

TABLE 9
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2020 CUMULATIVE WITHOUT PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at Casmalia Street	S	26.2	C	29.9	C
2	Alder Avenue at SR-210 WB Ramps	S	82.5	F	72.6	E
3	Alder Avenue at SR-210 EB Ramps	S	66.9	E	88.9	F
4	Locust Avenue at Vineyard Avenue	U	35.4	E	38.0	E
5	Locust Avenue at Casmalia St	S	30.7	C	22.9	C
6	Maple Avenue at Bohnert Avenue	U	10.7	B	7.5	A
7	Ayala Drive at Casmalia Street	S	63.2	E	35.1	D
8	Ayala Drive at I-210 WB Ramps	S	33.9	C	31.0	C
9	Ayala Drive at I-210 EB Ramps	S	21.8	C	33.2	C

Notes:

- Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

S = Signalized

U = Unsignalized

TABLE 11
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2020 CUMULATIVE PLUS PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Alder Avenue at Casmalia Street	S	26.2	C	26.8	C	0.6	No	29.9	C	30.5	C	0.6	No
2	Alder Avenue at SR-210 WB Ramps	S	82.5	F	83.6	F	1.1	Yes	72.6	E	82.6	F	10.0	Yes
3	Alder Avenue at SR-210 EB Ramps	S	66.9	E	67.1	E	0.2	No	88.9	F	88.8	F	-0.1	No
4	Locust Avenue at Vineyard Avenue	U	35.4	E	44.6	E	9.2	No	38.0	E	129.2	F	91.2	Yes
5	Locust Avenue at Casmalia St	S	30.7	C	40.0	D	9.3	Yes	22.9	C	26.3	C	3.4	No
6	Maple Avenue at Bohnert Avenue	U	10.7	B	12.1	B	1.4	No	7.5	A	7.7	A	0.2	No
7	Ayala Drive at Casmalia Street	S	63.2	E	71.0	E	7.8	Yes	35.1	D	38.2	D	3.1	No
8	Ayala Drive at I-210 WB Ramps	S	33.9	C	35.5	D	1.6	No	31.0	C	32.6	C	1.6	No
9	Ayala Drive at I-210 EB Ramps	S	21.8	C	22.0	C	0.2	No	33.2	C	35.3	D	2.1	No
D1	Maple Avenue at North Driveway	U	N/A	-	8.8	A	N/A	-	N/A	-	8.8	A	N/A	-
D2	Maple Avenue at South Driveway	U	N/A	-	8.6	A	N/A	-	N/A	-	8.6	A	N/A	-

Notes:

- Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

S = Signalized

U = Unsignalized