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		355			290		242	1579		83	1221	
v/s Ratio Prot							c0.08	0.13		0.02	c0.17	
v/s Ratio Perm		0.10			c0.10							
v/c Ratio		0.44			0.45		0.52	0.28		0.42	0.49	
Uniform Delay, d1		18.0			18.1		20.9	9.1		24.7	13.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			1.1		2.0	0.1		3.4	0.3	
Delay (s)		18.9			19.2		22.9	9.2		28.2	14.0	
Level of Service		B			B		C	A		C	B	
Approach Delay (s)		18.9			19.2			12.2			14.8	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↶	↶
Volume (vph)	0	0	0	938	3	438	92	179	0	0	669	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1686	1583	1770	3539			3439	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1686	1583	1770	3539			3439	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1042	3	487	102	199	0	0	743	124
RTOR Reduction (vph)	0	0	0	0	0	198	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	521	524	289	102	199	0	0	854	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4		5	1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				31.7	31.7	38.0	8.1	27.0			26.2	
Effective Green, g (s)				31.7	31.7	38.0	8.1	27.0			26.2	
Actuated g/C Ratio				0.41	0.41	0.49	0.11	0.35			0.34	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				692	694	863	186	1241			1170	
v/s Ratio Prot						0.03	c0.06	0.06			c0.25	
v/s Ratio Perm				0.31	0.31	0.16						
v/c Ratio				0.75	0.76	0.34	0.55	0.16			0.73	
Uniform Delay, d1				19.3	19.3	11.8	32.7	17.2			22.3	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				4.6	4.7	0.2	3.3	0.1			2.4	
Delay (s)				24.0	24.0	12.1	36.0	17.3			24.7	
Level of Service				C	C	B	D	B			C	
Approach Delay (s)		0.0			20.2			23.6			24.7	
Approach LOS		A			C			C			C	

Intersection Summary

HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	77.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↕	
Volume (vph)	65	0	237	0	0	0	0	206	336	518	1089	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.91	0.85					0.91		1.00	1.00	
Flt Protected		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1582	1504					3169		3433	3539	
Flt Permitted		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1582	1504					3169		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	67	0	244	0	0	0	0	212	346	534	1123	0
RTOR Reduction (vph)	0	37	119	0	0	0	0	242	0	0	0	0
Lane Group Flow (vph)	0	123	32	0	0	0	0	316	0	534	1123	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		9.7	9.7					10.4		13.5	27.4	
Effective Green, g (s)		9.7	9.7					10.4		13.5	27.4	
Actuated g/C Ratio		0.22	0.22					0.23		0.30	0.61	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		340	323					731		1028	2150	
v/s Ratio Prot								0.10		0.16	c0.32	
v/s Ratio Perm		0.08	0.02									
v/c Ratio		0.36	0.10					0.43		0.52	0.52	
Uniform Delay, d1		15.1	14.2					14.8		13.1	5.1	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.7	0.1					0.4		0.4	0.2	
Delay (s)		15.7	14.3					15.2		13.6	5.3	
Level of Service		B	B					B		B	A	
Approach Delay (s)		15.1			0.0			15.2			8.0	
Approach LOS		B			A			B			A	

Intersection Summary

HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (veh/h)	1	0	4	112	4	166	32	375	47	136	1130	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	0	4	118	4	175	34	395	49	143	1189	63
Pedestrians		40			11							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		3			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								1241			373	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1989	2070	666	1383	2077	233	1293			455		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1792	1889	212	1068	1897	233	960			455		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	99	2	91	77	94			87		
cM capacity (veh/h)	25	46	642	121	45	762	576			1092		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	5	118	179	34	263	181	143	793	460			
Volume Left	1	118	0	34	0	0	143	0	0			
Volume Right	4	0	175	0	0	49	0	0	63			
cSH	107	121	554	576	1700	1700	1092	1700	1700			
Volume to Capacity	0.05	0.98	0.32	0.06	0.15	0.11	0.13	0.47	0.27			
Queue Length 95th (ft)	4	162	35	5	0	0	11	0	0			
Control Delay (s)	40.5	144.0	14.6	11.6	0.0	0.0	8.8	0.0	0.0			
Lane LOS	E	F	B	B			A					
Approach Delay (s)	40.5	66.0		0.8			0.9					
Approach LOS	E	F										
Intersection Summary												
Average Delay			9.9									
Intersection Capacity Utilization			59.5%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	35	393	10	17	1319
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	6	36	409	10	18	1374
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			862			752
pX, platoon unblocked	0.92					
vC, conflicting volume	1137	210			420	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	970	210			420	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			98	
cM capacity (veh/h)	226	796			1136	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	43	273	147	18	687	687
Volume Left	6	0	0	18	0	0
Volume Right	36	0	10	0	0	0
cSH	582	1700	1700	1136	1700	1700
Volume to Capacity	0.07	0.16	0.09	0.02	0.40	0.40
Queue Length 95th (ft)	6	0	0	1	0	0
Control Delay (s)	11.7	0.0	0.0	8.2	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	11.7	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	43	410	392	931	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	46	441	422	1001	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	1130			
pX, platoon unblocked					0.97	
vC, conflicting volume	1423				734	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1423				660	211
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				100	100
cM capacity (veh/h)	474				346	795
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	46	220	220	281	474	667
Volume Left	46	0	0	0	0	0
Volume Right	0	0	0	0	334	667
cSH	474	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.13	0.13	0.17	0.28	0.39
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	13.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	1.3			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	37	58	6	48	0	118	0	297	114	209	183	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		1.00		1.00		1.00		1.00	0.96	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3433		1770		1583		3539	1516	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3433		1770		1583		3539	1516	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	47	73	8	61	0	149	0	376	144	265	232	0
RTOR Reduction (vph)	0	3	0	0	0	131	0	0	83	0	0	0
Lane Group Flow (vph)	0	125	0	61	0	18	0	376	61	265	232	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		8.6		8.5		8.5		14.7	14.7	16.9	36.6	
Effective Green, g (s)		8.6		8.5		8.5		14.7	14.7	16.9	36.6	
Actuated g/C Ratio		0.13		0.12		0.12		0.21	0.21	0.25	0.53	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		430		219		196		757	324	435	1885	
v/s Ratio Prot		c0.04		c0.03		0.01		c0.11		c0.15	0.07	
v/s Ratio Perm									0.04			
v/c Ratio		0.29		0.28		0.09		0.50	0.19	0.61	0.12	
Uniform Delay, d1		27.3		27.3		26.7		23.7	22.1	23.0	8.0	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4		0.7		0.2		0.5	0.3	2.4	0.0	
Delay (s)		27.7		28.0		26.9		24.3	22.4	25.4	8.1	
Level of Service		C		C		C		C	C	C	A	
Approach Delay (s)		27.7			27.2			23.7			17.3	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM Average Control Delay			22.3				HCM Level of Service		C			
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			68.7				Sum of lost time (s)		20.0			
Intersection Capacity Utilization			65.0%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	321	728	128	423	0	578	0	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1583	1770	5085		1681	1681	1563			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1583	1770	5085		1681	1681	1563			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	345	783	138	455	0	622	0	145	0	0	0
RTOR Reduction (vph)	0	0	520	0	0	0	0	0	100	0	0	0
Lane Group Flow (vph)	3	345	263	138	455	0	311	311	45	0	0	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	21.6	21.6	8.7	28.5		20.0	20.0	20.0			
Effective Green, g (s)	0.8	21.6	21.6	8.7	28.5		20.0	20.0	20.0			
Actuated g/C Ratio	0.01	0.34	0.34	0.14	0.44		0.31	0.31	0.31			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	22	1189	532	239	2254		523	523	486			
v/s Ratio Prot	0.00	0.10		c0.08	0.09		c0.18	0.18				
v/s Ratio Perm			c0.17						0.03			
v/c Ratio	0.14	0.29	0.49	0.58	0.20		0.59	0.59	0.09			
Uniform Delay, d1	31.4	15.7	17.0	26.1	10.9		18.7	18.7	15.7			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.8	0.1	0.7	3.4	0.0		1.8	1.8	0.1			
Delay (s)	34.2	15.8	17.7	29.4	11.0		20.5	20.5	15.8			
Level of Service	C	B	B	C	B		C	C	B			
Approach Delay (s)		17.2			15.3			19.6			0.0	
Approach LOS		B			B			B			A	

Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	2	0	0	0	0	379	0	10	214	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3532	
Flt Permitted	0.95	0.95	1.00					1.00			0.94	
Satd. Flow (perm)	1681	1681	1583					1863			3324	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	2	0	0	0	0	436	0	11	246	0
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	4	5	0	0	0	0	0	436	0	0	257	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	1.1	1.1	1.1					33.0			33.0	
Effective Green, g (s)	1.1	1.1	1.1					33.0			33.0	
Actuated g/C Ratio	0.02	0.02	0.02					0.75			0.75	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	42	42	39					1394			2487	
v/s Ratio Prot	0.00	c0.00						c0.23				
v/s Ratio Perm			0.00								0.08	
v/c Ratio	0.10	0.12	0.00					0.31			0.10	
Uniform Delay, d1	21.0	21.0	21.0					1.8			1.5	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	1.0	1.3	0.0					0.1			0.0	
Delay (s)	22.0	22.3	21.0					2.0			1.5	
Level of Service	C	C	C					A			A	
Approach Delay (s)		22.0			0.0			2.0			1.5	
Approach LOS		C			A			A			A	



















Intersection Summary

HCM Average Control Delay	2.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	44.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	55	89	12	48	34	99	223	26	49	240	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1698			1752		1770	3475		1770	3473	
Flt Permitted		0.98			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1666			1677		1770	3475		1770	3473	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	57	92	12	49	35	102	230	27	51	247	30
RTOR Reduction (vph)	0	58	0	0	23	0	0	7	0	0	8	0
Lane Group Flow (vph)	0	98	0	0	73	0	102	250	0	51	269	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.6			6.6		4.5	16.0		2.5	14.0	
Effective Green, g (s)		6.6			6.6		4.5	16.0		2.5	14.0	
Actuated g/C Ratio		0.16			0.16		0.11	0.40		0.06	0.35	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		274			276		199	1387		110	1213	
v/s Ratio Prot							c0.06	0.07		0.03	c0.08	
v/s Ratio Perm		c0.06			0.04							
v/c Ratio		0.36			0.26		0.51	0.18		0.46	0.22	
Uniform Delay, d1		14.9			14.6		16.8	7.8		18.2	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			0.5		2.2	0.1		3.1	0.1	
Delay (s)		15.7			15.1		19.0	7.9		21.2	9.3	
Level of Service		B			B		B	A		C	A	
Approach Delay (s)		15.7			15.1			11.0			11.2	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			12.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			40.1				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			37.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	89	63	47	283	146	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1690		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1690		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	68	51	308	159	60
RTOR Reduction (vph)	35	0	0	0	0	37
Lane Group Flow (vph)	130	0	51	308	159	23
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	7.1		2.6	23.5	15.9	15.9
Effective Green, g (s)	7.1		2.6	23.5	15.9	15.9
Actuated g/C Ratio	0.17		0.06	0.58	0.39	0.39
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	296		113	1078	730	607
v/s Ratio Prot	c0.08		0.03	c0.17	0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.44		0.45	0.29	0.22	0.04
Uniform Delay, d1	15.0		18.3	4.3	8.2	7.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		2.8	0.1	0.2	0.0
Delay (s)	16.0		21.2	4.5	8.4	7.7
Level of Service	B		C	A	A	A
Approach Delay (s)	16.0			6.8	8.2	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	40.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	29	13	308	206	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	18	33	15	354	237	9
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)	2					
Upstream signal (ft)	657					
pX, platoon unblocked						
vC, conflicting volume	626	242	247			
vC1, stage 1 conf vol	242					
vC2, stage 2 conf vol	384					
vCu, unblocked vol	626	242	247			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	99			
cM capacity (veh/h)	615	796	1318			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	52	15	354	246		
Volume Left	18	15	0	0		
Volume Right	33	0	0	9		
cSH	721	1318	1700	1700		
Volume to Capacity	0.07	0.01	0.21	0.14		
Queue Length 95th (ft)	6	1	0	0		
Control Delay (s)	10.4	7.8	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.4	0.3		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			26.2%	ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

























Solano Fairgrounds Specific Plan
 Existing SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗	↖	↕			↕	
Volume (veh/h)	0	0	0	0	0	21	159	636	154	0	635	62
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	22	167	669	162	0	668	65
Pedestrians						7						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1393	1874	367	1426	1761	423	668			839		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1302	1811	367	1337	1690	277	668			716		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	82			100		
cM capacity (veh/h)	93	60	630	90	71	678	917			828		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	22	167	446	385	446	288						
Volume Left	0	167	0	0	0	0						
Volume Right	22	0	0	162	0	65						
cSH	678	917	1700	1700	1700	1700						
Volume to Capacity	0.03	0.18	0.26	0.23	0.26	0.17						
Queue Length 95th (ft)	3	17	0	0	0	0						
Control Delay (s)	10.5	9.8	0.0	0.0	0.0	0.0						
Lane LOS	B	A										
Approach Delay (s)	10.5	1.6			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			35.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
Existing SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	71	503	39	86	491	183	50	167	105	257	142	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3495		1770	3395		1770	3316		3433	1782	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3495		1770	3395		1770	3316		3433	1782	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	524	41	90	511	191	52	174	109	268	148	60
RTOR Reduction (vph)	0	3	0	0	20	0	0	61	0	0	8	0
Lane Group Flow (vph)	74	562	0	90	682	0	52	222	0	268	200	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.1	25.3		10.9	28.1		7.1	13.9		13.7	20.5	
Effective Green, g (s)	8.1	25.3		10.9	28.1		7.1	13.9		13.7	20.5	
Actuated g/C Ratio	0.10	0.30		0.13	0.34		0.08	0.17		0.16	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	171	1055		230	1138		150	550		561	436	
v/s Ratio Prot	0.04	0.16		c0.05	c0.20		0.03	0.07		c0.08	c0.11	
v/s Ratio Perm												
v/c Ratio	0.43	0.53		0.39	0.60		0.35	0.40		0.48	0.46	
Uniform Delay, d1	35.7	24.3		33.4	23.2		36.2	31.2		31.8	26.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.5		1.1	0.9		1.4	0.5		0.6	0.8	
Delay (s)	37.4	24.8		34.5	24.0		37.6	31.7		32.4	27.7	
Level of Service	D	C		C	C		D	C		C	C	
Approach Delay (s)		26.3			25.2			32.6			30.4	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			27.7			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			83.8			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			57.2%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 Existing SAT AM



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	66	579	265	342	686	244	84	92	73	124	1	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3400		1770	1863	1583		1770	1540
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3400		1770	1863	1583		1770	1540
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	609	279	360	722	257	88	97	77	131	1	136
RTOR Reduction (vph)	0	0	175	0	0	0	0	0	68	0	0	12
Lane Group Flow (vph)	69	609	104	360	979	0	88	97	9	0	132	164
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	7.3	31.4	31.4	13.1	36.7		9.8	9.8	9.8		14.2	14.2
Effective Green, g (s)	7.3	31.4	31.4	13.1	36.7		9.8	9.8	9.8		14.2	14.2
Actuated g/C Ratio	0.09	0.37	0.37	0.16	0.43		0.12	0.12	0.12		0.17	0.17
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	153	1315	588	532	1477		205	216	184		297	259
v/s Ratio Prot	0.04	0.17		c0.10	c0.29			c0.05				
v/s Ratio Perm			0.07				0.05		0.01		0.07	c0.11
v/c Ratio	0.45	0.46	0.18	0.68	0.66		0.43	0.45	0.05		0.44	0.63
Uniform Delay, d1	36.7	20.2	17.9	33.7	19.0		34.7	34.8	33.2		31.6	32.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.1	1.2	0.7	3.4	2.4		1.4	1.5	0.1		1.1	5.0
Delay (s)	38.8	21.3	18.5	37.1	21.3		36.2	36.3	33.3		32.7	37.7
Level of Service	D	C	B	D	C		D	D	C		C	D
Approach Delay (s)		21.8			25.6			35.4			35.6	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		


























c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	38
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	40
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

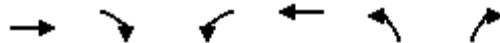
HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	447	340	0	0	407	210	0	292	134	141	0	865
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3340			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3340			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	466	354	0	0	424	219	0	304	140	147	0	901
RTOR Reduction (vph)	0	0	0	0	45	0	0	0	114	0	0	497
Lane Group Flow (vph)	466	354	0	0	598	0	0	304	26	147	0	404
Confl. Peds. (#/hr)						4						
Turn Type	Prot								Perm		Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	22.3	68.3			43.0			20.6	20.6	10.0		45.9
Effective Green, g (s)	22.3	68.3			43.0			20.6	20.6	10.0		45.9
Actuated g/C Ratio	0.20	0.63			0.39			0.19	0.19	0.09		0.42
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	703	2220			1319			669	299	315		1175
v/s Ratio Prot	c0.14	0.10			c0.18			c0.09		c0.04		0.14
v/s Ratio Perm								0.02				
v/c Ratio	0.66	0.16			0.45			0.45	0.09	0.47		0.34
Uniform Delay, d1	39.8	8.4			24.3			39.2	36.4	46.9		21.3
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.4	0.2			1.1			0.5	0.1	1.1		0.2
Delay (s)	42.2	8.6			25.4			39.7	36.5	48.0		21.5
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		27.7			25.4			38.7			25.2	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM Average Control Delay			28.0									HCM Level of Service C
HCM Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			108.9									Sum of lost time (s) 13.0
Intersection Capacity Utilization			63.2%									ICU Level of Service B
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
Existing SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	187	109	108	224	112	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3343		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3343		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	195	114	112	233	117	146
RTOR Reduction (vph)	69	0	0	0	0	115
Lane Group Flow (vph)	240	0	112	233	117	31
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	10.6		6.8	22.4	8.6	8.6
Effective Green, g (s)	10.6		6.8	22.4	8.6	8.6
Actuated g/C Ratio	0.26		0.17	0.55	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	864		294	1934	371	332
v/s Ratio Prot	c0.07		c0.06	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.28		0.38	0.12	0.32	0.09
Uniform Delay, d1	12.1		15.2	4.5	13.7	13.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.8	0.0	0.5	0.1
Delay (s)	12.3		16.1	4.5	14.2	13.2
Level of Service	B		B	A	B	B
Approach Delay (s)	12.3			8.3	13.6	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	41.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	22	69	184	55	62	30	189	656	61	26	537	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1688			1771		1593	3488		1770	3507	
Flt Permitted		0.96			0.65		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1635			1173		1593	3488		1770	3507	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	73	194	58	65	32	199	691	64	27	565	31
RTOR Reduction (vph)	0	71	0	0	9	0	0	6	0	0	4	0
Lane Group Flow (vph)	0	219	0	0	146	0	199	749	0	27	592	0
Confl. Peds. (#/hr)						8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.9			13.9		13.7	32.3		2.6	21.2	
Effective Green, g (s)		13.9			13.9		13.7	32.3		2.6	21.2	
Actuated g/C Ratio		0.22			0.22		0.21	0.51		0.04	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		356			256		342	1766		72	1165	
v/s Ratio Prot							c0.12	0.21		0.02	c0.17	
v/s Ratio Perm		c0.13			0.12							
v/c Ratio		0.61			0.57		0.58	0.42		0.38	0.51	
Uniform Delay, d1		22.5			22.3		22.5	9.9		29.8	17.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1			2.9		2.5	0.2		3.3	0.4	
Delay (s)		25.7			25.2		25.0	10.1		33.1	17.5	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		25.7			25.2			13.2			18.1	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM Average Control Delay	17.4	HCM Level of Service
HCM Volume to Capacity ratio	0.56	B
Actuated Cycle Length (s)	63.8	Sum of lost time (s)
Intersection Capacity Utilization	62.5%	15.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		B

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕	↕		↕	↕
Volume (vph)	0	0	0	224	4	840	153	268	0	0	820	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1688	1583	1770	3539			3469	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1688	1583	1770	3539			3469	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	229	4	857	156	273	0	0	837	88
RTOR Reduction (vph)	0	0	0	0	0	120	0	0	0	0	6	0
Lane Group Flow (vph)	0	0	0	117	116	737	156	273	0	0	919	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				9.8	9.8	31.9	10.7	11.5			23.9	
Effective Green, g (s)				9.8	9.8	31.9	10.7	11.5			23.9	
Actuated g/C Ratio				0.18	0.18	0.58	0.19	0.21			0.43	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				297	299	1026	342	735			1497	
v/s Ratio Prot						c0.29	0.09	0.08			c0.26	
v/s Ratio Perm				0.07	0.07	0.18						
v/c Ratio				0.39	0.39	0.72	0.46	0.37			0.61	
Uniform Delay, d1				20.2	20.1	8.5	19.8	18.8			12.2	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				0.9	0.8	2.4	1.0	0.3			0.8	
Delay (s)				21.0	21.0	10.9	20.7	19.2			12.9	
Level of Service				C	C	B	C	B			B	
Approach Delay (s)		0.0			13.1			19.7			12.9	
Approach LOS		A			B			B			B	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	55.4	Sum of lost time (s)	4.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↕	
Volume (vph)	95	2	133	0	0	0	0	326	622	665	379	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.97	0.85					0.90		1.00	1.00	
Flt Protected		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1647	1483					3161		3433	3539	
Flt Permitted		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1647	1483					3161		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	2	139	0	0	0	0	340	648	693	395	0
RTOR Reduction (vph)	0	7	96	0	0	0	0	224	0	0	0	0
Lane Group Flow (vph)	0	119	18	0	0	0	0	764	0	693	395	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		10.1	10.1					25.2		18.9	47.6	
Effective Green, g (s)		10.1	10.1					25.2		18.9	47.6	
Actuated g/C Ratio		0.15	0.15					0.38		0.29	0.72	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		253	228					1212		988	2564	
v/s Ratio Prot								c0.24		c0.20	0.11	
v/s Ratio Perm		0.07	0.01									
v/c Ratio		0.47	0.08					0.63		0.70	0.15	
Uniform Delay, d1		25.4	23.8					16.5		20.9	2.8	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.1					1.1		2.3	0.0	
Delay (s)		26.8	24.0					17.5		23.2	2.8	
Level of Service		C	C					B		C	A	
Approach Delay (s)		25.4			0.0			17.5			15.8	
Approach LOS		C			A			B			B	

Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	11.5
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Volume (veh/h)	0	0	1	47	1	236	19	712	129	126	341	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	1	48	1	243	20	734	133	130	352	46
Pedestrians		21			40							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		2			3							
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								1241			373	
pX, platoon unblocked												
vC, conflicting volume	1306	1602	220	1316	1558	474	419			907		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1306	1602	220	1316	1558	474	419			907		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	47	99	53	98			82		
cM capacity (veh/h)	50	80	770	91	85	519	1117			721		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	1	48	244	20	489	378	130	234	164
Volume Left	0	48	0	20	0	0	130	0	0
Volume Right	1	0	243	0	0	133	0	0	46
cSH	770	91	508	1117	1700	1700	721	1700	1700
Volume to Capacity	0.00	0.53	0.48	0.02	0.29	0.22	0.18	0.14	0.10
Queue Length 95th (ft)	0	59	64	1	0	0	16	0	0
Control Delay (s)	9.7	82.3	18.5	8.3	0.0	0.0	11.1	0.0	0.0
Lane LOS	A	F	C	A			B		
Approach Delay (s)	9.7	29.0		0.2			2.7		
Approach LOS	A	D							

Intersection Summary		
Average Delay		5.9
Intersection Capacity Utilization	56.0%	ICU Level of Service
Analysis Period (min)		15
		B

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	15	781	14	12	374
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	16	831	15	13	398
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			862			752
pX, platoon unblocked	0.98	0.98			0.98	
vC, conflicting volume	1063	423			846	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1014	357			791	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	97			98	
cM capacity (veh/h)	225	623			805	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	21	554	292	13	199	199
Volume Left	5	0	0	13	0	0
Volume Right	16	0	15	0	0	0
cSH	433	1700	1700	805	1700	1700
Volume to Capacity	0.05	0.33	0.17	0.02	0.12	0.12
Queue Length 95th (ft)	4	0	0	1	0	0
Control Delay (s)	13.8	0.0	0.0	9.5	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	13.8	0.0		0.3		
Approach LOS	B					

Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	27	804	301	95	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	874	327	103	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	1130			
pX, platoon unblocked					0.93	
vC, conflicting volume	430				823	164
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	430				653	164
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	1125				361	852
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	29	437	437	218	143	69
Volume Left	29	0	0	0	0	0
Volume Right	0	0	0	0	34	69
cSH	1125	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.26	0.26	0.13	0.08	0.04
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	8.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.3			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			25.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	52	3	17	96	0	324	1	477	22	51	252	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.93		1.00		1.00		1.00	0.96	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.96		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3061		1770		1583		3539	1513	1770	3536	
Flt Permitted		0.97		0.95		1.00		0.95	1.00	0.95	1.00	
Satd. Flow (perm)		3061		1770		1583		3379	1513	1770	3536	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	55	3	18	102	0	345	1	507	23	54	268	1
RTOR Reduction (vph)	0	17	0	0	0	298	0	0	7	0	0	0
Lane Group Flow (vph)	0	59	0	102	0	47	0	508	16	54	269	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		5.5		9.8		9.8		31.3	31.3	4.7	41.0	
Effective Green, g (s)		5.5		9.8		9.8		31.3	31.3	4.7	41.0	
Actuated g/C Ratio		0.08		0.14		0.14		0.44	0.44	0.07	0.58	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		236		243		218		1483	664	117	2033	
v/s Ratio Prot		c0.02		c0.06		0.03				c0.03	0.08	
v/s Ratio Perm								c0.15	0.01			
v/c Ratio		0.25		0.42		0.22		0.34	0.02	0.46	0.13	
Uniform Delay, d1		31.0		28.1		27.3		13.2	11.3	32.1	7.0	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6		1.2		0.5		0.1	0.0	2.9	0.0	
Delay (s)		31.5		29.3		27.8		13.3	11.4	34.9	7.0	
Level of Service		C		C		C		B	B	C	A	
Approach Delay (s)		31.5			28.2			13.3			11.7	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	71.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	524	893	126	503	0	746	1	158	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1562	1770	5085		1681	1686	1562			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1562	1770	5085		1681	1686	1562			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	557	950	134	535	0	794	1	168	0	0	0
RTOR Reduction (vph)	0	0	575	0	0	0	0	0	114	0	0	0
Lane Group Flow (vph)	2	557	375	134	535	0	397	398	54	0	0	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	1.0	30.5	30.5	11.8	40.3		26.9	26.9	26.9			
Effective Green, g (s)	1.0	30.5	30.5	11.8	40.3		26.9	26.9	26.9			
Actuated g/C Ratio	0.01	0.37	0.37	0.14	0.48		0.32	0.32	0.32			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	21	1297	573	251	2463		543	545	505			
v/s Ratio Prot	0.00	0.16		c0.08	0.11		c0.24	0.24				
v/s Ratio Perm			c0.24						0.03			
v/c Ratio	0.10	0.43	0.66	0.53	0.22		0.73	0.73	0.11			
Uniform Delay, d1	40.7	19.8	22.0	33.1	12.4		24.9	24.9	19.7			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.2	2.7	2.2	0.0		5.0	5.0	0.1			
Delay (s)	42.6	20.0	24.7	35.3	12.4		30.0	29.9	19.8			
Level of Service	D	C	C	D	B		C	C	B			
Approach Delay (s)		23.0			17.0			28.2			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	227	0	110	0	0	0	0	259	0	2	352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3538	
Flt Permitted	0.95	0.95	1.00					1.00			0.95	
Satd. Flow (perm)	1681	1681	1583					1863			3373	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	264	0	128	0	0	0	0	301	0	2	409	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	132	132	38	0	0	0	0	301	0	0	411	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	9.2	9.2	9.2					11.6			11.6	
Effective Green, g (s)	9.2	9.2	9.2					11.6			11.6	
Actuated g/C Ratio	0.30	0.30	0.30					0.38			0.38	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	502	502	473					702			1270	
v/s Ratio Prot	c0.08	0.08						c0.16				
v/s Ratio Perm			0.02								0.12	
v/c Ratio	0.26	0.26	0.08					0.43			0.32	
Uniform Delay, d1	8.2	8.2	7.8					7.1			6.8	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.3	0.3	0.1					0.4			0.1	
Delay (s)	8.5	8.5	7.8					7.6			7.0	
Level of Service	A	A	A					A			A	
Approach Delay (s)		8.3			0.0			7.6			7.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	30.8	Sum of lost time (s)	10.0
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
 Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	13	82	109	12	44	53	83	270	36	44	206	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.93		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1723			1731		1770	3468		1770	3511	
Flt Permitted		0.98			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1686			1647		1770	3468		1770	3511	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	14	90	120	13	48	58	91	297	40	48	226	11
RTOR Reduction (vph)	0	41	0	0	34	0	0	10	0	0	4	0
Lane Group Flow (vph)	0	183	0	0	85	0	91	327	0	48	233	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.3			10.3		4.5	12.8		2.5	10.8	
Effective Green, g (s)		10.3			10.3		4.5	12.8		2.5	10.8	
Actuated g/C Ratio		0.25			0.25		0.11	0.32		0.06	0.27	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		428			418		196	1093		109	934	
v/s Ratio Prot							c0.05	c0.09		0.03	0.07	
v/s Ratio Perm		c0.11			0.05							
v/c Ratio		0.43			0.20		0.46	0.30		0.44	0.25	
Uniform Delay, d1		12.7			11.9		16.9	10.5		18.4	11.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.2		1.7	0.2		2.8	0.1	
Delay (s)		13.4			12.2		18.7	10.7		21.2	11.9	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		13.4			12.2			12.4			13.4	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	40.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	82	73	56	181	386	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1674		1770	1863	1863	1543
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1674		1770	1863	1863	1543
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	78	60	193	411	66
RTOR Reduction (vph)	46	0	0	0	0	18
Lane Group Flow (vph)	119	0	60	193	411	48
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	7.6		4.3	32.2	22.9	22.9
Effective Green, g (s)	7.6		4.3	32.2	22.9	22.9
Actuated g/C Ratio	0.15		0.09	0.65	0.46	0.46
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	255		153	1205	857	710
v/s Ratio Prot	c0.07		c0.03	0.10	c0.22	
v/s Ratio Perm						0.03
v/c Ratio	0.47		0.39	0.16	0.48	0.07
Uniform Delay, d1	19.3		21.5	3.5	9.3	7.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4		1.7	0.1	0.4	0.0
Delay (s)	20.6		23.2	3.5	9.7	7.5
Level of Service	C		C	A	A	A
Approach Delay (s)	20.6			8.2	9.4	
Approach LOS	C			A	A	

Intersection Summary

HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	49.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group


















HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	26	19	212	444	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	23	27	20	221	462	23
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.86	0.86	0.86			
vC, conflicting volume	737	477	488			
vC1, stage 1 conf vol	477					
vC2, stage 2 conf vol	260					
vCu, unblocked vol	610	306	320			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	96	98			
cM capacity (veh/h)	571	627	1060			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	50	20	221	485		
Volume Left	23	20	0	0		
Volume Right	27	0	0	23		
cSH	600	1060	1700	1700		
Volume to Capacity	0.08	0.02	0.13	0.29		
Queue Length 95th (ft)	7	1	0	0		
Control Delay (s)	11.5	8.5	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	11.5	0.7		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			34.7%	ICU Level of Service	A	
Analysis Period (min)			15			

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	25	214	621	125	0	798	74
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	26	218	634	128	0	814	76
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	1631	2056	445	1547	1954	387	814			767		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1574	2017	445	1487	1911	277	814			674		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	96	73			100		
cM capacity (veh/h)	54	40	561	65	47	688	809			872		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	26	218	422	339	543	347						
Volume Left	0	218	0	0	0	0						
Volume Right	26	0	0	128	0	76						
cSH	688	809	1700	1700	1700	1700						
Volume to Capacity	0.04	0.27	0.25	0.20	0.32	0.20						
Queue Length 95th (ft)	3	27	0	0	0	0						
Control Delay (s)	10.4	11.1	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.4	2.5			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			42.9%		ICU Level of Service				A			
Analysis Period (min)			15									























HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
Existing SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	72	524	53	158	562	196	31	182	93	292	150	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3483		1770	3388		1770	3340		3433	1789	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3483		1770	3388		1770	3340		3433	1789	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	582	59	176	624	218	34	202	103	324	167	60
RTOR Reduction (vph)	0	4	0	0	17	0	0	39	0	0	6	0
Lane Group Flow (vph)	80	637	0	176	825	0	34	266	0	324	221	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	10.9	27.3		19.4	35.8		5.0	17.1		17.4	29.5	
Effective Green, g (s)	10.9	27.3		19.4	35.8		5.0	17.1		17.4	29.5	
Actuated g/C Ratio	0.11	0.27		0.19	0.35		0.05	0.17		0.17	0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	191	940		339	1199		87	564		590	521	
v/s Ratio Prot	0.05	0.18		c0.10	c0.24		0.02	0.08		c0.09	c0.12	
v/s Ratio Perm												
v/c Ratio	0.42	0.68		0.52	0.69		0.39	0.47		0.55	0.42	
Uniform Delay, d1	42.2	33.0		36.7	27.9		46.6	38.0		38.3	29.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	2.0		1.3	1.7		2.9	0.6		1.0	0.6	
Delay (s)	43.7	35.0		38.1	29.6		49.5	38.6		39.4	29.5	
Level of Service	D	C		D	C		D	D		D	C	
Approach Delay (s)		35.9			31.1			39.7			35.3	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM Average Control Delay			34.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			101.2			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			62.2%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
Existing SAT PM

												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	77	585	285	348	844	158	124	231	127	167	1	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3456		1770	1863	1583		1770	1530
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3456		1770	1863	1583		1770	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	616	300	366	888	166	131	243	134	176	1	194
RTOR Reduction (vph)	0	0	200	0	0	0	0	0	112	0	0	2
Lane Group Flow (vph)	81	616	100	366	1054	0	131	243	22	0	177	206
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	7.9	31.2	31.2	13.7	36.5		15.4	15.4	15.4		17.2	17.2
Effective Green, g (s)	7.9	31.2	31.2	13.7	36.5		15.4	15.4	15.4		17.2	17.2
Actuated g/C Ratio	0.08	0.33	0.33	0.15	0.39		0.16	0.16	0.16		0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	150	1181	528	503	1349		292	307	261		326	281
v/s Ratio Prot	0.05	0.17		c0.11	c0.31			c0.13				
v/s Ratio Perm			0.06				0.07		0.01		0.10	c0.13
v/c Ratio	0.54	0.52	0.19	0.73	0.78		0.45	0.79	0.08		0.54	0.73
Uniform Delay, d1	41.1	25.1	22.2	38.1	25.0		35.2	37.5	33.1		34.6	36.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.9	1.6	0.8	5.2	4.6		1.1	13.0	0.1		1.8	9.4
Delay (s)	45.0	26.8	23.0	43.3	29.6		36.3	50.5	33.2		36.4	45.4
Level of Service	D	C	C	D	C		D	D	C		D	D
Approach Delay (s)		27.1			33.1			42.3			41.3	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM Average Control Delay			33.7			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			93.5			Sum of lost time (s)		12.0				
Intersection Capacity Utilization			72.2%			ICU Level of Service		C				
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	13
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	14
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↖↗			↕	↖	↖↗		↖↗
Volume (vph)	454	422	0	0	399	227	0	279	143	161	0	951
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3320			3539	1558	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3320			3539	1558	3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	478	444	0	0	420	239	0	294	151	169	0	1001
RTOR Reduction (vph)	0	0	0	0	55	0	0	0	121	0	0	482
Lane Group Flow (vph)	478	444	0	0	604	0	0	294	30	169	0	519
Confl. Peds. (#/hr)						9			3			
Turn Type	Prot								Perm	Prot		custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	23.5	68.3			41.8			21.8	21.8	10.8		48.3
Effective Green, g (s)	23.5	68.3			41.8			21.8	21.8	10.8		48.3
Actuated g/C Ratio	0.21	0.62			0.38			0.20	0.20	0.10		0.44
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	727	2180			1251			696	306	334		1214
v/s Ratio Prot	c0.14	0.13			c0.18			0.08		c0.05		c0.19
v/s Ratio Perm								0.02				
v/c Ratio	0.66	0.20			0.48			0.42	0.10	0.51		0.43
Uniform Delay, d1	40.0	9.4			26.3			39.0	36.5	47.5		21.7
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.2	0.2			1.3			0.4	0.1	1.2		0.2
Delay (s)	42.2	9.6			27.6			39.4	36.6	48.7		22.0
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		26.5			27.6			38.5			25.8	
Approach LOS		C			C			D			C	

Intersection Summary

HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	110.9	Sum of lost time (s)	13.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 17: Redwood Pkwy & Oakwood Ave



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	271	138	140	219	109	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3360		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3360		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	288	147	149	233	116	165
RTOR Reduction (vph)	51	0	0	0	0	131
Lane Group Flow (vph)	384	0	149	233	116	34
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	12.9		7.9	25.8	9.2	9.2
Effective Green, g (s)	12.9		7.9	25.8	9.2	9.2
Actuated g/C Ratio	0.29		0.18	0.57	0.20	0.20
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	963		311	2029	362	324
v/s Ratio Prot	c0.11		c0.08	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.40		0.48	0.11	0.32	0.10
Uniform Delay, d1	12.9		16.7	4.4	15.2	14.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.2	0.0	0.5	0.1
Delay (s)	13.2		17.9	4.4	15.8	14.7
Level of Service	B		B	A	B	B
Approach Delay (s)	13.2			9.7	15.1	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	20	60	170	60	50	30	120	580	40	40	820	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1669			1766		1593	3500		1770	3510	
Flt Permitted		0.97			0.64		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1619			1160		1593	3500		1770	3510	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	63	179	63	53	32	126	611	42	42	863	42
RTOR Reduction (vph)	0	75	0	0	9	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	188	0	0	139	0	126	649	0	42	902	0
Confl. Peds. (#/hr)			3				1		1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.2			14.2		9.1	32.0		4.3	27.2	
Effective Green, g (s)		14.2			14.2		9.1	32.0		4.3	27.2	
Actuated g/C Ratio		0.22			0.22		0.14	0.49		0.07	0.42	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		351			251		221	1710		116	1458	
v/s Ratio Prot							c0.08	c0.19		0.02	c0.26	
v/s Ratio Perm		0.12			c0.12							
v/c Ratio		0.54			0.55		0.57	0.38		0.36	0.62	
Uniform Delay, d1		22.7			22.8		26.4	10.5		29.3	15.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6			2.6		3.5	0.1		1.9	0.8	
Delay (s)		24.3			25.4		29.9	10.7		31.2	15.9	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		24.3			25.4			13.8			16.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↶	↶
Volume (vph)	0	0	0	940	10	660	100	210	0	0	930	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	1583	1770	3539			3430	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	1583	1770	3539			3430	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1044	11	733	111	233	0	0	1033	189
RTOR Reduction (vph)	0	0	0	0	0	168	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	532	523	565	111	233	0	0	1209	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4		5	1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				32.1	32.1	41.0	8.8	29.7			30.8	
Effective Green, g (s)				32.1	32.1	41.0	8.8	29.7			30.8	
Actuated g/C Ratio				0.39	0.39	0.50	0.11	0.36			0.37	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				652	655	861	188	1271			1277	
v/s Ratio Prot						c0.07	0.06	0.07			c0.35	
v/s Ratio Perm				c0.32	0.31	0.29						
v/c Ratio				0.82	0.80	0.66	0.59	0.18			0.95	
Uniform Delay, d1				22.7	22.4	15.6	35.2	18.2			25.2	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				7.8	6.7	1.8	4.9	0.1			14.2	
Delay (s)				30.4	29.2	17.4	40.1	18.2			39.4	
Level of Service				C	C	B	D	B			D	
Approach Delay (s)		0.0			24.7			25.3			39.4	
Approach LOS		A			C			C			D	

Intersection Summary

HCM Average Control Delay	30.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	4.0
Intersection Capacity Utilization	101.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↗	↕
Volume (vph)	100	0	240	0	0	0	0	210	340	780	1090	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.94	0.85					0.91		1.00	1.00	
Flt Protected		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1610	1504					3166		3433	3539	
Flt Permitted		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1610	1504					3166		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	0	247	0	0	0	0	216	351	804	1124	0
RTOR Reduction (vph)	0	20	132	0	0	0	0	246	0	0	0	0
Lane Group Flow (vph)	0	160	38	0	0	0	0	321	0	804	1124	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		12.3	12.3					11.5		20.1	35.1	
Effective Green, g (s)		12.3	12.3					11.5		20.1	35.1	
Actuated g/C Ratio		0.22	0.22					0.21		0.36	0.63	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		357	334					657		1246	2242	
v/s Ratio Prot								0.10		c0.23	c0.32	
v/s Ratio Perm		0.10	0.03									
v/c Ratio		0.45	0.11					0.49		0.65	0.50	
Uniform Delay, d1		18.6	17.2					19.4		14.7	5.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.9	0.2					0.6		1.2	0.2	
Delay (s)		19.5	17.3					19.9		15.8	5.6	
Level of Service		B	B					B		B	A	
Approach Delay (s)		18.5			0.0			19.9			9.9	
Approach LOS		B			A			B			A	

Intersection Summary

HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	55.4	Sum of lost time (s)	7.5
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	120	10	170	40	380	50	140	1130	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.98		1.00	0.99	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1600		1770	3461		1770	3496	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1600		1770	3461		1770	3496	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	126	11	179	42	400	53	147	1189	63
RTOR Reduction (vph)	0	0	0	0	143	0	0	10	0	0	3	0
Lane Group Flow (vph)	0	0	0	126	47	0	42	443	0	147	1249	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				12.1	12.1		4.1	27.4		9.2	32.5	
Effective Green, g (s)				12.1	12.1		4.1	27.4		9.2	32.5	
Actuated g/C Ratio				0.20	0.20		0.07	0.45		0.15	0.54	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				281	319		120	1562		268	1872	
v/s Ratio Prot					0.03		0.02	0.13		c0.08	c0.36	
v/s Ratio Perm				c0.09								
v/c Ratio				0.45	0.15		0.35	0.28		0.55	0.67	
Uniform Delay, d1				21.4	20.0		27.0	10.5		23.8	10.2	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				1.1	0.2		1.8	0.1		2.3	0.9	
Delay (s)				22.5	20.3		28.8	10.6		26.1	11.1	
Level of Service				C	C		C	B		C	B	
Approach Delay (s)		0.0			21.2			12.1			12.7	
Approach LOS		A			C			B			B	

Intersection Summary

HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	40	400	10	20	1320
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	42	417	10	21	1375
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			862			379
pX, platoon unblocked	0.74					
vC, conflicting volume	1151	214			427	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	506	214			427	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			98	
cM capacity (veh/h)	361	791			1129	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	52	278	149	21	688	688
Volume Left	10	0	0	21	0	0
Volume Right	42	0	10	0	0	0
cSH	639	1700	1700	1129	1700	1700
Volume to Capacity	0.08	0.16	0.09	0.02	0.40	0.40
Queue Length 95th (ft)	7	0	0	1	0	0
Control Delay (s)	11.1	0.0	0.0	8.2	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	11.1	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			46.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	50	410	400	940	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	54	441	430	1011	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	757			
pX, platoon unblocked					0.97	
vC, conflicting volume	1441				758	215
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1441				689	215
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				100	100
cM capacity (veh/h)	467				326	790
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	54	220	220	287	480	674
Volume Left	54	0	0	0	0	0
Volume Right	0	0	0	0	337	674
cSH	467	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.13	0.13	0.17	0.28	0.40
Queue Length 95th (ft)	10	0	0	0	0	0
Control Delay (s)	13.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	1.5			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	40	60	10	50	0	120	0	300	120	210	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frpb, ped/bikes		1.00		1.00		1.00		1.00	0.96	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Fr _t		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Fl _t Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3413		1770		1583		3539	1515	1770	3539	
Fl _t Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3413		1770		1583		3539	1515	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	51	76	13	63	0	152	0	380	152	266	241	0
RTOR Reduction (vph)	0	5	0	0	0	133	0	0	86	0	0	0
Lane Group Flow (vph)	0	135	0	63	0	19	0	380	66	266	241	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		8.9		8.6		8.6		14.8	14.8	17.1	36.9	
Effective Green, g (s)		8.9		8.6		8.6		14.8	14.8	17.1	36.9	
Actuated g/C Ratio		0.13		0.12		0.12		0.21	0.21	0.25	0.53	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		438		219		196		755	323	436	1882	
v/s Ratio Prot		c0.04		c0.04		0.01		c0.11		c0.15	0.07	
v/s Ratio Perm									0.04			
v/c Ratio		0.31		0.29		0.10		0.50	0.21	0.61	0.13	
Uniform Delay, d1		27.5		27.6		27.0		24.1	22.5	23.2	8.2	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4		0.7		0.2		0.5	0.3	2.5	0.0	
Delay (s)		27.9		28.3		27.2		24.6	22.8	25.7	8.2	
Level of Service		C		C		C		C	C	C	A	
Approach Delay (s)		27.9			27.5			24.1			17.4	
Approach LOS		C			C			C			B	

Intersection Summary

HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	410	910	160	530	30	730	50	170	50	70	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5039		1681	1696	1563	1770	1692	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.27	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5039		1681	477	1563	1770	1692	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	32	441	978	172	570	32	785	54	183	54	75	118
RTOR Reduction (vph)	0	0	75	0	6	0	0	0	130	0	51	0
Lane Group Flow (vph)	32	441	903	172	596	0	416	423	53	54	142	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	3.5	42.5	75.7	11.0	49.0		28.2	42.1	32.0	6.1	9.9	
Effective Green, g (s)	3.5	42.5	75.7	11.0	49.0		28.2	42.1	32.0	6.1	9.9	
Actuated g/C Ratio	0.03	0.39	0.69	0.10	0.45		0.26	0.38	0.29	0.06	0.09	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	57	1372	1093	178	2253		433	497	456	99	153	
v/s Ratio Prot	0.02	0.12	c0.57	c0.10	0.12		c0.25	0.22		0.03	0.08	
v/s Ratio Perm								c0.11	0.03			
v/c Ratio	0.56	0.32	0.83	0.97	0.26		0.96	0.85	0.12	0.55	0.93	
Uniform Delay, d1	52.3	23.5	12.2	49.1	19.0		40.2	30.9	28.4	50.4	49.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.0	0.1	5.2	57.0	0.1		33.1	13.2	0.1	6.0	51.3	
Delay (s)	64.3	23.6	17.4	106.1	19.1		73.3	44.0	28.6	56.4	100.8	
Level of Service	E	C	B	F	B		E	D	C	E	F	
Approach Delay (s)		20.3			38.4			53.2			91.1	
Approach LOS		C			D			D			F	

Intersection Summary

HCM Average Control Delay	38.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	109.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	10	0	0	0	0	400	0	0	240	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	11	0	11	0	0	0	0	460	0	0	276	0
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	6	1	0	0	0	0	460	0	0	276	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	2.3	2.3	2.3					36.2			36.2	
Effective Green, g (s)	2.3	2.3	2.3					36.2			36.2	
Actuated g/C Ratio	0.05	0.05	0.05					0.75			0.75	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	80	80	75					1391			2641	
v/s Ratio Prot	0.00	c0.00						c0.25			0.08	
v/s Ratio Perm			0.00									
v/c Ratio	0.06	0.07	0.01					0.33			0.10	
Uniform Delay, d1	22.1	22.1	22.0					2.1			1.7	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.3	0.4	0.0					0.1			0.0	
Delay (s)	22.4	22.5	22.0					2.2			1.7	
Level of Service	C	C	C					A			A	
Approach Delay (s)		22.2			0.0			2.2			1.7	
Approach LOS		C			A			A			A	

Intersection Summary

HCM Average Control Delay	2.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	10	90	120	20	60	50	130	280	40	70	300	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1710			1744		1770	3463		1770	3468	
Flt Permitted		0.98			0.93		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1685			1640		1770	3463		1770	3468	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	93	124	21	62	52	134	289	41	72	309	41
RTOR Reduction (vph)	0	44	0	0	23	0	0	10	0	0	10	0
Lane Group Flow (vph)	0	183	0	0	112	0	134	320	0	72	340	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.1			11.1		7.4	15.1		4.5	12.2	
Effective Green, g (s)		11.1			11.1		7.4	15.1		4.5	12.2	
Actuated g/C Ratio		0.24			0.24		0.16	0.33		0.10	0.27	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		409			398		287	1144		174	926	
v/s Ratio Prot							c0.08	c0.09		0.04	c0.10	
v/s Ratio Perm		c0.11			0.07							
v/c Ratio		0.45			0.28		0.47	0.28		0.41	0.37	
Uniform Delay, d1		14.7			14.1		17.4	11.3		19.4	13.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			0.4		1.2	0.1		1.6	0.2	
Delay (s)		15.5			14.5		18.6	11.4		21.0	13.9	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		15.5			14.5			13.5			15.1	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	45.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	120	80	60	310	160	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1692		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1692		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	87	65	337	174	76
RTOR Reduction (vph)	30	0	0	0	0	51
Lane Group Flow (vph)	187	0	65	337	174	25
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	10.5		4.4	23.7	14.3	14.3
Effective Green, g (s)	10.5		4.4	23.7	14.3	14.3
Actuated g/C Ratio	0.24		0.10	0.54	0.32	0.32
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	402		176	999	603	501
v/s Ratio Prot	c0.11		0.04	c0.18	0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.46		0.37	0.34	0.29	0.05
Uniform Delay, d1	14.4		18.6	5.8	11.2	10.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		1.3	0.2	0.3	0.0
Delay (s)	15.3		19.9	6.0	11.4	10.3
Level of Service	B		B	A	B	B
Approach Delay (s)	15.3			8.3	11.1	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	44.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
12: Valle Vista Ave & Fairgrounds Dr


















Solano Fairgrounds Specific Plan
2035 No Project SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	30	20	390	250	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	23	34	23	448	287	11
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)	2					
Upstream signal (ft)	657					
pX, platoon unblocked						
vC, conflicting volume	788	294	300			
vC1, stage 1 conf vol	294					
vC2, stage 2 conf vol	494					
vCu, unblocked vol	788	294	300			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	98			
cM capacity (veh/h)	541	745	1260			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	57	23	448	299		
Volume Left	23	23	0	0		
Volume Right	34	0	0	11		
cSH	647	1260	1700	1700		
Volume to Capacity	0.09	0.02	0.26	0.18		
Queue Length 95th (ft)	7	1	0	0		
Control Delay (s)	11.1	7.9	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	11.1	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			30.5%	ICU Level of Service	A	
Analysis Period (min)			15			

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 No Project SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	30	200	800	200	0	800	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	32	211	842	211	0	842	84
Pedestrians						7						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92				0.92		
vC, conflicting volume	1758	2365	463	1796	2218	533	842			1060		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1656	2313	463	1698	2153	331	842			900		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	95	73			100		
cM capacity (veh/h)	45	25	546	43	32	611	789			689		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	32	211	561	491	561	365						
Volume Left	0	211	0	0	0	0						
Volume Right	32	0	0	211	0	84						
cSH	611	789	1700	1700	1700	1700						
Volume to Capacity	0.05	0.27	0.33	0.29	0.33	0.21						
Queue Length 95th (ft)	4	27	0	0	0	0						
Control Delay (s)	11.2	11.2	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.2	1.9			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			42.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
2035 No Project SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	90	630	50	110	620	230	70	210	140	330	180	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3495		1770	3395		1770	3306		3433	1763	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3495		1770	3395		1770	3306		3433	1763	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	94	656	52	115	646	240	73	219	146	344	188	104
RTOR Reduction (vph)	0	3	0	0	19	0	0	70	0	0	10	0
Lane Group Flow (vph)	94	705	0	115	867	0	73	295	0	344	282	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.6	37.1		13.9	38.4		11.1	19.1		19.8	27.8	
Effective Green, g (s)	12.6	37.1		13.9	38.4		11.1	19.1		19.8	27.8	
Actuated g/C Ratio	0.11	0.34		0.13	0.35		0.10	0.17		0.18	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	203	1180		224	1186		179	575		619	446	
v/s Ratio Prot	0.05	0.20		c0.06	c0.26		0.04	0.09		c0.10	c0.16	
v/s Ratio Perm												
v/c Ratio	0.46	0.60		0.51	0.73		0.41	0.51		0.56	0.63	
Uniform Delay, d1	45.5	30.2		44.8	31.2		46.3	41.2		41.0	36.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.8		2.0	2.4		1.5	0.8		1.1	2.9	
Delay (s)	47.2	31.0		46.8	33.6		47.8	42.0		42.1	39.4	
Level of Service	D	C		D	C		D	D		D	D	
Approach Delay (s)		32.9			35.1			42.9			40.9	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			37.0			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			109.9			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			67.3%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 2035 No Project SAT AM

Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	90	730	340	430	860	310	110	120	100	160	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3399		1770	1863	1583		1770	1539
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3399		1770	1863	1583		1770	1539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	768	358	453	905	326	116	126	105	168	0	179
RTOR Reduction (vph)	0	0	234	0	0	0	0	0	92	0	0	11
Lane Group Flow (vph)	95	768	124	453	1231	0	116	126	13	0	168	221
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4				3
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	8.2	31.3	31.3	14.6	37.2		11.5	11.5	11.5		17.3	17.3
Effective Green, g (s)	8.2	31.3	31.3	14.6	37.2		11.5	11.5	11.5		17.3	17.3
Actuated g/C Ratio	0.09	0.35	0.35	0.16	0.41		0.13	0.13	0.13		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	160	1221	546	553	1394		224	236	201		338	294
v/s Ratio Prot	0.05	0.22		c0.13	c0.36			c0.07				
v/s Ratio Perm			0.08				0.07		0.01		0.09	c0.14
v/c Ratio	0.59	0.63	0.23	0.82	0.88		0.52	0.53	0.07		0.50	0.75
Uniform Delay, d1	39.6	24.8	21.1	36.8	24.7		37.0	37.1	34.9		32.8	34.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	2.5	1.0	9.2	8.4		2.0	2.3	0.1		1.2	10.3
Delay (s)	45.4	27.3	22.1	46.0	33.1		39.0	39.4	35.0		34.0	45.0
Level of Service	D	C	C	D	C		D	D	D		C	D
Approach Delay (s)		27.2			36.6			37.9			40.3	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			34.0			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			90.7			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			73.0%			ICU Level of Service			D			
Analysis Period (min)			15									


























c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	50
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	53
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 No Project SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	560	440	0	0	510	270	0	370	170	180	0	1090
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3336			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3336			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	583	458	0	0	531	281	0	385	177	188	0	1135
RTOR Reduction (vph)	0	0	0	0	51	0	0	0	139	0	0	416
Lane Group Flow (vph)	583	458	0	0	761	0	0	385	38	188	0	719
Confl. Peds. (#/hr)						4						
Turn Type	Prot								Perm		Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	26.8	68.2			38.4			24.7	24.7	11.6		54.5
Effective Green, g (s)	26.8	68.2			38.4			24.7	24.7	11.6		54.5
Actuated g/C Ratio	0.23	0.60			0.34			0.22	0.22	0.10		0.48
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	804	2108			1119			763	341	348		1327
v/s Ratio Prot	c0.17	0.13			c0.23			0.11		c0.05		c0.26
v/s Ratio Perm								0.02				
v/c Ratio	0.73	0.22			0.68			0.50	0.11	0.54		0.54
Uniform Delay, d1	40.5	10.8			32.8			39.5	36.1	48.9		21.2
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	3.3	0.2			3.3			0.5	0.1	1.7		0.5
Delay (s)	43.7	11.0			36.1			40.0	36.2	50.6		21.6
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.3			36.1			38.8			25.8	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay			31.0		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			114.5		Sum of lost time (s)			13.0				
Intersection Capacity Utilization			69.8%		ICU Level of Service			C				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 17: Redwood Pkwy & Oakwood Ave



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	240	140	140	280	140	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3343		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3343		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	250	146	146	292	146	188
RTOR Reduction (vph)	70	0	0	0	0	145
Lane Group Flow (vph)	326	0	146	292	146	43
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	11.3		7.7	24.0	10.0	10.0
Effective Green, g (s)	11.3		7.7	24.0	10.0	10.0
Actuated g/C Ratio	0.26		0.18	0.55	0.23	0.23
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	859		310	1930	402	360
v/s Ratio Prot	c0.10		c0.08	0.08	c0.08	0.03
v/s Ratio Perm						
v/c Ratio	0.38		0.47	0.15	0.36	0.12
Uniform Delay, d1	13.5		16.3	5.0	14.3	13.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.1	0.0	0.6	0.1
Delay (s)	13.7		17.5	5.0	14.9	13.6
Level of Service	B		B	A	B	B
Approach Delay (s)	13.7			9.1	14.2	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	44.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	30	70	190	60	70	30	190	990	70	30	810	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1690			1776		1593	3499		1770	3517	
Flt Permitted		0.96			0.59		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1627			1076		1593	3499		1770	3517	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	74	200	63	74	32	200	1042	74	32	853	32
RTOR Reduction (vph)	0	66	0	0	9	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	240	0	0	160	0	200	1112	0	32	883	0
Confl. Peds. (#/hr)							8		1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.1			17.1		15.1	43.4		2.8	31.1	
Effective Green, g (s)		17.1			17.1		15.1	43.4		2.8	31.1	
Actuated g/C Ratio		0.22			0.22		0.19	0.55		0.04	0.40	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		355			235		307	1939		63	1397	
v/s Ratio Prot							c0.13	0.32		0.02	c0.25	
v/s Ratio Perm		0.15			c0.15							
v/c Ratio		0.67			0.68		0.65	0.57		0.51	0.63	
Uniform Delay, d1		28.1			28.1		29.2	11.4		37.1	19.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.0			7.9		4.9	0.4		6.3	0.9	
Delay (s)		33.1			36.0		34.1	11.8		43.4	19.9	
Level of Service		C			D		C	B		D	B	
Approach Delay (s)		33.1			36.0			15.2			20.8	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕	↕		↕	↕
Volume (vph)	0	0	0	230	10	1260	180	300	0	0	1160	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1692	1583	1770	3539			3463	
Fl _t Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1692	1583	1770	3539			3463	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	235	10	1286	184	306	0	0	1184	133
RTOR Reduction (vph)	0	0	0	0	0	111	0	0	0	0	6	0
Lane Group Flow (vph)	0	0	0	122	123	1175	184	306	0	0	1311	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				10.1	10.1	34.3		11.8	16.9			30.3
Effective Green, g (s)				10.1	10.1	34.3		11.8	16.9			30.3
Actuated g/C Ratio				0.16	0.16	0.54		0.19	0.27			0.48
Clearance Time (s)				4.0	4.0	4.0		3.0	4.0			4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)				269	270	959		330	946			1660
v/s Ratio Prot						c0.47		0.10	0.09			c0.38
v/s Ratio Perm				0.07	0.07	0.27						
v/c Ratio				0.45	0.46	1.23		0.56	0.32			0.79
Uniform Delay, d1				24.1	24.1	14.5		23.3	18.6			13.8
Progression Factor				1.00	1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2				1.2	1.2	110.9		2.0	0.2			2.6
Delay (s)				25.3	25.3	125.3		25.4	18.8			16.4
Level of Service				C	C	F		C	B			B
Approach Delay (s)		0.0			109.3			21.2				16.4
Approach LOS		A			F			C				B

Intersection Summary

HCM Average Control Delay	59.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	4.0
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↖	
Volume (vph)	150	10	140	0	0	0	0	330	630	1000	390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.99	0.85					0.90		1.00	1.00	
Flt Protected		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1674	1483					3160		3433	3539	
Flt Permitted		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1674	1483					3160		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	156	10	146	0	0	0	0	344	656	1042	406	0
RTOR Reduction (vph)	0	2	109	0	0	0	0	168	0	0	0	0
Lane Group Flow (vph)	0	179	22	0	0	0	0	832	0	1042	406	0
Confl. Peds. (#/hr)			1				1		2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		13.6	13.6					25.2		30.4	59.1	
Effective Green, g (s)		13.6	13.6					25.2		30.4	59.1	
Actuated g/C Ratio		0.17	0.17					0.31		0.38	0.73	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		282	250					987		1293	2592	
v/s Ratio Prot								c0.26		c0.30	0.11	
v/s Ratio Perm		0.11	0.01									
v/c Ratio		0.63	0.09					0.99dr		0.81	0.16	
Uniform Delay, d1		31.2	28.3					25.9		22.5	3.3	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		4.6	0.2					6.7		3.8	0.0	
Delay (s)		35.8	28.5					32.6		26.3	3.3	
Level of Service		D	C					C		C	A	
Approach Delay (s)		32.7			0.0			32.6			19.8	
Approach LOS		C			A			C			B	

Intersection Summary

HCM Average Control Delay	25.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	11.5
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	50	10	240	20	720	130	130	350	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.98		1.00	0.98	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1594		1770	3413		1770	3449	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1594		1770	3413		1770	3449	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	52	10	247	21	742	134	134	361	52
RTOR Reduction (vph)	0	0	0	0	208	0	0	14	0	0	8	0
Lane Group Flow (vph)	0	0	0	52	49	0	21	862	0	134	405	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				8.4	8.4		1.1	25.0		8.0	31.9	
Effective Green, g (s)				8.4	8.4		1.1	25.0		8.0	31.9	
Actuated g/C Ratio				0.16	0.16		0.02	0.47		0.15	0.60	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				222	251		36	1598		265	2060	
v/s Ratio Prot					0.03		0.01	c0.25		c0.08	0.12	
v/s Ratio Perm				c0.04								
v/c Ratio				0.23	0.19		0.58	0.54		0.51	0.20	
Uniform Delay, d1				19.7	19.6		25.9	10.1		20.9	4.9	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				0.5	0.4		21.8	0.4		1.5	0.0	
Delay (s)				20.2	19.9		47.7	10.5		22.4	5.0	
Level of Service				C	B		D	B		C	A	
Approach Delay (s)		0.0			20.0			11.3			9.2	
Approach LOS		A			B			B			A	

Intersection Summary

HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	20	790	20	20	380
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	21	840	21	21	404
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			862			379
pX, platoon unblocked	0.97	0.97			0.97	
vC, conflicting volume	1096	431			862	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1036	350			795	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	97			97	
cM capacity (veh/h)	214	626			797	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	32	560	301	21	202	202
Volume Left	11	0	0	21	0	0
Volume Right	21	0	21	0	0	0
cSH	382	1700	1700	797	1700	1700
Volume to Capacity	0.08	0.33	0.18	0.03	0.12	0.12
Queue Length 95th (ft)	7	0	0	2	0	0
Control Delay (s)	15.3	0.0	0.0	9.6	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	15.3	0.0		0.5		
Approach LOS	C					

Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			32.5%		ICU Level of Service	A
Analysis Period (min)			15			





















HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	30	810	310	100	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	880	337	109	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	757			
pX, platoon unblocked					0.91	
vC, conflicting volume	446				842	168
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446				634	168
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	1111				364	846
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	33	440	440	225	149	72
Volume Left	33	0	0	0	0	0
Volume Right	0	0	0	0	36	72
cSH	1111	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.26	0.26	0.13	0.09	0.04
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	8.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.3			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			25.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	10	20	100	0	330	0	460	30	60	240	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		0.97		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.95		1.00		1.00		1.00	0.96	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.97		1.00		0.85		1.00	0.85	1.00	0.99	
Flt Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3142		3433		1583		3539	1524	1770	3507	
Flt Permitted		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3142		3433		1583		3539	1524	1770	3507	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	11	21	106	0	351	0	489	32	64	255	11
RTOR Reduction (vph)	0	19	0	0	0	295	0	0	13	0	2	0
Lane Group Flow (vph)	0	77	0	106	0	56	0	489	19	64	264	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		5.5		8.9		8.9		15.0	15.0	6.1	26.1	
Effective Green, g (s)		5.5		8.9		8.9		15.0	15.0	6.1	26.1	
Actuated g/C Ratio		0.10		0.16		0.16		0.27	0.27	0.11	0.47	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		311		551		254		956	412	195	1649	
v/s Ratio Prot		c0.02		0.03		c0.04		c0.14		c0.04	0.08	
v/s Ratio Perm									0.01			
v/c Ratio		0.25		0.19		0.22		0.51	0.05	0.33	0.16	
Uniform Delay, d1		23.1		20.2		20.3		17.1	15.0	22.8	8.4	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4		0.2		0.4		0.5	0.0	1.0	0.0	
Delay (s)		23.5		20.4		20.7		17.6	15.0	23.8	8.5	
Level of Service		C		C		C		B	B	C	A	
Approach Delay (s)		23.5			20.6			17.5			11.4	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			17.5				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			55.5				Sum of lost time (s)		20.0			
Intersection Capacity Utilization			78.0%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	660	1120	160	630	60	940	90	200	50	80	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5019		1681	1700	1561	1770	1708	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.29	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5019		1681	504	1561	1770	1708	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	106	702	1191	170	670	64	1000	96	213	53	85	106
RTOR Reduction (vph)	0	0	45	0	10	0	0	0	137	0	41	0
Lane Group Flow (vph)	106	702	1146	170	724	0	550	546	76	53	150	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.4	44.0	79.0	10.0	41.6		30.0	42.8	34.0	4.8	8.8	
Effective Green, g (s)	11.4	44.0	79.0	10.0	41.6		30.0	42.8	34.0	4.8	8.8	
Actuated g/C Ratio	0.10	0.40	0.71	0.09	0.38		0.27	0.39	0.31	0.04	0.08	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	182	1405	1129	160	1884		455	519	479	77	136	
v/s Ratio Prot	0.06	0.20	c0.72	c0.10	0.14		c0.33	0.29		0.03	0.09	
v/s Ratio Perm								c0.12	0.05			
v/c Ratio	0.58	0.50	1.02	1.06	0.38		1.21	1.05	0.16	0.69	1.11	
Uniform Delay, d1	47.4	25.1	15.9	50.4	25.3		40.4	34.0	28.0	52.3	51.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.7	0.3	30.6	88.7	0.1		113.0	53.9	0.2	22.6	108.6	
Delay (s)	52.1	25.4	46.5	139.1	25.4		153.4	87.9	28.1	74.8	159.6	
Level of Service	D	C	D	F	C		F	F	C	E	F	
Approach Delay (s)		39.4			46.8			105.7			141.2	
Approach LOS		D			D			F			F	

Intersection Summary

HCM Average Control Delay	65.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	0	110	0	0	0	0	260	0	0	360	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	267	0	128	0	0	0	0	302	0	0	419	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	133	134	38	0	0	0	0	302	0	0	419	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	9.2	9.2	9.2					11.6			11.6	
Effective Green, g (s)	9.2	9.2	9.2					11.6			11.6	
Actuated g/C Ratio	0.30	0.30	0.30					0.38			0.38	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	502	502	473					702			1333	
v/s Ratio Prot	0.08	c0.08						c0.16			0.12	
v/s Ratio Perm			0.02									
v/c Ratio	0.26	0.27	0.08					0.43			0.31	
Uniform Delay, d1	8.2	8.2	7.8					7.1			6.8	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.3	0.3	0.1					0.4			0.1	
Delay (s)	8.5	8.5	7.8					7.6			6.9	
Level of Service	A	A	A					A			A	
Approach Delay (s)		8.3			0.0			7.6			6.9	
Approach LOS		A			A			A			A	

Intersection Summary

HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	30.8	Sum of lost time (s)	10.0
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕↕		↗	↕↕	
Volume (vph)	20	110	140	20	60	70	110	340	50	60	260	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1734		1770	3462		1770	3496	
Flt Permitted		0.97			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1678			1637		1770	3462		1770	3496	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	121	154	22	66	77	121	374	55	66	286	22
RTOR Reduction (vph)	0	37	0	0	30	0	0	10	0	0	6	0
Lane Group Flow (vph)	0	260	0	0	135	0	121	419	0	66	302	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.6			13.6		7.3	14.8		4.5	12.0	
Effective Green, g (s)		13.6			13.6		7.3	14.8		4.5	12.0	
Actuated g/C Ratio		0.28			0.28		0.15	0.31		0.09	0.25	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		476			465		270	1070		166	876	
v/s Ratio Prot							c0.07	c0.12		0.04	0.09	
v/s Ratio Perm		c0.15			0.08							
v/c Ratio		0.55			0.29		0.45	0.39		0.40	0.34	
Uniform Delay, d1		14.5			13.4		18.5	13.0		20.4	14.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.3		1.2	0.2		1.6	0.2	
Delay (s)		15.8			13.7		19.7	13.2		22.0	15.0	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		15.8			13.7			14.7			16.2	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	110	110	70	190	410	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1668		1770	1863	1863	1543
Flt Permitted	0.98		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1668		1770	1863	1863	1543
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	117	74	202	436	85
RTOR Reduction (vph)	46	0	0	0	0	24
Lane Group Flow (vph)	188	0	74	202	436	61
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	12.2		4.7	31.8	22.1	22.1
Effective Green, g (s)	12.2		4.7	31.8	22.1	22.1
Actuated g/C Ratio	0.23		0.09	0.59	0.41	0.41
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	377		154	1097	762	631
v/s Ratio Prot	c0.11		c0.04	0.11	c0.23	
v/s Ratio Perm						0.04
v/c Ratio	0.50		0.48	0.18	0.57	0.10
Uniform Delay, d1	18.2		23.5	5.1	12.3	9.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		2.4	0.1	1.0	0.1
Delay (s)	19.3		25.8	5.2	13.3	9.9
Level of Service	B		C	A	B	A
Approach Delay (s)	19.3			10.7	12.8	
Approach LOS	B			B	B	

Intersection Summary

HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
12: Valle Vista Ave & Fairgrounds Dr


















Solano Fairgrounds Specific Plan
2035 No Project SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	30	20	270	540	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	31	31	21	281	562	31
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.82	0.82	0.82			
vC, conflicting volume	904	581	597			
vC1, stage 1 conf vol	581					
vC2, stage 2 conf vol	323					
vCu, unblocked vol	771	376	396			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	94	98			
cM capacity (veh/h)	499	547	949			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	62	21	281	594		
Volume Left	31	21	0	0		
Volume Right	31	0	0	31		
cSH	522	949	1700	1700		
Volume to Capacity	0.12	0.02	0.17	0.35		
Queue Length 95th (ft)	10	2	0	0		
Control Delay (s)	12.8	8.9	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.8	0.6		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			40.4%	ICU Level of Service	A	
Analysis Period (min)			15			

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 No Project SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	40	270	780	160	0	1000	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	41	276	796	163	0	1020	102
Pedestrians						6						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	2061	2588	561	1945	2455	486	1020			965		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2000	2561	561	1876	2420	322	1020			833		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	94	59			100		
cM capacity (veh/h)	21	14	471	28	18	629	676			743		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	41	276	531	429	680	442						
Volume Left	0	276	0	0	0	0						
Volume Right	41	0	0	163	0	102						
cSH	629	676	1700	1700	1700	1700						
Volume to Capacity	0.06	0.41	0.31	0.25	0.40	0.26						
Queue Length 95th (ft)	5	50	0	0	0	0						
Control Delay (s)	11.1	13.9	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.1	3.1			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			52.5%		ICU Level of Service				A			
Analysis Period (min)			15									

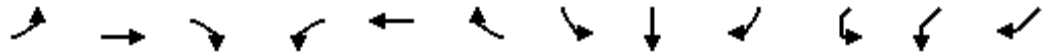
HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
2035 No Project SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	90	660	70	200	710	250	40	230	120	370	190	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3480		1770	3386		1770	3337		3433	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3480		1770	3386		1770	3337		3433	1787	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	100	733	78	222	789	278	44	256	133	411	211	78
RTOR Reduction (vph)	0	5	0	0	16	0	0	41	0	0	7	0
Lane Group Flow (vph)	100	806	0	222	1051	0	44	348	0	411	282	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.4	43.0		20.5	50.1		7.5	21.6		20.5	34.6	
Effective Green, g (s)	13.4	43.0		20.5	50.1		7.5	21.6		20.5	34.6	
Actuated g/C Ratio	0.11	0.34		0.16	0.40		0.06	0.17		0.16	0.28	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	189	1191		289	1351		106	574		560	492	
v/s Ratio Prot	0.06	0.23		c0.13	c0.31		0.02	0.10		c0.12	c0.16	
v/s Ratio Perm												
v/c Ratio	0.53	0.68		0.77	0.78		0.42	0.61		0.73	0.57	
Uniform Delay, d1	53.1	35.4		50.3	32.9		56.9	48.1		50.0	39.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	1.5		11.6	2.9		2.6	1.8		5.0	1.6	
Delay (s)	55.8	36.9		61.9	35.8		59.6	49.9		54.9	40.8	
Level of Service	E	D		E	D		E	D		D	D	
Approach Delay (s)		39.0			40.3			50.9			49.1	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay			43.1			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			125.6			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			72.4%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 2035 No Project SAT PM



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	100	740	360	440	1060	200	160	290	160	210	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3455		1770	1863	1583		1770	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3455		1770	1863	1583		1770	1528
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	779	379	463	1116	211	168	305	168	221	0	242
RTOR Reduction (vph)	0	0	260	0	0	0	0	0	121	0	0	3
Lane Group Flow (vph)	105	779	119	463	1327	0	168	305	47	0	221	260
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4				3
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	8.8	31.0	31.0	14.9	36.6		17.0	17.0	17.0		20.2	20.2
Effective Green, g (s)	8.8	31.0	31.0	14.9	36.6		17.0	17.0	17.0		20.2	20.2
Actuated g/C Ratio	0.09	0.31	0.31	0.15	0.37		0.17	0.17	0.17		0.20	0.20
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	157	1107	495	516	1276		304	320	272		361	311
v/s Ratio Prot	0.06	0.22		c0.13	c0.38			c0.16				
v/s Ratio Perm			0.07				0.09		0.03		0.12	c0.17
v/c Ratio	0.67	0.70	0.24	0.90	1.04		0.55	0.95	0.17		0.61	0.84
Uniform Delay, d1	43.7	30.0	25.3	41.3	31.2		37.6	40.7	35.0		35.9	37.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	10.3	3.8	1.1	18.1	36.2		2.2	37.7	0.3		3.1	17.3
Delay (s)	54.0	33.8	26.4	59.4	67.5		39.7	78.4	35.4		39.0	55.2
Level of Service	D	C	C	E	E		D	E	D		D	E
Approach Delay (s)		33.2			65.4			57.0			47.8	
Approach LOS		C			E			E			D	

Intersection Summary

HCM Average Control Delay	52.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	99.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		


























c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	20
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	21
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 No Project SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	570	540	0	0	510	290	0	350	180	210	0	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3320			3539	1557	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3320			3539	1557	3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	600	568	0	0	537	305	0	368	189	221	0	1253
RTOR Reduction (vph)	0	0	0	0	60	0	0	0	147	0	0	408
Lane Group Flow (vph)	600	568	0	0	782	0	0	368	42	221	0	845
Confl. Peds. (#/hr)						9			3			
Turn Type	Prot					Perm					Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	27.5	68.1			37.6			25.6	25.6	12.8		56.1
Effective Green, g (s)	27.5	68.1			37.6			25.6	25.6	12.8		56.1
Actuated g/C Ratio	0.24	0.58			0.32			0.22	0.22	0.11		0.48
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	810	2069			1072			778	342	377		1342
v/s Ratio Prot	c0.17	0.16			c0.24			0.10		c0.06		c0.30
v/s Ratio Perm								0.03				
v/c Ratio	0.74	0.27			0.73			0.47	0.12	0.59		0.63
Uniform Delay, d1	41.2	12.0			35.0			39.6	36.4	49.3		22.5
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	3.7	0.3			4.4			0.5	0.2	2.3		1.0
Delay (s)	44.9	12.3			39.3			40.0	36.6	51.7		23.4
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.0			39.3			38.9			27.7	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay			32.0		HCM Level of Service				C			
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			116.5		Sum of lost time (s)			13.0				
Intersection Capacity Utilization			73.3%		ICU Level of Service			D				
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
 17: Redwood Pkwy & Oakwood Ave



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Volume (vph)	340	180	180	280	140	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3356		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3356		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	362	191	191	298	149	213
RTOR Reduction (vph)	55	0	0	0	0	169
Lane Group Flow (vph)	498	0	191	298	149	44
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	15.0		12.2	32.2	10.9	10.9
Effective Green, g (s)	15.0		12.2	32.2	10.9	10.9
Actuated g/C Ratio	0.28		0.23	0.61	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	948		407	2146	363	325
v/s Ratio Prot	c0.15		c0.11	0.08	c0.08	0.03
v/s Ratio Perm						
v/c Ratio	0.53		0.47	0.14	0.41	0.13
Uniform Delay, d1	16.1		17.7	4.5	18.3	17.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		0.9	0.0	0.8	0.2
Delay (s)	16.6		18.5	4.5	19.1	17.4
Level of Service	B		B	A	B	B
Approach Delay (s)	16.6			10.0	18.1	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	15	51	168	57	50	30	125	391	40	33	553	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1661			1766		1593	3483		1770	3506	
Flt Permitted		0.97			0.72		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1622			1289		1593	3483		1770	3506	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	54	177	60	53	32	132	412	42	35	582	33
RTOR Reduction (vph)	0	89	0	0	10	0	0	7	0	0	4	0
Lane Group Flow (vph)	0	158	0	0	135	0	132	447	0	35	611	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.2			12.2		8.4	25.2		2.5	19.3	
Effective Green, g (s)		12.2			12.2		8.4	25.2		2.5	19.3	
Actuated g/C Ratio		0.22			0.22		0.15	0.46		0.05	0.35	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		360			286		244	1599		81	1233	
v/s Ratio Prot							c0.08	0.13		0.02	c0.17	
v/s Ratio Perm		0.10			c0.10							
v/c Ratio		0.44			0.47		0.54	0.28		0.43	0.50	
Uniform Delay, d1		18.4			18.5		21.5	9.2		25.5	14.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			1.2		2.4	0.1		3.7	0.3	
Delay (s)		19.3			19.8		23.9	9.3		29.2	14.3	
Level of Service		B			B		C	A		C	B	
Approach Delay (s)		19.3			19.8			12.6			15.1	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕	↕		↕	↕
Volume (vph)	0	0	0	1084	3	438	117	193	0	0	688	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1686	1583	1770	3539			3440	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1686	1583	1770	3539			3440	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1204	3	487	130	214	0	0	764	124
RTOR Reduction (vph)	0	0	0	0	0	185	0	0	0	0	12	0
Lane Group Flow (vph)	0	0	0	602	605	302	130	214	0	0	876	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.2	36.2	42.2		11.7	31.8			27.1
Effective Green, g (s)				36.2	36.2	42.2		11.7	31.8			27.1
Actuated g/C Ratio				0.42	0.42	0.49		0.14	0.37			0.32
Clearance Time (s)				4.0	4.0	4.0		3.0	4.0			4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)				708	710	850		241	1309			1084
v/s Ratio Prot						0.02		c0.07	0.06			c0.25
v/s Ratio Perm				0.36	0.36	0.17						
v/c Ratio				0.85	0.85	0.35		0.54	0.16			0.81
Uniform Delay, d1				22.5	22.5	13.5		34.6	18.2			27.1
Progression Factor				1.00	1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2				9.6	9.7	0.3		2.3	0.1			4.5
Delay (s)				32.1	32.2	13.8		37.0	18.2			31.6
Level of Service				C	C	B		D	B			C
Approach Delay (s)		0.0			26.8			25.3				31.6
Approach LOS		A			C			C				C

Intersection Summary

HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↕	
Volume (vph)	65	0	268	0	0	0	0	245	449	518	1254	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.91	0.85					0.90		1.00	1.00	
Flt Protected		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1576	1504					3151		3433	3539	
Flt Permitted		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1576	1504					3151		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	67	0	276	0	0	0	0	253	463	534	1293	0
RTOR Reduction (vph)	0	44	101	0	0	0	0	255	0	0	0	0
Lane Group Flow (vph)	0	131	67	0	0	0	0	461	0	534	1293	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		10.5	10.5					13.9		14.4	31.8	
Effective Green, g (s)		10.5	10.5					13.9		14.4	31.8	
Actuated g/C Ratio		0.21	0.21					0.28		0.29	0.63	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		329	314					871		983	2237	
v/s Ratio Prot								0.15		0.16	c0.37	
v/s Ratio Perm		0.08	0.04									
v/c Ratio		0.40	0.21					0.53		0.54	0.58	
Uniform Delay, d1		17.2	16.5					15.4		15.2	5.4	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		0.8	0.3					0.6		0.6	0.4	
Delay (s)		18.0	16.8					16.0		15.8	5.7	
Level of Service		B	B					B		B	A	
Approach Delay (s)		17.4			0.0			16.0			8.7	
Approach LOS		B			A			B			A	

Intersection Summary

HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	50.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↗		↖	↗	
Volume (vph)	1	0	4	118	4	166	32	527	52	136	1326	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.89		1.00	0.85		1.00	0.99		1.00	0.99	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1645		1770	1590		1770	3478		1770	3501	
Flt Permitted		0.95		0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1584		1405	1590		1770	3478		1770	3501	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	0	4	124	4	175	34	555	55	143	1396	63
RTOR Reduction (vph)	0	3	0	0	142	0	0	7	0	0	2	0
Lane Group Flow (vph)	0	2	0	124	37	0	34	603	0	143	1457	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.1		12.1	12.1		2.6	31.6		9.3	38.3	
Effective Green, g (s)		12.1		12.1	12.1		2.6	31.6		9.3	38.3	
Actuated g/C Ratio		0.19		0.19	0.19		0.04	0.49		0.14	0.59	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		295		262	296		71	1691		253	2063	
v/s Ratio Prot					0.02		0.02	0.17		c0.08	c0.42	
v/s Ratio Perm		0.00		c0.09								
v/c Ratio		0.01		0.47	0.12		0.48	0.36		0.57	0.71	
Uniform Delay, d1		21.5		23.6	22.0		30.5	10.4		26.0	9.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		1.4	0.2		5.0	0.1		2.9	1.1	
Delay (s)		21.6		25.0	22.2		35.6	10.5		28.8	10.5	
Level of Service		C		C	C		D	B		C	B	
Approach Delay (s)		21.6			23.3			11.8			12.1	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	35	550	10	17	1521
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	6	36	573	10	18	1584
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			198			379
pX, platoon unblocked	0.71	0.97			0.97	
vC, conflicting volume	1406	292			583	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	590	221			520	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	95			98	
cM capacity (veh/h)	306	763			1016	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	43	382	201	18	792	792
Volume Left	6	0	0	18	0	0
Volume Right	36	0	10	0	0	0
cSH	626	1700	1700	1016	1700	1700
Volume to Capacity	0.07	0.22	0.12	0.02	0.47	0.47
Queue Length 95th (ft)	5	0	0	1	0	0
Control Delay (s)	11.2	0.0	0.0	8.6	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	11.2	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			52.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	43	460	442	931	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	46	495	475	1001	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	180			
pX, platoon unblocked					0.94	
vC, conflicting volume	1476				815	238
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1476				663	238
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				100	100
cM capacity (veh/h)	452				331	764
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	46	247	247	317	492	667
Volume Left	46	0	0	0	0	0
Volume Right	0	0	0	0	334	667
cSH	452	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.15	0.15	0.19	0.29	0.39
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	13.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	1.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	37	58	6	131	0	127	0	338	180	259	183	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		1.00		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3431		1770		1583		3539	1504	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3431		1770		1583		3539	1504	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	47	73	8	166	0	161	0	428	228	328	232	0
RTOR Reduction (vph)	0	4	0	0	0	133	0	0	114	0	0	0
Lane Group Flow (vph)	0	124	0	166	0	28	0	428	114	328	232	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		9.3		14.8		14.8		18.6	18.6	22.9	46.5	
Effective Green, g (s)		9.3		14.8		14.8		18.6	18.6	22.9	46.5	
Actuated g/C Ratio		0.11		0.17		0.17		0.22	0.22	0.27	0.54	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		373		306		274		769	327	474	1922	
v/s Ratio Prot		c0.04		c0.09		0.02		c0.12		c0.19	0.07	
v/s Ratio Perm									0.08			
v/c Ratio		0.33		0.54		0.10		0.56	0.35	0.69	0.12	
Uniform Delay, d1		35.3		32.3		29.8		29.8	28.4	28.2	9.6	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.5		2.0		0.2		0.9	0.6	4.3	0.0	
Delay (s)		35.8		34.3		30.0		30.7	29.0	32.5	9.6	
Level of Service		D		C		C		C	C	C	A	
Approach Delay (s)		35.8			32.2			30.1			23.0	
Approach LOS		D			C			C			C	

Intersection Summary

HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	85.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	330	730	128	436	0	581	0	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1583	1770	5085		1681	1681	1563			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1583	1770	5085		1681	1681	1563			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	355	785	138	469	0	625	0	145	0	0	0
RTOR Reduction (vph)	0	0	520	0	0	0	0	0	100	0	0	0
Lane Group Flow (vph)	3	355	265	138	469	0	312	313	45	0	0	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	21.9	21.9	8.7	28.8		20.2	20.2	20.2			
Effective Green, g (s)	0.8	21.9	21.9	8.7	28.8		20.2	20.2	20.2			
Actuated g/C Ratio	0.01	0.34	0.34	0.13	0.44		0.31	0.31	0.31			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	22	1196	535	238	2260		524	524	487			
v/s Ratio Prot	0.00	0.10		c0.08	0.09		0.19	c0.19				
v/s Ratio Perm			c0.17						0.03			
v/c Ratio	0.14	0.30	0.50	0.58	0.21		0.60	0.60	0.09			
Uniform Delay, d1	31.7	15.8	17.1	26.3	11.0		18.8	18.9	15.8			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.8	0.1	0.7	3.4	0.0		1.8	1.8	0.1			
Delay (s)	34.5	15.9	17.8	29.7	11.1		20.7	20.7	15.9			
Level of Service	C	B	B	C	B		C	C	B			
Approach Delay (s)		17.3			15.3			19.8			0.0	
Approach LOS		B			B			B			A	

Intersection Summary

HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	2	0	0	0	0	486	0	10	297	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3534	
Flt Permitted	0.95	0.95	1.00					1.00			0.94	
Satd. Flow (perm)	1681	1681	1583					1863			3329	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	2	0	0	0	0	559	0	11	341	0
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	4	5	0	0	0	0	0	559	0	0	352	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	1.1	1.1	1.1					40.3			40.3	
Effective Green, g (s)	1.1	1.1	1.1					40.3			40.3	
Actuated g/C Ratio	0.02	0.02	0.02					0.78			0.78	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	36	36	34					1461			2610	
v/s Ratio Prot	0.00	c0.00						c0.30				
v/s Ratio Perm			0.00								0.11	
v/c Ratio	0.11	0.14	0.00					0.38			0.13	
Uniform Delay, d1	24.7	24.7	24.6					1.7			1.3	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	1.4	1.8	0.0					0.2			0.0	
Delay (s)	26.0	26.5	24.6					1.9			1.4	
Level of Service	C	C	C					A			A	
Approach Delay (s)		26.0			0.0			1.9			1.4	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	2.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	51.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	7	61	89	12	53	36	99	223	26	52	240	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1704			1755		1770	3475		1770	3473	
Flt Permitted		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1672			1686		1770	3475		1770	3473	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	63	92	12	55	37	102	230	27	54	247	30
RTOR Reduction (vph)	0	53	0	0	23	0	0	7	0	0	8	0
Lane Group Flow (vph)	0	109	0	0	81	0	102	250	0	54	269	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.6			6.6		6.3	18.5		2.7	14.9	
Effective Green, g (s)		6.6			6.6		6.3	18.5		2.7	14.9	
Actuated g/C Ratio		0.15			0.15		0.15	0.43		0.06	0.35	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258			260		261	1502		112	1209	
v/s Ratio Prot							c0.06	c0.07		0.03	c0.08	
v/s Ratio Perm		c0.07			0.05							
v/c Ratio		0.42			0.31		0.39	0.17		0.48	0.22	
Uniform Delay, d1		16.4			16.1		16.5	7.4		19.4	9.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1			0.7		1.0	0.1		3.2	0.1	
Delay (s)		17.5			16.8		17.5	7.5		22.6	10.0	
Level of Service		B			B		B	A		C	A	
Approach Delay (s)		17.5			16.8			10.3			12.0	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	42.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	98	63	47	381	222	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frbp, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1694		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1694		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	68	51	414	241	67
RTOR Reduction (vph)	30	0	0	0	0	35
Lane Group Flow (vph)	145	0	51	414	241	32
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	9.5		2.7	24.8	17.1	17.1
Effective Green, g (s)	9.5		2.7	24.8	17.1	17.1
Actuated g/C Ratio	0.21		0.06	0.56	0.39	0.39
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	363		108	1043	719	598
v/s Ratio Prot	c0.09		0.03	c0.22	0.13	
v/s Ratio Perm						0.02
v/c Ratio	0.40		0.47	0.40	0.34	0.05
Uniform Delay, d1	15.0		20.1	5.5	9.6	8.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		3.2	0.2	0.3	0.0
Delay (s)	15.7		23.3	5.8	9.9	8.6
Level of Service	B		C	A	A	A
Approach Delay (s)	15.7			7.7	9.6	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	44.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
12: Valle Vista Ave & Fairgrounds Dr


















Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	29	13	406	282	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	18	33	15	467	324	9
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	826	330	334			
vC1, stage 1 conf vol	330					
vC2, stage 2 conf vol	497					
vCu, unblocked vol	800	284	289			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	95	99			
cM capacity (veh/h)	534	726	1224			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	52	15	467	333		
Volume Left	18	15	0	0		
Volume Right	33	0	0	9		
cSH	644	1224	1700	1700		
Volume to Capacity	0.08	0.01	0.27	0.20		
Queue Length 95th (ft)	7	1	0	0		
Control Delay (s)	11.1	8.0	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	11.1	0.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			31.4%		ICU Level of Service	A
Analysis Period (min)			15			

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	21	161	641	154	0	641	62
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	22	169	675	162	0	675	65
Pedestrians						7						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1406	1890	370	1439	1776	425	675			844		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1316	1828	370	1351	1708	281	675			723		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	81			100		
cM capacity (veh/h)	90	58	627	87	69	674	912			824		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	22	169	450	387	450	290						
Volume Left	0	169	0	0	0	0						
Volume Right	22	0	0	162	0	65						
cSH	674	912	1700	1700	1700	1700						
Volume to Capacity	0.03	0.19	0.26	0.23	0.26	0.17						
Queue Length 95th (ft)	3	17	0	0	0	0						
Control Delay (s)	10.5	9.8	0.0	0.0	0.0	0.0						
Lane LOS	B	A										
Approach Delay (s)	10.5	1.7			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			35.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	71	518	39	88	503	183	50	167	108	257	142	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3496		1770	3397		1770	3312		3433	1782	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3496		1770	3397		1770	3312		3433	1782	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	540	41	92	524	191	52	174	112	268	148	60
RTOR Reduction (vph)	0	3	0	0	19	0	0	64	0	0	8	0
Lane Group Flow (vph)	74	578	0	92	696	0	52	222	0	268	200	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.2	25.9		11.0	28.7		7.1	13.9		13.8	20.6	
Effective Green, g (s)	8.2	25.9		11.0	28.7		7.1	13.9		13.8	20.6	
Actuated g/C Ratio	0.10	0.31		0.13	0.34		0.08	0.16		0.16	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	172	1070		230	1152		149	544		560	434	
v/s Ratio Prot	0.04	0.17		c0.05	c0.20		0.03	0.07		c0.08	c0.11	
v/s Ratio Perm												
v/c Ratio	0.43	0.54		0.40	0.60		0.35	0.41		0.48	0.46	
Uniform Delay, d1	36.0	24.4		33.8	23.2		36.6	31.7		32.1	27.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.5		1.1	0.9		1.4	0.5		0.6	0.8	
Delay (s)	37.7	24.9		34.9	24.1		38.0	32.2		32.8	28.1	
Level of Service	D	C		C	C		D	C		C	C	
Approach Delay (s)		26.4			25.4			33.1			30.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			27.9			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			84.6			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			57.6%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT AM



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	84	579	265	342	686	321	98	140	87	124	1	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3370		1770	1863	1583		1770	1540
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3370		1770	1863	1583		1770	1540
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	88	609	279	360	722	338	103	147	92	131	1	136
RTOR Reduction (vph)	0	0	179	0	0	0	0	0	79	0	0	12
Lane Group Flow (vph)	88	609	100	360	1060	0	103	147	13	0	132	167
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	7.9	31.4	31.4	13.3	36.3		12.0	12.0	12.0		14.6	14.6
Effective Green, g (s)	7.9	31.4	31.4	13.3	36.3		12.0	12.0	12.0		14.6	14.6
Actuated g/C Ratio	0.09	0.36	0.36	0.15	0.42		0.14	0.14	0.14		0.17	0.17
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	160	1273	569	523	1401		243	256	218		296	258
v/s Ratio Prot	0.05	0.17		c0.10	c0.31			c0.08				
v/s Ratio Perm			0.06				0.06		0.01		0.07	c0.11
v/c Ratio	0.55	0.48	0.18	0.69	0.76		0.42	0.57	0.06		0.45	0.65
Uniform Delay, d1	38.0	21.6	19.1	35.0	21.7		34.5	35.3	32.7		32.7	33.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.0	1.3	0.7	3.8	3.9		1.2	3.1	0.1		1.1	5.5
Delay (s)	42.0	22.9	19.8	38.8	25.6		35.7	38.4	32.8		33.8	39.4
Level of Service	D	C	B	D	C		D	D	C		C	D
Approach Delay (s)		23.7			28.9			36.1			37.0	
Approach LOS		C			C			D			D	

Intersection Summary		
HCM Average Control Delay	28.9	HCM Level of Service C
HCM Volume to Capacity ratio	0.68	
Actuated Cycle Length (s)	87.3	Sum of lost time (s) 12.0
Intersection Capacity Utilization	66.6%	ICU Level of Service C
Analysis Period (min)	15	


























c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	41
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	43
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

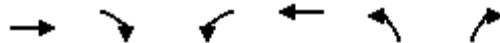
HCM Signalized Intersection Capacity Analysis
16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	454	347	0	0	416	210	0	292	134	141	0	933
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3342			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3342			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	473	361	0	0	433	219	0	304	140	147	0	972
RTOR Reduction (vph)	0	0	0	0	44	0	0	0	113	0	0	485
Lane Group Flow (vph)	473	361	0	0	608	0	0	304	27	147	0	487
Confl. Peds. (#/hr)						4						
Turn Type	Prot								Perm		Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	22.9	68.3			42.4			21.4	21.4	10.1		47.3
Effective Green, g (s)	22.9	68.3			42.4			21.4	21.4	10.1		47.3
Actuated g/C Ratio	0.21	0.62			0.39			0.19	0.19	0.09		0.43
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	716	2201			1291			690	309	316		1201
v/s Ratio Prot	c0.14	0.10			c0.18			c0.09		c0.04		0.17
v/s Ratio Perm								0.02				
v/c Ratio	0.66	0.16			0.47			0.44	0.09	0.47		0.41
Uniform Delay, d1	39.9	8.7			25.3			38.9	36.2	47.3		21.6
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.3	0.2			1.2			0.5	0.1	1.1		0.2
Delay (s)	42.2	8.9			26.5			39.4	36.3	48.4		21.8
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		27.8			26.5			38.4			25.3	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM Average Control Delay			28.1		HCM Level of Service				C			
HCM Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			109.8		Sum of lost time (s)			13.0				
Intersection Capacity Utilization			64.3%		ICU Level of Service			C				
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	192	111	108	230	115	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3344		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3344		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	200	116	112	240	120	146
RTOR Reduction (vph)	69	0	0	0	0	115
Lane Group Flow (vph)	247	0	112	240	120	31
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	10.7		6.8	22.5	8.7	8.7
Effective Green, g (s)	10.7		6.8	22.5	8.7	8.7
Actuated g/C Ratio	0.26		0.17	0.55	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	868		292	1933	374	334
v/s Ratio Prot	c0.07		c0.06	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.28		0.38	0.12	0.32	0.09
Uniform Delay, d1	12.2		15.3	4.6	13.8	13.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.8	0.0	0.5	0.1
Delay (s)	12.4		16.2	4.6	14.2	13.2
Level of Service	B		B	A	B	B
Approach Delay (s)	12.4			8.3	13.7	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	41.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↗	↕↕	↗	↗↗	↕↕
Volume (vph)	0	148	412	41	152	1366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	161	448	45	165	1485
RTOR Reduction (vph)	0	127	0	24	0	0
Lane Group Flow (vph)	0	34	448	21	165	1485
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		5.4	12.2	12.2	5.4	25.6
Effective Green, g (s)		5.4	12.2	12.2	5.4	25.6
Actuated g/C Ratio		0.21	0.48	0.48	0.21	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		588	1687	754	724	3539
v/s Ratio Prot		0.01	0.13		0.05	0.42
v/s Ratio Perm				0.01		
v/c Ratio		0.06	0.27	0.03	0.23	0.42
Uniform Delay, d1		8.1	4.0	3.6	8.4	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.1	0.0	0.2	0.4
Delay (s)		8.1	4.1	3.6	8.5	0.4
Level of Service		A	A	A	A	A
Approach Delay (s)	8.1		4.1			1.2
Approach LOS	A		A			A

Intersection Summary			
HCM Average Control Delay	2.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	25.6	Sum of lost time (s)	0.0
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕		↕	↕↕	
Volume (vph)	22	69	189	57	62	30	195	666	64	26	544	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1687			1771		1593	3486		1770	3508	
Flt Permitted		0.97			0.63		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1635			1137		1593	3486		1770	3508	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	73	199	60	65	32	205	701	67	27	573	31
RTOR Reduction (vph)	0	73	0	0	9	0	0	6	0	0	4	0
Lane Group Flow (vph)	0	222	0	0	148	0	205	762	0	27	600	0
Confl. Peds. (#/hr)						8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.1			14.1		14.1	33.0		2.6	21.5	
Effective Green, g (s)		14.1			14.1		14.1	33.0		2.6	21.5	
Actuated g/C Ratio		0.22			0.22		0.22	0.51		0.04	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		356			248		347	1778		71	1166	
v/s Ratio Prot							c0.13	0.22		0.02	c0.17	
v/s Ratio Perm		c0.14			0.13							
v/c Ratio		0.62			0.60		0.59	0.43		0.38	0.51	
Uniform Delay, d1		22.9			22.7		22.7	9.9		30.3	17.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.4			3.8		2.7	0.2		3.4	0.4	
Delay (s)		26.3			26.5		25.4	10.1		33.6	17.8	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		26.3			26.5			13.3			18.5	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	64.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕			↗	↗
Volume (vph)	0	0	0	324	4	840	184	287	0	0	834	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	1583	1770	3539			3469	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	1583	1770	3539			3469	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	331	4	857	188	293	0	0	851	88
RTOR Reduction (vph)	0	0	0	0	0	110	0	0	0	0	6	0
Lane Group Flow (vph)	0	0	0	169	166	747	188	293	0	0	933	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				12.3	12.3	34.6		12.3	14.0			25.0
Effective Green, g (s)				12.3	12.3	34.6		12.3	14.0			25.0
Actuated g/C Ratio				0.20	0.20	0.57		0.20	0.23			0.41
Clearance Time (s)				4.0	4.0	4.0		3.0	4.0			4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)				341	342	1008		359	818			1431
v/s Ratio Prot						c0.27		0.11	0.08			c0.27
v/s Ratio Perm				0.10	0.10	0.20						
v/c Ratio				0.50	0.49	0.74		0.52	0.36			0.65
Uniform Delay, d1				21.4	21.4	9.7		21.5	19.5			14.3
Progression Factor				1.00	1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2				1.1	1.1	3.0		1.4	0.3			1.1
Delay (s)				22.5	22.4	12.6		22.9	19.8			15.4
Level of Service				C	C	B		C	B			B
Approach Delay (s)		0.0			15.4			21.0			15.4	
Approach LOS		A			B			C			B	

Intersection Summary

HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	60.6	Sum of lost time (s)	4.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕↔		↖↗	↕↕	
Volume (vph)	95	2	155	0	0	0	0	376	768	665	493	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.96	0.85					0.90		1.00	1.00	
Flt Protected		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1636	1483					3152		3433	3539	
Flt Permitted		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1636	1483					3152		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	2	161	0	0	0	0	392	800	693	514	0
RTOR Reduction (vph)	0	10	106	0	0	0	0	226	0	0	0	0
Lane Group Flow (vph)	0	126	20	0	0	0	0	966	0	693	514	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		10.5	10.5					25.3		18.9	47.7	
Effective Green, g (s)		10.5	10.5					25.3		18.9	47.7	
Actuated g/C Ratio		0.16	0.16					0.38		0.29	0.72	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		259	235					1205		980	2550	
v/s Ratio Prot								c0.31		c0.20	0.15	
v/s Ratio Perm		0.08	0.01									
v/c Ratio		0.49	0.09					0.96dr		0.71	0.20	
Uniform Delay, d1		25.4	23.8					18.2		21.2	3.0	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.2					3.9		2.4	0.0	
Delay (s)		26.8	23.9					22.2		23.5	3.1	
Level of Service		C	C					C		C	A	
Approach Delay (s)		25.4			0.0			22.2			14.8	
Approach LOS		C			A			C			B	

Intersection Summary

HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	11.5
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Volume (vph)	0	0	1	52	1	236	19	908	135	126	477	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.86		1.00	0.85		1.00	0.98		1.00	0.99	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1611		1770	1584		1770	3429		1770	3476	
Flt Permitted		1.00		0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1611		1410	1584		1770	3429		1770	3476	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1	54	1	243	20	936	139	130	492	46
RTOR Reduction (vph)	0	1	0	0	208	0	0	11	0	0	5	0
Lane Group Flow (vph)	0	0	0	54	36	0	20	1064	0	130	533	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm		Perm		Prot		Prot					
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.6		8.6	8.6		1.1	30.8		8.4	38.1	
Effective Green, g (s)		8.6		8.6	8.6		1.1	30.8		8.4	38.1	
Actuated g/C Ratio		0.14		0.14	0.14		0.02	0.52		0.14	0.64	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		232		203	228		33	1766		249	2215	
v/s Ratio Prot		0.00			0.02		0.01	c0.31		c0.07	0.15	
v/s Ratio Perm				c0.04								
v/c Ratio		0.00		0.27	0.16		0.61	0.60		0.52	0.24	
Uniform Delay, d1		21.9		22.8	22.4		29.1	10.2		23.8	4.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		0.7	0.3		27.6	0.6		2.0	0.1	
Delay (s)		21.9		23.5	22.8		56.7	10.8		25.8	4.7	
Level of Service		C		C	C		E	B		C	A	
Approach Delay (s)		21.9			22.9			11.6			8.8	
Approach LOS		C			C			B			A	

Intersection Summary

HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	59.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

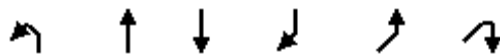
Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	15	983	14	12	515
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	16	1046	15	13	548
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			233			379
pX, platoon unblocked	0.89	0.87			0.87	
vC, conflicting volume	1353	530			1061	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1018	176			782	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			98	
cM capacity (veh/h)	203	732			727	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	21	697	363	13	274	274
Volume Left	5	0	0	13	0	0
Volume Right	16	0	15	0	0	0
cSH	444	1700	1700	727	1700	1700
Volume to Capacity	0.05	0.41	0.21	0.02	0.16	0.16
Queue Length 95th (ft)	4	0	0	1	0	0
Control Delay (s)	13.5	0.0	0.0	10.0	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	13.5	0.0		0.2		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			37.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	27	847	336	95	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	921	365	103	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	145			
pX, platoon unblocked					0.90	
vC, conflicting volume	468				884	183
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468				659	183
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	1089				349	829
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	29	460	460	243	156	69
Volume Left	29	0	0	0	0	0
Volume Right	0	0	0	0	34	69
cSH	1089	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.27	0.27	0.14	0.09	0.04
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	8.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.3			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			26.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	52	3	17	203	0	336	1	508	66	86	252	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.93		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.96		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3050		1770		1583		3539	1506	1770	3536	
Flt Permitted		0.97		0.95		1.00		0.95	1.00	0.95	1.00	
Satd. Flow (perm)		3050		1770		1583		3379	1506	1770	3536	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	55	3	18	216	0	357	1	540	70	91	268	1
RTOR Reduction (vph)	0	17	0	0	0	287	0	0	21	0	0	0
Lane Group Flow (vph)	0	59	0	216	0	70	0	541	49	91	269	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		5.6		15.9		15.9		31.5	31.5	8.0	44.5	
Effective Green, g (s)		5.6		15.9		15.9		31.5	31.5	8.0	44.5	
Actuated g/C Ratio		0.07		0.20		0.20		0.39	0.39	0.10	0.55	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		211		347		311		1314	586	175	1943	
v/s Ratio Prot		c0.02		c0.12		0.04				c0.05	0.08	
v/s Ratio Perm								c0.16	0.03			
v/c Ratio		0.28		0.62		0.23		0.41	0.08	0.52	0.14	
Uniform Delay, d1		35.8		29.8		27.4		18.0	15.6	34.7	8.9	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7		3.5		0.4		0.2	0.1	2.8	0.0	
Delay (s)		36.5		33.3		27.7		18.2	15.7	37.4	8.9	
Level of Service		D		C		C		B	B	D	A	
Approach Delay (s)		36.5			29.8			17.9			16.1	
Approach LOS		D			C			B			B	

Intersection Summary

HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗↗		↖	↖	↖		↗↗	
Volume (vph)	2	537	896	126	512	0	748	1	158	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1562	1770	5085		1681	1686	1562			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1562	1770	5085		1681	1686	1562			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	571	953	134	545	0	796	1	168	0	0	0
RTOR Reduction (vph)	0	0	574	0	0	0	0	0	114	0	0	0
Lane Group Flow (vph)	2	571	379	134	545	0	398	399	54	0	0	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	1.0	30.7	30.7	11.9	40.6		27.0	27.0	27.0			
Effective Green, g (s)	1.0	30.7	30.7	11.9	40.6		27.0	27.0	27.0			
Actuated g/C Ratio	0.01	0.37	0.37	0.14	0.49		0.32	0.32	0.32			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	21	1300	574	252	2470		543	545	504			
v/s Ratio Prot	0.00	0.16		c0.08	0.11		c0.24	0.24				
v/s Ratio Perm			c0.24						0.03			
v/c Ratio	0.10	0.44	0.66	0.53	0.22		0.73	0.73	0.11			
Uniform Delay, d1	40.9	20.0	22.1	33.3	12.4		25.1	25.1	19.9			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.2	2.8	2.2	0.0		5.1	5.0	0.1			
Delay (s)	42.8	20.2	24.9	35.4	12.4		30.2	30.1	19.9			
Level of Service	D	C	C	D	B		C	C	B			
Approach Delay (s)		23.2			17.0			28.4			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	83.6	Sum of lost time (s)	14.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	227	0	110	0	0	0	0	334	0	2	459	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			0.95	
Satd. Flow (perm)	1681	1681	1583					1863			3375	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	264	0	128	0	0	0	0	388	0	2	534	0
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	132	132	33	0	0	0	0	388	0	0	536	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	9.5	9.5	9.5					16.9			16.9	
Effective Green, g (s)	9.5	9.5	9.5					16.9			16.9	
Actuated g/C Ratio	0.26	0.26	0.26					0.46			0.46	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	439	439	413					865			1567	
v/s Ratio Prot	c0.08	0.08						c0.21				
v/s Ratio Perm			0.02								0.16	
v/c Ratio	0.30	0.30	0.08					0.45			0.34	
Uniform Delay, d1	10.8	10.8	10.2					6.6			6.2	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.4	0.4	0.1					0.4			0.1	
Delay (s)	11.2	11.2	10.2					7.0			6.3	
Level of Service	B	B	B					A			A	
Approach Delay (s)		10.9			0.0			7.0			6.3	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	7.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	36.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	13	87	109	12	50	56	83	270	36	46	206	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1726			1734		1770	3468		1770	3511	
Flt Permitted		0.98			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1690			1658		1770	3468		1770	3511	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	14	96	120	13	55	62	91	297	40	51	226	11
RTOR Reduction (vph)	0	39	0	0	33	0	0	10	0	0	4	0
Lane Group Flow (vph)	0	191	0	0	97	0	91	327	0	51	233	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.6			10.6		4.5	12.9		2.6	11.0	
Effective Green, g (s)		10.6			10.6		4.5	12.9		2.6	11.0	
Actuated g/C Ratio		0.26			0.26		0.11	0.31		0.06	0.27	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		436			428		194	1088		112	940	
v/s Ratio Prot							c0.05	c0.09		0.03	0.07	
v/s Ratio Perm		c0.11			0.06							
v/c Ratio		0.44			0.23		0.47	0.30		0.46	0.25	
Uniform Delay, d1		12.8			12.0		17.2	10.7		18.6	11.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.3		1.8	0.2		2.9	0.1	
Delay (s)		13.5			12.3		19.0	10.8		21.5	11.9	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		13.5			12.3			12.6			13.6	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	41.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	89	73	56	249	484	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1678		1770	1863	1863	1542
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1678		1770	1863	1863	1542
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	78	60	265	515	76
RTOR Reduction (vph)	40	0	0	0	0	16
Lane Group Flow (vph)	133	0	60	265	515	60
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	10.1		4.5	35.7	26.2	26.2
Effective Green, g (s)	10.1		4.5	35.7	26.2	26.2
Actuated g/C Ratio	0.18		0.08	0.64	0.47	0.47
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	304		143	1192	875	724
v/s Ratio Prot	c0.08		c0.03	0.14	c0.28	
v/s Ratio Perm						0.04
v/c Ratio	0.44		0.42	0.22	0.59	0.08
Uniform Delay, d1	20.3		24.4	4.2	10.8	8.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		2.0	0.1	1.0	0.0
Delay (s)	21.3		26.4	4.3	11.9	8.2
Level of Service	C		C	A	B	A
Approach Delay (s)	21.3			8.4	11.4	
Approach LOS	C			A	B	

Intersection Summary

HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr


















Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	26	19	280	542	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	23	27	20	292	565	23
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	910	579	590			
vC1, stage 1 conf vol	579					
vC2, stage 2 conf vol	331					
vCu, unblocked vol	751	331	345			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	95	98			
cM capacity (veh/h)	501	558	954			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	50	20	292	588		
Volume Left	23	20	0	0		
Volume Right	27	0	0	23		
cSH	530	954	1700	1700		
Volume to Capacity	0.09	0.02	0.17	0.35		
Queue Length 95th (ft)	8	2	0	0		
Control Delay (s)	12.5	8.9	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.5	0.6		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			39.9%	ICU Level of Service	A	
Analysis Period (min)			15			

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	25	217	627	125	0	803	74
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	26	221	640	128	0	819	76
Pedestrians						6						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	1645	2073	447	1562	1972	390	819			773		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1589	2035	447	1502	1929	281	819			681		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	96	72			100		
cM capacity (veh/h)	52	39	559	63	45	684	805			867		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	26	221	427	341	546	349						
Volume Left	0	221	0	0	0	0						
Volume Right	26	0	0	128	0	76						
cSH	684	805	1700	1700	1700	1700						
Volume to Capacity	0.04	0.28	0.25	0.20	0.32	0.21						
Queue Length 95th (ft)	3	28	0	0	0	0						
Control Delay (s)	10.5	11.2	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.5	2.5			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization			43.2%		ICU Level of Service				A			
Analysis Period (min)			15									

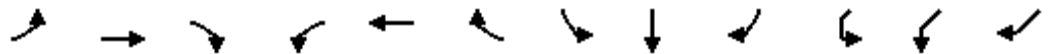
HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	72	534	53	161	577	196	31	182	95	292	150	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3484		1770	3391		1770	3337		3433	1789	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3484		1770	3391		1770	3337		3433	1789	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	593	59	179	641	218	34	202	106	324	167	60
RTOR Reduction (vph)	0	4	0	0	17	0	0	42	0	0	6	0
Lane Group Flow (vph)	80	648	0	179	842	0	34	266	0	324	221	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	10.9	27.8		20.0	36.9		5.0	17.3		17.4	29.7	
Effective Green, g (s)	10.9	27.8		20.0	36.9		5.0	17.3		17.4	29.7	
Actuated g/C Ratio	0.11	0.27		0.20	0.36		0.05	0.17		0.17	0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	188	945		345	1221		86	563		583	518	
v/s Ratio Prot	0.05	0.19		c0.10	c0.25		0.02	0.08		c0.09	c0.12	
v/s Ratio Perm												
v/c Ratio	0.43	0.69		0.52	0.69		0.40	0.47		0.56	0.43	
Uniform Delay, d1	42.9	33.4		36.9	27.9		47.3	38.5		39.0	29.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	2.1		1.3	1.6		3.0	0.6		1.2	0.6	
Delay (s)	44.4	35.5		38.3	29.6		50.3	39.1		40.2	30.1	
Level of Service	D	D		D	C		D	D		D	C	
Approach Delay (s)		36.5			31.1			40.2			36.0	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM Average Control Delay			34.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			102.5			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			62.6%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	89	585	285	348	844	212	142	293	145	167	1	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3433		1770	1863	1583		1770	1529
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3433		1770	1863	1583		1770	1529
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	94	616	300	366	888	223	149	308	153	176	1	194
RTOR Reduction (vph)	0	0	202	0	0	0	0	0	108	0	0	3
Lane Group Flow (vph)	94	616	98	366	1111	0	149	308	45	0	177	207
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	8.4	31.1	31.1	13.7	35.9		17.1	17.1	17.1		17.3	17.3
Effective Green, g (s)	8.4	31.1	31.1	13.7	35.9		17.1	17.1	17.1		17.3	17.3
Actuated g/C Ratio	0.09	0.33	0.33	0.14	0.38		0.18	0.18	0.18		0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	156	1156	517	494	1295		318	335	284		322	278
v/s Ratio Prot	0.05	0.17		c0.11	c0.32			c0.17				
v/s Ratio Perm			0.06				0.08		0.03		0.10	c0.14
v/c Ratio	0.60	0.53	0.19	0.74	0.86		0.47	0.92	0.16		0.55	0.74
Uniform Delay, d1	41.8	26.1	23.0	39.0	27.3		35.0	38.4	33.0		35.4	36.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.4	1.8	0.8	5.9	7.5		1.1	29.1	0.3		1.9	10.3
Delay (s)	48.2	27.9	23.8	45.0	34.8		36.1	67.5	33.2		37.3	47.1
Level of Service	D	C	C	D	C		D	E	C		D	D
Approach Delay (s)		28.6			37.3			51.2			42.6	
Approach LOS		C			D			D			D	

Intersection Summary

HCM Average Control Delay	37.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	95.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	15
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	16
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↖↗			↕	↖	↖↗		↖↗
Volume (vph)	463	431	0	0	406	227	0	279	143	161	0	998
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3323			3539	1558	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3323			3539	1558	3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	487	454	0	0	427	239	0	294	151	169	0	1051
RTOR Reduction (vph)	0	0	0	0	53	0	0	0	121	0	0	477
Lane Group Flow (vph)	487	454	0	0	613	0	0	294	30	169	0	574
Confl. Peds. (#/hr)						9			3			
Turn Type	Prot					Perm					Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	23.7	68.3			41.6			22.0	22.0	10.8		48.7
Effective Green, g (s)	23.7	68.3			41.6			22.0	22.0	10.8		48.7
Actuated g/C Ratio	0.21	0.61			0.37			0.20	0.20	0.10		0.44
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	732	2176			1244			701	309	334		1222
v/s Ratio Prot	c0.14	0.13			c0.18			0.08		c0.05		c0.21
v/s Ratio Perm								0.02				
v/c Ratio	0.67	0.21			0.49			0.42	0.10	0.51		0.47
Uniform Delay, d1	40.1	9.5			26.7			39.0	36.4	47.6		22.1
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.3	0.2			1.4			0.4	0.1	1.2		0.3
Delay (s)	42.4	9.7			28.1			39.4	36.6	48.8		22.4
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		26.6			28.1			38.4			26.0	
Approach LOS		C			C			D			C	

Intersection Summary		
HCM Average Control Delay	28.3	HCM Level of Service C
HCM Volume to Capacity ratio	0.53	
Actuated Cycle Length (s)	111.1	Sum of lost time (s) 13.0
Intersection Capacity Utilization	66.6%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
Existing + Phase 1 SAT PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	277	141	140	224	111	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3360		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3360		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	295	150	149	238	118	165
RTOR Reduction (vph)	51	0	0	0	0	131
Lane Group Flow (vph)	394	0	149	238	118	34
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	13.1		8.0	26.1	9.3	9.3
Effective Green, g (s)	13.1		8.0	26.1	9.3	9.3
Actuated g/C Ratio	0.29		0.18	0.57	0.20	0.20
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	970		312	2035	363	324
v/s Ratio Prot	c0.12		c0.08	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.41		0.48	0.12	0.33	0.10
Uniform Delay, d1	13.0		16.8	4.4	15.4	14.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.2	0.0	0.5	0.1
Delay (s)	13.3		18.0	4.4	15.9	14.8
Level of Service	B		B	A	B	B
Approach Delay (s)	13.3			9.6	15.3	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	38.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phase 1 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↕	↘	↗↘	↕
Volume (vph)	0	198	807	31	106	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	215	877	34	115	468
RTOR Reduction (vph)	0	179	0	14	0	0
Lane Group Flow (vph)	0	36	877	20	115	468
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		5.3	18.3	18.3	5.3	31.6
Effective Green, g (s)		5.3	18.3	18.3	5.3	31.6
Actuated g/C Ratio		0.17	0.58	0.58	0.17	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		467	2049	917	576	3539
v/s Ratio Prot		0.01	c0.25		0.03	0.13
v/s Ratio Perm				0.01		
v/c Ratio		0.08	0.43	0.02	0.20	0.13
Uniform Delay, d1		11.1	3.7	2.8	11.3	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.1	0.1	0.0	0.2	0.1
Delay (s)		11.2	3.9	2.8	11.5	0.1
Level of Service		B	A	A	B	A
Approach Delay (s)	11.2		3.8			2.3
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	4.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	31.6	Sum of lost time (s)	4.0
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	15	51	177	63	50	30	129	395	41	33	566	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1658			1766		1593	3483		1770	3507	
Flt Permitted		0.97			0.69		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1621			1240		1593	3483		1770	3507	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	54	186	66	53	32	136	416	43	35	596	33
RTOR Reduction (vph)	0	92	0	0	9	0	0	7	0	0	4	0
Lane Group Flow (vph)	0	164	0	0	142	0	136	452	0	35	625	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.1			13.1		8.6	26.2		2.6	20.2	
Effective Green, g (s)		13.1			13.1		8.6	26.2		2.6	20.2	
Actuated g/C Ratio		0.23			0.23		0.15	0.46		0.05	0.36	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		373			285		241	1604		81	1245	
v/s Ratio Prot							c0.09	0.13		0.02	c0.18	
v/s Ratio Perm		0.10			c0.11							
v/c Ratio		0.44			0.50		0.56	0.28		0.43	0.50	
Uniform Delay, d1		18.8			19.0		22.4	9.5		26.4	14.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			1.4		3.0	0.1		3.7	0.3	
Delay (s)		19.6			20.4		25.4	9.6		30.1	14.7	
Level of Service		B			C		C	A		C	B	
Approach Delay (s)		19.6			20.4			13.2			15.5	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	56.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phases 1,2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕			↕	↖
Volume (vph)	0	0	0	1301	3	438	134	202	0	0	716	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1686	1583	1770	3539			3443	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1686	1583	1770	3539			3443	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1446	3	487	149	224	0	0	796	124
RTOR Reduction (vph)	0	0	0	0	0	180	0	0	0	0	12	0
Lane Group Flow (vph)	0	0	0	723	726	307	149	224	0	0	908	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.2	36.2	42.3	12.7	33.6			28.0	
Effective Green, g (s)				36.2	36.2	42.3	12.7	33.6			28.0	
Actuated g/C Ratio				0.41	0.41	0.48	0.14	0.38			0.32	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				692	694	834	256	1353			1097	
v/s Ratio Prot						0.03	c0.08	0.06			c0.26	
v/s Ratio Perm				0.43	0.43	0.17						
v/c Ratio				1.04	1.05	0.37	0.58	0.17			0.83	
Uniform Delay, d ₁				25.9	25.9	14.4	35.1	17.9			27.7	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d ₂				46.5	46.8	0.3	3.3	0.1			5.3	
Delay (s)				72.3	72.7	14.7	38.5	18.0			33.0	
Level of Service				E	E	B	D	B			C	
Approach Delay (s)		0.0			57.9			26.2			33.0	
Approach LOS		A			E			C			C	

Intersection Summary

HCM Average Control Delay	47.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	87.9	Sum of lost time (s)	11.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↖	↖
Volume (vph)	65	0	314	0	0	0	0	271	524	518	1499	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.90	0.85					0.90		1.00	1.00	
Flt Protected		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1567	1504					3140		3433	3539	
Flt Permitted		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1567	1504					3140		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	67	0	324	0	0	0	0	279	540	534	1545	0
RTOR Reduction (vph)	0	55	67	0	0	0	0	239	0	0	0	0
Lane Group Flow (vph)	0	145	124	0	0	0	0	580	0	534	1545	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		11.7	11.7					21.9		15.4	40.8	
Effective Green, g (s)		11.7	11.7					21.9		15.4	40.8	
Actuated g/C Ratio		0.19	0.19					0.36		0.25	0.67	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		303	291					1137		874	2387	
v/s Ratio Prot								0.18		0.16	c0.44	
v/s Ratio Perm		0.09	0.08									
v/c Ratio		0.48	0.43					0.51		0.61	0.65	
Uniform Delay, d1		21.7	21.4					15.1		19.9	5.7	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.2	1.0					0.4		1.3	0.6	
Delay (s)		22.9	22.5					15.5		21.2	6.3	
Level of Service		C	C					B		C	A	
Approach Delay (s)		22.7			0.0			15.5			10.1	
Approach LOS		C			A			B			B	

Intersection Summary

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↗		↖	↗	
Volume (vph)	1	0	4	138	4	190	32	604	84	185	1568	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.89		1.00	0.85		1.00	0.98		1.00	0.99	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1645		1770	1589		1770	3456		1770	3505	
Flt Permitted		0.95		0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1584		1405	1589		1770	3456		1770	3505	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	0	4	145	4	200	34	636	88	195	1651	63
RTOR Reduction (vph)	0	3	0	0	165	0	0	10	0	0	2	0
Lane Group Flow (vph)	0	2	0	145	39	0	34	714	0	195	1712	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.1		13.1	13.1		2.9	36.9		12.9	46.9	
Effective Green, g (s)		13.1		13.1	13.1		2.9	36.9		12.9	46.9	
Actuated g/C Ratio		0.17		0.17	0.17		0.04	0.49		0.17	0.63	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		277		246	278		69	1703		305	2195	
v/s Ratio Prot					0.02		0.02	0.21		c0.11	c0.49	
v/s Ratio Perm		0.00		c0.10								
v/c Ratio		0.01		0.59	0.14		0.49	0.42		0.64	0.78	
Uniform Delay, d1		25.5		28.4	26.1		35.3	12.1		28.8	10.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		3.6	0.2		5.4	0.2		4.4	1.9	
Delay (s)		25.5		32.0	26.4		40.7	12.3		33.2	12.1	
Level of Service		C		C	C		D	B		C	B	
Approach Delay (s)		25.5			28.7			13.6			14.2	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	74.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	35	659	10	17	1783
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	6	36	686	10	18	1857
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			198			379
pX, platoon unblocked	0.65	0.93			0.93	
vC, conflicting volume	1656	348			697	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	453	148			523	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	96			98	
cM capacity (veh/h)	343	811			967	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	43	458	239	18	929	929
Volume Left	6	0	0	18	0	0
Volume Right	36	0	10	0	0	0
cSH	676	1700	1700	967	1700	1700
Volume to Capacity	0.06	0.27	0.14	0.02	0.55	0.55
Queue Length 95th (ft)	5	0	0	1	0	0
Control Delay (s)	10.7	0.0	0.0	8.8	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	10.7	0.0		0.1		
Approach LOS	B					

Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			59.3%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	43	595	594	931	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	46	640	639	1001	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	180			
pX, platoon unblocked					0.88	
vC, conflicting volume	1640				1051	319
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1640				781	319
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				100	100
cM capacity (veh/h)	391				257	676
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	46	320	320	426	547	667
Volume Left	46	0	0	0	0	0
Volume Right	0	0	0	0	334	667
cSH	391	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.19	0.19	0.25	0.32	0.39
Queue Length 95th (ft)	10	0	0	0	0	0
Control Delay (s)	15.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	1.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phases 1,2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕	↗	↖	↕	
Volume (vph)	37	58	6	146	0	127	0	473	208	296	298	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		1.00		1.00		1.00		1.00	0.94	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3430		1770		1583		3539	1494	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3430		1770		1583		3539	1494	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	47	73	8	185	0	161	0	599	263	375	377	0
RTOR Reduction (vph)	0	4	0	0	0	134	0	0	90	0	0	0
Lane Group Flow (vph)	0	124	0	185	0	27	0	599	173	375	377	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		9.6		16.8		16.8		25.3	25.3	28.1	58.4	
Effective Green, g (s)		9.6		16.8		16.8		25.3	25.3	28.1	58.4	
Actuated g/C Ratio		0.10		0.17		0.17		0.25	0.25	0.28	0.59	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		330		298		266		897	379	498	2071	
v/s Ratio Prot		c0.04		c0.10		0.02		c0.17		c0.21	0.11	
v/s Ratio Perm									0.12			
v/c Ratio		0.38		0.62		0.10		0.67	0.46	0.75	0.18	
Uniform Delay, d1		42.3		38.5		35.1		33.5	31.5	32.7	9.6	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7		4.0		0.2		1.9	0.9	6.4	0.0	
Delay (s)		43.0		42.5		35.3		35.4	32.3	39.0	9.7	
Level of Service		D		D		D		D	C	D	A	
Approach Delay (s)		43.0			39.2			34.4			24.3	
Approach LOS		D			D			C			C	

Intersection Summary		
HCM Average Control Delay	32.1	HCM Level of Service C
HCM Volume to Capacity ratio	0.65	
Actuated Cycle Length (s)	99.8	Sum of lost time (s) 20.0
Intersection Capacity Utilization	71.2%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	335	731	128	455	0	587	0	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1583	1770	5085		1681	1681	1563			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1583	1770	5085		1681	1681	1563			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	360	786	138	489	0	631	0	145	0	0	0
RTOR Reduction (vph)	0	0	523	0	0	0	0	0	102	0	0	0
Lane Group Flow (vph)	3	360	263	138	489	0	315	316	43	0	0	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	22.7	22.7	11.2	32.1		19.9	19.9	19.9			
Effective Green, g (s)	0.8	22.7	22.7	11.2	32.1		19.9	19.9	19.9			
Actuated g/C Ratio	0.01	0.33	0.33	0.17	0.47		0.29	0.29	0.29			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	21	1185	530	292	2408		493	493	459			
v/s Ratio Prot	0.00	0.10		c0.08	0.10		0.19	c0.19				
v/s Ratio Perm			c0.17						0.03			
v/c Ratio	0.14	0.30	0.50	0.47	0.20		0.64	0.64	0.09			
Uniform Delay, d1	33.2	16.7	18.0	25.6	10.4		20.8	20.8	17.4			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	3.1	0.1	0.7	1.2	0.0		2.7	2.8	0.1			
Delay (s)	36.3	16.8	18.7	26.8	10.4		23.5	23.7	17.5			
Level of Service	D	B	B	C	B		C	C	B			
Approach Delay (s)		18.2			14.0			22.5			0.0	
Approach LOS		B			B			C			A	

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phases 1,2 SAT AM





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	2	0	0	0	0	649	0	10	427	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3535	
Flt Permitted	0.95	0.95	1.00					1.00			0.94	
Satd. Flow (perm)	1681	1681	1583					1863			3331	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	2	0	0	0	0	746	0	11	491	0
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	4	5	0	0	0	0	0	746	0	0	502	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	1.1	1.1	1.1					44.7			44.7	
Effective Green, g (s)	1.1	1.1	1.1					44.7			44.7	
Actuated g/C Ratio	0.02	0.02	0.02					0.80			0.80	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	33	33	31					1492			2668	
v/s Ratio Prot	0.00	c0.00						c0.40				
v/s Ratio Perm			0.00								0.15	
v/c Ratio	0.12	0.15	0.00					0.50			0.19	
Uniform Delay, d1	26.9	26.9	26.8					1.8			1.3	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	1.6	2.1	0.0					0.3			0.0	
Delay (s)	28.5	29.0	26.8					2.1			1.3	
Level of Service	C	C	C					A			A	
Approach Delay (s)		28.4			0.0			2.1			1.3	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	2.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	10.0
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	70	89	12	57	37	99	223	26	58	240	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1712			1758		1770	3475		1770	3473	
Flt Permitted		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1682			1691		1770	3475		1770	3473	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	72	92	12	59	38	102	230	27	60	247	30
RTOR Reduction (vph)	0	47	0	0	22	0	0	7	0	0	8	0
Lane Group Flow (vph)	0	124	0	0	87	0	102	250	0	60	269	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.8			6.8		6.3	18.3		2.8	14.8	
Effective Green, g (s)		6.8			6.8		6.3	18.3		2.8	14.8	
Actuated g/C Ratio		0.16			0.16		0.15	0.43		0.07	0.34	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		267			268		260	1482		116	1198	
v/s Ratio Prot							c0.06	c0.07		0.03	c0.08	
v/s Ratio Perm		c0.07			0.05							
v/c Ratio		0.46			0.33		0.39	0.17		0.52	0.22	
Uniform Delay, d1		16.4			16.0		16.6	7.6		19.4	10.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.7		1.0	0.1		3.9	0.1	
Delay (s)		17.7			16.7		17.5	7.7		23.3	10.1	
Level of Service		B			B		B	A		C	B	
Approach Delay (s)		17.7			16.7			10.5			12.4	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			13.1				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			42.9				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			38.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	113	63	47	532	276	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1701		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1701		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	68	51	578	300	73
RTOR Reduction (vph)	26	0	0	0	0	29
Lane Group Flow (vph)	165	0	51	578	300	44
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	10.4		2.8	28.1	20.3	20.3
Effective Green, g (s)	10.4		2.8	28.1	20.3	20.3
Actuated g/C Ratio	0.21		0.06	0.58	0.42	0.42
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	365		102	1079	780	649
v/s Ratio Prot	c0.10		0.03	c0.31	0.16	
v/s Ratio Perm						0.03
v/c Ratio	0.45		0.50	0.54	0.38	0.07
Uniform Delay, d1	16.6		22.2	6.2	9.8	8.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9		3.8	0.5	0.3	0.0
Delay (s)	17.5		26.0	6.7	10.1	8.5
Level of Service	B		C	A	B	A
Approach Delay (s)	17.5			8.3	9.8	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1,2 SAT AM




















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	29	13	557	336	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	18	33	15	640	386	9
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.92	0.92	0.92			
vC, conflicting volume	1062	392	396			
vC1, stage 1 conf vol	392					
vC2, stage 2 conf vol	670					
vCu, unblocked vol	1023	294	299			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	99			
cM capacity (veh/h)	445	684	1159			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	52	15	640	395
Volume Left	18	15	0	0
Volume Right	33	0	0	9
cSH	574	1159	1700	1700
Volume to Capacity	0.09	0.01	0.38	0.23
Queue Length 95th (ft)	7	1	0	0
Control Delay (s)	11.9	8.1	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.9	0.2		0.0
Approach LOS	B			

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	39.3%		ICU Level of Service A
Analysis Period (min)	15		

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phases 1,2 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	21	162	645	154	0	650	62
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	22	171	679	162	0	684	65
Pedestrians						7						
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1419	1906	375	1450	1792	428	684			848		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1332	1845	375	1364	1725	285	684			729		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	81			100		
cM capacity (veh/h)	88	57	623	85	67	671	905			820		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	22	171	453	388	456	293						
Volume Left	0	171	0	0	0	0						
Volume Right	22	0	0	162	0	65						
cSH	671	905	1700	1700	1700	1700						
Volume to Capacity	0.03	0.19	0.27	0.23	0.27	0.17						
Queue Length 95th (ft)	3	17	0	0	0	0						
Control Delay (s)	10.5	9.9	0.0	0.0	0.0	0.0						
Lane LOS	B	A										
Approach Delay (s)	10.5	1.7			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			35.6%		ICU Level of Service				A			
Analysis Period (min)			15									























HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	71	541	39	89	511	183	50	167	114	257	142	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3498		1770	3399		1770	3304		3433	1782	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3498		1770	3399		1770	3304		3433	1782	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	564	41	93	532	191	52	174	119	268	148	60
RTOR Reduction (vph)	0	3	0	0	18	0	0	76	0	0	8	0
Lane Group Flow (vph)	74	602	0	93	705	0	52	217	0	268	200	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.2	26.4		11.1	29.3		7.1	13.7		13.8	20.4	
Effective Green, g (s)	8.2	26.4		11.1	29.3		7.1	13.7		13.8	20.4	
Actuated g/C Ratio	0.10	0.31		0.13	0.34		0.08	0.16		0.16	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	171	1086		231	1172		148	533		557	428	
v/s Ratio Prot	0.04	0.17		c0.05	c0.21		0.03	0.07		c0.08	c0.11	
v/s Ratio Perm												
v/c Ratio	0.43	0.55		0.40	0.60		0.35	0.41		0.48	0.47	
Uniform Delay, d1	36.2	24.4		33.9	23.0		36.8	32.0		32.3	27.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.6		1.2	0.9		1.4	0.5		0.7	0.8	
Delay (s)	38.0	25.0		35.1	23.9		38.2	32.5		33.0	28.5	
Level of Service	D	C		D	C		D	C		C	C	
Approach Delay (s)		26.4			25.2			33.4			31.0	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			28.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			85.0			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			58.0%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM


























												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	113	579	265	342	686	437	108	175	96	124	1	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3333		1770	1863	1583		1770	1540
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3333		1770	1863	1583		1770	1540
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	119	609	279	360	722	460	114	184	101	131	1	136
RTOR Reduction (vph)	0	0	181	0	0	0	0	0	86	0	0	14
Lane Group Flow (vph)	119	609	98	360	1182	0	114	184	15	0	132	171
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	8.6	31.4	31.4	13.4	35.7		13.4	13.4	13.4		15.1	15.1
Effective Green, g (s)	8.6	31.4	31.4	13.4	35.7		13.4	13.4	13.4		15.1	15.1
Actuated g/C Ratio	0.10	0.35	0.35	0.15	0.40		0.15	0.15	0.15		0.17	0.17
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	170	1244	557	515	1332		266	280	238		299	260
v/s Ratio Prot	0.07	0.17		c0.10	c0.35			c0.10				
v/s Ratio Perm			0.06				0.06		0.01		0.07	c0.11
v/c Ratio	0.70	0.49	0.18	0.70	0.89		0.43	0.66	0.06		0.44	0.66
Uniform Delay, d1	39.1	22.7	20.0	36.0	24.9		34.5	35.8	32.6		33.3	34.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	11.9	1.4	0.7	4.1	9.0		1.1	5.5	0.1		1.0	5.9
Delay (s)	51.0	24.1	20.7	40.2	34.0		35.6	41.3	32.7		34.4	40.6
Level of Service	D	C	C	D	C		D	D	C		C	D
Approach Delay (s)		26.3			35.4			37.5			38.0	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			33.1			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			89.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			74.1%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	47
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	49
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phases 1,2 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	459	352	0	0	431	210	0	292	134	141	0	1034
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3347			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3347			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	478	367	0	0	449	219	0	304	140	147	0	1077
RTOR Reduction (vph)	0	0	0	0	41	0	0	0	112	0	0	469
Lane Group Flow (vph)	478	367	0	0	627	0	0	304	28	147	0	608
Confl. Peds. (#/hr)						4						
Turn Type	Prot					Perm					Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	23.5	68.2			41.7			22.3	22.3	10.1		48.8
Effective Green, g (s)	23.5	68.2			41.7			22.3	22.3	10.1		48.8
Actuated g/C Ratio	0.21	0.62			0.38			0.20	0.20	0.09		0.44
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	729	2182			1262			714	319	314		1230
v/s Ratio Prot	c0.14	0.10			c0.19			0.09		c0.04		c0.22
v/s Ratio Perm								0.02				
v/c Ratio	0.66	0.17			0.50			0.43	0.09	0.47		0.49
Uniform Delay, d1	39.8	9.1			26.4			38.6	35.9	47.7		22.1
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.1	0.2			1.4			0.4	0.1	1.1		0.3
Delay (s)	42.0	9.2			27.8			39.0	36.0	48.8		22.4
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		27.8			27.8			38.0			25.6	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM Average Control Delay			28.4		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			110.6		Sum of lost time (s)			13.0				
Intersection Capacity Utilization			67.8%		ICU Level of Service					C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
Existing + Phases 1,2 SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Volume (vph)	196	112	108	239	121	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3346		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3346		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	204	117	112	249	126	146
RTOR Reduction (vph)	67	0	0	0	0	115
Lane Group Flow (vph)	254	0	112	249	126	31
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	10.7		6.8	22.5	8.8	8.8
Effective Green, g (s)	10.7		6.8	22.5	8.8	8.8
Actuated g/C Ratio	0.26		0.16	0.54	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	867		291	1928	377	337
v/s Ratio Prot	c0.08		c0.06	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.29		0.38	0.13	0.33	0.09
Uniform Delay, d1	12.3		15.4	4.6	13.8	13.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.8	0.0	0.5	0.1
Delay (s)	12.5		16.2	4.6	14.3	13.2
Level of Service	B		B	A	B	B
Approach Delay (s)	12.5			8.2	13.7	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	41.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1,2 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕	↗	↖↖	↕↕
Volume (vph)	0	175	494	94	262	1525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	190	537	102	285	1658
RTOR Reduction (vph)	0	137	0	58	0	0
Lane Group Flow (vph)	0	53	537	44	285	1658
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		7.9	12.2	12.2	7.9	28.1
Effective Green, g (s)		7.9	12.2	12.2	7.9	28.1
Actuated g/C Ratio		0.28	0.43	0.43	0.28	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		784	1537	687	965	3539
v/s Ratio Prot		0.02	0.15		0.08	0.47
v/s Ratio Perm				0.03		
v/c Ratio		0.07	0.35	0.06	0.30	0.47
Uniform Delay, d1		7.4	5.3	4.6	7.9	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.1	0.0	0.2	0.4
Delay (s)		7.4	5.4	4.7	8.1	0.4
Level of Service		A	A	A	A	A
Approach Delay (s)	7.4		5.3			1.6
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	28.1	Sum of lost time (s)	0.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1,2 SAT AM





















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	31	53	596	56	102	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	58	648	61	111	339
RTOR Reduction (vph)	0	54	0	20	0	0
Lane Group Flow (vph)	34	4	648	41	111	339
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	3.3	3.3	22.8	22.8	4.5	31.3
Effective Green, g (s)	3.3	3.3	22.8	22.8	4.5	31.3
Actuated g/C Ratio	0.08	0.08	0.54	0.54	0.11	0.73
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	137	123	997	847	187	1369
v/s Ratio Prot	c0.02	0.00	c0.35		c0.06	0.18
v/s Ratio Perm				0.03		
v/c Ratio	0.25	0.04	0.65	0.05	0.59	0.25
Uniform Delay, d1	18.5	18.2	7.1	4.7	18.2	1.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.1	1.5	0.0	5.0	0.1
Delay (s)	19.4	18.3	8.5	4.7	23.2	1.9
Level of Service	B	B	A	A	C	A
Approach Delay (s)	18.7		8.2			7.2
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	42.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	69	193	58	62	30	200	674	67	26	548	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1686			1771		1593	3484		1770	3508	
Flt Permitted		0.97			0.62		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1634			1118		1593	3484		1770	3508	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	73	203	61	65	32	211	709	71	27	577	31
RTOR Reduction (vph)	0	74	0	0	9	0	0	6	0	0	4	0
Lane Group Flow (vph)	0	225	0	0	149	0	211	774	0	27	604	0
Confl. Peds. (#/hr)						8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.3			14.3		14.5	33.5		2.6	21.6	
Effective Green, g (s)		14.3			14.3		14.5	33.5		2.6	21.6	
Actuated g/C Ratio		0.22			0.22		0.22	0.51		0.04	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		357			244		353	1785		70	1159	
v/s Ratio Prot							c0.13	0.22		0.02	c0.17	
v/s Ratio Perm		c0.14			0.13							
v/c Ratio		0.63			0.61		0.60	0.43		0.39	0.52	
Uniform Delay, d1		23.2			23.0		22.8	10.0		30.6	17.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.5			4.5		2.7	0.2		3.5	0.4	
Delay (s)		26.6			27.5		25.6	10.2		34.1	18.1	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		26.6			27.5			13.4			18.8	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.0				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			65.4				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			64.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕	↕		↕	↕
Volume (vph)	0	0	0	410	4	840	210	303	0	0	843	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	1583	1770	3539			3468	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	1583	1770	3539			3468	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	418	4	857	214	309	0	0	860	88
RTOR Reduction (vph)	0	0	0	0	0	103	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	209	213	754	214	309	0	0	941	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				14.8	14.8	37.1	13.8	16.4			25.9	
Effective Green, g (s)				14.8	14.8	37.1	13.8	16.4			25.9	
Actuated g/C Ratio				0.23	0.23	0.57	0.21	0.25			0.40	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				380	381	993	373	886			1371	
v/s Ratio Prot						c0.26	0.12	0.09			c0.27	
v/s Ratio Perm				0.12	0.13	0.22						
v/c Ratio				0.55	0.56	0.76	0.57	0.35			0.69	
Uniform Delay, d1				22.4	22.5	10.8	23.2	20.2			16.4	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				1.7	1.8	3.4	2.1	0.2			1.4	
Delay (s)				24.1	24.2	14.2	25.3	20.4			17.9	
Level of Service				C	C	B	C	C			B	
Approach Delay (s)		0.0			17.5			22.4			17.9	
Approach LOS		A			B			C			B	

Intersection Summary

HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↕	
Volume (vph)	95	2	173	0	0	0	0	418	902	665	588	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.95	0.85					0.90		1.00	1.00	
Flt Protected		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1626	1483					3145		3433	3539	
Flt Permitted		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1626	1483					3145		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	2	180	0	0	0	0	435	940	693	612	0
RTOR Reduction (vph)	0	13	113	0	0	0	0	227	0	0	0	0
Lane Group Flow (vph)	0	133	22	0	0	0	0	1148	0	693	612	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		10.9	10.9					25.2		19.0	47.7	
Effective Green, g (s)		10.9	10.9					25.2		19.0	47.7	
Actuated g/C Ratio		0.16	0.16					0.38		0.29	0.72	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		266	243					1190		979	2535	
v/s Ratio Prot								c0.37		c0.20	0.17	
v/s Ratio Perm		0.08	0.01									
v/c Ratio		0.50	0.09					1.13dr		0.71	0.24	
Uniform Delay, d1		25.4	23.6					20.3		21.3	3.2	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.5	0.2					18.1		2.4	0.0	
Delay (s)		26.9	23.8					38.4		23.7	3.3	
Level of Service		C	C					D		C	A	
Approach Delay (s)		25.4			0.0			38.4			14.1	
Approach LOS		C			A			D			B	

Intersection Summary

HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	11.5
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕		↕	↕↕	
Volume (vph)	0	0	1	77	1	275	19	1045	152	150	566	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.86		1.00	0.85		1.00	0.98		1.00	0.99	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1611		1770	1584		1770	3425		1770	3484	
Flt Permitted		1.00		0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1611		1410	1584		1770	3425		1770	3484	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1	79	1	284	20	1077	157	155	584	46
RTOR Reduction (vph)	0	1	0	0	243	0	0	10	0	0	4	0
Lane Group Flow (vph)	0	0	0	79	42	0	20	1224	0	155	626	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm		Perm		Prot		Prot					
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		9.9		9.9	9.9		2.4	35.5		11.7	44.8	
Effective Green, g (s)		9.9		9.9	9.9		2.4	35.5		11.7	44.8	
Actuated g/C Ratio		0.14		0.14	0.14		0.03	0.51		0.17	0.65	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		231		202	227		61	1760		300	2259	
v/s Ratio Prot		0.00			0.03		0.01	c0.36		c0.09	0.18	
v/s Ratio Perm				c0.06								
v/c Ratio		0.00		0.39	0.18		0.33	0.70		0.52	0.28	
Uniform Delay, d1		25.4		26.9	26.0		32.6	12.7		26.1	5.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		1.3	0.4		3.1	1.2		1.5	0.1	
Delay (s)		25.4		28.1	26.4		35.7	13.9		27.6	5.3	
Level of Service		C		C	C		D	B		C	A	
Approach Delay (s)		25.4			26.8			14.3			9.7	
Approach LOS		C			C			B			A	

Intersection Summary

HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	69.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	5	15	1137	14	12	629
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	16	1210	15	13	669
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			233			379
pX, platoon unblocked	0.86	0.84			0.84	
vC, conflicting volume	1577	612			1224	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1087	153			883	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			98	
cM capacity (veh/h)	178	726			639	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	21	806	418	13	335	335
Volume Left	5	0	0	13	0	0
Volume Right	16	0	15	0	0	0
cSH	411	1700	1700	639	1700	1700
Volume to Capacity	0.05	0.47	0.25	0.02	0.20	0.20
Queue Length 95th (ft)	4	0	0	2	0	0
Control Delay (s)	14.2	0.0	0.0	10.7	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	14.2	0.0		0.2		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			41.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	27	954	421	95	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	1037	458	103	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	145			
pX, platoon unblocked					0.86	
vC, conflicting volume	561				1035	229
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	561				724	229
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	1006				302	774
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	29	518	518	305	187	69
Volume Left	29	0	0	0	0	0
Volume Right	0	0	0	0	34	69
cSH	1006	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.30	0.30	0.18	0.11	0.04
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	8.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			29.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan

Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	52	3	17	238	0	337	1	614	70	96	327	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.93		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.96		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3048		1770		1583		3539	1502	1770	3537	
Flt Permitted		0.97		0.95		1.00		0.95	1.00	0.95	1.00	
Satd. Flow (perm)		3048		1770		1583		3379	1502	1770	3537	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	55	3	18	253	0	359	1	653	74	102	348	1
RTOR Reduction (vph)	0	17	0	0	0	284	0	0	20	0	0	0
Lane Group Flow (vph)	0	59	0	253	0	75	0	654	54	102	349	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		5.9		17.9		17.9		30.8	30.8	10.8	46.6	
Effective Green, g (s)		5.9		17.9		17.9		30.8	30.8	10.8	46.6	
Actuated g/C Ratio		0.07		0.21		0.21		0.36	0.36	0.13	0.55	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		211		371		332		1219	542	224	1930	
v/s Ratio Prot		c0.02		c0.14		0.05				c0.06	0.10	
v/s Ratio Perm								c0.19	0.04			
v/c Ratio		0.28		0.68		0.23		0.54	0.10	0.46	0.18	
Uniform Delay, d1		37.7		31.1		28.0		21.6	18.1	34.6	9.8	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7		5.1		0.3		0.5	0.1	1.5	0.0	
Delay (s)		38.5		36.2		28.4		22.1	18.2	36.0	9.8	
Level of Service		D		D		C		C	B	D	A	
Approach Delay (s)		38.5			31.6			21.7			15.8	
Approach LOS		D			C			C			B	

Intersection Summary

HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	85.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↗	↗		↕	
Volume (vph)	2	548	899	126	517	0	749	1	158	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1562	1770	5085		1681	1686	1562			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1562	1770	5085		1681	1686	1562			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	583	956	134	550	0	797	1	168	0	0	0
RTOR Reduction (vph)	0	0	574	0	0	0	0	0	114	0	0	0
Lane Group Flow (vph)	2	583	382	134	550	0	398	400	54	0	0	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	1.0	30.8	30.8	11.9	40.7		27.1	27.1	27.1			
Effective Green, g (s)	1.0	30.8	30.8	11.9	40.7		27.1	27.1	27.1			
Actuated g/C Ratio	0.01	0.37	0.37	0.14	0.49		0.32	0.32	0.32			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	21	1301	574	251	2470		544	545	505			
v/s Ratio Prot	0.00	0.16		c0.08	0.11		0.24	c0.24				
v/s Ratio Perm			c0.24						0.03			
v/c Ratio	0.10	0.45	0.67	0.53	0.22		0.73	0.73	0.11			
Uniform Delay, d1	41.0	20.1	22.2	33.4	12.4		25.1	25.2	19.9			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.2	2.9	2.2	0.0		5.0	5.1	0.1			
Delay (s)	42.9	20.3	25.1	35.6	12.5		30.2	30.2	20.0			
Level of Service	D	C	C	D	B		C	C	B			
Approach Delay (s)		23.3			17.0			28.4			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	83.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	227	0	110	0	0	0	0	444	0	2	569	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			0.95	
Satd. Flow (perm)	1681	1681	1583					1863			3377	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	264	0	128	0	0	0	0	516	0	2	662	0
RTOR Reduction (vph)	0	0	103	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	132	132	25	0	0	0	0	516	0	0	664	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2				6
Permitted Phases			4							6		
Actuated Green, G (s)	9.6	9.6	9.6					28.8			28.8	
Effective Green, g (s)	9.6	9.6	9.6					28.8			28.8	
Actuated g/C Ratio	0.20	0.20	0.20					0.60			0.60	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	333	333	314					1109			2009	
v/s Ratio Prot	c0.08	0.08						c0.28				
v/s Ratio Perm			0.02								0.20	
v/c Ratio	0.40	0.40	0.08					0.47			0.33	
Uniform Delay, d1	16.9	16.9	15.8					5.5			4.9	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.1					0.3			0.1	
Delay (s)	17.7	17.7	15.9					5.8			5.0	
Level of Service	B	B	B					A			A	
Approach Delay (s)		17.1			0.0			5.8			5.0	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	48.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	13	91	109	12	55	59	83	270	36	47	206	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1729			1736		1770	3468		1770	3511	
Flt Permitted		0.98			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1692			1663		1770	3468		1770	3511	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	14	100	120	13	60	65	91	297	40	52	226	11
RTOR Reduction (vph)	0	38	0	0	32	0	0	10	0	0	4	0
Lane Group Flow (vph)	0	196	0	0	106	0	91	327	0	52	233	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.7			10.7		4.5	12.7		2.6	10.8	
Effective Green, g (s)		10.7			10.7		4.5	12.7		2.6	10.8	
Actuated g/C Ratio		0.26			0.26		0.11	0.31		0.06	0.26	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		442			434		194	1074		112	925	
v/s Ratio Prot							c0.05	c0.09		0.03	0.07	
v/s Ratio Perm		c0.12			0.06							
v/c Ratio		0.44			0.24		0.47	0.30		0.46	0.25	
Uniform Delay, d1		12.7			12.0		17.1	10.8		18.5	11.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.3		1.8	0.2		3.0	0.1	
Delay (s)		13.4			12.3		18.9	10.9		21.6	12.1	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		13.4			12.3			12.6			13.8	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	41.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	94	73	56	308	572	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1680		1770	1863	1863	1541
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1680		1770	1863	1863	1541
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	100	78	60	328	609	84
RTOR Reduction (vph)	39	0	0	0	0	13
Lane Group Flow (vph)	139	0	60	328	609	71
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	10.4		4.8	42.3	32.5	32.5
Effective Green, g (s)	10.4		4.8	42.3	32.5	32.5
Actuated g/C Ratio	0.17		0.08	0.67	0.52	0.52
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	279		136	1257	966	799
v/s Ratio Prot	c0.08		c0.03	0.18	c0.33	
v/s Ratio Perm						0.05
v/c Ratio	0.50		0.44	0.26	0.63	0.09
Uniform Delay, d1	23.8		27.7	4.0	10.8	7.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4		2.3	0.1	1.3	0.0
Delay (s)	25.2		29.9	4.1	12.2	7.7
Level of Service	C		C	A	B	A
Approach Delay (s)	25.2			8.1	11.6	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	62.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr


















Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	26	19	339	630	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	23	27	20	353	656	23
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.75	0.75	0.75			
vC, conflicting volume	1063	671	682			
vC1, stage 1 conf vol	671					
vC2, stage 2 conf vol	393					
vCu, unblocked vol	915	388	403			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	94	98			
cM capacity (veh/h)	440	491	859			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	50	20	353	679		
Volume Left	23	20	0	0		
Volume Right	27	0	0	23		
cSH	466	859	1700	1700		
Volume to Capacity	0.11	0.02	0.21	0.40		
Queue Length 95th (ft)	9	2	0	0		
Control Delay (s)	13.6	9.3	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	13.6	0.5		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			44.5%		ICU Level of Service	A
Analysis Period (min)			15			

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	25	220	632	125	0	807	74
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	26	224	645	128	0	823	76
Pedestrians						6						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	1658	2089	449	1575	1987	392	823			778		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1603	2051	449	1517	1946	285	823			687		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	96	72			100		
cM capacity (veh/h)	51	38	557	61	44	680	802			863		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	26	224	430	343	549	350						
Volume Left	0	224	0	0	0	0						
Volume Right	26	0	0	128	0	76						
cSH	680	802	1700	1700	1700	1700						
Volume to Capacity	0.04	0.28	0.25	0.20	0.32	0.21						
Queue Length 95th (ft)	3	29	0	0	0	0						
Control Delay (s)	10.5	11.2	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.5	2.5			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			43.5%		ICU Level of Service				A			
Analysis Period (min)			15									























HCM Signalized Intersection Capacity Analysis
 14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	72	544	53	164	591	196	31	182	96	292	150	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3485		1770	3393		1770	3335		3433	1789	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3485		1770	3393		1770	3335		3433	1789	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	604	59	182	657	218	34	202	107	324	167	60
RTOR Reduction (vph)	0	4	0	0	16	0	0	43	0	0	6	0
Lane Group Flow (vph)	80	659	0	182	859	0	34	266	0	324	221	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.0	28.3		20.3	37.6		5.0	17.2		17.5	29.7	
Effective Green, g (s)	11.0	28.3		20.3	37.6		5.0	17.2		17.5	29.7	
Actuated g/C Ratio	0.11	0.27		0.20	0.36		0.05	0.17		0.17	0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	188	955		348	1235		86	555		582	514	
v/s Ratio Prot	0.05	0.19		c0.10	c0.25		0.02	0.08		c0.09	c0.12	
v/s Ratio Perm												
v/c Ratio	0.43	0.69		0.52	0.70		0.40	0.48		0.56	0.43	
Uniform Delay, d1	43.2	33.6		37.2	28.0		47.7	39.0		39.3	29.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	2.1		1.4	1.7		3.0	0.7		1.2	0.6	
Delay (s)	44.7	35.7		38.6	29.7		50.7	39.7		40.5	30.5	
Level of Service	D	D		D	C		D	D		D	C	
Approach Delay (s)		36.6			31.2			40.7			36.4	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM Average Control Delay			35.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			103.3			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			63.0%			ICU Level of Service				B		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM


























												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	100	585	285	348	844	259	158	348	162	167	1	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3414		1770	1863	1583		1770	1529
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3414		1770	1863	1583		1770	1529
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	616	300	366	888	273	166	366	171	176	1	194
RTOR Reduction (vph)	0	0	202	0	0	0	0	0	102	0	0	3
Lane Group Flow (vph)	105	616	98	366	1161	0	166	366	69	0	177	208
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	8.6	31.1	31.1	13.7	35.7		17.1	17.1	17.1		17.4	17.4
Effective Green, g (s)	8.6	31.1	31.1	13.7	35.7		17.1	17.1	17.1		17.4	17.4
Actuated g/C Ratio	0.09	0.33	0.33	0.14	0.37		0.18	0.18	0.18		0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	160	1155	517	494	1279		318	334	284		323	279
v/s Ratio Prot	0.06	0.17		c0.11	c0.34			c0.20				
v/s Ratio Perm			0.06				0.09		0.04		0.10	c0.14
v/c Ratio	0.66	0.53	0.19	0.74	0.91		0.52	1.10	0.24		0.55	0.74
Uniform Delay, d1	41.9	26.2	23.0	39.1	28.2		35.4	39.1	33.6		35.4	36.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.3	1.8	0.8	5.9	11.0		1.5	77.4	0.4		1.9	10.3
Delay (s)	51.2	27.9	23.9	45.0	39.2		36.9	116.5	34.0		37.3	47.1
Level of Service	D	C	C	D	D		D	F	C		D	D
Approach Delay (s)		29.1			40.6			77.7			42.6	
Approach LOS		C			D			E			D	
Intersection Summary												
HCM Average Control Delay			44.8			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			95.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			83.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c	Critical Lane Group											



Movement	SWR2
Lane Configurations	
Volume (vph)	16
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	17
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	471	439	0	0	411	227	0	279	143	161	0	1040
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3324			3539	1558	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3324			3539	1558	3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	496	462	0	0	433	239	0	294	151	169	0	1095
RTOR Reduction (vph)	0	0	0	0	52	0	0	0	120	0	0	469
Lane Group Flow (vph)	496	462	0	0	620	0	0	294	31	169	0	626
Confl. Peds. (#/hr)						9			3			
Turn Type	Prot					Perm					Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	24.0	68.3			41.3			22.6	22.6	10.8		49.6
Effective Green, g (s)	24.0	68.3			41.3			22.6	22.6	10.8		49.6
Actuated g/C Ratio	0.21	0.61			0.37			0.20	0.20	0.10		0.44
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	738	2164			1229			716	315	332		1238
v/s Ratio Prot	c0.14	0.13			c0.19			0.08		c0.05		c0.22
v/s Ratio Perm								0.02				
v/c Ratio	0.67	0.21			0.50			0.41	0.10	0.51		0.51
Uniform Delay, d1	40.2	9.7			27.3			38.8	36.2	47.9		22.3
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.4	0.2			1.5			0.4	0.1	1.2		0.3
Delay (s)	42.7	9.9			28.7			39.1	36.4	49.2		22.6
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		26.9			28.7			38.2			26.1	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM Average Control Delay			28.5		HCM Level of Service				C			
HCM Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			111.7		Sum of lost time (s)			13.0				
Intersection Capacity Utilization			68.0%		ICU Level of Service			C				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2 SAT PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	282	144	140	228	112	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3360		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3360		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	300	153	149	243	119	165
RTOR Reduction (vph)	51	0	0	0	0	131
Lane Group Flow (vph)	402	0	149	243	119	34
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	13.2		8.0	26.2	9.3	9.3
Effective Green, g (s)	13.2		8.0	26.2	9.3	9.3
Actuated g/C Ratio	0.29		0.18	0.58	0.20	0.20
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	975		311	2038	362	324
v/s Ratio Prot	c0.12		c0.08	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.41		0.48	0.12	0.33	0.10
Uniform Delay, d1	13.0		16.9	4.4	15.4	14.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.2	0.0	0.5	0.1
Delay (s)	13.3		18.0	4.4	16.0	14.9
Level of Service	B		B	A	B	B
Approach Delay (s)	13.3			9.6	15.3	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↕	↗	↗↘	↕
Volume (vph)	0	254	897	48	135	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	276	975	52	147	561
RTOR Reduction (vph)	0	192	0	23	0	0
Lane Group Flow (vph)	0	84	975	29	147	561
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		7.2	19.9	19.9	7.2	35.1
Effective Green, g (s)		7.2	19.9	19.9	7.2	35.1
Actuated g/C Ratio		0.21	0.57	0.57	0.21	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		572	2006	897	704	3539
v/s Ratio Prot		0.03	c0.28		0.04	0.16
v/s Ratio Perm				0.02		
v/c Ratio		0.15	0.49	0.03	0.21	0.16
Uniform Delay, d1		11.4	4.5	3.4	11.6	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.1	0.2	0.0	0.1	0.1
Delay (s)		11.6	4.7	3.4	11.7	0.1
Level of Service		B	A	A	B	A
Approach Delay (s)	11.6		4.7			2.5
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	35.1	Sum of lost time (s)	4.0
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	39	76	368	30	53	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	83	400	33	58	665
RTOR Reduction (vph)	0	75	0	13	0	0
Lane Group Flow (vph)	42	8	400	20	58	665
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	5.8	5.8	34.1	34.1	5.1	43.2
Effective Green, g (s)	5.8	5.8	34.1	34.1	5.1	43.2
Actuated g/C Ratio	0.10	0.10	0.60	0.60	0.09	0.76
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	180	161	1115	947	158	1412
v/s Ratio Prot	c0.02	0.01	0.21		0.03	c0.36
v/s Ratio Perm				0.01		
v/c Ratio	0.23	0.05	0.36	0.02	0.37	0.47
Uniform Delay, d1	23.6	23.1	5.9	4.7	24.4	2.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	0.9	0.0	1.4	1.1
Delay (s)	24.2	23.3	6.8	4.7	25.9	3.7
Level of Service	C	C	A	A	C	A
Approach Delay (s)	23.6		6.6			5.5
Approach LOS	C		A			A

Intersection Summary

HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↗
Volume (vph)	15	51	186	67	50	30	133	404	45	33	580	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1655			1766		1593	3479		1770	3507	
Flt Permitted		0.98			0.66		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1620			1200		1593	3479		1770	3507	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	54	196	71	53	32	140	425	47	35	611	33
RTOR Reduction (vph)	0	96	0	0	9	0	0	8	0	0	4	0
Lane Group Flow (vph)	0	170	0	0	147	0	140	464	0	35	640	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.0			14.0		8.9	27.1		2.6	20.8	
Effective Green, g (s)		14.0			14.0		8.9	27.1		2.6	20.8	
Actuated g/C Ratio		0.24			0.24		0.15	0.46		0.04	0.35	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		386			286		242	1606		78	1243	
v/s Ratio Prot							c0.09	0.13		0.02	c0.18	
v/s Ratio Perm		0.10			c0.12							
v/c Ratio		0.44			0.51		0.58	0.29		0.45	0.51	
Uniform Delay, d1		19.0			19.4		23.2	9.8		27.4	15.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			1.6		3.3	0.1		4.1	0.4	
Delay (s)		19.8			21.0		26.5	9.9		31.4	15.3	
Level of Service		B			C		C	A		C	B	
Approach Delay (s)		19.8			21.0			13.7			16.2	
Approach LOS		B			C			B			B	
Intersection Summary												
HCM Average Control Delay			16.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			58.7				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			65.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕			↗	↗
Volume (vph)	0	0	0	1523	3	438	156	219	0	0	743	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1686	1583	1770	3539			3445	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1686	1583	1770	3539			3445	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1692	3	487	173	243	0	0	826	124
RTOR Reduction (vph)	0	0	0	0	0	169	0	0	0	0	12	0
Lane Group Flow (vph)	0	0	0	846	849	318	173	243	0	0	938	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.2	36.2	42.3	14.0	35.8			28.9	
Effective Green, g (s)				36.2	36.2	42.3	14.0	35.8			28.9	
Actuated g/C Ratio				0.40	0.40	0.47	0.16	0.40			0.32	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				675	677	813	275	1406			1105	
v/s Ratio Prot						0.03	c0.10	0.07			c0.27	
v/s Ratio Perm				0.50	0.50	0.17						
v/c Ratio				1.25	1.25	0.39	0.63	0.17			0.85	
Uniform Delay, d1				26.9	26.9	15.5	35.6	17.6			28.6	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				125.9	126.2	0.3	4.5	0.1			6.3	
Delay (s)				152.9	153.2	15.8	40.1	17.6			34.8	
Level of Service				F	F	B	D	B			C	
Approach Delay (s)		0.0			122.4			27.0			34.8	
Approach LOS		A			F			C			C	

Intersection Summary

HCM Average Control Delay	87.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.1	Sum of lost time (s)	11.0
Intersection Capacity Utilization	112.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↕	
Volume (vph)	65	0	361	0	0	0	0	310	641	518	1748	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.90	0.85					0.90		1.00	1.00	
Flt Protected		0.99	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1560	1504					3123		3433	3539	
Flt Permitted		0.99	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1560	1504					3123		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	67	0	372	0	0	0	0	320	661	534	1802	0
RTOR Reduction (vph)	0	44	44	0	0	0	0	216	0	0	0	0
Lane Group Flow (vph)	0	179	172	0	0	0	0	765	0	534	1802	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		14.5	14.5					36.1		18.2	57.8	
Effective Green, g (s)		14.5	14.5					36.1		18.2	57.8	
Actuated g/C Ratio		0.18	0.18					0.45		0.23	0.72	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		282	272					1404		778	2547	
v/s Ratio Prot								0.24		0.16	c0.51	
v/s Ratio Perm		0.11	0.11									
v/c Ratio		0.63	0.63					0.54		0.69	0.71	
Uniform Delay, d1		30.4	30.4					16.1		28.4	6.4	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		4.6	4.7					0.4		2.5	0.9	
Delay (s)		35.0	35.1					16.5		31.0	7.3	
Level of Service		D	D					B		C	A	
Approach Delay (s)		35.1			0.0			16.5			12.7	
Approach LOS		D			A			B			B	

Intersection Summary

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	110.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Volume (vph)	1	0	4	166	4	228	32	722	124	255	1794	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.89		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1645		1770	1588		1770	3438		1770	3509	
Flt Permitted		0.95		0.75	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1586		1405	1588		1770	3438		1770	3509	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	0	4	175	4	240	34	760	131	268	1888	63
RTOR Reduction (vph)	0	3	0	0	194	0	0	14	0	0	2	0
Lane Group Flow (vph)	0	2	0	175	50	0	34	877	0	268	1949	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm		Perm		Prot		Prot					
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		15.2		15.2	15.2		4.4	35.6		15.8	47.0	
Effective Green, g (s)		15.2		15.2	15.2		4.4	35.6		15.8	47.0	
Actuated g/C Ratio		0.19		0.19	0.19		0.06	0.45		0.20	0.60	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		307		272	307		99	1557		356	2098	
v/s Ratio Prot					0.03		0.02	0.26		c0.15	c0.56	
v/s Ratio Perm		0.00		c0.12								
v/c Ratio		0.01		0.64	0.16		0.34	0.56		0.75	0.93	
Uniform Delay, d1		25.6		29.2	26.4		35.7	15.8		29.6	14.3	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		5.1	0.3		2.1	0.5		8.7	7.9	
Delay (s)		25.6		34.3	26.7		37.8	16.3		38.3	22.2	
Level of Service		C		C	C		D	B		D	C	
Approach Delay (s)		25.6			29.9			17.1			24.1	
Approach LOS		C			C			B			C	

Intersection Summary

HCM Average Control Delay	23.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	78.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	35	817	10	17	2037
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	6	36	851	10	18	2122
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			198			379
pX, platoon unblocked	0.49	0.89			0.89	
vC, conflicting volume	1953	431			861	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	114			598	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			98	
cM capacity (veh/h)	493	817			868	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	43	567	294	18	1061	1061
Volume Left	6	0	0	18	0	0
Volume Right	36	0	10	0	0	0
cSH	745	1700	1700	868	1700	1700
Volume to Capacity	0.06	0.33	0.17	0.02	0.62	0.62
Queue Length 95th (ft)	5	0	0	2	0	0
Control Delay (s)	10.1	0.0	0.0	9.2	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	10.1	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			66.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	43	723	778	931	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	46	777	837	1001	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	180			
pX, platoon unblocked					0.83	
vC, conflicting volume	1838				1318	418
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1838				967	418
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				100	100
cM capacity (veh/h)	328				179	584
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	46	389	389	558	613	667
Volume Left	46	0	0	0	0	0
Volume Right	0	0	0	0	334	667
cSH	328	1700	1700	1700	1700	1700
Volume to Capacity	0.14	0.23	0.23	0.33	0.36	0.39
Queue Length 95th (ft)	12	0	0	0	0	0
Control Delay (s)	17.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	1.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	37	58	6	174	0	131	0	597	245	319	459	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		1.00		1.00		1.00		1.00	0.94	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3428		1770		1583		3539	1486	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3428		1770		1583		3539	1486	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	47	73	8	220	0	166	0	756	310	404	581	0
RTOR Reduction (vph)	0	4	0	0	0	137	0	0	81	0	0	0
Lane Group Flow (vph)	0	124	0	220	0	29	0	756	229	404	581	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		9.7		19.6		19.6		30.6	30.6	31.3	66.9	
Effective Green, g (s)		9.7		19.6		19.6		30.6	30.6	31.3	66.9	
Actuated g/C Ratio		0.09		0.18		0.18		0.28	0.28	0.28	0.60	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		299		312		279		974	409	498	2129	
v/s Ratio Prot		c0.04		c0.12		0.02		c0.21		c0.23	0.16	
v/s Ratio Perm									0.15			
v/c Ratio		0.42		0.71		0.10		0.78	0.56	0.81	0.27	
Uniform Delay, d1		48.1		43.1		38.4		37.1	34.5	37.2	10.6	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9		7.1		0.2		3.9	1.7	9.7	0.1	
Delay (s)		49.0		50.2		38.6		41.1	36.2	46.9	10.6	
Level of Service		D		D		D		D	D	D	B	
Approach Delay (s)		49.0			45.2			39.7			25.5	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	35.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	111.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	348	735	128	473	0	591	0	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1583	1770	5085		1681	1681	1563			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1583	1770	5085		1681	1681	1563			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	374	790	138	509	0	635	0	145	0	0	0
RTOR Reduction (vph)	0	0	523	0	0	0	0	0	103	0	0	0
Lane Group Flow (vph)	3	374	267	138	509	0	317	318	42	0	0	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	23.2	23.2	11.3	32.7		20.1	20.1	20.1			
Effective Green, g (s)	0.8	23.2	23.2	11.3	32.7		20.1	20.1	20.1			
Actuated g/C Ratio	0.01	0.34	0.34	0.16	0.48		0.29	0.29	0.29			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	21	1197	535	292	2424		493	493	458			
v/s Ratio Prot	0.00	0.11		c0.08	0.10		0.19	c0.19				
v/s Ratio Perm			c0.17						0.03			
v/c Ratio	0.14	0.31	0.50	0.47	0.21		0.64	0.65	0.09			
Uniform Delay, d1	33.6	16.8	18.1	26.0	10.4		21.1	21.1	17.6			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	3.1	0.2	0.7	1.2	0.0		2.9	2.9	0.1			
Delay (s)	36.7	16.9	18.8	27.2	10.5		24.0	24.0	17.7			
Level of Service	D	B	B	C	B		C	C	B			
Approach Delay (s)		18.3			14.0			22.8			0.0	
Approach LOS		B			B			C			A	

Intersection Summary

HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	68.6	Sum of lost time (s)	14.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	0	2	0	0	0	0	810	0	10	616	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3537	
Flt Permitted	0.95	0.95	1.00					1.00			0.94	
Satd. Flow (perm)	1681	1681	1583					1863			3335	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	0	2	0	0	0	0	931	0	11	708	0
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	4	5	0	0	0	0	0	931	0	0	719	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	1.0	1.0	1.0					45.3			45.3	
Effective Green, g (s)	1.0	1.0	1.0					45.3			45.3	
Actuated g/C Ratio	0.02	0.02	0.02					0.80			0.80	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	30	30	28					1499			2683	
v/s Ratio Prot	0.00	c0.00						c0.50				
v/s Ratio Perm			0.00								0.22	
v/c Ratio	0.13	0.17	0.00					0.62			0.27	
Uniform Delay, d1	27.2	27.2	27.2					2.1			1.4	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	2.0	2.6	0.0					0.8			0.1	
Delay (s)	29.2	29.9	27.2					3.0			1.4	
Level of Service	C	C	C					A			A	
Approach Delay (s)		29.1			0.0			3.0			1.4	
Approach LOS		C			A			A			A	

Intersection Summary

HCM Average Control Delay	2.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	56.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	79	89	12	61	41	99	223	26	62	240	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1756		1770	3475		1770	3473	
Flt Permitted		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1691			1694		1770	3475		1770	3473	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	81	92	12	63	42	102	230	27	64	247	30
RTOR Reduction (vph)	0	42	0	0	22	0	0	7	0	0	8	0
Lane Group Flow (vph)	0	138	0	0	95	0	102	250	0	64	269	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.1			7.1		6.3	15.8		4.2	13.7	
Effective Green, g (s)		7.1			7.1		6.3	15.8		4.2	13.7	
Actuated g/C Ratio		0.17			0.17		0.15	0.38		0.10	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		285			286		265	1304		177	1130	
v/s Ratio Prot							c0.06	0.07		0.04	c0.08	
v/s Ratio Perm		c0.08			0.06							
v/c Ratio		0.49			0.33		0.38	0.19		0.36	0.24	
Uniform Delay, d1		15.8			15.4		16.2	8.9		17.7	10.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.7		0.9	0.1		1.3	0.1	
Delay (s)		17.2			16.1		17.1	8.9		19.0	10.5	
Level of Service		B			B		B	A		B	B	
Approach Delay (s)		17.2			16.1			11.2			12.1	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			13.2				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			42.1				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			38.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	126	63	47	682	355	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1705		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1705		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	68	51	741	386	82
RTOR Reduction (vph)	24	0	0	0	0	25
Lane Group Flow (vph)	181	0	51	741	386	57
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	11.8		4.5	32.9	23.4	23.4
Effective Green, g (s)	11.8		4.5	32.9	23.4	23.4
Actuated g/C Ratio	0.22		0.08	0.60	0.43	0.43
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	368		146	1121	797	663
v/s Ratio Prot	c0.11		0.03	c0.40	0.21	
v/s Ratio Perm						0.04
v/c Ratio	0.49		0.35	0.66	0.48	0.09
Uniform Delay, d1	18.8		23.7	7.2	11.3	9.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		1.4	1.5	0.5	0.1
Delay (s)	19.9		25.2	8.7	11.8	9.4
Level of Service	B		C	A	B	A
Approach Delay (s)	19.9			9.7	11.3	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	54.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr



















Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	29	13	707	415	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	18	33	15	813	477	9
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.86	0.86	0.86			
vC, conflicting volume	1325	483	487			
vC1, stage 1 conf vol	483					
vC2, stage 2 conf vol	843					
vCu, unblocked vol	1296	313	318			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	95	99			
cM capacity (veh/h)	364	623	1063			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	52	15	813	486		
Volume Left	18	15	0	0		
Volume Right	33	0	0	9		
cSH	497	1063	1700	1700		
Volume to Capacity	0.10	0.01	0.48	0.29		
Queue Length 95th (ft)	9	1	0	0		
Control Delay (s)	13.1	8.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	13.1	0.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			47.2%		ICU Level of Service	A
Analysis Period (min)			15			



























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	21	166	649	154	0	659	62
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	22	175	683	162	0	694	65
Pedestrians						7						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1439	1928	379	1468	1814	430	694			852		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1355	1870	379	1384	1750	290	694			736		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	81			100		
cM capacity (veh/h)	84	54	618	82	64	666	898			816		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	22	175	455	390	462	296						
Volume Left	0	175	0	0	0	0						
Volume Right	22	0	0	162	0	65						
cSH	666	898	1700	1700	1700	1700						
Volume to Capacity	0.03	0.19	0.27	0.23	0.27	0.17						
Queue Length 95th (ft)	3	18	0	0	0	0						
Control Delay (s)	10.6	10.0	0.0	0.0	0.0	0.0						
Lane LOS	B	A										
Approach Delay (s)	10.6	1.7			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			36.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 14: Redwood St & Tuolumne St























Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 	 	
Volume (vph)	71	566	39	93	524	183	50	167	118	257	142	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3500		1770	3402		1770	3299		3433	1782	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3500		1770	3402		1770	3299		3433	1782	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	590	41	97	546	191	52	174	123	268	148	60
RTOR Reduction (vph)	0	3	0	0	18	0	0	81	0	0	8	0
Lane Group Flow (vph)	74	628	0	97	719	0	52	216	0	268	200	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.2	26.7		11.4	29.9		7.2	13.8		13.9	20.5	
Effective Green, g (s)	8.2	26.7		11.4	29.9		7.2	13.8		13.9	20.5	
Actuated g/C Ratio	0.10	0.31		0.13	0.35		0.08	0.16		0.16	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	169	1089		235	1186		149	531		556	426	
v/s Ratio Prot	0.04	0.18		c0.05	c0.21		0.03	0.07		c0.08	c0.11	
v/s Ratio Perm												
v/c Ratio	0.44	0.58		0.41	0.61		0.35	0.41		0.48	0.47	
Uniform Delay, d1	36.6	24.8		34.1	23.1		37.1	32.3		32.7	28.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.7		1.2	0.9		1.4	0.5		0.7	0.8	
Delay (s)	38.4	25.6		35.3	24.0		38.5	32.8		33.3	28.8	
Level of Service	D	C		D	C		D	C		C	C	
Approach Delay (s)		26.9			25.3			33.7			31.4	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			28.2			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			85.8			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			58.5%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM


























												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	142	579	265	342	686	554	124	221	113	124	1	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3302		1770	1863	1583		1770	1539
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3302		1770	1863	1583		1770	1539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	149	609	279	360	722	583	131	233	119	131	1	136
RTOR Reduction (vph)	0	0	184	0	0	0	0	0	99	0	0	15
Lane Group Flow (vph)	149	609	95	360	1305	0	131	233	20	0	132	175
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	11.1	30.9	30.9	13.5	32.8		15.1	15.1	15.1		15.5	15.5
Effective Green, g (s)	11.1	30.9	30.9	13.5	32.8		15.1	15.1	15.1		15.5	15.5
Actuated g/C Ratio	0.12	0.34	0.34	0.15	0.36		0.17	0.17	0.17		0.17	0.17
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	216	1202	538	509	1190		294	309	263		301	262
v/s Ratio Prot	0.08	0.17		c0.10	c0.40			c0.13				
v/s Ratio Perm			0.06				0.07		0.01		0.07	c0.11
v/c Ratio	0.69	0.51	0.18	0.71	1.10		0.45	0.75	0.08		0.44	0.67
Uniform Delay, d1	38.3	24.0	21.1	36.9	29.1		34.2	36.2	32.1		33.8	35.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.9	1.5	0.7	4.5	56.7		1.1	10.0	0.1		1.0	6.3
Delay (s)	47.2	25.5	21.8	41.3	85.8		35.3	46.2	32.2		34.9	41.7
Level of Service	D	C	C	D	F		D	D	C		C	D
Approach Delay (s)		27.6			76.2			39.8			38.9	
Approach LOS		C			E			D			D	
Intersection Summary												
HCM Average Control Delay			53.4			HCM Level of Service			D			
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			91.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			82.1%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	51
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	54
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Volume (vph)	467	360	0	0	444	210	0	292	134	141	0	1138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3351			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3351			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	486	375	0	0	462	219	0	304	140	147	0	1185
RTOR Reduction (vph)	0	0	0	0	40	0	0	0	110	0	0	450
Lane Group Flow (vph)	486	375	0	0	641	0	0	304	30	147	0	735
Confl. Peds. (#/hr)						4						
Turn Type	Prot								Perm		Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	24.5	68.2			40.7			24.1	24.1	10.2		51.6
Effective Green, g (s)	24.5	68.2			40.7			24.1	24.1	10.2		51.6
Actuated g/C Ratio	0.22	0.61			0.36			0.21	0.21	0.09		0.46
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	748	2145			1212			758	339	311		1278
v/s Ratio Prot	c0.14	0.11			c0.19			0.09		c0.04		c0.26
v/s Ratio Perm									0.02			
v/c Ratio	0.65	0.17			0.53			0.40	0.09	0.47		0.58
Uniform Delay, d1	40.1	9.8			28.3			38.0	35.4	48.6		22.4
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	2.0	0.2			1.7			0.3	0.1	1.1		0.6
Delay (s)	42.0	9.9			30.0			38.3	35.5	49.7		23.0
Level of Service	D	A			C			D	D	D		C
Approach Delay (s)		28.1			30.0			37.5			26.0	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM Average Control Delay			28.9									HCM Level of Service C
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			112.5									Sum of lost time (s) 13.0
Intersection Capacity Utilization			71.5%									ICU Level of Service C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Volume (vph)	200	116	108	248	125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3344		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3344		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	208	121	112	258	130	146
RTOR Reduction (vph)	69	0	0	0	0	114
Lane Group Flow (vph)	260	0	112	258	130	32
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	10.7		6.8	22.5	9.0	9.0
Effective Green, g (s)	10.7		6.8	22.5	9.0	9.0
Actuated g/C Ratio	0.26		0.16	0.54	0.22	0.22
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	862		290	1919	384	343
v/s Ratio Prot	c0.08		c0.06	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.30		0.39	0.13	0.34	0.09
Uniform Delay, d1	12.4		15.5	4.7	13.7	13.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.9	0.0	0.5	0.1
Delay (s)	12.6		16.3	4.7	14.3	13.1
Level of Service	B		B	A	B	B
Approach Delay (s)	12.6			8.2	13.6	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕	↗	↖↖	↕↕
Volume (vph)	0	219	608	108	332	1709
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	238	661	117	361	1858
RTOR Reduction (vph)	0	167	0	66	0	0
Lane Group Flow (vph)	0	71	661	51	361	1858
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		8.9	13.1	13.1	8.9	30.0
Effective Green, g (s)		8.9	13.1	13.1	8.9	30.0
Actuated g/C Ratio		0.30	0.44	0.44	0.30	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		827	1545	691	1018	3539
v/s Ratio Prot		0.03	0.19		0.11	0.52
v/s Ratio Perm				0.03		
v/c Ratio		0.09	0.43	0.07	0.35	0.53
Uniform Delay, d1		7.6	5.9	4.9	8.3	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.2	0.0	0.2	0.6
Delay (s)		7.7	6.0	5.0	8.5	0.6
Level of Service		A	A	A	A	A
Approach Delay (s)	7.7		5.9			1.9
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	3.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	30.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	69	126	684	131	242	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	137	743	142	263	392
RTOR Reduction (vph)	0	120	0	50	0	0
Lane Group Flow (vph)	75	17	743	92	263	392
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	6.1	6.1	21.4	21.4	10.6	36.0
Effective Green, g (s)	6.1	6.1	21.4	21.4	10.6	36.0
Actuated g/C Ratio	0.12	0.12	0.43	0.43	0.21	0.72
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	216	193	796	676	374	1339
v/s Ratio Prot	c0.04	0.01	c0.40		c0.15	0.21
v/s Ratio Perm				0.06		
v/c Ratio	0.35	0.09	0.93	0.14	0.70	0.29
Uniform Delay, d1	20.2	19.5	13.7	8.7	18.3	2.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2	17.7	0.1	5.9	0.1
Delay (s)	21.1	19.7	31.4	8.8	24.2	2.6
Level of Service	C	B	C	A	C	A
Approach Delay (s)	20.2		27.8			11.3
Approach LOS	C		C			B

Intersection Summary

HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	22	69	197	62	62	30	209	685	70	26	557	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1685			1771		1593	3483		1770	3508	
Flt Permitted		0.97			0.59		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1634			1059		1593	3483		1770	3508	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	73	207	65	65	32	220	721	74	27	586	31
RTOR Reduction (vph)	0	76	0	0	9	0	0	6	0	0	4	0
Lane Group Flow (vph)	0	227	0	0	153	0	220	789	0	27	613	0
Confl. Peds. (#/hr)						8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.5			14.5		15.1	34.6		2.6	22.1	
Effective Green, g (s)		14.5			14.5		15.1	34.6		2.6	22.1	
Actuated g/C Ratio		0.22			0.22		0.23	0.52		0.04	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		355			230		361	1807		69	1162	
v/s Ratio Prot							c0.14	0.23		0.02	c0.17	
v/s Ratio Perm		0.14			c0.14							
v/c Ratio		0.64			0.67		0.61	0.44		0.39	0.53	
Uniform Delay, d1		23.7			23.9		23.2	10.0		31.3	18.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.8			7.1		2.9	0.2		3.6	0.4	
Delay (s)		27.5			31.0		26.1	10.2		34.9	18.5	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		27.5			31.0			13.6			19.2	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕			↗	↗
Volume (vph)	0	0	0	517	4	840	249	326	0	0	860	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	1583	1770	3539			3468	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	1583	1770	3539			3468	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	528	4	857	254	333	0	0	878	88
RTOR Reduction (vph)	0	0	0	0	0	94	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	264	268	763	254	333	0	0	959	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom	Prot					
Protected Phases					4	5	1	6			2	
Permitted Phases				4		4						
Actuated Green, G (s)				18.4	18.4	40.8	16.1	20.1			27.4	
Effective Green, g (s)				18.4	18.4	40.8	16.1	20.1			27.4	
Actuated g/C Ratio				0.25	0.25	0.56	0.22	0.28			0.38	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				424	426	973	391	976			1303	
v/s Ratio Prot						c0.24	0.14	0.09			c0.28	
v/s Ratio Perm				0.16	0.16	0.24						
v/c Ratio				0.62	0.63	0.78	0.65	0.34			0.74	
Uniform Delay, d1				24.2	24.2	12.6	25.8	21.1			19.6	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				2.8	2.9	4.2	3.7	0.2			2.2	
Delay (s)				27.0	27.1	16.8	29.5	21.3			21.8	
Level of Service				C	C	B	C	C			C	
Approach Delay (s)		0.0			20.7			24.9			21.8	
Approach LOS		A			C			C			C	

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	4.0
Intersection Capacity Utilization	137.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↗	
Volume (vph)	95	2	193	0	0	0	0	480	1068	665	712	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.95	0.85					0.90		1.00	1.00	
Flt Protected		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1616	1484					3142		3433	3539	
Flt Permitted		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1616	1484					3142		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	2	201	0	0	0	0	500	1112	693	742	0
RTOR Reduction (vph)	0	16	120	0	0	0	0	228	0	0	0	0
Lane Group Flow (vph)	0	141	25	0	0	0	0	1384	0	693	742	0
Confl. Peds. (#/hr)			1				1		2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		11.4	11.4					25.2		19.1	47.8	
Effective Green, g (s)		11.4	11.4					25.2		19.1	47.8	
Actuated g/C Ratio		0.17	0.17					0.37		0.28	0.71	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		274	252					1178		976	2517	
v/s Ratio Prot								c0.44		c0.20	0.21	
v/s Ratio Perm		0.09	0.02									
v/c Ratio		0.52	0.10					1.35dr		0.71	0.29	
Uniform Delay, d1		25.4	23.6					21.0		21.6	3.5	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.6	0.2					87.8		2.5	0.1	
Delay (s)		27.0	23.7					108.8		24.0	3.6	
Level of Service		C	C					F		C	A	
Approach Delay (s)		25.4			0.0			108.8			13.5	
Approach LOS		C			A			F			B	

Intersection Summary

HCM Average Control Delay	60.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	67.2	Sum of lost time (s)	11.5
Intersection Capacity Utilization	136.6%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Volume (vph)	0	0	1	107	1	324	19	1224	180	185	675	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00		1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.86		1.00	0.85		1.00	0.98		1.00	0.99	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1611		1770	1584		1770	3418		1770	3491	
Flt Permitted		1.00		0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1611		1410	1584		1770	3418		1770	3491	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1	110	1	334	20	1262	186	191	696	46
RTOR Reduction (vph)	0	1	0	0	252	0	0	10	0	0	3	0
Lane Group Flow (vph)	0	0	0	110	83	0	20	1438	0	191	739	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm		Perm		Prot		Prot					
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.3		12.3	12.3		2.6	43.7		13.4	54.5	
Effective Green, g (s)		12.3		12.3	12.3		2.6	43.7		13.4	54.5	
Actuated g/C Ratio		0.15		0.15	0.15		0.03	0.54		0.16	0.67	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		243		213	239		57	1835		291	2337	
v/s Ratio Prot		0.00			0.05		0.01	c0.42		c0.11	0.21	
v/s Ratio Perm				c0.08								
v/c Ratio		0.00		0.52	0.35		0.35	0.78		0.66	0.32	
Uniform Delay, d1		29.3		31.8	31.0		38.6	15.1		31.8	5.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		2.1	0.9		3.7	2.3		5.3	0.1	
Delay (s)		29.3		33.9	31.8		42.3	17.3		37.1	5.7	
Level of Service		C		C	C		D	B		D	A	
Approach Delay (s)		29.3			32.3			17.7			12.1	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	81.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↕	↘	↙	↕
Volume (veh/h)	5	15	1344	14	12	768
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	16	1430	15	13	817
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			233			379
pX, platoon unblocked	0.84	0.80			0.80	
vC, conflicting volume	1871	722			1445	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1251	147			1052	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	98			98	
cM capacity (veh/h)	134	697			525	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	21	953	491	13	409	409
Volume Left	5	0	0	13	0	0
Volume Right	16	0	15	0	0	0
cSH	340	1700	1700	525	1700	1700
Volume to Capacity	0.06	0.56	0.29	0.02	0.24	0.24
Queue Length 95th (ft)	5	0	0	2	0	0
Control Delay (s)	16.3	0.0	0.0	12.0	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	16.3	0.0		0.2		
Approach LOS	C					

Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			47.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	27	1100	528	95	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	1196	574	103	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	145			
pX, platoon unblocked					0.81	
vC, conflicting volume	677				1230	287
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	677				816	287
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	910				247	710
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	29	598	598	383	226	69
Volume Left	29	0	0	0	0	0
Volume Right	0	0	0	0	34	69
cSH	910	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.35	0.35	0.23	0.13	0.04
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			33.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	52	3	17	280	0	343	1	754	88	107	423	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.92		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.96		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3045		1770		1583		3539	1499	1770	3537	
Flt Permitted		0.97		0.95		1.00		0.95	1.00	0.95	1.00	
Satd. Flow (perm)		3045		1770		1583		3379	1499	1770	3537	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	55	3	18	298	0	365	1	802	94	114	450	1
RTOR Reduction (vph)	0	17	0	0	0	276	0	0	21	0	0	0
Lane Group Flow (vph)	0	59	0	298	0	89	0	803	73	114	451	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		5.9		21.9		21.9		30.8	30.8	11.6	47.4	
Effective Green, g (s)		5.9		21.9		21.9		30.8	30.8	11.6	47.4	
Actuated g/C Ratio		0.07		0.24		0.24		0.34	0.34	0.13	0.53	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		199		430		384		1154	512	228	1859	
v/s Ratio Prot		c0.02		c0.17		0.06				c0.06	0.13	
v/s Ratio Perm								c0.24	0.05			
v/c Ratio		0.30		0.69		0.23		0.70	0.14	0.50	0.24	
Uniform Delay, d1		40.2		31.1		27.4		25.7	20.6	36.6	11.6	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8		4.8		0.3		1.8	0.1	1.7	0.1	
Delay (s)		41.0		35.9		27.7		27.5	20.7	38.3	11.7	
Level of Service		D		D		C		C	C	D	B	
Approach Delay (s)		41.0			31.4			26.8			17.1	
Approach LOS		D			C			C			B	

Intersection Summary

HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.2	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	562	902	126	530	0	753	1	158	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00			
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	3539	1562	1770	5085		1681	1686	1562			
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00			
Satd. Flow (perm)	1770	3539	1562	1770	5085		1681	1686	1562			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	598	960	134	564	0	801	1	168	0	0	0
RTOR Reduction (vph)	0	0	572	0	0	0	0	0	114	0	0	0
Lane Group Flow (vph)	2	598	388	134	564	0	400	402	54	0	0	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6						4			
Actuated Green, G (s)	1.0	31.2	31.2	11.9	41.1		27.3	27.3	27.3			
Effective Green, g (s)	1.0	31.2	31.2	11.9	41.1		27.3	27.3	27.3			
Actuated g/C Ratio	0.01	0.37	0.37	0.14	0.49		0.32	0.32	0.32			
Clearance Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	21	1308	577	250	2476		544	545	505			
v/s Ratio Prot	0.00	0.17		c0.08	0.11		0.24	c0.24				
v/s Ratio Perm			c0.25						0.03			
v/c Ratio	0.10	0.46	0.67	0.54	0.23		0.74	0.74	0.11			
Uniform Delay, d1	41.3	20.2	22.3	33.7	12.5		25.3	25.4	20.0			
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.3	3.1	2.2	0.0		5.1	5.2	0.1			
Delay (s)	43.2	20.4	25.4	35.9	12.5		30.5	30.5	20.1			
Level of Service	D	C	C	D	B		C	C	C			
Approach Delay (s)		23.5			17.0			28.7			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	84.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	227	0	110	0	0	0	0	602	0	2	707	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			0.95	
Satd. Flow (perm)	1681	1681	1583					1863			3376	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	264	0	128	0	0	0	0	700	0	2	822	0
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	132	132	24	0	0	0	0	700	0	0	824	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	9.5	9.5	9.5					30.8			30.8	
Effective Green, g (s)	9.5	9.5	9.5					30.8			30.8	
Actuated g/C Ratio	0.19	0.19	0.19					0.61			0.61	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	317	317	299					1141			2067	
v/s Ratio Prot	c0.08	0.08						c0.38				
v/s Ratio Perm			0.02								0.24	
v/c Ratio	0.42	0.42	0.08					0.61			0.40	
Uniform Delay, d1	18.0	18.0	16.8					6.1			5.0	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.9	0.9	0.1					1.0			0.1	
Delay (s)	18.8	18.8	16.9					7.0			5.1	
Level of Service	B	B	B					A			A	
Approach Delay (s)		18.2			0.0			7.0			5.1	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	50.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	13	95	109	12	64	62	83	270	36	51	206	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1731			1742		1770	3468		1770	3511	
Flt Permitted		0.98			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1694			1675		1770	3468		1770	3511	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	14	104	120	13	70	68	91	297	40	56	226	11
RTOR Reduction (vph)	0	36	0	0	28	0	0	10	0	0	4	0
Lane Group Flow (vph)	0	202	0	0	123	0	91	327	0	56	233	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.9			10.9		4.5	10.4		3.9	9.8	
Effective Green, g (s)		10.9			10.9		4.5	10.4		3.9	9.8	
Actuated g/C Ratio		0.27			0.27		0.11	0.26		0.10	0.24	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		459			454		198	897		172	856	
v/s Ratio Prot							c0.05	c0.09		0.03	0.07	
v/s Ratio Perm		c0.12			0.07							
v/c Ratio		0.44			0.27		0.46	0.36		0.33	0.27	
Uniform Delay, d1		12.1			11.5		16.7	12.2		16.9	12.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.3		1.7	0.3		1.1	0.2	
Delay (s)		12.8			11.8		18.4	12.4		18.0	12.5	
Level of Service		B			B		B	B		B	B	
Approach Delay (s)		12.8			11.8			13.7			13.5	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	102	73	56	383	691	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1684		1770	1863	1863	1541
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1684		1770	1863	1863	1541
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	109	78	60	407	735	97
RTOR Reduction (vph)	36	0	0	0	0	13
Lane Group Flow (vph)	151	0	60	407	735	84
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	11.0		5.0	44.4	34.4	34.4
Effective Green, g (s)	11.0		5.0	44.4	34.4	34.4
Actuated g/C Ratio	0.17		0.08	0.68	0.53	0.53
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	283		135	1265	980	811
v/s Ratio Prot	c0.09		0.03	c0.22	c0.39	
v/s Ratio Perm						0.05
v/c Ratio	0.53		0.44	0.32	0.75	0.10
Uniform Delay, d1	24.9		28.9	4.3	12.1	7.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9		2.3	0.1	3.3	0.1
Delay (s)	26.8		31.2	4.5	15.4	7.8
Level of Service	C		C	A	B	A
Approach Delay (s)	26.8			7.9	14.5	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	65.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT PM





















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	26	19	414	749	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	23	27	20	431	780	23
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.65	0.65	0.65			
vC, conflicting volume	1266	795	806			
vC1, stage 1 conf vol	795					
vC2, stage 2 conf vol	471					
vCu, unblocked vol	1141	420	437			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	93	97			
cM capacity (veh/h)	367	413	731			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	50	20	431	803
Volume Left	23	20	0	0
Volume Right	27	0	0	23
cSH	391	731	1700	1700
Volume to Capacity	0.13	0.03	0.25	0.47
Queue Length 95th (ft)	11	2	0	0
Control Delay (s)	15.6	10.1	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	15.6	0.4		0.0
Approach LOS	C			

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		50.8%	ICU Level of Service
Analysis Period (min)		15	A

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Volume (veh/h)	0	0	0	0	0	25	223	641	125	0	811	74
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	26	228	654	128	0	828	76
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	1673	2108	452	1593	2007	397	828			788		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1619	2072	452	1535	1966	291	828			697		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	96	72			100		
cM capacity (veh/h)	49	36	555	59	43	675	799			855		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	26	228	436	346	552	351						
Volume Left	0	228	0	0	0	0						
Volume Right	26	0	0	128	0	76						
cSH	675	799	1700	1700	1700	1700						
Volume to Capacity	0.04	0.28	0.26	0.20	0.32	0.21						
Queue Length 95th (ft)	3	29	0	0	0	0						
Control Delay (s)	10.5	11.3	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	10.5	2.5			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			43.8%		ICU Level of Service				A			
Analysis Period (min)			15									























HCM Signalized Intersection Capacity Analysis
 14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	72	555	53	167	609	196	31	182	100	292	150	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3486		1770	3397		1770	3330		3433	1789	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3486		1770	3397		1770	3330		3433	1789	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	617	59	186	677	218	34	202	111	324	167	60
RTOR Reduction (vph)	0	4	0	0	15	0	0	46	0	0	6	0
Lane Group Flow (vph)	80	672	0	186	880	0	34	267	0	324	221	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.1	29.0		20.4	38.3		5.0	17.3		17.6	29.9	
Effective Green, g (s)	11.1	29.0		20.4	38.3		5.0	17.3		17.6	29.9	
Actuated g/C Ratio	0.11	0.28		0.20	0.37		0.05	0.17		0.17	0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	188	969		346	1247		85	552		579	513	
v/s Ratio Prot	0.05	0.19		c0.11	c0.26		0.02	0.08		c0.09	c0.12	
v/s Ratio Perm												
v/c Ratio	0.43	0.69		0.54	0.71		0.40	0.48		0.56	0.43	
Uniform Delay, d1	43.6	33.7		37.7	28.2		48.2	39.5		39.8	30.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	2.2		1.6	1.8		3.1	0.7		1.2	0.6	
Delay (s)	45.2	35.8		39.3	30.0		51.3	40.1		41.0	30.8	
Level of Service	D	D		D	C		D	D		D	C	
Approach Delay (s)		36.8			31.6			41.2			36.8	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM Average Control Delay			35.3			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			104.3			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			63.5%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT PM




























												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	115	585	285	348	844	315	182	422	183	167	1	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3395		1770	1863	1583		1770	1529
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3395		1770	1863	1583		1770	1529
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	616	300	366	888	332	192	444	193	176	1	194
RTOR Reduction (vph)	0	0	204	0	0	0	0	0	95	0	0	4
Lane Group Flow (vph)	121	616	96	366	1220	0	192	444	98	0	177	211
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	10.5	30.1	30.1	13.8	32.9		17.1	17.1	17.1		17.5	17.5
Effective Green, g (s)	10.5	30.1	30.1	13.8	32.9		17.1	17.1	17.1		17.5	17.5
Actuated g/C Ratio	0.11	0.32	0.32	0.15	0.35		0.18	0.18	0.18		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	197	1127	504	501	1182		320	337	286		328	283
v/s Ratio Prot	0.07	0.17		c0.11	c0.36			c0.24				
v/s Ratio Perm			0.06				0.11		0.06		0.10	c0.14
v/c Ratio	0.61	0.55	0.19	0.73	1.03		0.60	1.32	0.34		0.54	0.75
Uniform Delay, d1	40.1	26.6	23.4	38.6	30.8		35.6	38.7	33.8		34.9	36.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.6	1.9	0.8	5.4	34.8		3.0	162.4	0.7		1.7	10.2
Delay (s)	45.6	28.5	24.2	44.0	65.6		38.6	201.1	34.5		36.6	46.6
Level of Service	D	C	C	D	E		D	F	C		D	D
Approach Delay (s)		29.2			60.6			124.7			42.1	
Approach LOS		C			E			F			D	
Intersection Summary												
HCM Average Control Delay			64.1			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			94.5			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			89.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	20
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	21
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

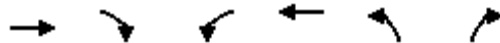
HCM Signalized Intersection Capacity Analysis
16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	 	 			 			 	 	 			 
Volume (vph)	483	451	0	0	419	227	0	279	143	161	0	1088	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0	
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88	
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00	
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85	
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00	
Satd. Flow (prot)	3433	3539			3327			3539	1558	3433		2787	
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00	
Satd. Flow (perm)	3433	3539			3327			3539	1558	3433		2787	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	508	475	0	0	441	239	0	294	151	169	0	1145	
RTOR Reduction (vph)	0	0	0	0	51	0	0	0	120	0	0	456	
Lane Group Flow (vph)	508	475	0	0	629	0	0	294	31	169	0	689	
Confl. Peds. (#/hr)						9			3				
Turn Type	Prot								Perm		Prot	custom	
Protected Phases	5	2			6			8		7		5 8	
Permitted Phases								8					
Actuated Green, G (s)	25.1	68.3			40.2			23.2	23.2	10.8		51.3	
Effective Green, g (s)	25.1	68.3			40.2			23.2	23.2	10.8		51.3	
Actuated g/C Ratio	0.22	0.61			0.36			0.21	0.21	0.10		0.46	
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0			
Lane Grp Cap (vph)	767	2152			1191			731	322	330		1273	
v/s Ratio Prot	c0.15	0.13			c0.19			0.08		c0.05		c0.25	
v/s Ratio Perm								0.02					
v/c Ratio	0.66	0.22			0.53			0.40	0.10	0.51		0.54	
Uniform Delay, d1	39.7	10.0			28.5			38.5	36.1	48.2		22.0	
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00	
Incremental Delay, d2	2.2	0.2			1.7			0.4	0.1	1.3		0.5	
Delay (s)	41.9	10.2			30.2			38.9	36.2	49.6		22.5	
Level of Service	D	B			C			D	D	D		C	
Approach Delay (s)		26.6			30.2			38.0			26.0		
Approach LOS		C			C			D			C		
Intersection Summary													
HCM Average Control Delay			28.6		HCM Level of Service				C				
HCM Volume to Capacity ratio			0.57										
Actuated Cycle Length (s)			112.3		Sum of lost time (s)			13.0					
Intersection Capacity Utilization			69.7%		ICU Level of Service			C					
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
Existing + Phases 1, 2, 3 SAT PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Volume (vph)	291	147	140	232	116	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3361		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3361		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	310	156	149	247	123	165
RTOR Reduction (vph)	49	0	0	0	0	131
Lane Group Flow (vph)	417	0	149	247	123	34
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	13.5		8.0	26.5	9.5	9.5
Effective Green, g (s)	13.5		8.0	26.5	9.5	9.5
Actuated g/C Ratio	0.29		0.17	0.58	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	986		308	2039	366	327
v/s Ratio Prot	c0.12		c0.08	0.07	c0.07	0.02
v/s Ratio Perm						
v/c Ratio	0.42		0.48	0.12	0.34	0.10
Uniform Delay, d1	13.1		17.1	4.4	15.6	14.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.2	0.0	0.5	0.1
Delay (s)	13.4		18.3	4.5	16.1	14.9
Level of Service	B		B	A	B	B
Approach Delay (s)	13.4			9.7	15.4	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	46.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕	↗	↖↖	↕↕
Volume (vph)	0	323	1035	56	167	623
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	351	1125	61	182	677
RTOR Reduction (vph)	0	136	0	26	0	0
Lane Group Flow (vph)	0	215	1125	35	182	677
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		8.0	21.7	21.7	8.0	37.7
Effective Green, g (s)		8.0	21.7	21.7	8.0	37.7
Actuated g/C Ratio		0.21	0.58	0.58	0.21	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		591	2037	911	728	3539
v/s Ratio Prot		c0.08	c0.32		0.05	0.19
v/s Ratio Perm				0.02		
v/c Ratio		0.36	0.55	0.04	0.25	0.19
Uniform Delay, d1		12.7	5.0	3.5	12.4	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.3	0.0	0.2	0.1
Delay (s)		13.1	5.3	3.5	12.5	0.1
Level of Service		B	A	A	B	A
Approach Delay (s)	13.1		5.2			2.8
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	37.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 Existing + Phases 1, 2, 3 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	101	187	415	66	122	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	203	451	72	133	740
RTOR Reduction (vph)	0	172	0	37	0	0
Lane Group Flow (vph)	110	31	451	35	133	740
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	8.7	8.7	27.5	27.5	8.0	39.5
Effective Green, g (s)	8.7	8.7	27.5	27.5	8.0	39.5
Actuated g/C Ratio	0.15	0.15	0.49	0.49	0.14	0.70
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	274	245	912	775	252	1309
v/s Ratio Prot	c0.06	0.02	0.24		0.08	c0.40
v/s Ratio Perm				0.02		
v/c Ratio	0.40	0.13	0.49	0.05	0.53	0.57
Uniform Delay, d1	21.4	20.5	9.7	7.5	22.3	4.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2	1.9	0.1	2.0	1.8
Delay (s)	22.4	20.7	11.6	7.6	24.3	5.9
Level of Service	C	C	B	A	C	A
Approach Delay (s)	21.3		11.0			8.7
Approach LOS	C		B			A

Intersection Summary

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	20	60	176	63	50	30	125	587	42	40	830	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1667			1766		1593	3499		1770	3511	
Flt Permitted		0.97			0.62		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1618			1123		1593	3499		1770	3511	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	63	185	66	53	32	132	618	44	42	874	42
RTOR Reduction (vph)	0	77	0	0	9	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	192	0	0	142	0	132	657	0	42	913	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.8			14.8		9.5	33.3		4.3	28.1	
Effective Green, g (s)		14.8			14.8		9.5	33.3		4.3	28.1	
Actuated g/C Ratio		0.22			0.22		0.14	0.49		0.06	0.42	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		355			247		225	1729		113	1464	
v/s Ratio Prot							c0.08	0.19		0.02	c0.26	
v/s Ratio Perm		0.12			c0.13							
v/c Ratio		0.54			0.57		0.59	0.38		0.37	0.62	
Uniform Delay, d1		23.3			23.5		27.1	10.6		30.3	15.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7			3.2		3.9	0.1		2.1	0.8	
Delay (s)		25.0			26.7		31.0	10.8		32.3	16.3	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		25.0			26.7			14.1			17.0	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM Average Control Delay	17.6	HCM Level of Service
HCM Volume to Capacity ratio	0.60	B
Actuated Cycle Length (s)	67.4	Sum of lost time (s)
Intersection Capacity Utilization	70.2%	15.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		C

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↖	↖	↕			↕	↗
Volume (vph)	0	0	0	1086	10	660	125	224	0	0	949	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	1583	1770	3539			3430	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	1583	1770	3539			3430	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1207	11	733	139	249	0	0	1054	189
RTOR Reduction (vph)	0	0	0	0	0	152	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	603	615	581	139	249	0	0	1229	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.0	36.0	45.5	12.2	31.8			30.1	
Effective Green, g (s)				36.0	36.0	45.5	12.2	31.8			30.1	
Actuated g/C Ratio				0.40	0.40	0.51	0.14	0.36			0.34	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				678	680	877	242	1260			1156	
v/s Ratio Prot						c0.07	0.08	0.07			c0.36	
v/s Ratio Perm				0.36	0.36	0.30						
v/c Ratio				0.89	0.90	0.66	0.57	0.20			1.06	
Uniform Delay, d1				24.8	25.0	16.2	36.1	19.9			29.6	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				13.6	15.5	1.9	3.3	0.1			45.0	
Delay (s)				38.4	40.5	18.1	39.4	20.0			74.6	
Level of Service				D	D	B	D	B			E	
Approach Delay (s)		0.0			31.4			26.9			74.6	
Approach LOS		A			C			C			E	

Intersection Summary

HCM Average Control Delay	45.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	89.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↕	
Volume (vph)	100	0	271	0	0	0	0	249	453	780	1255	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.93	0.85					0.90		1.00	1.00	
Flt Protected		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1601	1504					3147		3433	3539	
Flt Permitted		0.97	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1601	1504					3147		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	0	279	0	0	0	0	257	467	804	1294	0
RTOR Reduction (vph)	0	24	100	0	0	0	0	247	0	0	0	0
Lane Group Flow (vph)	0	174	84	0	0	0	0	477	0	804	1294	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		13.6	13.6					15.8		21.7	41.0	
Effective Green, g (s)		13.6	13.6					15.8		21.7	41.0	
Actuated g/C Ratio		0.22	0.22					0.25		0.35	0.65	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		348	327					794		1190	2318	
v/s Ratio Prot								0.15		c0.23	c0.37	
v/s Ratio Perm		0.11	0.06									
v/c Ratio		0.50	0.26					0.60		0.68	0.56	
Uniform Delay, d1		21.5	20.3					20.6		17.4	5.9	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		1.1	0.4					1.3		1.5	0.3	
Delay (s)		22.6	20.7					21.9		19.0	6.2	
Level of Service		C	C					C		B	A	
Approach Delay (s)		21.7			0.0			21.9			11.1	
Approach LOS		C			A			C			B	

Intersection Summary

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	7.5
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	126	10	170	40	532	55	140	1326	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.99		1.00	0.99	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1600		1770	3476		1770	3501	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1600		1770	3476		1770	3501	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	133	11	179	42	560	58	147	1396	63
RTOR Reduction (vph)	0	0	0	0	144	0	0	8	0	0	3	0
Lane Group Flow (vph)	0	0	0	133	46	0	42	610	0	147	1456	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				12.8	12.8		4.0	29.2		11.7	36.9	
Effective Green, g (s)				12.8	12.8		4.0	29.2		11.7	36.9	
Actuated g/C Ratio				0.19	0.19		0.06	0.44		0.18	0.56	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				275	312		108	1545		315	1966	
v/s Ratio Prot					0.03		0.02	0.18		c0.08	c0.42	
v/s Ratio Perm				c0.09								
v/c Ratio				0.48	0.15		0.39	0.39		0.47	0.74	
Uniform Delay, d1				23.5	21.9		29.7	12.3		24.2	10.8	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				1.3	0.2		2.3	0.2		1.1	1.5	
Delay (s)				24.9	22.1		32.0	12.5		25.3	12.3	
Level of Service				C	C		C	B		C	B	
Approach Delay (s)		0.0			23.3			13.7			13.5	
Approach LOS		A			C			B			B	

Intersection Summary

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	40	557	10	20	1522
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	42	580	10	21	1585
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			198			379
pX, platoon unblocked	0.69	0.97			0.97	
vC, conflicting volume	1420	295			591	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	529	216			520	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			98	
cM capacity (veh/h)	325	766			1013	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	52	387	204	21	793	793
Volume Left	10	0	0	21	0	0
Volume Right	42	0	10	0	0	0
cSH	603	1700	1700	1013	1700	1700
Volume to Capacity	0.09	0.23	0.12	0.02	0.47	0.47
Queue Length 95th (ft)	7	0	0	2	0	0
Control Delay (s)	11.5	0.0	0.0	8.6	0.0	0.0
Lane LOS	B		A			
Approach Delay (s)	11.5	0.0		0.1		
Approach LOS	B					

Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			52.1%	ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	50	460	450	940	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	54	495	484	1011	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	180			
pX, platoon unblocked					0.94	
vC, conflicting volume	1495				839	242
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1495				690	242
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				100	100
cM capacity (veh/h)	445				312	759
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	54	247	247	323	498	674
Volume Left	54	0	0	0	0	0
Volume Right	0	0	0	0	337	674
cSH	445	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.15	0.15	0.19	0.29	0.40
Queue Length 95th (ft)	10	0	0	0	0	0
Control Delay (s)	14.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	1.4			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	40	60	10	133	0	129	0	341	186	260	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.99		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3410		1770		1583		3539	1503	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3410		1770		1583		3539	1503	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	51	76	13	168	0	163	0	432	235	329	241	0
RTOR Reduction (vph)	0	5	0	0	0	135	0	0	117	0	0	0
Lane Group Flow (vph)	0	135	0	168	0	28	0	432	118	329	241	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		9.7		15.0		15.0		18.8	18.8	23.1	46.9	
Effective Green, g (s)		9.7		15.0		15.0		18.8	18.8	23.1	46.9	
Actuated g/C Ratio		0.11		0.17		0.17		0.22	0.22	0.27	0.54	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		382		307		274		768	326	472	1917	
v/s Ratio Prot		c0.04		c0.09		0.02		c0.12		c0.19	0.07	
v/s Ratio Perm									0.08			
v/c Ratio		0.35		0.55		0.10		0.56	0.36	0.70	0.13	
Uniform Delay, d1		35.5		32.7		30.1		30.2	28.8	28.6	9.8	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6		2.0		0.2		0.9	0.7	4.5	0.0	
Delay (s)		36.1		34.7		30.3		31.2	29.5	33.1	9.8	
Level of Service		D		C		C		C	C	C	A	
Approach Delay (s)		36.1			32.5			30.6			23.2	
Approach LOS		D			C			C			C	

Intersection Summary

HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	86.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	417	912	160	540	30	733	50	170	50	70	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5040		1681	1696	1563	1770	1690	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.27	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5040		1681	477	1563	1770	1690	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	448	981	172	581	32	788	54	183	54	75	122
RTOR Reduction (vph)	0	0	75	0	5	0	0	0	129	0	53	0
Lane Group Flow (vph)	34	448	906	172	608	0	418	424	54	54	144	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	3.5	42.5	76.0	11.0	49.0		28.5	42.4	32.3	6.1	9.9	
Effective Green, g (s)	3.5	42.5	76.0	11.0	49.0		28.5	42.4	32.3	6.1	9.9	
Actuated g/C Ratio	0.03	0.39	0.69	0.10	0.45		0.26	0.39	0.29	0.06	0.09	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	56	1369	1095	177	2247		436	500	459	98	152	
v/s Ratio Prot	0.02	0.13	c0.57	c0.10	0.12		c0.25	0.22		0.03	0.09	
v/s Ratio Perm								c0.11	0.03			
v/c Ratio	0.61	0.33	0.83	0.97	0.27		0.96	0.85	0.12	0.55	0.95	
Uniform Delay, d1	52.5	23.7	12.2	49.3	19.2		40.1	30.8	28.4	50.6	49.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.2	0.1	5.2	59.0	0.1		32.2	12.6	0.1	6.6	57.1	
Delay (s)	69.7	23.8	17.5	108.3	19.3		72.4	43.4	28.5	57.1	106.8	
Level of Service	E	C	B	F	B		E	D	C	E	F	
Approach Delay (s)		20.6			38.8			52.6			96.1	
Approach LOS		C			D			D			F	

Intersection Summary

HCM Average Control Delay	39.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	109.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	10	0	0	0	0	507	0	0	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	11	0	11	0	0	0	0	583	0	0	371	0
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	6	0	0	0	0	0	583	0	0	371	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	2.3	2.3	2.3					42.4			42.4	
Effective Green, g (s)	2.3	2.3	2.3					42.4			42.4	
Actuated g/C Ratio	0.04	0.04	0.04					0.78			0.78	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	71	71	67					1444			2743	
v/s Ratio Prot	0.00	c0.00						c0.31			0.10	
v/s Ratio Perm			0.00									
v/c Ratio	0.07	0.08	0.01					0.40			0.14	
Uniform Delay, d1	25.2	25.2	25.1					2.0			1.5	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.4	0.5	0.0					0.2			0.0	
Delay (s)	25.6	25.7	25.1					2.2			1.6	
Level of Service	C	C	C					A			A	
Approach Delay (s)		25.4			0.0			2.2			1.6	
Approach LOS		C			A			A			A	

Intersection Summary

HCM Average Control Delay	2.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	54.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	10	96	120	20	65	52	130	280	40	73	300	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1714			1746		1770	3463		1770	3468	
Flt Permitted		0.98			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1690			1645		1770	3463		1770	3468	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	99	124	21	67	54	134	289	41	75	309	41
RTOR Reduction (vph)	0	41	0	0	22	0	0	10	0	0	10	0
Lane Group Flow (vph)	0	192	0	0	120	0	134	320	0	75	340	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.4			11.4		7.4	15.0		4.6	12.2	
Effective Green, g (s)		11.4			11.4		7.4	15.0		4.6	12.2	
Actuated g/C Ratio		0.25			0.25		0.16	0.33		0.10	0.27	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		419			408		285	1129		177	920	
v/s Ratio Prot							c0.08	c0.09		0.04	c0.10	
v/s Ratio Perm		c0.11			0.07							
v/c Ratio		0.46			0.29		0.47	0.28		0.42	0.37	
Uniform Delay, d1		14.7			14.0		17.5	11.5		19.5	13.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			0.4		1.2	0.1		1.6	0.3	
Delay (s)		15.5			14.4		18.7	11.6		21.1	14.0	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		15.5			14.4			13.7			15.3	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	46.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	129	80	60	408	236	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1695		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1695		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	87	65	443	257	84
RTOR Reduction (vph)	28	0	0	0	0	43
Lane Group Flow (vph)	199	0	65	443	257	41
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	11.3		4.5	26.2	16.7	16.7
Effective Green, g (s)	11.3		4.5	26.2	16.7	16.7
Actuated g/C Ratio	0.24		0.09	0.55	0.35	0.35
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	403		168	1028	655	545
v/s Ratio Prot	c0.12		0.04	c0.24	0.14	
v/s Ratio Perm						0.03
v/c Ratio	0.49		0.39	0.43	0.39	0.07
Uniform Delay, d1	15.6		20.2	6.3	11.6	10.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		1.5	0.3	0.4	0.1
Delay (s)	16.6		21.7	6.6	12.0	10.3
Level of Service	B		C	A	B	B
Approach Delay (s)	16.6			8.5	11.6	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	47.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	30	20	488	326	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	23	34	23	561	375	11
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	988	381	387			
vC1, stage 1 conf vol	381					
vC2, stage 2 conf vol	607					
vCu, unblocked vol	952	302	309			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	95	98			
cM capacity (veh/h)	470	688	1168			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	57	23	561	386		
Volume Left	23	23	0	0		
Volume Right	34	0	0	11		
cSH	580	1168	1700	1700		
Volume to Capacity	0.10	0.02	0.33	0.23		
Queue Length 95th (ft)	8	2	0	0		
Control Delay (s)	11.9	8.1	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	11.9	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			35.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

























Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗	↖	↕			↕	
Volume (veh/h)	0	0	0	0	0	30	202	805	200	0	806	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	32	213	847	211	0	848	84
Pedestrians						7						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92				0.92		
vC, conflicting volume	1771	2381	466	1809	2233	536	848			1065		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1671	2330	466	1712	2171	335	848			907		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	95	73			100		
cM capacity (veh/h)	43	24	543	42	31	607	785			686		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	32	213	565	493	566	367						
Volume Left	0	213	0	0	0	0						
Volume Right	32	0	0	211	0	84						
cSH	607	785	1700	1700	1700	1700						
Volume to Capacity	0.05	0.27	0.33	0.29	0.33	0.22						
Queue Length 95th (ft)	4	27	0	0	0	0						
Control Delay (s)	11.3	11.3	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.3	1.9			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			42.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	90	645	50	112	632	230	70	210	143	330	180	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3496		1770	3397		1770	3304		3433	1763	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3496		1770	3397		1770	3304		3433	1763	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	94	672	52	117	658	240	73	219	149	344	188	104
RTOR Reduction (vph)	0	3	0	0	19	0	0	73	0	0	10	0
Lane Group Flow (vph)	94	721	0	117	879	0	73	295	0	344	282	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.6	37.6		14.1	39.1		11.1	19.3		19.8	28.0	
Effective Green, g (s)	12.6	37.6		14.1	39.1		11.1	19.3		19.8	28.0	
Actuated g/C Ratio	0.11	0.34		0.13	0.35		0.10	0.17		0.18	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	201	1186		225	1199		177	576		613	446	
v/s Ratio Prot	0.05	0.21		c0.07	c0.26		0.04	0.09		c0.10	c0.16	
v/s Ratio Perm												
v/c Ratio	0.47	0.61		0.52	0.73		0.41	0.51		0.56	0.63	
Uniform Delay, d1	46.0	30.5		45.2	31.3		46.8	41.5		41.5	36.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.9		2.2	2.4		1.6	0.8		1.2	2.9	
Delay (s)	47.7	31.4		47.3	33.7		48.4	42.3		42.7	39.8	
Level of Service	D	C		D	C		D	D		D	D	
Approach Delay (s)		33.2			35.2			43.3			41.4	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			37.2			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.8			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			67.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	108	730	340	430	860	387	124	168	114	160	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3375		1770	1863	1583		1770	1539
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3375		1770	1863	1583		1770	1539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	114	768	358	453	905	407	131	177	120	168	0	179
RTOR Reduction (vph)	0	0	238	0	0	0	0	0	103	0	0	11
Lane Group Flow (vph)	114	768	120	453	1312	0	131	177	17	0	168	224
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4				3
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	8.6	31.2	31.2	14.7	36.8		13.5	13.5	13.5		17.8	17.8
Effective Green, g (s)	8.6	31.2	31.2	14.7	36.8		13.5	13.5	13.5		17.8	17.8
Actuated g/C Ratio	0.09	0.33	0.33	0.16	0.39		0.14	0.14	0.14		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	163	1185	530	541	1333		256	270	229		338	294
v/s Ratio Prot	0.06	0.22		c0.13	c0.39			c0.10				
v/s Ratio Perm			0.08				0.07		0.01		0.09	c0.15
v/c Ratio	0.70	0.65	0.23	0.84	0.98		0.51	0.66	0.08		0.50	0.76
Uniform Delay, d1	41.0	26.3	22.3	38.1	27.9		36.8	37.7	34.5		33.7	35.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	12.3	2.7	1.0	10.9	21.2		1.7	5.6	0.1		1.2	11.0
Delay (s)	53.4	29.1	23.3	48.9	49.1		38.5	43.3	34.6		34.9	46.7
Level of Service	D	C	C	D	D		D	D	C		C	D
Approach Delay (s)		29.6			49.0			39.4			41.8	
Approach LOS		C			D			D			D	

Intersection Summary

HCM Average Control Delay	40.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	93.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	53
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	56
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑			↑↑	↖	↖↗		↖↗
Volume (vph)	567	447	0	0	519	270	0	370	170	180	0	1158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3339			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3339			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	591	466	0	0	541	281	0	385	177	188	0	1206
RTOR Reduction (vph)	0	0	0	0	50	0	0	0	138	0	0	406
Lane Group Flow (vph)	591	466	0	0	772	0	0	385	39	188	0	800
Confl. Peds. (#/hr)						4						
Turn Type	Prot							Perm		Prot	custom	
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	27.4	68.2			37.8			25.4	25.4	11.6		55.8
Effective Green, g (s)	27.4	68.2			37.8			25.4	25.4	11.6		55.8
Actuated g/C Ratio	0.24	0.59			0.33			0.22	0.22	0.10		0.48
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	817	2095			1096			780	349	346		1350
v/s Ratio Prot	c0.17	0.13			c0.23			0.11		c0.05		c0.29
v/s Ratio Perm								0.02				
v/c Ratio	0.72	0.22			0.70			0.49	0.11	0.54		0.59
Uniform Delay, d1	40.4	11.0			33.8			39.3	35.9	49.3		21.5
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	3.2	0.2			3.8			0.5	0.1	1.7		0.7
Delay (s)	43.6	11.3			37.6			39.8	36.0	51.0		22.2
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.4			37.6			38.6			26.1	
Approach LOS		C			D			D			C	

Intersection Summary		
HCM Average Control Delay	31.3	HCM Level of Service C
HCM Volume to Capacity ratio	0.67	
Actuated Cycle Length (s)	115.2	Sum of lost time (s) 13.0
Intersection Capacity Utilization	72.2%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	245	142	140	286	143	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3344		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3344		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	255	148	146	298	149	188
RTOR Reduction (vph)	68	0	0	0	0	145
Lane Group Flow (vph)	335	0	146	298	149	43
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	11.5		7.8	24.3	10.2	10.2
Effective Green, g (s)	11.5		7.8	24.3	10.2	10.2
Actuated g/C Ratio	0.26		0.18	0.55	0.23	0.23
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	864		310	1933	406	363
v/s Ratio Prot	c0.10		c0.08	0.08	c0.08	0.03
v/s Ratio Perm						
v/c Ratio	0.39		0.47	0.15	0.37	0.12
Uniform Delay, d1	13.6		16.5	5.0	14.4	13.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.1	0.0	0.6	0.1
Delay (s)	13.9		17.6	5.0	15.0	13.7
Level of Service	B		B	A	B	B
Approach Delay (s)	13.9			9.2	14.3	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	44.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↶↶	↶↶	↷	↶↶	↶↶
Volume (vph)	0	148	419	41	152	1390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	161	455	45	165	1511
RTOR Reduction (vph)	0	127	0	24	0	0
Lane Group Flow (vph)	0	34	455	21	165	1511
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		5.5	12.3	12.3	5.5	25.8
Effective Green, g (s)		5.5	12.3	12.3	5.5	25.8
Actuated g/C Ratio		0.21	0.48	0.48	0.21	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		594	1687	755	732	3539
v/s Ratio Prot		0.01	0.13		0.05	0.43
v/s Ratio Perm				0.01		
v/c Ratio		0.06	0.27	0.03	0.23	0.43
Uniform Delay, d1		8.1	4.1	3.6	8.4	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.1	0.0	0.2	0.4
Delay (s)		8.1	4.1	3.6	8.5	0.4
Level of Service		A	A	A	A	A
Approach Delay (s)	8.1		4.1			1.2
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	2.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	25.8	Sum of lost time (s)	0.0
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	30	70	195	62	70	30	196	1000	73	30	817	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1688			1776		1593	3498		1770	3517	
Flt Permitted		0.96			0.59		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1626			1062		1593	3498		1770	3517	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	74	205	65	74	32	206	1053	77	32	860	32
RTOR Reduction (vph)	0	68	0	0	8	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	243	0	0	163	0	206	1126	0	32	890	0
Confl. Peds. (#/hr)						8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.4			17.4		15.6	41.8		4.2	30.4	
Effective Green, g (s)		17.4			17.4		15.6	41.8		4.2	30.4	
Actuated g/C Ratio		0.22			0.22		0.20	0.53		0.05	0.39	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		361			236		317	1865		95	1364	
v/s Ratio Prot							c0.13	c0.32		0.02	0.25	
v/s Ratio Perm		0.15			c0.15							
v/c Ratio		0.67			0.69		0.65	0.60		0.34	0.65	
Uniform Delay, d1		27.9			28.0		28.9	12.6		35.8	19.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.9			8.4		4.5	0.6		2.1	1.1	
Delay (s)		32.8			36.5		33.4	13.2		37.9	20.8	
Level of Service		C			D		C	B		D	C	
Approach Delay (s)		32.8			36.5			16.3			21.4	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	78.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↑↑			↑↑	
Volume (vph)	0	0	0	330	10	1260	211	319	0	0	1174	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1690	1583	1770	3539			3462	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1690	1583	1770	3539			3462	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	337	10	1286	215	326	0	0	1198	133
RTOR Reduction (vph)	0	0	0	0	0	100	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	172	175	1186	215	326	0	0	1324	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				12.7	12.7	37.0		13.5	18.6			30.4
Effective Green, g (s)				12.7	12.7	37.0		13.5	18.6			30.4
Actuated g/C Ratio				0.19	0.19	0.55		0.20	0.28			0.45
Clearance Time (s)				4.0	4.0	4.0		3.0	4.0			4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)				316	318	960		353	974			1557
v/s Ratio Prot						c0.44		0.12	0.09			c0.38
v/s Ratio Perm				0.10	0.10	0.31						
v/c Ratio				0.54	0.55	1.24		0.61	0.33			0.85
Uniform Delay, d1				24.8	24.9	15.3		24.6	19.6			16.6
Progression Factor				1.00	1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2				1.9	2.1	115.2		3.0	0.2			4.7
Delay (s)				26.7	26.9	130.5		27.6	19.8			21.3
Level of Service				C	C	F		C	B			C
Approach Delay (s)		0.0			108.5			22.9				21.3
Approach LOS		A			F			C				C

Intersection Summary

HCM Average Control Delay	62.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	67.6	Sum of lost time (s)	4.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↖	
Volume (vph)	150	10	162	0	0	0	0	380	776	1000	504	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.99	0.85					0.90		1.00	1.00	
Flt Protected		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1671	1484					3151		3433	3539	
Flt Permitted		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1671	1484					3151		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	156	10	169	0	0	0	0	396	808	1042	525	0
RTOR Reduction (vph)	0	2	126	0	0	0	0	168	0	0	0	0
Lane Group Flow (vph)	0	181	26	0	0	0	0	1036	0	1042	525	0
Confl. Peds. (#/hr)			1				1		2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		13.7	13.7					25.2		30.4	59.1	
Effective Green, g (s)		13.7	13.7					25.2		30.4	59.1	
Actuated g/C Ratio		0.17	0.17					0.31		0.38	0.73	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		283	252					983		1292	2589	
v/s Ratio Prot								c0.33		c0.30	0.15	
v/s Ratio Perm		0.11	0.02									
v/c Ratio		0.64	0.10					1.22dr		0.81	0.20	
Uniform Delay, d1		31.2	28.4					27.8		22.6	3.4	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		4.7	0.2					44.0		3.8	0.0	
Delay (s)		35.9	28.5					71.8		26.4	3.5	
Level of Service		D	C					E		C	A	
Approach Delay (s)		32.6			0.0			71.8			18.7	
Approach LOS		C			A			E			B	

Intersection Summary

HCM Average Control Delay	40.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	11.5
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	55	10	240	20	916	136	130	486	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.98		1.00	0.99	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1594		1770	3429		1770	3470	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1594		1770	3429		1770	3470	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	57	10	247	21	944	140	134	501	52
RTOR Reduction (vph)	0	0	0	0	210	0	0	11	0	0	6	0
Lane Group Flow (vph)	0	0	0	57	47	0	21	1073	0	134	547	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				8.9	8.9		2.3	30.7		8.5	36.9	
Effective Green, g (s)				8.9	8.9		2.3	30.7		8.5	36.9	
Actuated g/C Ratio				0.15	0.15		0.04	0.51		0.14	0.61	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				209	236		68	1752		250	2130	
v/s Ratio Prot					0.03		0.01	c0.31		c0.08	0.16	
v/s Ratio Perm				c0.04								
v/c Ratio				0.27	0.20		0.31	0.61		0.54	0.26	
Uniform Delay, d1				22.7	22.5		28.1	10.5		24.0	5.3	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				0.7	0.4		2.6	0.6		2.2	0.1	
Delay (s)				23.4	22.9		30.7	11.1		26.2	5.4	
Level of Service				C	C		C	B		C	A	
Approach Delay (s)		0.0			23.0			11.5			9.4	
Approach LOS		A			C			B			A	

Intersection Summary

HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	60.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	20	992	20	20	521
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	21	1055	21	21	554
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			233			379
pX, platoon unblocked	0.88	0.87			0.87	
vC, conflicting volume	1386	538			1077	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1021	169			788	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	97			97	
cM capacity (veh/h)	200	735			719	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	32	704	373	21	277	277
Volume Left	11	0	0	21	0	0
Volume Right	21	0	21	0	0	0
cSH	388	1700	1700	719	1700	1700
Volume to Capacity	0.08	0.41	0.22	0.03	0.16	0.16
Queue Length 95th (ft)	7	0	0	2	0	0
Control Delay (s)	15.1	0.0	0.0	10.2	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	15.1	0.0		0.4		
Approach LOS	C					

Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			38.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	30	853	345	100	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	927	375	109	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	145			
pX, platoon unblocked					0.89	
vC, conflicting volume	484				904	188
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484				648	188
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	1075				348	823
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	33	464	464	250	161	72
Volume Left	33	0	0	0	0	0
Volume Right	0	0	0	0	36	72
cSH	1075	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.27	0.27	0.15	0.09	0.04
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	8.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.3			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			26.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	60	10	20	207	0	342	0	491	74	95	240	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.94		1.00		1.00		1.00	0.96	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Fr t		0.97		1.00		0.85		1.00	0.85	1.00	0.99	
Fl t Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3101		1770		1583		3539	1514	1770	3506	
Fl t Permitted		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3101		1770		1583		3539	1514	1770	3506	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	11	21	220	0	364	0	522	79	101	255	11
RTOR Reduction (vph)	0	19	0	0	0	277	0	0	30	0	2	0
Lane Group Flow (vph)	0	77	0	220	0	87	0	522	49	101	264	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		5.8		16.6		16.6		19.1	19.1	8.1	32.2	
Effective Green, g (s)		5.8		16.6		16.6		19.1	19.1	8.1	32.2	
Actuated g/C Ratio		0.08		0.24		0.24		0.27	0.27	0.12	0.46	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		258		422		378		971	415	206	1622	
v/s Ratio Prot		c0.02		c0.12		0.05		c0.15		c0.06	0.08	
v/s Ratio Perm									0.03			
v/c Ratio		0.30		0.52		0.23		0.54	0.12	0.49	0.16	
Uniform Delay, d1		30.0		23.0		21.3		21.5	18.9	28.8	10.9	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6		1.2		0.3		0.6	0.1	1.8	0.0	
Delay (s)		30.6		24.2		21.7		22.1	19.1	30.6	10.9	
Level of Service		C		C		C		C	B	C	B	
Approach Delay (s)		30.6			22.6			21.7			16.3	
Approach LOS		C			C			C			B	

Intersection Summary

HCM Average Control Delay	21.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	69.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	670	1123	160	637	60	942	90	200	50	80	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5020		1681	1700	1561	1770	1706	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.29	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5020		1681	504	1561	1770	1706	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	110	713	1195	170	678	64	1002	96	213	53	85	109
RTOR Reduction (vph)	0	0	45	0	10	0	0	0	137	0	41	0
Lane Group Flow (vph)	110	713	1150	170	732	0	551	547	76	53	153	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.5	44.0	79.0	10.0	41.5		30.0	42.8	34.0	4.8	8.8	
Effective Green, g (s)	11.5	44.0	79.0	10.0	41.5		30.0	42.8	34.0	4.8	8.8	
Actuated g/C Ratio	0.10	0.40	0.71	0.09	0.37		0.27	0.39	0.31	0.04	0.08	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	184	1405	1129	160	1880		455	519	479	77	135	
v/s Ratio Prot	0.06	0.20	c0.73	c0.10	0.15		c0.33	0.29		0.03	0.09	
v/s Ratio Perm								c0.12	0.05			
v/c Ratio	0.60	0.51	1.02	1.06	0.39		1.21	1.05	0.16	0.69	1.13	
Uniform Delay, d1	47.4	25.2	15.9	50.4	25.4		40.4	34.0	28.0	52.3	51.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.1	0.3	31.6	88.7	0.1		113.9	54.5	0.2	22.6	116.7	
Delay (s)	52.6	25.5	47.5	139.1	25.5		154.3	88.5	28.1	74.8	167.7	
Level of Service	D	C	D	F	C		F	F	C	E	F	
Approach Delay (s)		40.0			46.7			106.3			147.8	
Approach LOS		D			D			F			F	

Intersection Summary

HCM Average Control Delay	66.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	0	110	0	0	0	0	335	0	0	467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	267	0	128	0	0	0	0	390	0	0	543	0
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	133	134	33	0	0	0	0	390	0	0	543	0
Confl. Peds. (#/hr)							3		8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	9.5	9.5	9.5					17.2			17.2	
Effective Green, g (s)	9.5	9.5	9.5					17.2			17.2	
Actuated g/C Ratio	0.26	0.26	0.26					0.47			0.47	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	435	435	410					873			1659	
v/s Ratio Prot	0.08	c0.08						c0.21			0.15	
v/s Ratio Perm			0.02									
v/c Ratio	0.31	0.31	0.08					0.45			0.33	
Uniform Delay, d1	10.9	11.0	10.3					6.6			6.1	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.4	0.4	0.1					0.4			0.1	
Delay (s)	11.3	11.4	10.4					6.9			6.2	
Level of Service	B	B	B					A			A	
Approach Delay (s)		11.0			0.0			6.9			6.2	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	7.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	36.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	20	115	140	20	66	73	110	340	50	62	260	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1728			1737		1770	3462		1770	3496	
Flt Permitted		0.97			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1680			1644		1770	3462		1770	3496	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	126	154	22	73	80	121	374	55	68	286	22
RTOR Reduction (vph)	0	36	0	0	29	0	0	10	0	0	6	0
Lane Group Flow (vph)	0	266	0	0	146	0	121	419	0	68	302	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		13.9			13.9		7.4	15.0		4.6	12.2	
Effective Green, g (s)		13.9			13.9		7.4	15.0		4.6	12.2	
Actuated g/C Ratio		0.29			0.29		0.15	0.31		0.09	0.25	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		481			471		270	1071		168	879	
v/s Ratio Prot							c0.07	c0.12		0.04	0.09	
v/s Ratio Perm		c0.16			0.09							
v/c Ratio		0.55			0.31		0.45	0.39		0.40	0.34	
Uniform Delay, d1		14.7			13.5		18.7	13.2		20.7	14.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4			0.4		1.2	0.2		1.6	0.2	
Delay (s)		16.1			13.9		19.9	13.4		22.3	15.1	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		16.1			13.9			14.8			16.4	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	117	110	70	258	508	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1670		1770	1863	1863	1541
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1670		1770	1863	1863	1541
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	124	117	74	274	540	95
RTOR Reduction (vph)	45	0	0	0	0	20
Lane Group Flow (vph)	196	0	74	274	540	75
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	12.7		6.6	37.9	26.3	26.3
Effective Green, g (s)	12.7		6.6	37.9	26.3	26.3
Actuated g/C Ratio	0.21		0.11	0.63	0.43	0.43
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	350		193	1165	809	669
v/s Ratio Prot	c0.12		c0.04	0.15	c0.29	
v/s Ratio Perm						0.05
v/c Ratio	0.56		0.38	0.24	0.67	0.11
Uniform Delay, d1	21.4		25.1	5.0	13.7	10.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9		1.3	0.1	2.1	0.1
Delay (s)	23.4		26.4	5.1	15.8	10.3
Level of Service	C		C	A	B	B
Approach Delay (s)	23.4			9.6	14.9	
Approach LOS	C			A	B	

Intersection Summary

HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	60.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
12: Valle Vista Ave & Fairgrounds Dr



















Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	30	20	338	638	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	31	31	21	352	665	31
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.75	0.75	0.75			
vC, conflicting volume	1077	683	699			
vC1, stage 1 conf vol	683					
vC2, stage 2 conf vol	394					
vCu, unblocked vol	938	415	436			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	93	98			
cM capacity (veh/h)	433	479	844			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	62	21	352	696		
Volume Left	31	21	0	0		
Volume Right	31	0	0	31		
cSH	455	844	1700	1700		
Volume to Capacity	0.14	0.02	0.21	0.41		
Queue Length 95th (ft)	12	2	0	0		
Control Delay (s)	14.2	9.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	14.2	0.5		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			45.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	40	273	786	160	0	1005	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	41	279	802	163	0	1026	102
Pedestrians						6						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	2076	2605	564	1960	2472	489	1026			971		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2016	2580	564	1893	2438	327	1026			841		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	93	59			100		
cM capacity (veh/h)	20	14	469	27	17	625	673			739		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	41	279	535	431	684	444						
Volume Left	0	279	0	0	0	0						
Volume Right	41	0	0	163	0	102						
cSH	625	673	1700	1700	1700	1700						
Volume to Capacity	0.07	0.41	0.31	0.25	0.40	0.26						
Queue Length 95th (ft)	5	51	0	0	0	0						
Control Delay (s)	11.2	14.1	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.2	3.2			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			52.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	670	70	203	725	250	40	230	122	370	190	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3481		1770	3388		1770	3334		3433	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3481		1770	3388		1770	3334		3433	1787	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	100	744	78	226	806	278	44	256	136	411	211	78
RTOR Reduction (vph)	0	5	0	0	15	0	0	43	0	0	7	0
Lane Group Flow (vph)	100	817	0	226	1069	0	44	349	0	411	282	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.4	44.2		20.5	51.3		7.5	21.7		20.5	34.7	
Effective Green, g (s)	13.4	44.2		20.5	51.3		7.5	21.7		20.5	34.7	
Actuated g/C Ratio	0.11	0.35		0.16	0.40		0.06	0.17		0.16	0.27	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	187	1212		286	1370		105	570		555	489	
v/s Ratio Prot	0.06	0.23		c0.13	c0.32		0.02	0.10		c0.12	c0.16	
v/s Ratio Perm												
v/c Ratio	0.53	0.67		0.79	0.78		0.42	0.61		0.74	0.58	
Uniform Delay, d1	53.8	35.2		51.1	32.9		57.6	48.7		50.7	39.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.9	1.5		13.8	2.9		2.7	2.0		5.3	1.7	
Delay (s)	56.7	36.7		64.9	35.8		60.3	50.7		55.9	41.4	
Level of Service	E	D		E	D		E	D		E	D	
Approach Delay (s)		38.9			40.8			51.6			50.0	
Approach LOS		D			D			D			D	























Intersection Summary

HCM Average Control Delay	43.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	126.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT PM

												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	112	740	360	440	1060	254	178	352	178	210	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3437		1770	1863	1583		1770	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3437		1770	1863	1583		1770	1528
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	779	379	463	1116	267	187	371	187	221	0	242
RTOR Reduction (vph)	0	0	263	0	0	0	0	0	111	0	0	3
Lane Group Flow (vph)	118	779	116	463	1383	0	187	371	76	0	221	262
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	10.6	30.1	30.1	14.9	33.9		17.0	17.0	17.0		20.3	20.3
Effective Green, g (s)	10.6	30.1	30.1	14.9	33.9		17.0	17.0	17.0		20.3	20.3
Actuated g/C Ratio	0.11	0.31	0.31	0.15	0.34		0.17	0.17	0.17		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	191	1084	485	520	1185		306	322	274		366	316
v/s Ratio Prot	0.07	0.22		c0.13	c0.40			c0.20				
v/s Ratio Perm			0.07				0.11		0.05		0.12	c0.17
v/c Ratio	0.62	0.72	0.24	0.89	1.17		0.61	1.15	0.28		0.60	0.83
Uniform Delay, d1	41.9	30.3	25.5	40.9	32.2		37.6	40.6	35.3		35.4	37.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	4.1	1.2	17.2	84.6		3.6	98.0	0.6		2.8	16.2
Delay (s)	47.7	34.4	26.7	58.1	116.8		41.2	138.7	35.9		38.2	53.5
Level of Service	D	C	C	E	F		D	F	D		D	D
Approach Delay (s)		33.4			102.1			88.4			46.5	
Approach LOS		C			F			F			D	
Intersection Summary												
HCM Average Control Delay			73.4			HCM Level of Service			E			
HCM Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			98.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			92.2%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	22
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	23
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↓			↑↑	↖	↖↗		↖↗
Volume (vph)	579	549	0	0	517	290	0	350	180	210	0	1237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3322			3539	1557	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3322			3539	1557	3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	609	578	0	0	544	305	0	368	189	221	0	1302
RTOR Reduction (vph)	0	0	0	0	59	0	0	0	147	0	0	401
Lane Group Flow (vph)	609	578	0	0	790	0	0	368	42	221	0	901
Confl. Peds. (#/hr)						9			3			
Turn Type	Prot							Perm		Prot	custom	
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	27.9	68.1			37.2			26.2	26.2	12.8		57.1
Effective Green, g (s)	27.9	68.1			37.2			26.2	26.2	12.8		57.1
Actuated g/C Ratio	0.24	0.58			0.32			0.22	0.22	0.11		0.49
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	818	2058			1055			792	348	375		1359
v/s Ratio Prot	c0.18	0.16			c0.24			0.10		c0.06		c0.32
v/s Ratio Perm									0.03			
v/c Ratio	0.74	0.28			0.75			0.46	0.12	0.59		0.66
Uniform Delay, d1	41.3	12.3			35.8			39.4	36.3	49.6		22.7
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	3.7	0.3			4.9			0.4	0.2	2.4		1.2
Delay (s)	45.0	12.6			40.7			39.8	36.4	52.0		23.9
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.2			40.7			38.7			28.0	
Approach LOS		C			D			D			C	

Intersection Summary

HCM Average Control Delay	32.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	117.1	Sum of lost time (s)	13.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	346	183	180	285	142	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3355		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3355		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	368	195	191	303	151	213
RTOR Reduction (vph)	55	0	0	0	0	169
Lane Group Flow (vph)	508	0	191	303	151	44
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	15.2		12.3	32.5	11.0	11.0
Effective Green, g (s)	15.2		12.3	32.5	11.0	11.0
Actuated g/C Ratio	0.28		0.23	0.61	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	953		407	2150	364	325
v/s Ratio Prot	c0.15		c0.11	0.09	c0.09	0.03
v/s Ratio Perm						
v/c Ratio	0.53		0.47	0.14	0.41	0.13
Uniform Delay, d1	16.2		17.8	4.5	18.5	17.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		0.9	0.0	0.8	0.2
Delay (s)	16.7		18.6	4.5	19.2	17.6
Level of Service	B		B	A	B	B
Approach Delay (s)	16.7			10.0	18.2	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕	↗	↘↘	↕↕
Volume (vph)	0	190	822	31	106	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	207	893	34	115	473
RTOR Reduction (vph)	0	173	0	14	0	0
Lane Group Flow (vph)	0	35	893	20	115	473
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		5.3	18.5	18.5	5.3	31.8
Effective Green, g (s)		5.3	18.5	18.5	5.3	31.8
Actuated g/C Ratio		0.17	0.58	0.58	0.17	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		465	2059	921	572	3539
v/s Ratio Prot		0.01	c0.25		0.03	0.13
v/s Ratio Perm				0.01		
v/c Ratio		0.07	0.43	0.02	0.20	0.13
Uniform Delay, d1		11.2	3.7	2.8	11.4	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.1	0.1	0.0	0.2	0.1
Delay (s)		11.2	3.9	2.8	11.6	0.1
Level of Service		B	A	A	B	A
Approach Delay (s)	11.2		3.8			2.3
Approach LOS	B		A			A

Intersection Summary			
HCM Average Control Delay	4.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	31.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	20	60	185	69	50	30	129	591	43	40	843	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1664			1766		1593	3498		1770	3511	
Flt Permitted		0.97			0.60		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1618			1082		1593	3498		1770	3511	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	63	195	73	53	32	136	622	45	42	887	42
RTOR Reduction (vph)	0	80	0	0	8	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	199	0	0	150	0	136	662	0	42	926	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		16.3			16.3		9.8	34.8		4.3	29.3	
Effective Green, g (s)		16.3			16.3		9.8	34.8		4.3	29.3	
Actuated g/C Ratio		0.23			0.23		0.14	0.49		0.06	0.42	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		375			251		222	1729		108	1461	
v/s Ratio Prot							c0.09	0.19		0.02	c0.26	
v/s Ratio Perm		0.12			c0.14							
v/c Ratio		0.53			0.60		0.61	0.38		0.39	0.63	
Uniform Delay, d1		23.7			24.1		28.5	11.1		31.8	16.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4			3.8		4.9	0.1		2.3	0.9	
Delay (s)		25.1			27.9		33.5	11.2		34.1	17.2	
Level of Service		C			C		C	B		C	B	
Approach Delay (s)		25.1			27.9			15.0			17.9	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			70.4				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			73.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↖	↖	↕			↗	↖
Volume (vph)	0	0	0	1303	10	660	142	233	0	0	977	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	1583	1770	3539			3433	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	1583	1770	3539			3433	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1448	11	733	158	259	0	0	1086	189
RTOR Reduction (vph)	0	0	0	0	0	145	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	724	735	588	158	259	0	0	1262	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.1	36.1	45.9	13.3	32.5			30.0	
Effective Green, g (s)				36.1	36.1	45.9	13.3	32.5			30.0	
Actuated g/C Ratio				0.40	0.40	0.51	0.15	0.36			0.33	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				671	674	874	260	1272			1139	
v/s Ratio Prot						c0.07	0.09	0.07			c0.37	
v/s Ratio Perm				0.43	0.44	0.30						
v/c Ratio				1.08	1.09	0.67	0.61	0.20			1.11	
Uniform Delay, d1				27.2	27.2	16.6	36.1	20.0			30.2	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				58.0	61.9	2.1	4.0	0.1			61.3	
Delay (s)				85.2	89.0	18.7	40.1	20.1			91.5	
Level of Service				F	F	B	D	C			F	
Approach Delay (s)		0.0			64.2			27.7			91.5	
Approach LOS		A			E			C			F	

Intersection Summary

HCM Average Control Delay	69.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	113.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↗	
Volume (vph)	100	0	317	0	0	0	0	275	528	780	1500	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.92	0.85					0.90		1.00	1.00	
Flt Protected		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1591	1504					3138		3433	3539	
Flt Permitted		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1591	1504					3138		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	0	327	0	0	0	0	284	544	804	1546	0
RTOR Reduction (vph)	0	31	66	0	0	0	0	233	0	0	0	0
Lane Group Flow (vph)	0	190	143	0	0	0	0	595	0	804	1546	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		14.2	14.2					20.1		22.4	46.0	
Effective Green, g (s)		14.2	14.2					20.1		22.4	46.0	
Actuated g/C Ratio		0.21	0.21					0.29		0.33	0.67	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		331	313					925		1128	2387	
v/s Ratio Prot								0.19		c0.23	c0.44	
v/s Ratio Perm		0.12	0.10									
v/c Ratio		0.57	0.46					0.64		0.71	0.65	
Uniform Delay, d1		24.3	23.6					20.9		20.1	6.4	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		2.4	1.1					1.5		2.2	0.6	
Delay (s)		26.7	24.7					22.5		22.2	7.0	
Level of Service		C	C					C		C	A	
Approach Delay (s)		25.7			0.0			22.5			12.2	
Approach LOS		C			A			C			B	

Intersection Summary

HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	68.2	Sum of lost time (s)	7.5
Intersection Capacity Utilization	110.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕		↖	↕	
Volume (vph)	0	0	0	146	10	194	40	609	87	189	1568	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.98		1.00	0.99	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1598		1770	3453		1770	3505	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1598		1770	3453		1770	3505	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	154	11	204	42	641	92	199	1651	63
RTOR Reduction (vph)	0	0	0	0	168	0	0	11	0	0	2	0
Lane Group Flow (vph)	0	0	0	154	47	0	42	722	0	199	1712	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				13.7	13.7		4.6	38.5		13.1	47.0	
Effective Green, g (s)				13.7	13.7		4.6	38.5		13.1	47.0	
Actuated g/C Ratio				0.18	0.18		0.06	0.50		0.17	0.61	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				250	283		105	1720		300	2131	
v/s Ratio Prot					0.03		0.02	0.21		c0.11	c0.49	
v/s Ratio Perm				c0.11								
v/c Ratio				0.62	0.17		0.40	0.42		0.66	0.80	
Uniform Delay, d1				29.4	27.0		35.0	12.3		30.0	11.6	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				4.5	0.3		2.5	0.2		5.4	2.3	
Delay (s)				33.8	27.2		37.5	12.5		35.5	13.9	
Level of Service				C	C		D	B		D	B	
Approach Delay (s)		0.0			30.0			13.8			16.1	
Approach LOS		A			C			B			B	
Intersection Summary												
HCM Average Control Delay			17.2	HCM Level of Service				B				
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			77.3	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			71.2%	ICU Level of Service				C				
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	40	666	10	20	1784
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	42	694	10	21	1858
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			198			379
pX, platoon unblocked	0.64	0.93			0.93	
vC, conflicting volume	1670	352			704	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	399	145			525	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			98	
cM capacity (veh/h)	361	812			963	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	52	462	242	21	929	929
Volume Left	10	0	0	21	0	0
Volume Right	42	0	10	0	0	0
cSH	650	1700	1700	963	1700	1700
Volume to Capacity	0.08	0.27	0.14	0.02	0.55	0.55
Queue Length 95th (ft)	7	0	0	2	0	0
Control Delay (s)	11.0	0.0	0.0	8.8	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	11.0	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			59.3%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	50	595	602	940	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	54	640	647	1011	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	180			
pX, platoon unblocked					0.88	
vC, conflicting volume	1658				1075	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1658				808	324
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				100	100
cM capacity (veh/h)	385				241	672
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	54	320	320	432	553	674
Volume Left	54	0	0	0	0	0
Volume Right	0	0	0	0	337	674
cSH	385	1700	1700	1700	1700	1700
Volume to Capacity	0.14	0.19	0.19	0.25	0.33	0.40
Queue Length 95th (ft)	12	0	0	0	0	0
Control Delay (s)	15.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	1.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	40	60	10	148	0	129	0	476	214	297	305	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.99		1.00		1.00		1.00	0.94	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3408		1770		1583		3539	1493	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3408		1770		1583		3539	1493	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	51	76	13	187	0	163	0	603	271	376	386	0
RTOR Reduction (vph)	0	5	0	0	0	135	0	0	92	0	0	0
Lane Group Flow (vph)	0	135	0	187	0	28	0	603	179	376	386	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		10.0		17.1		17.1		25.5	25.5	28.3	58.8	
Effective Green, g (s)		10.0		17.1		17.1		25.5	25.5	28.3	58.8	
Actuated g/C Ratio		0.10		0.17		0.17		0.25	0.25	0.28	0.58	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		338		300		268		894	377	496	2062	
v/s Ratio Prot		c0.04		c0.11		0.02		c0.17		c0.21	0.11	
v/s Ratio Perm									0.12			
v/c Ratio		0.40		0.62		0.10		0.67	0.48	0.76	0.19	
Uniform Delay, d1		42.6		38.9		35.4		34.0	32.0	33.2	9.9	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8		4.0		0.2		2.0	0.9	6.5	0.0	
Delay (s)		43.4		42.9		35.6		36.0	33.0	39.7	9.9	
Level of Service		D		D		D		D	C	D	A	
Approach Delay (s)		43.4			39.5			35.0			24.6	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	32.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	421	913	160	553	30	739	50	170	50	70	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5041		1681	1696	1563	1770	1687	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.27	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5041		1681	477	1563	1770	1687	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	35	453	982	172	595	32	795	54	183	54	75	128
RTOR Reduction (vph)	0	0	76	0	5	0	0	0	129	0	56	0
Lane Group Flow (vph)	35	453	906	172	622	0	421	428	54	54	147	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	3.5	42.5	76.1	11.0	49.0		28.6	42.5	32.4	6.1	9.9	
Effective Green, g (s)	3.5	42.5	76.1	11.0	49.0		28.6	42.5	32.4	6.1	9.9	
Actuated g/C Ratio	0.03	0.39	0.69	0.10	0.45		0.26	0.39	0.29	0.06	0.09	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	56	1367	1095	177	2246		437	501	460	98	152	
v/s Ratio Prot	0.02	0.13	c0.57	c0.10	0.12		c0.25	0.22		0.03	0.09	
v/s Ratio Perm								c0.11	0.03			
v/c Ratio	0.62	0.33	0.83	0.97	0.28		0.96	0.85	0.12	0.55	0.97	
Uniform Delay, d1	52.6	23.8	12.2	49.3	19.3		40.2	30.9	28.4	50.6	49.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	19.8	0.1	5.3	59.0	0.1		33.5	13.3	0.1	6.6	63.8	
Delay (s)	72.4	23.9	17.5	108.4	19.4		73.6	44.2	28.5	57.2	113.7	
Level of Service	E	C	B	F	B		E	D	C	E	F	
Approach Delay (s)		20.8			38.5			53.4			101.8	
Approach LOS		C			D			D			F	

Intersection Summary

HCM Average Control Delay	40.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	10	0	0	0	0	670	0	0	453	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	11	0	11	0	0	0	0	770	0	0	521	0
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	6	0	0	0	0	0	770	0	0	521	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	2.2	2.2	2.2					45.2			45.2	
Effective Green, g (s)	2.2	2.2	2.2					45.2			45.2	
Actuated g/C Ratio	0.04	0.04	0.04					0.79			0.79	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	64	64	61					1467			2787	
v/s Ratio Prot	0.00	c0.00						c0.41			0.15	
v/s Ratio Perm			0.00									
v/c Ratio	0.08	0.09	0.01					0.52			0.19	
Uniform Delay, d1	26.6	26.6	26.5					2.2			1.5	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.5	0.6	0.0					0.3			0.0	
Delay (s)	27.1	27.3	26.6					2.6			1.6	
Level of Service	C	C	C					A			A	
Approach Delay (s)		26.9			0.0			2.6			1.6	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM Average Control Delay			2.6					HCM Level of Service			A	
HCM Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			57.4					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			47.8%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	10	105	120	20	69	53	130	280	40	79	300	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1719			1748		1770	3463		1770	3468	
Flt Permitted		0.98			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1696			1649		1770	3463		1770	3468	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	108	124	21	71	55	134	289	41	81	309	41
RTOR Reduction (vph)	0	37	0	0	22	0	0	10	0	0	10	0
Lane Group Flow (vph)	0	205	0	0	125	0	134	320	0	81	340	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		11.8			11.8		7.5	15.0		4.7	12.2	
Effective Green, g (s)		11.8			11.8		7.5	15.0		4.7	12.2	
Actuated g/C Ratio		0.25			0.25		0.16	0.32		0.10	0.26	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		430			418		285	1117		179	910	
v/s Ratio Prot							c0.08	c0.09		0.05	c0.10	
v/s Ratio Perm		c0.12			0.08							
v/c Ratio		0.48			0.30		0.47	0.29		0.45	0.37	
Uniform Delay, d1		14.7			14.0		17.7	11.8		19.7	14.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			0.4		1.2	0.1		1.8	0.3	
Delay (s)		15.6			14.4		18.9	11.9		21.5	14.3	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		15.6			14.4			13.9			15.6	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	46.5	Sum of lost time (s)	20.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	144	80	60	559	290	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1700		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1700		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	157	87	65	608	315	89
RTOR Reduction (vph)	25	0	0	0	0	36
Lane Group Flow (vph)	219	0	65	608	315	53
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	12.4		4.6	28.9	19.3	19.3
Effective Green, g (s)	12.4		4.6	28.9	19.3	19.3
Actuated g/C Ratio	0.24		0.09	0.56	0.38	0.38
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	411		159	1050	701	583
v/s Ratio Prot	c0.13		0.04	c0.33	0.17	
v/s Ratio Perm						0.03
v/c Ratio	0.53		0.41	0.58	0.45	0.09
Uniform Delay, d1	16.9		22.1	7.3	12.0	10.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3		1.7	0.8	0.5	0.1
Delay (s)	18.3		23.8	8.0	12.5	10.4
Level of Service	B		C	A	B	B
Approach Delay (s)	18.3			9.6	12.0	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	30	20	639	380	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	23	34	23	734	437	11
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	1224	444	449			
vC1, stage 1 conf vol	444					
vC2, stage 2 conf vol	780					
vCu, unblocked vol	1191	316	323			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	95	98			
cM capacity (veh/h)	390	646	1103			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	57	23	734	448
Volume Left	23	23	0	0
Volume Right	34	0	0	11
cSH	512	1103	1700	1700
Volume to Capacity	0.11	0.02	0.43	0.26
Queue Length 95th (ft)	9	2	0	0
Control Delay (s)	12.9	8.3	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.9	0.3		0.0
Approach LOS	B			

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		43.6%	ICU Level of Service A
Analysis Period (min)		15	

























HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	30	203	809	200	0	815	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	32	214	852	211	0	858	84
Pedestrians						7						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	1785	2396	471	1820	2249	538	858			1069		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1686	2348	471	1725	2188	339	858			913		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	95	73			100		
cM capacity (veh/h)	42	24	539	41	30	604	779			683		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	32	214	568	494	572	370						
Volume Left	0	214	0	0	0	0						
Volume Right	32	0	0	211	0	84						
cSH	604	779	1700	1700	1700	1700						
Volume to Capacity	0.05	0.27	0.33	0.29	0.34	0.22						
Queue Length 95th (ft)	4	28	0	0	0	0						
Control Delay (s)	11.3	11.4	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.3	1.9			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			43.0%		ICU Level of Service				A			
Analysis Period (min)			15									























HCM Signalized Intersection Capacity Analysis
 14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		
Volume (vph)	90	668	50	113	640	230	70	210	149	330	180	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3497		1770	3399		1770	3298		3433	1763	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3497		1770	3399		1770	3298		3433	1763	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	94	696	52	118	667	240	73	219	155	344	188	104
RTOR Reduction (vph)	0	3	0	0	18	0	0	79	0	0	10	0
Lane Group Flow (vph)	94	745	0	118	889	0	73	295	0	344	282	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.7	38.0		14.2	39.5		11.2	19.3		19.9	28.0	
Effective Green, g (s)	12.7	38.0		14.2	39.5		11.2	19.3		19.9	28.0	
Actuated g/C Ratio	0.11	0.34		0.13	0.35		0.10	0.17		0.18	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202	1193		226	1205		178	571		613	443	
v/s Ratio Prot	0.05	0.21		c0.07	c0.26		0.04	0.09		c0.10	c0.16	
v/s Ratio Perm												
v/c Ratio	0.47	0.62		0.52	0.74		0.41	0.52		0.56	0.64	
Uniform Delay, d1	46.2	30.7		45.4	31.4		47.0	41.8		41.8	37.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	1.0		2.2	2.4		1.5	0.8		1.2	3.0	
Delay (s)	47.9	31.7		47.6	33.8		48.5	42.6		42.9	40.2	
Level of Service	D	C		D	C		D	D		D	D	
Approach Delay (s)		33.5			35.4			43.6			41.7	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			37.5			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			111.4			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			68.1%			ICU Level of Service				C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM

												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	137	730	340	430	860	503	134	203	123	160	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3343		1770	1863	1583		1770	1539
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3343		1770	1863	1583		1770	1539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	768	358	453	905	529	141	214	129	168	0	179
RTOR Reduction (vph)	0	0	242	0	0	0	0	0	109	0	0	13
Lane Group Flow (vph)	144	768	116	453	1434	0	141	214	20	0	168	228
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	11.0	30.2	30.2	14.7	33.4		14.6	14.6	14.6		18.1	18.1
Effective Green, g (s)	11.0	30.2	30.2	14.7	33.4		14.6	14.6	14.6		18.1	18.1
Actuated g/C Ratio	0.12	0.32	0.32	0.16	0.36		0.16	0.16	0.16		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	208	1142	511	539	1193		276	291	247		342	298
v/s Ratio Prot	0.08	0.22		c0.13	c0.43			c0.11				
v/s Ratio Perm			0.07				0.08		0.01		0.09	c0.15
v/c Ratio	0.69	0.67	0.23	0.84	1.20		0.51	0.74	0.08		0.49	0.77
Uniform Delay, d1	39.7	27.4	23.2	38.3	30.1		36.2	37.7	33.8		33.6	35.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.5	3.2	1.0	11.3	99.1		1.6	9.3	0.1		1.1	11.1
Delay (s)	49.2	30.6	24.2	49.6	129.2		37.8	46.9	33.9		34.8	46.9
Level of Service	D	C	C	D	F		D	D	C		C	D
Approach Delay (s)		30.9			110.1			40.8			41.9	
Approach LOS		C			F			D			D	
Intersection Summary												
HCM Average Control Delay			70.1			HCM Level of Service			E			
HCM Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			93.6			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			86.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	59
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	62
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↖↗			↕	↖	↖↗		↖↗
Volume (vph)	572	452	0	0	534	270	0	370	170	180	0	1259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3342			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3342			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	596	471	0	0	556	281	0	385	177	188	0	1311
RTOR Reduction (vph)	0	0	0	0	47	0	0	0	137	0	0	398
Lane Group Flow (vph)	596	471	0	0	790	0	0	385	40	188	0	913
Confl. Peds. (#/hr)						4						
Turn Type	Prot								Perm	Prot		custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	27.7	68.1			37.4			26.3	26.3	11.6		57.0
Effective Green, g (s)	27.7	68.1			37.4			26.3	26.3	11.6		57.0
Actuated g/C Ratio	0.24	0.59			0.32			0.23	0.23	0.10		0.49
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	820	2078			1078			802	359	343		1369
v/s Ratio Prot	0.17	0.13			c0.24			0.11		c0.05		c0.33
v/s Ratio Perm									0.03			
v/c Ratio	0.73	0.23			0.73			0.48	0.11	0.55		0.67
Uniform Delay, d1	40.7	11.4			34.9			38.9	35.6	49.7		22.3
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	3.2	0.3			4.4			0.5	0.1	1.8		1.2
Delay (s)	43.9	11.7			39.3			39.4	35.7	51.5		23.6
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.7			39.3			38.2			27.1	
Approach LOS		C			D			D			C	

Intersection Summary		
HCM Average Control Delay	31.9	HCM Level of Service C
HCM Volume to Capacity ratio	0.68	
Actuated Cycle Length (s)	116.0	Sum of lost time (s) 10.0
Intersection Capacity Utilization	75.7%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	249	143	140	295	149	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3345		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3345		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	259	149	146	307	155	188
RTOR Reduction (vph)	67	0	0	0	0	144
Lane Group Flow (vph)	341	0	146	307	155	44
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	11.5		7.8	24.3	10.4	10.4
Effective Green, g (s)	11.5		7.8	24.3	10.4	10.4
Actuated g/C Ratio	0.26		0.17	0.54	0.23	0.23
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	861		309	1924	412	368
v/s Ratio Prot	c0.10		c0.08	0.09	c0.09	0.03
v/s Ratio Perm						
v/c Ratio	0.40		0.47	0.16	0.38	0.12
Uniform Delay, d1	13.7		16.6	5.1	14.4	13.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.1	0.0	0.6	0.1
Delay (s)	14.0		17.7	5.1	15.0	13.7
Level of Service	B		B	A	B	B
Approach Delay (s)	14.0			9.2	14.3	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	44.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↗	↕↕	↘	↘↘	↕↕
Volume (vph)	0	175	501	94	262	1542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	190	545	102	285	1676
RTOR Reduction (vph)	0	137	0	58	0	0
Lane Group Flow (vph)	0	53	545	44	285	1676
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		7.9	12.3	12.3	7.9	28.2
Effective Green, g (s)		7.9	12.3	12.3	7.9	28.2
Actuated g/C Ratio		0.28	0.44	0.44	0.28	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		781	1544	690	962	3539
v/s Ratio Prot		0.02	0.15		0.08	0.47
v/s Ratio Perm				0.03		
v/c Ratio		0.07	0.35	0.06	0.30	0.47
Uniform Delay, d1		7.4	5.3	4.6	8.0	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.1	0.0	0.2	0.5
Delay (s)		7.5	5.4	4.7	8.1	0.5
Level of Service		A	A	A	A	A
Approach Delay (s)	7.5		5.3			1.6
Approach LOS	A		A			A

Intersection Summary			
HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	28.2	Sum of lost time (s)	0.0
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	31	53	617	56	102	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	58	671	61	111	392
RTOR Reduction (vph)	0	53	0	19	0	0
Lane Group Flow (vph)	34	5	671	42	111	392
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	3.4	3.4	23.5	23.5	4.6	32.1
Effective Green, g (s)	3.4	3.4	23.5	23.5	4.6	32.1
Actuated g/C Ratio	0.08	0.08	0.54	0.54	0.11	0.74
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	138	124	1006	855	187	1375
v/s Ratio Prot	c0.02	0.00	c0.36		c0.06	0.21
v/s Ratio Perm				0.03		
v/c Ratio	0.25	0.04	0.67	0.05	0.59	0.29
Uniform Delay, d1	18.8	18.5	7.2	4.7	18.6	1.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	1.7	0.0	5.0	0.1
Delay (s)	19.8	18.7	8.9	4.7	23.5	2.0
Level of Service	B	B	A	A	C	A
Approach Delay (s)	19.1		8.5			6.8
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	43.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	30	70	199	63	70	30	201	1008	76	30	821	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1687			1776		1593	3497		1770	3517	
Flt Permitted		0.96			0.58		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1626			1043		1593	3497		1770	3517	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	74	209	66	74	32	212	1061	80	32	864	32
RTOR Reduction (vph)	0	69	0	0	8	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	246	0	0	164	0	212	1137	0	32	894	0
Confl. Peds. (#/hr)							8		1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.6			17.6		15.9	42.3		4.2	30.6	
Effective Green, g (s)		17.6			17.6		15.9	42.3		4.2	30.6	
Actuated g/C Ratio		0.22			0.22		0.20	0.53		0.05	0.39	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		362			232		320	1870		94	1361	
v/s Ratio Prot							c0.13	c0.33		0.02	0.25	
v/s Ratio Perm		0.15			c0.16							
v/c Ratio		0.68			0.71		0.66	0.61		0.34	0.66	
Uniform Delay, d1		28.2			28.4		29.1	12.7		36.1	19.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.0			9.5		5.1	0.6		2.2	1.2	
Delay (s)		33.2			37.8		34.2	13.2		38.3	21.1	
Level of Service		C			D		C	B		D	C	
Approach Delay (s)		33.2			37.8			16.5			21.7	
Approach LOS		C			D			B			C	

Intersection Summary		
HCM Average Control Delay	21.5	HCM Level of Service C
HCM Volume to Capacity ratio	0.62	
Actuated Cycle Length (s)	79.1	Sum of lost time (s) 10.0
Intersection Capacity Utilization	71.1%	ICU Level of Service C
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕	↕		↕	↕
Volume (vph)	0	0	0	416	10	1260	237	335	0	0	1183	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1689	1583	1770	3539			3462	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1689	1583	1770	3539			3462	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	424	10	1286	242	342	0	0	1207	133
RTOR Reduction (vph)	0	0	0	0	0	91	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	216	218	1195	242	342	0	0	1333	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				15.2	15.2	39.6	15.1	20.2			30.5	
Effective Green, g (s)				15.2	15.2	39.6	15.1	20.2			30.5	
Actuated g/C Ratio				0.21	0.21	0.55	0.21	0.28			0.42	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				356	358	961	372	996			1471	
v/s Ratio Prot						c0.42	0.14	0.10			c0.39	
v/s Ratio Perm				0.13	0.13	0.33						
v/c Ratio				0.61	0.61	1.24	0.65	0.34			0.91	
Uniform Delay, d1				25.6	25.6	16.1	25.9	20.5			19.3	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				2.9	2.9	118.2	4.0	0.2			8.3	
Delay (s)				28.5	28.5	134.3	30.0	20.7			27.6	
Level of Service				C	C	F	C	C			C	
Approach Delay (s)		0.0			107.6			24.6			27.6	
Approach LOS		A			F			C			C	

Intersection Summary

HCM Average Control Delay	64.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	71.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↖	↖
Volume (vph)	150	10	180	0	0	0	0	422	910	1000	599	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.98	0.85					0.90		1.00	1.00	
Flt Protected		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1668	1484					3145		3433	3539	
Flt Permitted		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1668	1484					3145		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	156	10	188	0	0	0	0	440	948	1042	624	0
RTOR Reduction (vph)	0	3	138	0	0	0	0	168	0	0	0	0
Lane Group Flow (vph)	0	184	29	0	0	0	0	1220	0	1042	624	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		13.8	13.8					25.1		30.4	59.0	
Effective Green, g (s)		13.8	13.8					25.1		30.4	59.0	
Actuated g/C Ratio		0.17	0.17					0.31		0.38	0.73	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		285	253					977		1292	2584	
v/s Ratio Prot								c0.39		c0.30	0.18	
v/s Ratio Perm		0.11	0.02									
v/c Ratio		0.64	0.11					1.43dr		0.81	0.24	
Uniform Delay, d1		31.2	28.3					27.8		22.6	3.6	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		4.9	0.2					120.4		3.8	0.0	
Delay (s)		36.1	28.5					148.3		26.4	3.6	
Level of Service		D	C					F		C	A	
Approach Delay (s)		32.5			0.0			148.3			17.8	
Approach LOS		C			A			F			B	

Intersection Summary

HCM Average Control Delay	72.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	11.5
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	80	10	279	20	1053	153	154	575	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.98		1.00	0.99	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1593		1770	3425		1770	3478	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1593		1770	3425		1770	3478	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	82	10	288	21	1086	158	159	593	52
RTOR Reduction (vph)	0	0	0	0	247	0	0	10	0	0	4	0
Lane Group Flow (vph)	0	0	0	82	51	0	21	1234	0	159	641	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				10.1	10.1		2.5	36.4		11.9	45.8	
Effective Green, g (s)				10.1	10.1		2.5	36.4		11.9	45.8	
Actuated g/C Ratio				0.14	0.14		0.04	0.52		0.17	0.65	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				202	229		63	1771		299	2263	
v/s Ratio Prot					0.03		0.01	c0.36		c0.09	0.18	
v/s Ratio Perm				c0.06								
v/c Ratio				0.41	0.22		0.33	0.70		0.53	0.28	
Uniform Delay, d1				27.4	26.7		33.1	12.8		26.7	5.3	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				1.3	0.5		3.1	1.2		1.8	0.1	
Delay (s)				28.8	27.2		36.2	14.0		28.5	5.3	
Level of Service				C	C		D	B		C	A	
Approach Delay (s)		0.0			27.5			14.4			9.9	
Approach LOS		A			C			B			A	

Intersection Summary

HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	20	1146	20	20	635
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	21	1219	21	21	676
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			233			379
pX, platoon unblocked	0.86	0.84			0.84	
vC, conflicting volume	1610	620			1240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1115	150			893	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	97			97	
cM capacity (veh/h)	168	726			631	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	32	813	428	21	338	338
Volume Left	11	0	0	21	0	0
Volume Right	21	0	21	0	0	0
cSH	344	1700	1700	631	1700	1700
Volume to Capacity	0.09	0.48	0.25	0.03	0.20	0.20
Queue Length 95th (ft)	8	0	0	3	0	0
Control Delay (s)	16.5	0.0	0.0	10.9	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	16.5	0.0		0.3		
Approach LOS	C					

Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			42.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	30	960	430	100	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	1043	467	109	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	145			
pX, platoon unblocked					0.85	
vC, conflicting volume	576				1054	234
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576				720	234
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	993				300	768
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	33	522	522	312	192	72
Volume Left	33	0	0	0	0	0
Volume Right	0	0	0	0	36	72
cSH	993	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.31	0.31	0.18	0.11	0.04
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	8.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.3			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			29.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕		↕		↕↕	↕	↕	↕↕	
Volume (vph)	60	10	20	242	0	343	0	597	78	105	315	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.93		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.97		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3086		1770		1583		3539	1506	1770	3512	
Flt Permitted		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3086		1770		1583		3539	1506	1770	3512	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	11	21	257	0	365	0	635	83	112	335	11
RTOR Reduction (vph)	0	19	0	0	0	282	0	0	26	0	2	0
Lane Group Flow (vph)	0	77	0	257	0	83	0	635	57	112	344	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		7.9		18.5		18.5		23.3	23.3	11.4	39.7	
Effective Green, g (s)		7.9		18.5		18.5		23.3	23.3	11.4	39.7	
Actuated g/C Ratio		0.10		0.23		0.23		0.29	0.29	0.14	0.49	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		301		404		361		1017	433	249	1719	
v/s Ratio Prot		c0.02		c0.15		0.05		c0.18		c0.06	0.10	
v/s Ratio Perm									0.04			
v/c Ratio		0.26		0.64		0.23		0.62	0.13	0.45	0.20	
Uniform Delay, d1		33.9		28.3		25.5		25.1	21.4	32.0	11.7	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.5		3.3		0.3		1.2	0.1	1.3	0.1	
Delay (s)		34.3		31.5		25.8		26.3	21.6	33.3	11.8	
Level of Service		C		C		C		C	C	C	B	
Approach Delay (s)		34.3			28.2			25.8			17.0	
Approach LOS		C			C			C			B	

Intersection Summary

HCM Average Control Delay	24.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	678	1126	160	641	60	943	90	200	50	80	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5020		1681	1700	1561	1770	1705	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.29	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5020		1681	504	1561	1770	1705	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	113	721	1198	170	682	64	1003	96	213	53	85	110
RTOR Reduction (vph)	0	0	45	0	10	0	0	0	137	0	42	0
Lane Group Flow (vph)	113	721	1153	170	736	0	552	547	76	53	153	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.7	44.0	79.0	10.0	41.3		30.0	42.8	34.0	4.8	8.8	
Effective Green, g (s)	11.7	44.0	79.0	10.0	41.3		30.0	42.8	34.0	4.8	8.8	
Actuated g/C Ratio	0.11	0.40	0.71	0.09	0.37		0.27	0.39	0.31	0.04	0.08	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	187	1405	1129	160	1871		455	519	479	77	135	
v/s Ratio Prot	0.06	0.20	c0.73	c0.10	0.15		c0.33	0.29		0.03	0.09	
v/s Ratio Perm								c0.12	0.05			
v/c Ratio	0.60	0.51	1.02	1.06	0.39		1.21	1.05	0.16	0.69	1.13	
Uniform Delay, d1	47.3	25.3	15.9	50.4	25.5		40.4	34.0	28.0	52.3	51.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.4	0.3	32.3	88.7	0.1		114.8	54.5	0.2	22.6	116.9	
Delay (s)	52.8	25.6	48.2	139.1	25.7		155.2	88.5	28.1	74.8	167.9	
Level of Service	D	C	D	F	C		F	F	C	E	F	
Approach Delay (s)		40.5			46.7			106.7			148.0	
Approach LOS		D			D			F			F	

Intersection Summary

HCM Average Control Delay	66.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	0	110	0	0	0	0	445	0	0	577	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	267	0	128	0	0	0	0	517	0	0	671	0
RTOR Reduction (vph)	0	0	102	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	133	134	26	0	0	0	0	517	0	0	671	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2				6
Permitted Phases			4							6		
Actuated Green, G (s)	9.7	9.7	9.7					28.8			28.8	
Effective Green, g (s)	9.7	9.7	9.7					28.8			28.8	
Actuated g/C Ratio	0.20	0.20	0.20					0.59			0.59	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	336	336	317					1106			2102	
v/s Ratio Prot	0.08	c0.08						c0.28			0.19	
v/s Ratio Perm			0.02									
v/c Ratio	0.40	0.40	0.08					0.47			0.32	
Uniform Delay, d1	16.9	16.9	15.8					5.5			4.9	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.1					0.3			0.1	
Delay (s)	17.6	17.6	15.9					5.9			5.0	
Level of Service	B	B	B					A			A	
Approach Delay (s)		17.1			0.0			5.9			5.0	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↗	↕↕		↗	↕↕	
Volume (vph)	20	119	140	20	71	76	110	340	50	63	260	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1730			1738		1770	3462		1770	3496	
Flt Permitted		0.97			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1682			1648		1770	3462		1770	3496	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	131	154	22	78	84	121	374	55	69	286	22
RTOR Reduction (vph)	0	34	0	0	28	0	0	10	0	0	6	0
Lane Group Flow (vph)	0	273	0	0	156	0	121	419	0	69	302	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.1			14.1		7.4	15.0		4.6	12.2	
Effective Green, g (s)		14.1			14.1		7.4	15.0		4.6	12.2	
Actuated g/C Ratio		0.29			0.29		0.15	0.31		0.09	0.25	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		487			477		269	1066		167	876	
v/s Ratio Prot							c0.07	c0.12		0.04	0.09	
v/s Ratio Perm		c0.16			0.09							
v/c Ratio		0.56			0.33		0.45	0.39		0.41	0.34	
Uniform Delay, d1		14.7			13.6		18.8	13.3		20.8	15.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			0.4		1.2	0.2		1.7	0.2	
Delay (s)		16.1			14.0		20.0	13.5		22.4	15.2	
Level of Service		B			B		B	B		C	B	
Approach Delay (s)		16.1			14.0			14.9			16.5	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	48.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	122	110	70	317	596	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1671		1770	1863	1863	1540
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1671		1770	1863	1863	1540
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	130	117	74	337	634	103
RTOR Reduction (vph)	43	0	0	0	0	17
Lane Group Flow (vph)	204	0	74	337	634	86
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	13.2		6.9	44.0	32.1	32.1
Effective Green, g (s)	13.2		6.9	44.0	32.1	32.1
Actuated g/C Ratio	0.20		0.10	0.65	0.48	0.48
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	328		182	1220	890	736
v/s Ratio Prot	c0.12		c0.04	0.18	c0.34	
v/s Ratio Perm						0.06
v/c Ratio	0.62		0.41	0.28	0.71	0.12
Uniform Delay, d1	24.7		28.2	4.9	13.9	9.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6		1.5	0.1	2.7	0.1
Delay (s)	28.3		29.7	5.0	16.6	9.8
Level of Service	C		C	A	B	A
Approach Delay (s)	28.3			9.5	15.7	
Approach LOS	C			A	B	

Intersection Summary

HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	67.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	30	20	397	726	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	31	31	21	414	756	31
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.70	0.70	0.70			
vC, conflicting volume	1230	775	790			
vC1, stage 1 conf vol	775					
vC2, stage 2 conf vol	455					
vCu, unblocked vol	1117	471	493			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	93	97			
cM capacity (veh/h)	379	417	752			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	62	21	414	788		
Volume Left	31	21	0	0		
Volume Right	31	0	0	31		
cSH	397	752	1700	1700		
Volume to Capacity	0.16	0.03	0.24	0.46		
Queue Length 95th (ft)	14	2	0	0		
Control Delay (s)	15.8	9.9	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	15.8	0.5		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			50.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗	↖	↕			↕	
Volume (veh/h)	0	0	0	0	0	40	276	791	160	0	1009	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	41	282	807	163	0	1030	102
Pedestrians						6						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	2088	2620	566	1973	2488	491	1030			976		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2030	2596	566	1907	2455	331	1030			847		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	93	58			100		
cM capacity (veh/h)	20	13	468	26	16	622	670			735		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	41	282	538	432	686	445						
Volume Left	0	282	0	0	0	0						
Volume Right	41	0	0	163	0	102						
cSH	622	670	1700	1700	1700	1700						
Volume to Capacity	0.07	0.42	0.32	0.25	0.40	0.26						
Queue Length 95th (ft)	5	52	0	0	0	0						
Control Delay (s)	11.2	14.2	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.2	3.2			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			53.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	680	70	206	739	250	40	230	123	370	190	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3482		1770	3390		1770	3332		3433	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3482		1770	3390		1770	3332		3433	1787	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	100	756	78	229	821	278	44	256	137	411	211	78
RTOR Reduction (vph)	0	4	0	0	15	0	0	43	0	0	7	0
Lane Group Flow (vph)	100	830	0	229	1084	0	44	350	0	411	282	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.4	46.0		20.4	53.0		7.5	21.8		20.4	34.7	
Effective Green, g (s)	13.4	46.0		20.4	53.0		7.5	21.8		20.4	34.7	
Actuated g/C Ratio	0.10	0.36		0.16	0.41		0.06	0.17		0.16	0.27	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	184	1246		281	1397		103	565		545	482	
v/s Ratio Prot	0.06	0.24		c0.13	c0.32		0.02	0.10		c0.12	c0.16	
v/s Ratio Perm												
v/c Ratio	0.54	0.67		0.81	0.78		0.43	0.62		0.75	0.59	
Uniform Delay, d1	54.7	34.8		52.3	32.7		58.5	49.5		51.7	40.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	1.4		16.4	2.8		2.8	2.0		5.9	1.8	
Delay (s)	58.0	36.2		68.7	35.4		61.3	51.6		57.6	42.5	
Level of Service	E	D		E	D		E	D		E	D	
Approach Delay (s)		38.5			41.2			52.6			51.4	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	44.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	128.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 SAT PM



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	123	740	360	440	1060	301	194	407	195	210	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3422		1770	1863	1583		1770	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3422		1770	1863	1583		1770	1528
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	129	779	379	463	1116	317	204	428	205	221	0	242
RTOR Reduction (vph)	0	0	263	0	0	0	0	0	105	0	0	4
Lane Group Flow (vph)	129	779	116	463	1433	0	204	428	100	0	221	262
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	10.8	30.1	30.1	14.9	33.7		17.0	17.0	17.0		20.3	20.3
Effective Green, g (s)	10.8	30.1	30.1	14.9	33.7		17.0	17.0	17.0		20.3	20.3
Actuated g/C Ratio	0.11	0.31	0.31	0.15	0.34		0.17	0.17	0.17		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	194	1084	485	520	1173		306	322	274		366	316
v/s Ratio Prot	0.07	0.22		c0.13	c0.42			c0.23				
v/s Ratio Perm			0.07				0.12		0.06		0.12	c0.17
v/c Ratio	0.66	0.72	0.24	0.89	1.22		0.67	1.33	0.36		0.60	0.83
Uniform Delay, d1	42.0	30.3	25.5	40.9	32.3		38.0	40.6	35.9		35.4	37.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.3	4.1	1.2	17.2	107.6		5.4	168.0	0.8		2.8	16.3
Delay (s)	50.3	34.4	26.7	58.1	139.9		43.4	208.7	36.7		38.2	53.6
Level of Service	D	C	C	E	F		D	F	D		D	D
Approach Delay (s)		33.8			119.9			126.3			46.6	
Approach LOS		C			F			F			D	

Intersection Summary

HCM Average Control Delay	88.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	98.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	23
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	24
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↗↘	↑↑			↑↑			↑↑	↗	↗↘		↗↘	
Volume (vph)	587	557	0	0	522	290	0	350	180	210	0	1279	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0	
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88	
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00	
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85	
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00	
Satd. Flow (prot)	3433	3539			3323			3539	1557	3433		2787	
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00	
Satd. Flow (perm)	3433	3539			3323			3539	1557	3433		2787	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	618	586	0	0	549	305	0	368	189	221	0	1346	
RTOR Reduction (vph)	0	0	0	0	58	0	0	0	146	0	0	395	
Lane Group Flow (vph)	618	586	0	0	796	0	0	368	43	221	0	951	
Confl. Peds. (#/hr)						9			3				
Turn Type	Prot								Perm		Prot	custom	
Protected Phases	5	2							8	7	5 8		
Permitted Phases											8		
Actuated Green, G (s)	28.2	68.0							36.8	26.8	26.8	12.8	58.0
Effective Green, g (s)	28.2	68.0							36.8	26.8	26.8	12.8	58.0
Actuated g/C Ratio	0.24	0.58							0.31	0.23	0.23	0.11	0.49
Clearance Time (s)	3.0	4.0							4.0	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0							3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	823	2046							1040	807	355	374	1375
v/s Ratio Prot	0.18	0.17							c0.24	0.10		c0.06	c0.34
v/s Ratio Perm											0.03		
v/c Ratio	0.75	0.29							0.76	0.46	0.12	0.59	0.69
Uniform Delay, d1	41.4	12.5							36.5	39.1	36.1	49.9	22.9
Progression Factor	1.00	1.00							1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	0.4							5.4	0.4	0.2	2.5	1.5
Delay (s)	45.3	12.9							41.9	39.5	36.2	52.4	24.4
Level of Service	D	B							D	D	D	D	C
Approach Delay (s)	29.5								41.9	38.4		28.4	
Approach LOS	C								D	D		C	
Intersection Summary													
HCM Average Control Delay			32.8		HCM Level of Service				C				
HCM Volume to Capacity ratio			0.70										
Actuated Cycle Length (s)			117.6		Sum of lost time (s)				10.0				
Intersection Capacity Utilization			76.4%		ICU Level of Service				D				
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	351	186	180	289	143	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3355		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3355		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	373	198	191	307	152	213
RTOR Reduction (vph)	55	0	0	0	0	169
Lane Group Flow (vph)	516	0	191	307	152	44
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	15.6		12.3	32.9	11.1	11.1
Effective Green, g (s)	15.6		12.3	32.9	11.1	11.1
Actuated g/C Ratio	0.29		0.23	0.61	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	969		403	2156	364	325
v/s Ratio Prot	c0.15		c0.11	0.09	c0.09	0.03
v/s Ratio Perm						
v/c Ratio	0.53		0.47	0.14	0.42	0.13
Uniform Delay, d1	16.1		18.0	4.5	18.6	17.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		0.9	0.0	0.8	0.2
Delay (s)	16.7		18.9	4.5	19.4	17.7
Level of Service	B		B	A	B	B
Approach Delay (s)	16.7			10.1	18.4	
Approach LOS	B			B	B	

Intersection Summary

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↗	↕↕	↘	↗↗	↕↕
Volume (vph)	0	254	912	48	135	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	276	991	52	147	565
RTOR Reduction (vph)	0	185	0	22	0	0
Lane Group Flow (vph)	0	91	991	30	147	565
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		7.2	20.1	20.1	7.2	35.3
Effective Green, g (s)		7.2	20.1	20.1	7.2	35.3
Actuated g/C Ratio		0.20	0.57	0.57	0.20	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		568	2015	901	700	3539
v/s Ratio Prot		0.03	c0.28		0.04	0.16
v/s Ratio Perm				0.02		
v/c Ratio		0.16	0.49	0.03	0.21	0.16
Uniform Delay, d1		11.6	4.5	3.3	11.7	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.1	0.2	0.0	0.2	0.1
Delay (s)		11.7	4.7	3.3	11.8	0.1
Level of Service		B	A	A	B	A
Approach Delay (s)	11.7		4.7			2.5
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	35.3	Sum of lost time (s)	4.0
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	39	76	389	30	53	634
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	83	423	33	58	689
RTOR Reduction (vph)	0	75	0	13	0	0
Lane Group Flow (vph)	42	8	423	20	58	689
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	5.8	5.8	34.1	34.1	5.1	43.2
Effective Green, g (s)	5.8	5.8	34.1	34.1	5.1	43.2
Actuated g/C Ratio	0.10	0.10	0.60	0.60	0.09	0.76
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	180	161	1115	947	158	1412
v/s Ratio Prot	c0.02	0.01	0.23		0.03	c0.37
v/s Ratio Perm				0.01		
v/c Ratio	0.23	0.05	0.38	0.02	0.37	0.49
Uniform Delay, d1	23.6	23.1	6.0	4.7	24.4	2.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	1.0	0.0	1.4	1.2
Delay (s)	24.2	23.3	6.9	4.7	25.9	3.9
Level of Service	C	C	A	A	C	A
Approach Delay (s)	23.6		6.8			5.6
Approach LOS	C		A			A

Intersection Summary

HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	20	60	194	73	50	30	133	600	47	40	857	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1661			1767		1593	3496		1770	3511	
Flt Permitted		0.97			0.54		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1616			971		1593	3496		1770	3511	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	63	204	77	53	32	140	632	49	42	902	42
RTOR Reduction (vph)	0	85	0	0	9	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	203	0	0	153	0	140	676	0	42	941	0
Confl. Peds. (#/hr)			3			1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.0			17.0		12.7	39.5		4.5	31.3	
Effective Green, g (s)		17.0			17.0		12.7	39.5		4.5	31.3	
Actuated g/C Ratio		0.22			0.22		0.17	0.52		0.06	0.41	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		361			217		266	1817		105	1446	
v/s Ratio Prot							c0.09	0.19		0.02	c0.27	
v/s Ratio Perm		0.13			c0.16							
v/c Ratio		0.56			0.71		0.53	0.37		0.40	0.65	
Uniform Delay, d1		26.2			27.2		28.9	10.9		34.4	18.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.0			10.1		1.9	0.1		2.5	1.1	
Delay (s)		28.2			37.3		30.8	11.0		36.9	19.0	
Level of Service		C			D		C	B		D	B	
Approach Delay (s)		28.2			37.3			14.4			19.8	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↖	↗	↘	↑↑			↑↑	
Volume (vph)	0	0	0	1525	10	660	164	250	0	0	1004	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1686	1583	1770	3539			3435	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1686	1583	1770	3539			3435	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	1694	11	733	182	278	0	0	1116	189
RTOR Reduction (vph)	0	0	0	0	0	134	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	847	858	599	182	278	0	0	1292	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.1	36.1	46.4	14.6	33.4			30.1	
Effective Green, g (s)				36.1	36.1	46.4	14.6	33.4			30.1	
Actuated g/C Ratio				0.39	0.39	0.51	0.16	0.36			0.33	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				661	663	869	282	1288			1126	
v/s Ratio Prot						c0.08	c0.10	0.08			c0.38	
v/s Ratio Perm				0.50	0.51	0.30						
v/c Ratio				1.28	1.29	0.69	0.65	0.22			1.15	
Uniform Delay, d1				27.8	27.8	17.2	36.2	20.2			30.8	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				138.0	143.4	2.3	5.0	0.1			77.1	
Delay (s)				165.9	171.2	19.5	41.2	20.2			108.0	
Level of Service				F	F	B	D	C			F	
Approach Delay (s)		0.0			123.8			28.5			108.0	
Approach LOS		A			F			C			F	

Intersection Summary

HCM Average Control Delay	108.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	122.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↖	↕	
Volume (vph)	100	0	364	0	0	0	0	314	645	780	1749	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	1.00					0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.91	0.85					0.90		1.00	1.00	
Flt Protected		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1582	1504					3123		3433	3539	
Flt Permitted		0.98	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1582	1504					3123		3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	0	375	0	0	0	0	324	665	804	1803	0
RTOR Reduction (vph)	0	39	44	0	0	0	0	208	0	0	0	0
Lane Group Flow (vph)	0	207	188	0	0	0	0	781	0	804	1803	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		14.4	14.4					30.2		25.6	59.3	
Effective Green, g (s)		14.4	14.4					30.2		25.6	59.3	
Actuated g/C Ratio		0.18	0.18					0.37		0.31	0.73	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		279	265					1154		1076	2569	
v/s Ratio Prot								0.25		c0.23	c0.51	
v/s Ratio Perm		0.13	0.13									
v/c Ratio		0.74	0.71					0.68		0.75	0.70	
Uniform Delay, d1		31.9	31.7					21.6		25.1	6.3	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		10.2	8.7					1.6		2.9	0.9	
Delay (s)		42.1	40.4					23.2		28.0	7.1	
Level of Service		D	D					C		C	A	
Approach Delay (s)		41.3			0.0			23.2			13.6	
Approach LOS		D			A			C			B	

Intersection Summary		
HCM Average Control Delay	19.2	HCM Level of Service
HCM Volume to Capacity ratio	0.71	B
Actuated Cycle Length (s)	81.7	Sum of lost time (s)
Intersection Capacity Utilization	119.8%	7.5
Analysis Period (min)	15	ICU Level of Service
		H

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	174	10	232	40	727	127	259	1794	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.86		1.00	0.98		1.00	1.00	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1595		1770	3436		1770	3509	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1595		1770	3436		1770	3509	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	183	11	244	42	765	134	273	1888	63
RTOR Reduction (vph)	0	0	0	0	196	0	0	14	0	0	2	0
Lane Group Flow (vph)	0	0	0	183	59	0	42	885	0	273	1949	0
Confl. Peds. (#/hr)							40		11	11		40
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				15.7	15.7		4.6	35.5		16.2	47.1	
Effective Green, g (s)				15.7	15.7		4.6	35.5		16.2	47.1	
Actuated g/C Ratio				0.20	0.20		0.06	0.45		0.20	0.59	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				279	315		103	1536		361	2082	
v/s Ratio Prot					0.04		0.02	0.26		c0.15	c0.56	
v/s Ratio Perm				c0.13								
v/c Ratio				0.66	0.19		0.41	0.58		0.76	0.94	
Uniform Delay, d1				29.4	26.5		36.1	16.3		29.7	14.8	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				5.5	0.3		2.6	0.5		8.7	8.7	
Delay (s)				34.8	26.8		38.7	16.9		38.5	23.4	
Level of Service				C	C		D	B		D	C	
Approach Delay (s)		0.0			30.2			17.8			25.3	
Approach LOS		A			C			B			C	

Intersection Summary

HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	40	824	10	20	2038
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	42	858	10	21	2123
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			198			379
pX, platoon unblocked	0.50	0.89			0.89	
vC, conflicting volume	1967	434			869	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	111			600	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	95			98	
cM capacity (veh/h)	495	818			864	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	52	572	297	21	1061	1061
Volume Left	10	0	0	21	0	0
Volume Right	42	0	10	0	0	0
cSH	723	1700	1700	864	1700	1700
Volume to Capacity	0.07	0.34	0.17	0.02	0.62	0.62
Queue Length 95th (ft)	6	0	0	2	0	0
Control Delay (s)	10.4	0.0	0.0	9.3	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	10.4	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			66.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	50	723	786	940	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	54	777	845	1011	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	180			
pX, platoon unblocked					0.83	
vC, conflicting volume	1856				1341	423
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1856				994	423
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				100	100
cM capacity (veh/h)	322				167	580
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	54	389	389	563	619	674
Volume Left	54	0	0	0	0	0
Volume Right	0	0	0	0	337	674
cSH	322	1700	1700	1700	1700	1700
Volume to Capacity	0.17	0.23	0.23	0.33	0.36	0.40
Queue Length 95th (ft)	15	0	0	0	0	0
Control Delay (s)	18.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	1.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	40	60	10	176	0	133	0	600	251	320	466	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.99		1.00		1.00		1.00	0.94	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt		0.99		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3406		1770		1583		3539	1485	1770	3539	
Flt Permitted		0.98		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3406		1770		1583		3539	1485	1770	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	51	76	13	223	0	168	0	759	318	405	590	0
RTOR Reduction (vph)	0	5	0	0	0	138	0	0	84	0	0	0
Lane Group Flow (vph)	0	135	0	223	0	30	0	759	234	405	590	0
Confl. Peds. (#/hr)			51						41			24
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		10.1		19.9		19.9		30.6	30.6	31.5	67.1	
Effective Green, g (s)		10.1		19.9		19.9		30.6	30.6	31.5	67.1	
Actuated g/C Ratio		0.09		0.18		0.18		0.27	0.27	0.28	0.60	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		307		314		281		966	405	497	2118	
v/s Ratio Prot		c0.04		c0.13		0.02		c0.21		c0.23	0.17	
v/s Ratio Perm									0.16			
v/c Ratio		0.44		0.71		0.11		0.79	0.58	0.81	0.28	
Uniform Delay, d1		48.3		43.4		38.6		37.7	35.2	37.6	10.8	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.0		7.4		0.2		4.3	2.0	9.9	0.1	
Delay (s)		49.3		50.8		38.8		42.0	37.2	47.5	10.9	
Level of Service		D		D		D		D	D	D	B	
Approach Delay (s)		49.3			45.6			40.6			25.8	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	36.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	112.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	430	917	160	567	30	743	50	170	50	70	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5042		1681	1695	1563	1770	1685	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.27	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5042		1681	477	1563	1770	1685	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	40	462	986	172	610	32	799	54	183	54	75	132
RTOR Reduction (vph)	0	0	75	0	5	0	0	0	129	0	57	0
Lane Group Flow (vph)	40	462	911	172	637	0	423	430	54	54	150	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	3.5	42.6	76.3	11.0	49.1		28.7	42.6	32.5	6.1	9.9	
Effective Green, g (s)	3.5	42.6	76.3	11.0	49.1		28.7	42.6	32.5	6.1	9.9	
Actuated g/C Ratio	0.03	0.39	0.69	0.10	0.45		0.26	0.39	0.29	0.06	0.09	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	56	1368	1096	177	2246		438	502	461	98	151	
v/s Ratio Prot	0.02	0.13	c0.58	c0.10	0.13		c0.25	0.22		0.03	0.09	
v/s Ratio Perm								c0.11	0.03			
v/c Ratio	0.71	0.34	0.83	0.97	0.28		0.97	0.86	0.12	0.55	0.99	
Uniform Delay, d1	52.9	23.8	12.3	49.4	19.4		40.3	31.0	28.4	50.7	50.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	35.0	0.1	5.5	59.0	0.1		33.9	13.5	0.1	6.6	70.4	
Delay (s)	87.8	24.0	17.8	108.5	19.5		74.2	44.5	28.5	57.3	120.5	
Level of Service	F	C	B	F	B		E	D	C	E	F	
Approach Delay (s)		21.6			38.3			53.8			107.4	
Approach LOS		C			D			D			F	

Intersection Summary

HCM Average Control Delay	40.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	10	0	0	0	0	831	0	0	642	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	11	0	11	0	0	0	0	955	0	0	738	0
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	6	0	0	0	0	0	955	0	0	738	0
Confl. Peds. (#/hr)									3			
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	2.2	2.2	2.2					45.4			45.4	
Effective Green, g (s)	2.2	2.2	2.2					45.4			45.4	
Actuated g/C Ratio	0.04	0.04	0.04					0.79			0.79	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	64	64	60					1468			2789	
v/s Ratio Prot	0.00	c0.00						c0.51			0.21	
v/s Ratio Perm			0.00									
v/c Ratio	0.08	0.09	0.01					0.65			0.26	
Uniform Delay, d1	26.7	26.7	26.6					2.7			1.6	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.5	0.6	0.0					1.0			0.1	
Delay (s)	27.2	27.4	26.7					3.7			1.7	
Level of Service	C	C	C					A			A	
Approach Delay (s)		27.0			0.0			3.7			1.7	
Approach LOS		C			A			A			A	



















Intersection Summary

HCM Average Control Delay	3.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	57.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	114	120	20	73	57	130	280	40	83	300	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.98		1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1725			1747		1770	3463		1770	3468	
Flt Permitted		0.99			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1703			1645		1770	3463		1770	3468	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	118	124	21	75	59	134	289	41	86	309	41
RTOR Reduction (vph)	0	34	0	0	22	0	0	11	0	0	11	0
Lane Group Flow (vph)	0	218	0	0	133	0	134	319	0	86	339	0
Confl. Peds. (#/hr)			1			1			4			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		12.3			12.3		7.6	12.5		6.4	11.3	
Effective Green, g (s)		12.3			12.3		7.6	12.5		6.4	11.3	
Actuated g/C Ratio		0.27			0.27		0.16	0.27		0.14	0.24	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		453			438		291	937		245	848	
v/s Ratio Prot							c0.08	0.09		0.05	c0.10	
v/s Ratio Perm		c0.13			0.08							
v/c Ratio		0.48			0.30		0.46	0.34		0.35	0.40	
Uniform Delay, d1		14.3			13.5		17.4	13.5		18.0	14.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			0.4		1.2	0.2		0.9	0.3	
Delay (s)		15.1			13.9		18.6	13.8		18.9	14.9	
Level of Service		B			B		B	B		B	B	
Approach Delay (s)		15.1			13.9			15.2			15.7	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			15.2				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			46.2				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			46.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	157	80	60	709	369	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frbp, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1704		1770	1863	1863	1550
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1704		1770	1863	1863	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	87	65	771	401	98
RTOR Reduction (vph)	23	0	0	0	0	29
Lane Group Flow (vph)	235	0	65	771	401	69
Confl. Peds. (#/hr)		8				1
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	14.1		4.8	34.1	24.3	24.3
Effective Green, g (s)	14.1		4.8	34.1	24.3	24.3
Actuated g/C Ratio	0.24		0.08	0.59	0.42	0.42
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	413		146	1092	778	647
v/s Ratio Prot	c0.14		0.04	c0.41	0.22	
v/s Ratio Perm						0.04
v/c Ratio	0.57		0.45	0.71	0.52	0.11
Uniform Delay, d1	19.4		25.4	8.5	12.6	10.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8		2.2	2.1	0.6	0.1
Delay (s)	21.2		27.6	10.6	13.2	10.4
Level of Service	C		C	B	B	B
Approach Delay (s)	21.2			11.9	12.6	
Approach LOS	C			B	B	
Intersection Summary						
HCM Average Control Delay			13.6		HCM Level of Service	B
HCM Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			58.2		Sum of lost time (s)	10.0
Intersection Capacity Utilization			60.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	30	20	789	459	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	23	34	23	907	528	11
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.84	0.84	0.84			
vC, conflicting volume	1487	534	540			
vC1, stage 1 conf vol	534					
vC2, stage 2 conf vol	953					
vCu, unblocked vol	1485	353	360			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	94	98			
cM capacity (veh/h)	320	581	1008			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	57	23	907	539
Volume Left	23	23	0	0
Volume Right	34	0	0	11
cSH	438	1008	1700	1700
Volume to Capacity	0.13	0.02	0.53	0.32
Queue Length 95th (ft)	11	2	0	0
Control Delay (s)	14.5	8.7	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.5	0.2		0.0
Approach LOS	B			

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	51.5%		ICU Level of Service A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln



























Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	0	0	0	0	0	30	207	813	200	0	824	80	
Sign Control		Stop				Stop				Free			
Grade		0%				0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	0	0	0	0	0	32	218	856	211	0	867	84	
Pedestrians						7							
Lane Width (ft)						12.0							
Walking Speed (ft/s)						4.0							
Percent Blockage						1							
Right turn flare (veh)													
Median type							None				None		
Median storage (veh)													
Upstream signal (ft)							412						
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93			
vC, conflicting volume	1805	2419	476	1838	2271	540	867				1073		
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1709	2372	476	1744	2213	343	867				919		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1		
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2		
p0 queue free %	100	100	100	100	100	95	72				100		
cM capacity (veh/h)	40	23	535	40	29	601	772				680		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2							
Volume Total	32	218	571	496	578	373							
Volume Left	0	218	0	0	0	0							
Volume Right	32	0	0	211	0	84							
cSH	601	772	1700	1700	1700	1700							
Volume to Capacity	0.05	0.28	0.34	0.29	0.34	0.22							
Queue Length 95th (ft)	4	29	0	0	0	0							
Control Delay (s)	11.3	11.5	0.0	0.0	0.0	0.0							
Lane LOS	B	B											
Approach Delay (s)	11.3	1.9			0.0								
Approach LOS	B												
Intersection Summary													
Average Delay			1.3										
Intersection Capacity Utilization			43.5%		ICU Level of Service				A				
Analysis Period (min)			15										























HCM Signalized Intersection Capacity Analysis
14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 	 	
Volume (vph)	90	693	50	117	653	230	70	210	153	330	180	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3498		1770	3401		1770	3294		3433	1763	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3498		1770	3401		1770	3294		3433	1763	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	94	722	52	122	680	240	73	219	159	344	188	104
RTOR Reduction (vph)	0	3	0	0	17	0	0	82	0	0	10	0
Lane Group Flow (vph)	94	771	0	122	903	0	73	296	0	344	282	0
Confl. Peds. (#/hr)			1						3			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.7	38.3		14.5	40.1		11.2	19.5		19.9	28.2	
Effective Green, g (s)	12.7	38.3		14.5	40.1		11.2	19.5		19.9	28.2	
Actuated g/C Ratio	0.11	0.34		0.13	0.36		0.10	0.17		0.18	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	200	1194		229	1216		177	572		609	443	
v/s Ratio Prot	0.05	0.22		c0.07	c0.27		0.04	0.09		c0.10	c0.16	
v/s Ratio Perm												
v/c Ratio	0.47	0.65		0.53	0.74		0.41	0.52		0.56	0.64	
Uniform Delay, d1	46.6	31.2		45.7	31.5		47.4	42.1		42.2	37.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	1.2		2.4	2.5		1.6	0.8		1.2	3.0	
Delay (s)	48.3	32.4		48.1	34.0		49.0	42.9		43.4	40.4	
Level of Service	D	C		D	C		D	D		D	D	
Approach Delay (s)		34.2			35.7			43.9			42.0	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			37.8			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			112.2			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			68.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM

												
Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	166	730	340	430	860	620	150	249	140	160	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3317		1770	1863	1583		1770	1539
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3317		1770	1863	1583		1770	1539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	175	768	358	453	905	653	158	262	147	168	0	179
RTOR Reduction (vph)	0	0	245	0	0	0	0	0	122	0	0	14
Lane Group Flow (vph)	175	768	113	453	1558	0	158	262	25	0	168	231
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	11.7	30.2	30.2	14.7	32.7		16.1	16.1	16.1		18.4	18.4
Effective Green, g (s)	11.7	30.2	30.2	14.7	32.7		16.1	16.1	16.1		18.4	18.4
Actuated g/C Ratio	0.12	0.32	0.32	0.15	0.34		0.17	0.17	0.17		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	217	1120	501	529	1137		299	314	267		341	297
v/s Ratio Prot	0.10	0.22		c0.13	c0.47			c0.14				
v/s Ratio Perm			0.07				0.09		0.02		0.09	c0.15
v/c Ratio	0.81	0.69	0.23	0.86	1.37		0.53	0.83	0.09		0.49	0.78
Uniform Delay, d1	40.7	28.5	24.0	39.3	31.4		36.2	38.4	33.5		34.3	36.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	19.2	3.4	1.0	12.9	172.3		1.7	17.1	0.2		1.1	12.1
Delay (s)	60.0	31.9	25.0	52.2	203.6		37.9	55.5	33.6		35.5	48.7
Level of Service	E	C	C	D	F		D	E	C		D	D
Approach Delay (s)		33.8			169.5			44.9			43.3	
Approach LOS		C			F			D			D	
Intersection Summary												
HCM Average Control Delay			99.8			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			95.4			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			94.7%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	63
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	66
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↕↖			↕↗	↖	↖↗		↖↗
Volume (vph)	580	460	0	0	547	270	0	370	170	180	0	1363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3346			3539	1583	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3346			3539	1583	3433		2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	604	479	0	0	570	281	0	385	177	188	0	1420
RTOR Reduction (vph)	0	0	0	0	46	0	0	0	136	0	0	390
Lane Group Flow (vph)	604	479	0	0	805	0	0	385	41	188	0	1030
Confl. Peds. (#/hr)						4						
Turn Type	Prot								Perm	Prot		custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	28.1	68.0			36.9			27.0	27.0	11.7		58.1
Effective Green, g (s)	28.1	68.0			36.9			27.0	27.0	11.7		58.1
Actuated g/C Ratio	0.24	0.58			0.32			0.23	0.23	0.10		0.50
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	827	2062			1058			819	366	344		1388
v/s Ratio Prot	0.18	0.14			c0.24			0.11		c0.05		c0.37
v/s Ratio Perm									0.03			
v/c Ratio	0.73	0.23			0.76			0.47	0.11	0.55		0.74
Uniform Delay, d1	40.8	11.8			35.9			38.7	35.4	50.0		23.3
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	3.3	0.3			5.2			0.4	0.1	1.8		2.2
Delay (s)	44.1	12.0			41.1			39.1	35.5	51.8		25.5
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.9			41.1			38.0			28.6	
Approach LOS		C			D			D			C	

Intersection Summary

HCM Average Control Delay	32.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	116.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	253	147	140	304	153	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3344		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3344		1770	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	264	153	146	317	159	188
RTOR Reduction (vph)	69	0	0	0	0	144
Lane Group Flow (vph)	348	0	146	317	159	44
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	11.9		7.9	24.8	10.6	10.6
Effective Green, g (s)	11.9		7.9	24.8	10.6	10.6
Actuated g/C Ratio	0.26		0.17	0.55	0.23	0.23
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	877		308	1933	413	370
v/s Ratio Prot	c0.10		c0.08	0.09	c0.09	0.03
v/s Ratio Perm						
v/c Ratio	0.40		0.47	0.16	0.38	0.12
Uniform Delay, d1	13.8		16.9	5.1	14.7	13.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		1.2	0.0	0.6	0.1
Delay (s)	14.1		18.0	5.2	15.3	13.9
Level of Service	B		B	A	B	B
Approach Delay (s)	14.1			9.2	14.5	
Approach LOS	B			A	B	

Intersection Summary

HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕	↗	↖↖	↕↕
Volume (vph)	0	219	615	108	332	1726
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	238	668	117	361	1876
RTOR Reduction (vph)	0	167	0	66	0	0
Lane Group Flow (vph)	0	71	668	51	361	1876
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		8.9	13.1	13.1	8.9	30.0
Effective Green, g (s)		8.9	13.1	13.1	8.9	30.0
Actuated g/C Ratio		0.30	0.44	0.44	0.30	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		827	1545	691	1018	3539
v/s Ratio Prot		0.03	0.19		0.11	0.53
v/s Ratio Perm				0.03		
v/c Ratio		0.09	0.43	0.07	0.35	0.53
Uniform Delay, d1		7.6	5.9	4.9	8.3	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.2	0.0	0.2	0.6
Delay (s)		7.7	6.1	5.0	8.5	0.6
Level of Service		A	A	A	A	A
Approach Delay (s)	7.7		5.9			1.9
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	30.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	69	126	705	131	242	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	137	766	142	263	446
RTOR Reduction (vph)	0	120	0	49	0	0
Lane Group Flow (vph)	75	17	766	93	263	446
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	6.1	6.1	21.4	21.4	10.6	36.0
Effective Green, g (s)	6.1	6.1	21.4	21.4	10.6	36.0
Actuated g/C Ratio	0.12	0.12	0.43	0.43	0.21	0.72
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	216	193	796	676	374	1339
v/s Ratio Prot	c0.04	0.01	c0.41		c0.15	0.24
v/s Ratio Perm				0.06		
v/c Ratio	0.35	0.09	0.96	0.14	0.70	0.33
Uniform Delay, d1	20.2	19.5	14.0	8.7	18.3	2.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2	23.0	0.1	5.9	0.1
Delay (s)	21.1	19.7	36.9	8.8	24.2	2.8
Level of Service	C	B	D	A	C	A
Approach Delay (s)	20.2		32.5			10.7
Approach LOS	C		C			B

Intersection Summary

HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	30	70	203	67	70	30	210	1019	79	30	830	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.98		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1686			1776		1593	3496		1770	3518	
Flt Permitted		0.96			0.55		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1625			991		1593	3496		1770	3518	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	74	214	71	74	32	221	1073	83	32	874	32
RTOR Reduction (vph)	0	71	0	0	8	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	249	0	0	169	0	221	1152	0	32	904	0
Confl. Peds. (#/hr)						8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.0			18.0		16.4	43.2		4.2	31.0	
Effective Green, g (s)		18.0			18.0		16.4	43.2		4.2	31.0	
Actuated g/C Ratio		0.22			0.22		0.20	0.54		0.05	0.39	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		364			222		325	1878		92	1356	
v/s Ratio Prot							c0.14	0.33		0.02	c0.26	
v/s Ratio Perm		0.15			c0.17							
v/c Ratio		0.69			0.76		0.68	0.61		0.35	0.67	
Uniform Delay, d1		28.6			29.2		29.6	12.8		36.8	20.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.3			14.3		5.7	0.6		2.3	1.3	
Delay (s)		33.9			43.5		35.3	13.4		39.1	21.7	
Level of Service		C			D		D	B		D	C	
Approach Delay (s)		33.9			43.5			16.9			22.3	
Approach LOS		C			D			B			C	

Intersection Summary

HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖	↖	↖	↕	↕		↕	↕
Volume (vph)	0	0	0	523	10	1260	276	358	0	0	1200	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1688	1583	1770	3539			3461	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1688	1583	1770	3539			3461	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	534	10	1286	282	365	0	0	1224	133
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	272	272	1205	282	365	0	0	1350	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				18.9	18.9	43.4	17.1	22.3			30.7	
Effective Green, g (s)				18.9	18.9	43.4	17.1	22.3			30.7	
Actuated g/C Ratio				0.24	0.24	0.56	0.22	0.29			0.40	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				409	411	966	390	1016			1367	
v/s Ratio Prot						c0.39	0.16	0.10			c0.39	
v/s Ratio Perm				0.16	0.16	0.37						
v/c Ratio				0.67	0.66	1.25	0.72	0.36			0.99	
Uniform Delay, d1				26.5	26.5	17.2	28.1	22.0			23.3	
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2				4.1	4.0	120.1	6.5	0.2			21.1	
Delay (s)				30.6	30.5	137.3	34.6	22.2			44.4	
Level of Service				C	C	F	C	C			D	
Approach Delay (s)		0.0			105.6			27.6			44.4	
Approach LOS		A			F			C			D	

Intersection Summary

HCM Average Control Delay	70.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	4.0
Intersection Capacity Utilization	177.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗					↕		↖	↗	
Volume (vph)	150	10	200	0	0	0	0	484	1076	1000	723	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0		3.5	4.0	
Lane Util. Factor		0.95	0.95					0.95		0.97	0.95	
Frbp, ped/bikes		1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00		1.00	1.00	
Frt		0.98	0.85					0.90		1.00	1.00	
Flt Protected		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (prot)		1658	1484					3141		3433	3539	
Flt Permitted		0.96	1.00					1.00		0.95	1.00	
Satd. Flow (perm)		1658	1484					3141		3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	156	10	208	0	0	0	0	504	1121	1042	753	0
RTOR Reduction (vph)	0	5	146	0	0	0	0	168	0	0	0	0
Lane Group Flow (vph)	0	192	31	0	0	0	0	1457	0	1042	753	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm							Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8									
Actuated Green, G (s)		14.1	14.1					25.1		30.4	59.0	
Effective Green, g (s)		14.1	14.1					25.1		30.4	59.0	
Actuated g/C Ratio		0.17	0.17					0.31		0.37	0.73	
Clearance Time (s)		4.0	4.0					4.0		3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)		288	258					972		1287	2575	
v/s Ratio Prot								c0.46		c0.30	0.21	
v/s Ratio Perm		0.12	0.02									
v/c Ratio		0.67	0.12					1.69dr		0.81	0.29	
Uniform Delay, d1		31.3	28.3					28.0		22.8	3.8	
Progression Factor		1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2		5.7	0.2					229.7		3.9	0.1	
Delay (s)		37.0	28.5					257.7		26.6	3.9	
Level of Service		D	C					F		C	A	
Approach Delay (s)		33.0			0.0			257.7			17.1	
Approach LOS		C			A			F			B	

Intersection Summary

HCM Average Control Delay	121.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	11.5
Intersection Capacity Utilization	175.4%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Sage St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕		↙	↕	
Volume (vph)	0	0	0	110	10	328	20	1232	181	189	684	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor				1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes				1.00	1.00		1.00	0.98		1.00	0.99	
Flpb, ped/bikes				1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t				1.00	0.85		1.00	0.98		1.00	0.99	
Fl _t Protected				0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)				1770	1591		1770	3417		1770	3485	
Fl _t Permitted				0.76	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)				1410	1591		1770	3417		1770	3485	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	113	10	338	21	1270	187	195	705	52
RTOR Reduction (vph)	0	0	0	0	251	0	0	10	0	0	3	0
Lane Group Flow (vph)	0	0	0	113	97	0	21	1447	0	195	754	0
Confl. Peds. (#/hr)							21		40	40		21
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)				12.6	12.6		2.7	44.2		13.5	55.0	
Effective Green, g (s)				12.6	12.6		2.7	44.2		13.5	55.0	
Actuated g/C Ratio				0.15	0.15		0.03	0.54		0.16	0.67	
Clearance Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)				216	244		58	1835		290	2329	
v/s Ratio Prot					0.06		0.01	c0.42		c0.11	0.22	
v/s Ratio Perm				c0.08								
v/c Ratio				0.52	0.40		0.36	0.79		0.67	0.32	
Uniform Delay, d1				32.1	31.4		39.0	15.3		32.3	5.8	
Progression Factor				1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2				2.3	1.1		3.8	2.3		6.0	0.1	
Delay (s)				34.4	32.5		42.8	17.6		38.3	5.9	
Level of Service				C	C		D	B		D	A	
Approach Delay (s)		0.0			33.0			18.0			12.5	
Approach LOS		A			C			B			B	

Intersection Summary

HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
5: Marriott Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↕↘		↙	↕↕
Volume (veh/h)	10	20	1353	20	20	774
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	21	1439	21	21	823
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			233			379
pX, platoon unblocked	0.83	0.79			0.79	
vC, conflicting volume	1904	730			1461	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1273	140			1060	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			96	
cM capacity (veh/h)	127	701			518	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	32	960	501	21	412	412
Volume Left	11	0	0	21	0	0
Volume Right	21	0	21	0	0	0
cSH	279	1700	1700	518	1700	1700
Volume to Capacity	0.11	0.56	0.29	0.04	0.24	0.24
Queue Length 95th (ft)	10	0	0	3	0	0
Control Delay (s)	19.5	0.0	0.0	12.2	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	19.5	0.0		0.3		
Approach LOS	C					

Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			48.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Fairgrounds Dr & Six Flags Entry

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	30	1106	537	100	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	1202	584	109	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		484	145			
pX, platoon unblocked					0.81	
vC, conflicting volume	692				1250	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	692				846	292
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	100
cM capacity (veh/h)	899				236	705
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	33	601	601	389	231	72
Volume Left	33	0	0	0	0	0
Volume Right	0	0	0	0	36	72
cSH	899	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.35	0.35	0.23	0.14	0.04
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			33.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

7: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↖		↗		↕↕	↗	↖	↕↕	
Volume (vph)	60	10	20	284	0	349	0	737	96	116	411	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frbp, ped/bikes		0.93		1.00		1.00		1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Fr t		0.97		1.00		0.85		1.00	0.85	1.00	1.00	
Fl t Protected		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3079		1770		1583		3539	1497	1770	3518	
Fl t Permitted		0.97		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		3079		1770		1583		3539	1497	1770	3518	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	64	11	21	302	0	371	0	784	102	123	437	11
RTOR Reduction (vph)	0	19	0	0	0	281	0	0	24	0	1	0
Lane Group Flow (vph)	0	77	0	302	0	90	0	784	78	123	447	0
Confl. Peds. (#/hr)			411						42			51
Turn Type	Split			Prot		custom			Perm		Prot	
Protected Phases	4	4		8		8		2			1	6
Permitted Phases									2			
Actuated Green, G (s)		7.9		22.5		22.5		30.4	30.4	12.1	47.5	
Effective Green, g (s)		7.9		22.5		22.5		30.4	30.4	12.1	47.5	
Actuated g/C Ratio		0.09		0.24		0.24		0.33	0.33	0.13	0.51	
Clearance Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		262		429		383		1158	490	231	1799	
v/s Ratio Prot		c0.02		c0.17		0.06		c0.22		c0.07	0.13	
v/s Ratio Perm									0.05			
v/c Ratio		0.29		0.70		0.23		0.68	0.16	0.53	0.25	
Uniform Delay, d1		39.9		32.2		28.3		27.0	22.2	37.8	12.7	
Progression Factor		1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6		5.2		0.3		1.6	0.2	2.4	0.1	
Delay (s)		40.5		37.3		28.6		28.6	22.3	40.1	12.8	
Level of Service		D		D		C		C	C	D	B	
Approach Delay (s)		40.5			32.5			27.9			18.7	
Approach LOS		D			C			C			B	

Intersection Summary

HCM Average Control Delay	27.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	92.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↗	↗	↘	↗	
Volume (vph)	109	689	1129	160	650	60	947	90	200	50	80	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5021		1681	1699	1561	1770	1703	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.29	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5021		1681	505	1561	1770	1703	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	116	733	1201	170	691	64	1007	96	213	53	85	114
RTOR Reduction (vph)	0	0	45	0	9	0	0	0	137	0	43	0
Lane Group Flow (vph)	116	733	1156	170	746	0	554	549	76	53	156	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.7	44.0	79.0	10.0	41.3		30.0	42.8	34.0	4.8	8.8	
Effective Green, g (s)	11.7	44.0	79.0	10.0	41.3		30.0	42.8	34.0	4.8	8.8	
Actuated g/C Ratio	0.11	0.40	0.71	0.09	0.37		0.27	0.39	0.31	0.04	0.08	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	187	1405	1129	160	1872		455	518	479	77	135	
v/s Ratio Prot	0.07	0.21	c0.73	c0.10	0.15		c0.33	0.29		0.03	0.09	
v/s Ratio Perm								c0.12	0.05			
v/c Ratio	0.62	0.52	1.02	1.06	0.40		1.22	1.06	0.16	0.69	1.15	
Uniform Delay, d1	47.4	25.4	15.9	50.4	25.6		40.4	34.0	28.0	52.3	51.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.3	0.4	33.1	88.7	0.1		116.5	56.3	0.2	22.6	124.6	
Delay (s)	53.7	25.7	49.0	139.1	25.7		156.9	90.3	28.1	74.8	175.6	
Level of Service	D	C	D	F	C		F	F	C	E	F	
Approach Delay (s)		40.9			46.6			108.3			154.4	
Approach LOS		D			D			F			F	

Intersection Summary

HCM Average Control Delay	67.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Six Flags Exit & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	0	110	0	0	0	0	603	0	0	715	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0					5.0			5.0	
Lane Util. Factor	0.95	0.95	1.00					1.00			0.95	
Frbp, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00			1.00	
Frt	1.00	1.00	0.85					1.00			1.00	
Flt Protected	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1681	1583					1863			3539	
Flt Permitted	0.95	0.95	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1681	1583					1863			3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	267	0	128	0	0	0	0	701	0	0	831	0
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	133	134	24	0	0	0	0	701	0	0	831	0
Confl. Peds. (#/hr)						3			8			5
Turn Type	Split		Perm	Split						Perm		
Protected Phases	4	4		8	8			2			6	
Permitted Phases			4							6		
Actuated Green, G (s)	9.6	9.6	9.6					30.8			30.8	
Effective Green, g (s)	9.6	9.6	9.6					30.8			30.8	
Actuated g/C Ratio	0.19	0.19	0.19					0.61			0.61	
Clearance Time (s)	5.0	5.0	5.0					5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0			3.0	
Lane Grp Cap (vph)	320	320	302					1139			2163	
v/s Ratio Prot	0.08	c0.08						c0.38			0.23	
v/s Ratio Perm			0.02									
v/c Ratio	0.42	0.42	0.08					0.62			0.38	
Uniform Delay, d1	17.9	17.9	16.8					6.1			5.0	
Progression Factor	1.00	1.00	1.00					1.00			1.00	
Incremental Delay, d2	0.9	0.9	0.1					1.0			0.1	
Delay (s)	18.8	18.8	16.9					7.1			5.1	
Level of Service	B	B	B					A			A	
Approach Delay (s)		18.2			0.0			7.1			5.1	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	50.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
10: Sereno Dr & Tuolumne St

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕		↕	↕↕	
Volume (vph)	20	123	140	20	80	79	110	340	50	67	260	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1732			1742		1770	3462		1770	3496	
Flt Permitted		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1683			1657		1770	3462		1770	3496	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	135	154	22	88	87	121	374	55	74	286	22
RTOR Reduction (vph)	0	33	0	0	27	0	0	10	0	0	6	0
Lane Group Flow (vph)	0	278	0	0	170	0	121	419	0	74	302	0
Confl. Peds. (#/hr)									1			3
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		14.4			14.4		7.4	15.1		4.7	12.4	
Effective Green, g (s)		14.4			14.4		7.4	15.1		4.7	12.4	
Actuated g/C Ratio		0.29			0.29		0.15	0.31		0.10	0.25	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		493			485		266	1063		169	881	
v/s Ratio Prot							c0.07	c0.12		0.04	0.09	
v/s Ratio Perm		c0.17			0.10							
v/c Ratio		0.56			0.35		0.45	0.39		0.44	0.34	
Uniform Delay, d1		14.7			13.7		19.1	13.4		21.0	15.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			0.4		1.2	0.2		1.8	0.2	
Delay (s)		16.2			14.2		20.3	13.7		22.8	15.3	
Level of Service		B			B		C	B		C	B	
Approach Delay (s)		16.2			14.2			15.1			16.8	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	49.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: Sereno Dr & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↓	W
Volume (vph)	130	110	70	392	715	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1674		1770	1863	1863	1540
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1674		1770	1863	1863	1540
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	138	117	74	417	761	116
RTOR Reduction (vph)	41	0	0	0	0	16
Lane Group Flow (vph)	214	0	74	417	761	100
Confl. Peds. (#/hr)		10				5
Turn Type			Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	13.6		6.9	44.3	32.4	32.4
Effective Green, g (s)	13.6		6.9	44.3	32.4	32.4
Actuated g/C Ratio	0.20		0.10	0.65	0.48	0.48
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	335		180	1215	889	735
v/s Ratio Prot	c0.13		0.04	c0.22	c0.41	
v/s Ratio Perm						0.06
v/c Ratio	0.64		0.41	0.34	0.86	0.14
Uniform Delay, d1	24.9		28.6	5.3	15.7	9.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0		1.5	0.2	8.1	0.1
Delay (s)	28.9		30.1	5.5	23.8	10.0
Level of Service	C		C	A	C	B
Approach Delay (s)	28.9			9.2	22.0	
Approach LOS	C			A	C	

Intersection Summary

HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Valle Vista Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	30	20	472	845	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	31	31	21	492	880	31
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					657	
pX, platoon unblocked	0.59	0.59	0.59			
vC, conflicting volume	1432	899	914			
vC1, stage 1 conf vol	899					
vC2, stage 2 conf vol	533					
vCu, unblocked vol	1386	486	513			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	91	97			
cM capacity (veh/h)	310	344	623			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	62	21	492	911		
Volume Left	31	21	0	0		
Volume Right	31	0	0	31		
cSH	326	623	1700	1700		
Volume to Capacity	0.19	0.03	0.29	0.54		
Queue Length 95th (ft)	17	3	0	0		
Control Delay (s)	18.6	11.0	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	18.6	0.4		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			56.5%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 13: I-80 EB Ramp & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗	↖	↕			↕	
Volume (veh/h)	0	0	0	0	0	40	279	800	160	0	1013	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	0	0	0	41	285	816	163	0	1034	102
Pedestrians						6						
Lane Width (ft)						12.0						
Walking Speed (ft/s)						4.0						
Percent Blockage						1						
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								412				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	2103	2640	568	1990	2507	496	1034			986		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2046	2617	568	1926	2476	336	1034			857		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	93	57			100		
cM capacity (veh/h)	19	13	466	25	16	617	668			729		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	41	285	544	435	689	447						
Volume Left	0	285	0	0	0	0						
Volume Right	41	0	0	163	0	102						
cSH	617	668	1700	1700	1700	1700						
Volume to Capacity	0.07	0.43	0.32	0.26	0.41	0.26						
Queue Length 95th (ft)	5	53	0	0	0	0						
Control Delay (s)	11.2	14.3	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.2	3.2			0.0							
Approach LOS	B											
Intersection Summary												
Average Delay				1.9								
Intersection Capacity Utilization			53.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 14: Redwood St & Tuolumne St

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	691	70	209	757	250	40	230	127	370	190	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3482		1770	3393		1770	3328		3433	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3482		1770	3393		1770	3328		3433	1787	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	100	768	78	232	841	278	44	256	141	411	211	78
RTOR Reduction (vph)	0	4	0	0	14	0	0	46	0	0	7	0
Lane Group Flow (vph)	100	842	0	232	1105	0	44	351	0	411	282	0
Confl. Peds. (#/hr)			2			4			5			
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	13.4	48.3		20.4	55.3		7.5	21.8		20.4	34.7	
Effective Green, g (s)	13.4	48.3		20.4	55.3		7.5	21.8		20.4	34.7	
Actuated g/C Ratio	0.10	0.37		0.16	0.42		0.06	0.17		0.16	0.27	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	1285		276	1433		101	554		535	474	
v/s Ratio Prot	0.06	0.24		c0.13	c0.33		0.02	0.11		c0.12	c0.16	
v/s Ratio Perm												
v/c Ratio	0.55	0.66		0.84	0.77		0.44	0.63		0.77	0.60	
Uniform Delay, d1	55.9	34.4		53.7	32.4		59.7	50.8		53.0	42.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	1.2		20.0	2.6		3.0	2.4		6.5	2.0	
Delay (s)	59.5	35.6		73.7	35.0		62.6	53.2		59.5	44.0	
Level of Service	E	D		E	D		E	D		E	D	
Approach Delay (s)		38.1			41.6			54.1			53.1	
Approach LOS		D			D			D			D	

Intersection Summary		
HCM Average Control Delay	44.6	HCM Level of Service D
HCM Volume to Capacity ratio	0.72	
Actuated Cycle Length (s)	130.9	Sum of lost time (s) 10.0
Intersection Capacity Utilization	73.9%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM




















Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	138	740	360	440	1060	357	218	481	216	210	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3405		1770	1863	1583		1770	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3405		1770	1863	1583		1770	1528
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	145	779	379	463	1116	376	229	506	227	221	0	242
RTOR Reduction (vph)	0	0	263	0	0	0	0	0	98	0	0	4
Lane Group Flow (vph)	145	779	116	463	1492	0	229	506	129	0	221	266
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6				4		4	3		3
Actuated Green, G (s)	11.2	30.1	30.1	14.9	33.3		17.0	17.0	17.0		20.4	20.4
Effective Green, g (s)	11.2	30.1	30.1	14.9	33.3		17.0	17.0	17.0		20.4	20.4
Actuated g/C Ratio	0.11	0.31	0.31	0.15	0.34		0.17	0.17	0.17		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	201	1083	484	520	1152		306	322	273		367	317
v/s Ratio Prot	0.08	0.22		c0.13	c0.44			c0.27				
v/s Ratio Perm			0.07				0.13		0.08		0.12	c0.17
v/c Ratio	0.72	0.72	0.24	0.89	1.30		0.75	1.57	0.47		0.60	0.84
Uniform Delay, d1	42.1	30.4	25.6	40.9	32.6		38.7	40.7	36.7		35.3	37.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	12.0	4.1	1.2	17.2	139.3		9.6	271.7	1.3		2.8	17.4
Delay (s)	54.1	34.5	26.7	58.1	171.9		48.3	312.4	37.9		38.1	54.8
Level of Service	D	C	C	E	F		D	F	D		D	D
Approach Delay (s)		34.4			145.0			184.8			47.3	
Approach LOS		C			F			F			D	
Intersection Summary												
HCM Average Control Delay			112.3			HCM Level of Service			F			
HCM Volume to Capacity ratio			1.19									
Actuated Cycle Length (s)			98.4			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			104.0%			ICU Level of Service			G			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SWR2
Lane Configurations	
Volume (vph)	27
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	28
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

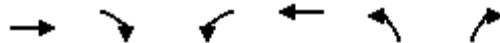
HCM Signalized Intersection Capacity Analysis
 16: Redwood St & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	599	569	0	0	530	290	0	350	180	210	0	1327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0			4.0			3.0	3.0	3.0		3.0
Lane Util. Factor	0.97	0.95			0.95			0.95	1.00	0.97		0.88
Frbp, ped/bikes	1.00	1.00			0.99			1.00	0.98	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Frt	1.00	1.00			0.95			1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (prot)	3433	3539			3325			3539	1557	3433		2787
Flt Permitted	0.95	1.00			1.00			1.00	1.00	0.95		1.00
Satd. Flow (perm)	3433	3539			3325			3539	1557	3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	631	599	0	0	558	305	0	368	189	221	0	1397
RTOR Reduction (vph)	0	0	0	0	57	0	0	0	146	0	0	392
Lane Group Flow (vph)	631	599	0	0	806	0	0	368	43	221	0	1005
Confl. Peds. (#/hr)						9			3			
Turn Type	Prot					Perm					Prot	custom
Protected Phases	5	2			6			8		7		5 8
Permitted Phases								8				
Actuated Green, G (s)	28.5	68.1			36.6			27.0	27.0	12.9		58.5
Effective Green, g (s)	28.5	68.1			36.6			27.0	27.0	12.9		58.5
Actuated g/C Ratio	0.24	0.58			0.31			0.23	0.23	0.11		0.50
Clearance Time (s)	3.0	4.0			4.0			3.0	3.0	3.0		
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0	3.0		
Lane Grp Cap (vph)	829	2042			1031			810	356	375		1382
v/s Ratio Prot	0.18	0.17			c0.24			0.10		c0.06		c0.36
v/s Ratio Perm									0.03			
v/c Ratio	0.76	0.29			0.78			0.45	0.12	0.59		0.73
Uniform Delay, d1	41.6	12.7			37.1			39.2	36.1	50.0		23.5
Progression Factor	1.00	1.00			1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	4.2	0.4			5.9			0.4	0.2	2.4		1.9
Delay (s)	45.7	13.1			43.0			39.6	36.2	52.4		25.4
Level of Service	D	B			D			D	D	D		C
Approach Delay (s)		29.8			43.0			38.4			29.1	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay			33.3		HCM Level of Service				C			
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			118.0		Sum of lost time (s)				10.0			
Intersection Capacity Utilization			78.1%		ICU Level of Service				D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
17: Redwood Pkwy & Oakwood Ave

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Volume (vph)	360	189	180	293	147	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3356		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3356		1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	383	201	191	312	156	213
RTOR Reduction (vph)	54	0	0	0	0	169
Lane Group Flow (vph)	530	0	191	312	156	44
Turn Type			Prot			Prot
Protected Phases	2		1	6	8	8
Permitted Phases						
Actuated Green, G (s)	16.0		12.4	33.4	11.4	11.4
Effective Green, g (s)	16.0		12.4	33.4	11.4	11.4
Actuated g/C Ratio	0.29		0.23	0.61	0.21	0.21
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	980		401	2157	368	329
v/s Ratio Prot	c0.16		c0.11	0.09	c0.09	0.03
v/s Ratio Perm						
v/c Ratio	0.54		0.48	0.14	0.42	0.13
Uniform Delay, d1	16.3		18.4	4.6	18.8	17.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		0.9	0.0	0.8	0.2
Delay (s)	16.9		19.3	4.6	19.6	17.9
Level of Service	B		B	A	B	B
Approach Delay (s)	16.9			10.2	18.6	
Approach LOS	B			B	B	

Intersection Summary

HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 106: Future Fairgrounds North Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕	↗	↖↖	↕↕
Volume (vph)	0	323	1050	56	167	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.88	0.95	1.00	0.97	0.95
Frt		0.85	1.00	0.85	1.00	1.00
Flt Protected		1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		2787	3539	1583	3433	3539
Flt Permitted		1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		2787	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	351	1141	61	182	682
RTOR Reduction (vph)	0	131	0	26	0	0
Lane Group Flow (vph)	0	220	1141	35	182	682
Turn Type		Over		Perm	Prot	
Protected Phases		1	2		1	Free
Permitted Phases				2		
Actuated Green, G (s)		8.1	21.8	21.8	8.1	37.9
Effective Green, g (s)		8.1	21.8	21.8	8.1	37.9
Actuated g/C Ratio		0.21	0.58	0.58	0.21	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		596	2036	911	734	3539
v/s Ratio Prot		c0.08	c0.32		0.05	0.19
v/s Ratio Perm				0.02		
v/c Ratio		0.37	0.56	0.04	0.25	0.19
Uniform Delay, d1		12.7	5.0	3.5	12.4	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.4	0.0	0.2	0.1
Delay (s)		13.1	5.4	3.5	12.5	0.1
Level of Service		B	A	A	B	A
Approach Delay (s)	13.1		5.3			2.7
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	37.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 109: Future Fairgrounds South Dwy & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	101	187	436	66	122	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	203	474	72	133	764
RTOR Reduction (vph)	0	172	0	36	0	0
Lane Group Flow (vph)	110	31	474	36	133	764
Turn Type		Prot		Perm	Prot	
Protected Phases	8	8	2		1	6
Permitted Phases				2		
Actuated Green, G (s)	8.7	8.7	27.5	27.5	8.0	39.5
Effective Green, g (s)	8.7	8.7	27.5	27.5	8.0	39.5
Actuated g/C Ratio	0.15	0.15	0.49	0.49	0.14	0.70
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	274	245	912	775	252	1309
v/s Ratio Prot	c0.06	0.02	0.25		0.08	c0.41
v/s Ratio Perm				0.02		
v/c Ratio	0.40	0.13	0.52	0.05	0.53	0.58
Uniform Delay, d1	21.4	20.5	9.8	7.5	22.3	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2	2.1	0.1	2.0	1.9
Delay (s)	22.4	20.7	11.9	7.6	24.3	6.1
Level of Service	C	C	B	A	C	A
Approach Delay (s)	21.3		11.4			8.8
Approach LOS	C		B			A

Intersection Summary

HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
2035 + Phase 1 SAT AM MITIGATED



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	108	730	340	430	860	387	124	168	114	160	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583		1770	1539
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	1863	1583		1770	1539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	114	768	358	453	905	407	131	177	120	168	0	179
RTOR Reduction (vph)	0	0	238	0	0	0	0	0	103	0	0	11
Lane Group Flow (vph)	114	768	120	453	905	407	131	177	17	0	168	224
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			3	
Permitted Phases			6			2	4		4	3		3
Actuated Green, G (s)	8.6	31.2	31.2	14.7	36.8	36.8	13.5	13.5	13.5		17.8	17.8
Effective Green, g (s)	8.6	31.2	31.2	14.7	36.8	36.8	13.5	13.5	13.5		17.8	17.8
Actuated g/C Ratio	0.09	0.33	0.33	0.16	0.39	0.39	0.14	0.14	0.14		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	163	1185	530	541	1397	625	256	270	229		338	294
v/s Ratio Prot	0.06	0.22		c0.13	0.26			c0.10				
v/s Ratio Perm			0.08			c0.26	0.07		0.01		0.09	c0.15
v/c Ratio	0.70	0.65	0.23	0.84	0.65	0.65	0.51	0.66	0.08		0.50	0.76
Uniform Delay, d1	41.0	26.3	22.3	38.1	22.9	23.0	36.8	37.7	34.5		33.7	35.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	12.3	2.7	1.0	10.9	2.3	5.2	1.7	5.6	0.1		1.2	11.0
Delay (s)	53.4	29.1	23.3	48.9	25.3	28.2	38.5	43.3	34.6		34.9	46.7
Level of Service	D	C	C	D	C	C	D	D	C		C	D
Approach Delay (s)		29.6			32.0			39.4			41.8	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	93.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	53
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	56
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	4
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & I-80 WB Ramp

Solano Fairgrounds Specific Plan
 2035 + Phase 1 SAT PM MITIGATED



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	112	740	360	440	1060	254	178	352	178	210	0	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0		4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583		1770	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1770	1863	1583		1770	1528
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	779	379	463	1116	267	187	371	187	221	0	242
RTOR Reduction (vph)	0	0	263	0	0	0	0	0	111	0	0	3
Lane Group Flow (vph)	118	779	116	463	1116	267	187	371	76	0	221	262
Confl. Peds. (#/hr)												
Turn Type	Prot		Perm	Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4				3
Permitted Phases			6			2	4		4	3		3
Actuated Green, G (s)	10.6	30.1	30.1	14.9	33.9	33.9	17.0	17.0	17.0		20.3	20.3
Effective Green, g (s)	10.6	30.1	30.1	14.9	33.9	33.9	17.0	17.0	17.0		20.3	20.3
Actuated g/C Ratio	0.11	0.31	0.31	0.15	0.34	0.34	0.17	0.17	0.17		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	191	1084	485	520	1220	546	306	322	274		366	316
v/s Ratio Prot	0.07	0.22		c0.13	c0.32			c0.20				
v/s Ratio Perm			0.07			0.17	0.11		0.05		0.12	c0.17
v/c Ratio	0.62	0.72	0.24	0.89	0.91	0.49	0.61	1.15	0.28		0.60	0.83
Uniform Delay, d1	41.9	30.3	25.5	40.9	30.8	25.4	37.6	40.6	35.3		35.4	37.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	4.1	1.2	17.2	12.0	3.1	3.6	98.0	0.6		2.8	16.2
Delay (s)	47.7	34.4	26.7	58.1	42.9	28.5	41.2	138.7	35.9		38.2	53.5
Level of Service	D	C	C	E	D	C	D	F	D		D	D
Approach Delay (s)		33.4			44.6			88.4			46.5	
Approach LOS		C			D			F			D	

Intersection Summary

HCM Average Control Delay	49.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	98.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SWR2
Lane Configurations	
Volume (vph)	22
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	23
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↖	↗	↘	↑↑			↑↑↑	
Volume (vph)	0	0	0	1303	10	660	142	233	0	0	977	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	0.88	1.00	0.95			0.86	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1687	2787	1770	3539			6212	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1687	2787	1770	3539			6212	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1416	11	717	154	253	0	0	1062	185
RTOR Reduction (vph)	0	0	0	0	0	174	0	0	0	0	32	0
Lane Group Flow (vph)	0	0	0	708	719	543	154	253	0	0	1215	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				51.0	51.0	57.6	13.3	30.4			24.7	
Effective Green, g (s)				51.0	51.0	57.6	13.3	30.4			24.7	
Actuated g/C Ratio				0.51	0.51	0.58	0.13	0.30			0.25	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				857	860	1717	235	1076			1534	
v/s Ratio Prot						0.02	c0.09	0.07			c0.20	
v/s Ratio Perm				0.42	0.43	0.17						
v/c Ratio				0.83	0.84	0.32	0.66	0.24			0.79	
Uniform Delay, d1				20.7	20.9	11.0	41.2	26.1			35.2	
Progression Factor				1.00	1.00	1.00	0.60	0.79			1.00	
Incremental Delay, d2				9.0	9.5	0.1	6.3	0.1			2.9	
Delay (s)				29.7	30.4	11.1	31.1	20.8			38.1	
Level of Service				C	C	B	C	C			D	
Approach Delay (s)		0.0			23.7			24.7			38.1	
Approach LOS		A			C			C			D	

Intersection Summary

HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Volume (vph)	100	0	317	0	0	0	0	275	528	780	1500	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	0.97	0.95	
Frbp, ped/bikes		1.00	1.00					1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	1534	3433	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	1534	3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	0	327	0	0	0	0	284	544	804	1546	0
RTOR Reduction (vph)	0	0	42	0	0	0	0	0	314	0	0	0
Lane Group Flow (vph)	0	103	285	0	0	0	0	284	230	804	1546	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8					6				
Actuated Green, G (s)		20.5	20.5					29.0	29.0	39.0	71.5	
Effective Green, g (s)		20.5	20.5					29.0	29.0	39.0	71.5	
Actuated g/C Ratio		0.20	0.20					0.29	0.29	0.39	0.72	
Clearance Time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		363	325					1026	445	1339	2530	
v/s Ratio Prot								0.08		0.23	c0.44	
v/s Ratio Perm		0.06	c0.18						0.15			
v/c Ratio		0.28	0.88					0.28	0.52	0.60	0.61	
Uniform Delay, d1		33.6	38.5					27.4	29.7	24.3	7.2	
Progression Factor		1.00	1.00					1.11	1.65	0.12	0.35	
Incremental Delay, d2		0.4	22.2					0.1	1.0	1.2	0.6	
Delay (s)		34.0	60.8					30.4	49.8	4.3	3.1	
Level of Service		C	E					C	D	A	A	
Approach Delay (s)		54.3			0.0			43.2			3.5	
Approach LOS		D			A			D			A	

Intersection Summary

HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	105.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	421	913	160	553	30	739	50	170	50	70	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5041		1681	1696	1563	1770	1687	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.27	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5041		1681	477	1563	1770	1687	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	35	453	982	172	595	32	795	54	183	54	75	128
RTOR Reduction (vph)	0	0	76	0	5	0	0	0	129	0	56	0
Lane Group Flow (vph)	35	453	906	172	622	0	421	428	54	54	147	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	3.5	42.5	76.1	11.0	49.0		28.6	42.5	32.4	6.1	9.9	
Effective Green, g (s)	3.5	42.5	76.1	11.0	49.0		28.6	42.5	32.4	6.1	9.9	
Actuated g/C Ratio	0.03	0.39	0.69	0.10	0.45		0.26	0.39	0.29	0.06	0.09	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	56	1367	1095	177	2246		437	501	460	98	152	
v/s Ratio Prot	0.02	0.13	c0.57	c0.10	0.12		c0.25	0.22		0.03	0.09	
v/s Ratio Perm								c0.11	0.03			
v/c Ratio	0.62	0.33	0.83	0.97	0.28		0.96	0.85	0.12	0.55	0.97	
Uniform Delay, d1	52.6	23.8	12.2	49.3	19.3		40.2	30.9	28.4	50.6	49.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	19.8	0.1	5.3	59.0	0.1		33.5	13.3	0.1	6.6	63.8	
Delay (s)	72.4	23.9	17.5	108.4	19.4		73.6	44.2	28.5	57.2	113.7	
Level of Service	E	C	B	F	B		E	D	C	E	F	
Approach Delay (s)		20.8			38.5			53.4			101.8	
Approach LOS		C			D			D			F	

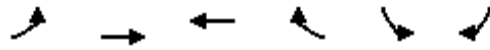
Intersection Summary

HCM Average Control Delay	40.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	137	1060	1020	572	327	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	3539	1556	3433	1555
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	3539	1556	3433	1555
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	1116	1074	602	344	129
RTOR Reduction (vph)	0	0	0	211	0	109
Lane Group Flow (vph)	144	1116	1074	391	344	20
Confl. Peds. (#/hr)				4		5
Turn Type	Prot			Perm		Perm
Protected Phases	1	6	2		4	
Permitted Phases				2		4
Actuated Green, G (s)	7.8	76.7	64.9	64.9	15.3	15.3
Effective Green, g (s)	7.8	76.7	64.9	64.9	15.3	15.3
Actuated g/C Ratio	0.08	0.77	0.65	0.65	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	268	3900	2297	1010	525	238
v/s Ratio Prot	c0.04	0.22	c0.30		c0.10	
v/s Ratio Perm				0.25		0.01
v/c Ratio	0.54	0.29	0.47	0.39	0.66	0.08
Uniform Delay, d1	44.4	3.5	8.8	8.2	39.9	36.3
Progression Factor	1.00	1.00	0.28	0.01	0.77	0.33
Incremental Delay, d2	2.1	0.2	0.6	0.9	2.9	0.1
Delay (s)	46.4	3.7	3.0	1.0	33.7	12.2
Level of Service	D	A	A	A	C	B
Approach Delay (s)		8.6	2.3		27.8	
Approach LOS		A	A		C	

Intersection Summary

HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 115: Redwood St & Future I-80 WB Off-Ramp

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑						↖	↗
Volume (vph)	0	854	533	420	1373	0	0	0	0	160	0	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95						1.00	1.00
Frbp, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	3433	3539						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	3433	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	928	579	457	1492	0	0	0	0	174	0	238
RTOR Reduction (vph)	0	0	294	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	928	285	457	1492	0	0	0	0	0	174	189
Confl. Peds. (#/hr)						6						
Turn Type			Perm	Prot						Split		Perm
Protected Phases		2		1	6					7	7	
Permitted Phases			2									7
Actuated Green, G (s)		49.2	49.2	22.0	75.2						16.8	16.8
Effective Green, g (s)		49.2	49.2	22.0	75.2						16.8	16.8
Actuated g/C Ratio		0.49	0.49	0.22	0.75						0.17	0.17
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1741	779	755	2661						297	266
v/s Ratio Prot		0.26		0.13	c0.42						0.10	
v/s Ratio Perm			0.18									c0.12
v/c Ratio		0.53	0.37	0.61	0.56						0.59	0.71
Uniform Delay, d1		17.5	15.7	35.1	5.3						38.4	39.3
Progression Factor		0.93	1.21	0.58	0.97						1.00	1.00
Incremental Delay, d2		1.1	1.3	0.9	0.5						2.9	8.6
Delay (s)		17.4	20.3	21.4	5.7						41.3	47.9
Level of Service		B	C	C	A						D	D
Approach Delay (s)		18.5			9.4			0.0			45.1	
Approach LOS		B			A			A			D	
Intersection Summary												
HCM Average Control Delay			16.7		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				8.0			
Intersection Capacity Utilization			102.2%		ICU Level of Service				G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↖	↗	↘	↑↑			↑↑↑	
Volume (vph)	0	0	0	416	10	1260	240	335	0	0	1183	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	0.88	1.00	0.95			0.86	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1689	2787	1770	3539			6255	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1689	2787	1770	3539			6255	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	424	10	1286	245	342	0	0	1207	133
RTOR Reduction (vph)	0	0	0	0	0	69	0	0	0	0	24	0
Lane Group Flow (vph)	0	0	0	216	218	1217	245	342	0	0	1316	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				38.4	38.4	72.9	17.9	15.1			32.7	
Effective Green, g (s)				38.4	38.4	72.9	17.9	15.1			32.7	
Actuated g/C Ratio				0.38	0.38	0.73	0.18	0.15			0.33	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				646	649	2143	317	534			2045	
v/s Ratio Prot						c0.20	c0.14	0.10			c0.21	
v/s Ratio Perm				0.13	0.13	0.24						
v/c Ratio				0.33	0.34	0.57	0.77	0.64			0.64	
Uniform Delay, d1				21.8	21.8	6.3	39.1	39.9			28.7	
Progression Factor				1.00	1.00	1.00	1.07	0.61			1.00	
Incremental Delay, d2				1.4	1.4	0.3	10.7	2.3			0.7	
Delay (s)				23.2	23.2	6.6	52.6	26.5			29.4	
Level of Service				C	C	A	D	C			C	
Approach Delay (s)		0.0			10.8			37.4			29.4	
Approach LOS		A			B			D			C	

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Volume (vph)	150	10	180	0	0	0	0	425	907	1000	599	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Lane Util. Factor		1.00	1.00					0.95	0.88	0.97	0.95	
Frbp, ped/bikes		1.00	0.99					1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1779	1561					3539	2715	3433	3539	
Flt Permitted		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1779	1561					3539	2715	3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	156	10	188	0	0	0	0	443	945	1042	624	0
RTOR Reduction (vph)	0	0	165	0	0	0	0	0	295	0	0	0
Lane Group Flow (vph)	0	166	23	0	0	0	0	443	650	1042	624	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8					6				
Actuated Green, G (s)		12.3	12.3					37.0	37.0	39.2	79.7	
Effective Green, g (s)		12.3	12.3					37.0	37.0	39.2	79.7	
Actuated g/C Ratio		0.12	0.12					0.37	0.37	0.39	0.80	
Clearance Time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		219	192					1309	1005	1346	2821	
v/s Ratio Prot								0.13		c0.30	0.18	
v/s Ratio Perm		0.09	0.01						c0.24			
v/c Ratio		0.76	0.12					0.34	0.65	0.77	0.22	
Uniform Delay, d1		42.4	39.0					22.7	26.1	26.5	2.5	
Progression Factor		1.00	1.00					0.93	0.87	1.20	1.27	
Incremental Delay, d2		13.9	0.3					0.1	1.3	4.1	0.2	
Delay (s)		56.3	39.3					21.2	24.1	35.9	3.3	
Level of Service		E	D					C	C	D	A	
Approach Delay (s)		47.3			0.0			23.1			23.7	
Approach LOS		D			A			C			C	

Intersection Summary

HCM Average Control Delay	25.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2 PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	678	1126	160	641	60	943	90	200	50	80	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5020		1681	1700	1561	1770	1705	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.26	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5020		1681	468	1561	1770	1705	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	113	721	1198	170	682	64	1003	96	213	53	85	110
RTOR Reduction (vph)	0	0	51	0	9	0	0	0	129	0	40	0
Lane Group Flow (vph)	113	721	1147	170	737	0	552	547	84	53	155	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	11.8	41.0	82.0	11.0	39.2		36.0	49.8	38.9	6.9	9.8	
Effective Green, g (s)	11.8	41.0	82.0	11.0	39.2		36.0	49.8	38.9	6.9	9.8	
Actuated g/C Ratio	0.10	0.35	0.71	0.09	0.34		0.31	0.43	0.34	0.06	0.08	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	180	1253	1121	168	1699		523	584	524	105	144	
v/s Ratio Prot	0.06	0.20	c0.72	c0.10	0.15		c0.33	0.29		0.03	0.09	
v/s Ratio Perm								c0.11	0.05			
v/c Ratio	0.63	0.58	1.02	1.01	0.43		1.06	0.94	0.16	0.50	1.07	
Uniform Delay, d1	49.9	30.3	16.9	52.4	29.7		39.9	31.5	27.0	52.8	53.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.7	0.6	32.8	72.6	0.2		54.8	22.6	0.1	3.8	96.3	
Delay (s)	56.6	31.0	49.7	125.0	29.9		94.7	54.1	27.1	56.6	149.3	
Level of Service	E	C	D	F	C		F	D	C	E	F	
Approach Delay (s)		43.4			47.5			66.8			129.5	
Approach LOS		D			D			E			F	

Intersection Summary

HCM Average Control Delay	55.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	115.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 15: Redwood St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 PM MITIGATED



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	123	1100	1290	324	591	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	3539	1550	3433	1555
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	3539	1550	3433	1555
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	129	1158	1358	341	622	205
RTOR Reduction (vph)	0	0	0	140	0	108
Lane Group Flow (vph)	129	1158	1358	201	622	97
Confl. Peds. (#/hr)				7		5
Turn Type	Prot			Perm		Perm
Protected Phases	1	6	2		4	
Permitted Phases				2		4
Actuated Green, G (s)	6.0	68.8	58.8	58.8	23.2	23.2
Effective Green, g (s)	6.0	68.8	58.8	58.8	23.2	23.2
Actuated g/C Ratio	0.06	0.69	0.59	0.59	0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	206	3498	2081	911	796	361
v/s Ratio Prot	c0.04	0.23	c0.38		c0.18	
v/s Ratio Perm				0.13		0.06
v/c Ratio	0.63	0.33	0.65	0.22	0.78	0.27
Uniform Delay, d1	45.9	6.3	13.8	9.7	36.0	31.4
Progression Factor	1.00	1.00	0.32	0.01	0.61	0.14
Incremental Delay, d2	5.8	0.3	1.3	0.5	4.9	0.4
Delay (s)	51.7	6.6	5.7	0.5	26.8	4.9
Level of Service	D	A	A	A	C	A
Approach Delay (s)		11.1	4.7		21.4	
Approach LOS		B	A		C	

Intersection Summary

HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 115: Redwood St & Future I-80 WB Off-Ramp

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2 PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑						↖	↗
Volume (vph)	0	924	767	430	1371	0	0	0	0	210	0	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95						1.00	1.00
Frbp, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	3433	3539						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	3433	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	1004	834	467	1490	0	0	0	0	228	0	264
RTOR Reduction (vph)	0	0	300	0	0	0	0	0	0	0	0	46
Lane Group Flow (vph)	0	1004	534	467	1490	0	0	0	0	0	228	218
Confl. Peds. (#/hr)						11						
Turn Type			Perm	Prot						Split		Perm
Protected Phases		2		1	6					7	7	
Permitted Phases			2									7
Actuated Green, G (s)		51.4	51.4	17.9	73.3						18.7	18.7
Effective Green, g (s)		51.4	51.4	17.9	73.3						18.7	18.7
Actuated g/C Ratio		0.51	0.51	0.18	0.73						0.19	0.19
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1819	814	615	2594						331	296
v/s Ratio Prot		0.28		c0.14	0.42						0.13	
v/s Ratio Perm			c0.34									c0.14
v/c Ratio		0.55	0.66	0.76	0.57						0.69	0.74
Uniform Delay, d1		16.5	17.8	39.0	6.2						37.9	38.3
Progression Factor		1.33	2.37	1.45	0.97						1.00	1.00
Incremental Delay, d2		1.1	3.8	3.3	0.6						5.9	9.2
Delay (s)		23.0	46.0	59.8	6.5						43.8	47.6
Level of Service		C	D	E	A						D	D
Approach Delay (s)		33.4			19.2			0.0			45.8	
Approach LOS		C			B			A			D	
Intersection Summary												
HCM Average Control Delay			28.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			81.4%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	20	60	194	73	50	30	133	600	47	40	857	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1661			1765		1593	3496		1770	3511	
Flt Permitted		0.97			0.54		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1616			970		1593	3496		1770	3511	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	63	204	77	53	32	140	632	49	42	902	42
RTOR Reduction (vph)	0	85	0	0	9	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	203	0	0	153	0	140	676	0	42	941	0
Confl. Peds. (#/hr)	1		3	3		1			1			4
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.0			17.0		12.7	39.5		4.5	31.3	
Effective Green, g (s)		17.0			17.0		12.7	39.5		4.5	31.3	
Actuated g/C Ratio		0.22			0.22		0.17	0.52		0.06	0.41	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		361			217		266	1817		105	1446	
v/s Ratio Prot							c0.09	0.19		0.02	c0.27	
v/s Ratio Perm		0.13			c0.16							
v/c Ratio		0.56			0.71		0.53	0.37		0.40	0.65	
Uniform Delay, d1		26.2			27.2		28.9	10.9		34.4	18.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.0			10.1		1.9	0.1		2.5	1.1	
Delay (s)		28.2			37.3		30.8	11.0		36.9	19.0	
Level of Service		C			D		C	B		D	B	
Approach Delay (s)		28.2			37.3			14.4			19.8	
Approach LOS		C			D			B			B	

Intersection Summary

HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↖↗	↖	↕			↕↕↕	
Volume (vph)	0	0	0	1525	10	660	164	250	0	0	1004	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	0.88	1.00	0.95			0.86	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.98	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1686	2787	1770	3539			6216	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1686	2787	1770	3539			6216	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1658	11	717	178	272	0	0	1091	185
RTOR Reduction (vph)	0	0	0	0	0	159	0	0	0	0	31	0
Lane Group Flow (vph)	0	0	0	829	840	558	178	272	0	0	1245	0
Confl. Peds. (#/hr)									15			10
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				50.3	50.3	57.0	13.9	31.0			24.8	
Effective Green, g (s)				50.3	50.3	57.0	13.9	31.0			24.8	
Actuated g/C Ratio				0.50	0.50	0.57	0.14	0.31			0.25	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				846	848	1700	246	1097			1542	
v/s Ratio Prot						0.02	c0.10	0.08			c0.20	
v/s Ratio Perm				0.49	0.50	0.18						
v/c Ratio				0.98	0.99	0.33	0.72	0.25			0.81	
Uniform Delay, d1				24.4	24.6	11.4	41.2	25.8			35.4	
Progression Factor				1.00	1.00	1.00	0.57	0.80			1.00	
Incremental Delay, d2				26.4	28.7	0.1	9.8	0.1			3.2	
Delay (s)				50.8	53.3	11.5	33.5	20.9			38.6	
Level of Service				D	D	B	C	C			D	
Approach Delay (s)		0.0			39.9			25.9			38.6	
Approach LOS		A			D			C			D	

Intersection Summary

HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	107.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Volume (vph)	100	0	364	0	0	0	0	314	645	780	1749	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Lane Util. Factor		1.00	1.00					0.95	0.88	0.97	0.95	
Frbp, ped/bikes		1.00	1.00					1.00	0.95	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1770	1583					3539	2643	3433	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1770	1583					3539	2643	3433	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	0	375	0	0	0	0	324	665	804	1803	0
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	472	0	0	0
Lane Group Flow (vph)	0	103	350	0	0	0	0	324	193	804	1803	0
Confl. Peds. (#/hr)									11			16
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8					6				
Actuated Green, G (s)		22.0	22.0					29.0	29.0	37.5	70.0	
Effective Green, g (s)		22.0	22.0					29.0	29.0	37.5	70.0	
Actuated g/C Ratio		0.22	0.22					0.29	0.29	0.38	0.70	
Clearance Time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		389	348					1026	766	1287	2477	
v/s Ratio Prot								0.09		0.23	c0.51	
v/s Ratio Perm		0.06	c0.22						0.07			
v/c Ratio		0.26	1.01					0.32	0.25	0.62	0.73	
Uniform Delay, d1		32.3	39.0					27.7	27.2	25.5	9.2	
Progression Factor		1.00	1.00					0.58	0.83	0.13	0.44	
Incremental Delay, d2		0.4	49.7					0.2	0.2	1.4	0.6	
Delay (s)		32.7	88.7					16.2	22.6	4.8	4.6	
Level of Service		C	F					B	C	A	A	
Approach Delay (s)		76.6			0.0			20.5			4.7	
Approach LOS		E			A			C			A	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	430	917	160	567	30	743	50	170	50	70	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5042		1681	1695	1563	1770	1685	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.27	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5042		1681	477	1563	1770	1685	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	40	462	986	172	610	32	799	54	183	54	75	132
RTOR Reduction (vph)	0	0	75	0	5	0	0	0	129	0	57	0
Lane Group Flow (vph)	40	462	911	172	637	0	423	430	54	54	150	0
Confl. Peds. (#/hr)						1			1			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	3.5	42.6	76.3	11.0	49.1		28.7	42.6	32.5	6.1	9.9	
Effective Green, g (s)	3.5	42.6	76.3	11.0	49.1		28.7	42.6	32.5	6.1	9.9	
Actuated g/C Ratio	0.03	0.39	0.69	0.10	0.45		0.26	0.39	0.29	0.06	0.09	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	56	1368	1096	177	2246		438	502	461	98	151	
v/s Ratio Prot	0.02	0.13	c0.58	c0.10	0.13		c0.25	0.22		0.03	0.09	
v/s Ratio Perm								c0.11	0.03			
v/c Ratio	0.71	0.34	0.83	0.97	0.28		0.97	0.86	0.12	0.55	0.99	
Uniform Delay, d1	52.9	23.8	12.3	49.4	19.4		40.3	31.0	28.4	50.7	50.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	35.0	0.1	5.5	59.0	0.1		33.9	13.5	0.1	6.6	70.4	
Delay (s)	87.8	24.0	17.8	108.5	19.5		74.2	44.5	28.5	57.3	120.5	
Level of Service	F	C	B	F	B		E	D	C	E	F	
Approach Delay (s)		21.6			38.3			53.8			107.4	
Approach LOS		C			D			D			F	

Intersection Summary

HCM Average Control Delay	40.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
15: Redwood St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	166	1060	1020	693	389	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	3539	1556	3433	1555
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	3539	1556	3433	1555
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	175	1116	1074	729	409	147
RTOR Reduction (vph)	0	0	0	272	0	121
Lane Group Flow (vph)	175	1116	1074	457	409	26
Confl. Peds. (#/hr)				4		5
Turn Type	Prot			Perm		Perm
Protected Phases	1	6	2		4	
Permitted Phases				2		4
Actuated Green, G (s)	7.9	74.6	62.7	62.7	17.4	17.4
Effective Green, g (s)	7.9	74.6	62.7	62.7	17.4	17.4
Actuated g/C Ratio	0.08	0.75	0.63	0.63	0.17	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	271	3793	2219	976	597	271
v/s Ratio Prot	c0.05	0.22	c0.30		c0.12	
v/s Ratio Perm				0.29		0.02
v/c Ratio	0.65	0.29	0.48	0.47	0.69	0.09
Uniform Delay, d1	44.7	4.1	10.0	9.8	38.7	34.7
Progression Factor	1.00	1.00	0.29	0.02	0.79	0.33
Incremental Delay, d2	5.2	0.2	0.6	1.3	3.2	0.2
Delay (s)	49.9	4.3	3.5	1.5	33.7	11.7
Level of Service	D	A	A	A	C	B
Approach Delay (s)		10.5	2.7		27.9	
Approach LOS		B	A		C	

Intersection Summary

HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 115: Redwood St & Future I-80 WB Off-Ramp

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT AM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑						↖	↗
Volume (vph)	0	870	579	420	1490	0	0	0	0	160	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95						1.00	1.00
Frbp, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	3433	3539						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	3433	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	946	629	457	1620	0	0	0	0	174	0	242
RTOR Reduction (vph)	0	0	305	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	946	324	457	1620	0	0	0	0	0	174	205
Confl. Peds. (#/hr)						6						
Turn Type			Perm	Prot						Split		Perm
Protected Phases		2		1	6					7	7	
Permitted Phases			2									7
Actuated Green, G (s)		48.4	48.4	22.0	74.4						17.6	17.6
Effective Green, g (s)		48.4	48.4	22.0	74.4						17.6	17.6
Actuated g/C Ratio		0.48	0.48	0.22	0.74						0.18	0.18
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1713	766	755	2633						312	279
v/s Ratio Prot		0.27		0.13	c0.46						0.10	
v/s Ratio Perm			0.20									c0.13
v/c Ratio		0.55	0.42	0.61	0.62						0.56	0.73
Uniform Delay, d1		18.2	16.7	35.1	6.0						37.6	39.0
Progression Factor		0.91	1.07	0.56	1.07						1.00	1.00
Incremental Delay, d2		1.2	1.6	0.8	0.6						2.2	9.6
Delay (s)		17.8	19.6	20.4	7.1						39.8	48.6
Level of Service		B	B	C	A						D	D
Approach Delay (s)		18.5			10.0			0.0			44.9	
Approach LOS		B			B			A			D	
Intersection Summary												
HCM Average Control Delay			16.9									HCM Level of Service B
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			100.0								8.0	Sum of lost time (s)
Intersection Capacity Utilization			108.5%									ICU Level of Service G
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
1: Whitney Ave & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	30	70	203	67	70	30	210	1019	79	30	830	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.98		1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1685			1775		1593	3496		1770	3518	
Flt Permitted		0.96			0.55		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1624			990		1593	3496		1770	3518	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	74	214	71	74	32	221	1073	83	32	874	32
RTOR Reduction (vph)	0	71	0	0	8	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	249	0	0	169	0	221	1152	0	32	904	0
Confl. Peds. (#/hr)	8					8			1			2
Parking (#/hr)							0					
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.2			18.2		16.6	43.8		4.2	31.4	
Effective Green, g (s)		18.2			18.2		16.6	43.8		4.2	31.4	
Actuated g/C Ratio		0.22			0.22		0.20	0.54		0.05	0.39	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		364			222		326	1886		92	1360	
v/s Ratio Prot							c0.14	0.33		0.02	c0.26	
v/s Ratio Perm		0.15			c0.17							
v/c Ratio		0.69			0.76		0.68	0.61		0.35	0.66	
Uniform Delay, d1		28.9			29.5		29.8	12.8		37.2	20.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.3			14.3		5.5	0.6		2.3	1.2	
Delay (s)		34.1			43.8		35.3	13.4		39.5	21.8	
Level of Service		C			D		D	B		D	C	
Approach Delay (s)		34.1			43.8			17.0			22.4	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM Average Control Delay	22.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SR-37 WB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↖	↗	↘	↑↑			↑↑↑	
Volume (vph)	0	0	0	524	10	1260	276	358	0	0	1200	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	0.88	1.00	0.95			0.86	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Fr _t				1.00	1.00	0.85	1.00	1.00			0.99	
Fl _t Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1688	2787	1770	3539			6257	
Fl _t Permitted				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1688	2787	1770	3539			6257	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	535	10	1286	282	365	0	0	1224	133
RTOR Reduction (vph)	0	0	0	0	0	62	0	0	0	0	23	0
Lane Group Flow (vph)	0	0	0	273	272	1224	282	365	0	0	1334	0
Confl. Peds. (#/hr)									13			19
Turn Type				Perm		custom		Prot				
Protected Phases					4	5		1	6			2
Permitted Phases				4		4						
Actuated Green, G (s)				36.5	36.5	72.3		19.2	15.7			33.3
Effective Green, g (s)				36.5	36.5	72.3		19.2	15.7			33.3
Actuated g/C Ratio				0.36	0.36	0.72		0.19	0.16			0.33
Clearance Time (s)				4.0	4.0	4.0		3.0	4.0			4.0
Vehicle Extension (s)				3.0	3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)				614	616	2126		340	556			2084
v/s Ratio Prot						c0.21		c0.16	0.10			0.21
v/s Ratio Perm				0.16	0.16	0.23						
v/c Ratio				0.44	0.44	0.58		0.83	0.66			0.64
Uniform Delay, d1				24.1	24.0	6.6		38.8	39.6			28.3
Progression Factor				1.00	1.00	1.00		1.08	0.64			1.00
Incremental Delay, d2				2.3	2.3	0.4		14.5	2.4			0.7
Delay (s)				26.4	26.3	7.0		56.4	27.6			28.9
Level of Service				C	C	A		E	C			C
Approach Delay (s)		0.0			12.7			40.2				28.9
Approach LOS		A			B			D				C

Intersection Summary

HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	3.0
Intersection Capacity Utilization	115.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: SR-37 EB Ramps & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Volume (vph)	150	10	200	0	0	0	0	484	1077	1000	724	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Lane Util. Factor		1.00	1.00					0.95	0.88	0.97	0.95	
Frbp, ped/bikes		1.00	0.99					1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1779	1561					3539	2715	3433	3539	
Flt Permitted		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1779	1561					3539	2715	3433	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	156	10	208	0	0	0	0	504	1122	1042	754	0
RTOR Reduction (vph)	0	0	182	0	0	0	0	0	295	0	0	0
Lane Group Flow (vph)	0	166	26	0	0	0	0	504	827	1042	754	0
Confl. Peds. (#/hr)			1			1			2			2
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		8						6		5	2	
Permitted Phases	8		8					6				
Actuated Green, G (s)		12.3	12.3					37.0	37.0	39.2	79.7	
Effective Green, g (s)		12.3	12.3					37.0	37.0	39.2	79.7	
Actuated g/C Ratio		0.12	0.12					0.37	0.37	0.39	0.80	
Clearance Time (s)		4.0	4.0					4.0	4.0	3.5	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		219	192					1309	1005	1346	2821	
v/s Ratio Prot								0.14		c0.30	0.21	
v/s Ratio Perm		0.09	0.02						c0.30			
v/c Ratio		0.76	0.13					0.39	0.82	0.77	0.27	
Uniform Delay, d1		42.4	39.1					23.1	28.5	26.5	2.6	
Progression Factor		1.00	1.00					1.00	0.95	1.28	1.65	
Incremental Delay, d2		13.9	0.3					0.2	4.5	4.1	0.2	
Delay (s)		56.3	39.4					23.2	31.5	38.1	4.5	
Level of Service		E	D					C	C	D	A	
Approach Delay (s)		46.9			0.0			29.0			24.0	
Approach LOS		D			A			C			C	

Intersection Summary

HCM Average Control Delay	28.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	112.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Columbus Pkwy & Admiral Callaghan Ln

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	689	1129	160	650	60	947	90	200	50	80	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	5021		1681	1699	1561	1770	1703	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.26	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	5021		1681	468	1561	1770	1703	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	116	733	1201	170	691	64	1007	96	213	53	85	114
RTOR Reduction (vph)	0	0	51	0	9	0	0	0	129	0	42	0
Lane Group Flow (vph)	116	733	1150	170	746	0	554	549	84	53	157	0
Confl. Peds. (#/hr)			2						2			
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	6 7	5	2		7	4		3	8	
Permitted Phases									4			
Actuated Green, G (s)	12.3	41.0	82.0	11.0	38.7		36.0	49.8	38.9	6.9	9.8	
Effective Green, g (s)	12.3	41.0	82.0	11.0	38.7		36.0	49.8	38.9	6.9	9.8	
Actuated g/C Ratio	0.11	0.35	0.71	0.09	0.33		0.31	0.43	0.34	0.06	0.08	
Clearance Time (s)	5.0	5.0		4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	188	1253	1121	168	1678		523	584	524	105	144	
v/s Ratio Prot	0.07	0.21	c0.73	c0.10	0.15		c0.33	0.29		0.03	0.09	
v/s Ratio Perm								c0.11	0.05			
v/c Ratio	0.62	0.58	1.03	1.01	0.44		1.06	0.94	0.16	0.50	1.09	
Uniform Delay, d1	49.5	30.5	16.9	52.4	30.1		39.9	31.6	27.0	52.8	53.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.9	0.7	33.6	72.6	0.2		56.0	23.4	0.1	3.8	101.0	
Delay (s)	55.4	31.2	50.5	125.0	30.3		95.9	55.0	27.1	56.6	154.0	
Level of Service	E	C	D	F	C		F	D	C	E	F	
Approach Delay (s)		43.8			47.7			67.7			133.5	
Approach LOS		D			D			E			F	

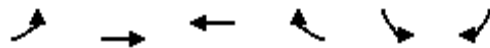
Intersection Summary

HCM Average Control Delay	56.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	115.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
15: Redwood St & Fairgrounds Dr

Solano Fairgrounds Specific Plan
2035 + Phases 1, 2, 3 SAT PM MITIGATED



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	138	1100	1290	383	688	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	3539	1550	3433	1555
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	3539	1550	3433	1555
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	145	1158	1358	403	724	227
RTOR Reduction (vph)	0	0	0	174	0	106
Lane Group Flow (vph)	145	1158	1358	229	724	121
Confl. Peds. (#/hr)				7		5
Turn Type	Prot			Perm		Perm
Protected Phases	1	6	2		4	
Permitted Phases				2		4
Actuated Green, G (s)	6.0	66.9	56.9	56.9	25.1	25.1
Effective Green, g (s)	6.0	66.9	56.9	56.9	25.1	25.1
Actuated g/C Ratio	0.06	0.67	0.57	0.57	0.25	0.25
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	206	3402	2014	882	862	390
v/s Ratio Prot	c0.04	0.23	c0.38		c0.21	
v/s Ratio Perm				0.15		0.08
v/c Ratio	0.70	0.34	0.67	0.26	0.84	0.31
Uniform Delay, d1	46.1	7.1	15.1	10.9	35.5	30.4
Progression Factor	1.00	1.00	0.34	0.04	0.59	0.22
Incremental Delay, d2	10.4	0.3	1.5	0.6	6.9	0.4
Delay (s)	56.5	7.4	6.6	1.0	27.8	7.2
Level of Service	E	A	A	A	C	A
Approach Delay (s)		12.8	5.4		22.9	
Approach LOS		B	A		C	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 115: Redwood St & Future I-80 WB Off-Ramp

Solano Fairgrounds Specific Plan
 2035 + Phases 1, 2, 3 SAT PM MITIGATED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑						↖	↗
Volume (vph)	0	948	840	430	1426	0	0	0	0	210	0	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95						1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	3433	3539						1770	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	3433	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	1030	913	467	1550	0	0	0	0	228	0	268
RTOR Reduction (vph)	0	0	302	0	0	0	0	0	0	0	0	40
Lane Group Flow (vph)	0	1030	611	467	1550	0	0	0	0	0	228	228
Confl. Peds. (#/hr)						11						
Turn Type			Perm	Prot						Split		Perm
Protected Phases		2		1	6					7	7	
Permitted Phases			2									7
Actuated Green, G (s)		51.0	51.0	17.9	72.9						19.1	19.1
Effective Green, g (s)		51.0	51.0	17.9	72.9						19.1	19.1
Actuated g/C Ratio		0.51	0.51	0.18	0.73						0.19	0.19
Clearance Time (s)		4.0	4.0	4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1805	807	615	2580						338	302
v/s Ratio Prot		0.29		c0.14	0.44						0.13	
v/s Ratio Perm			c0.39									c0.14
v/c Ratio		0.57	0.76	0.76	0.60						0.67	0.76
Uniform Delay, d1		16.9	19.5	39.0	6.5						37.6	38.2
Progression Factor		1.34	2.26	1.45	1.04						1.00	1.00
Incremental Delay, d2		1.2	5.8	3.2	0.6						5.2	10.3
Delay (s)		23.9	50.0	59.8	7.4						42.8	48.6
Level of Service		C	D	E	A						D	D
Approach Delay (s)		36.2			19.5			0.0			45.9	
Approach LOS		D			B			A			D	
Intersection Summary												
HCM Average Control Delay			29.7		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			85.9%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												